City OF Richland Gateway Design Report

November 2011

Richland

Barker
Landscape
Architects, P.S.

Table of Contents

1 - Introduction

Acknowledgements

The planning process was made possible with support
and efforts from the following participants:

City of Richland

John Fox, Mayor
Ed Revell, Mayor Pro Tem
Sandra Kent, Council Member
Philip Lemley, Council Member
Dave Rose, Council Member
Sheila Sullivan, Council Member
Bob Thompson, Council Member
Cindy Johnson, City Manager
Bill King, AICP, Deputy City Manager, Community and Development Services
Joe Schiessl, AICP, Planning and Redevelopment Manager, Planning & Redevelopment
Darin Arrasmith, Planner, Planning & Redevelopment
Dave Bryant, Parks Planner

Washington Department of Transportation

Paul Kinderman, AIA, State Bridge and Structures Architect
Sandy Salisbury, LA, HQ Landscape Architect
Kerry Grant, PE, SCR Project Engineer
Brian White, PE, SCR Project Engineer
Rick Gifford, PE, SCR Traffic Engineer

Consultant Team:

John F. Barker, Barker Landscape Architects, Principal Landscape Architect
Nicolas Morin, Barker Landscape Architects, Landscape Architect
Katy Saunders, Barker Landscape Architects, Landscape Designer
Matthew Wenz, Barker Landscape Architects, Graphic Designer
Eric Streeby, Barker Landscape Architects, Landscape Designer
Rich VanDeMark, RVLA Inc., Principal Landscape Architect

Introduction

Background

Richland's population of 47,000 covers 42 square miles in the semi-arid Columbia Basin of Washington State. Combined with neighboring Kennewick, Pasco, and West Richland, the total population for the region exceeds 250,000. Economic growth in the region in recent years has spurred new development and the City of Richland would like to build upon this growth by promoting an open and welcoming community image.

Purpose

The over arching goal of this report is to provide a design strategy for implementing 18 different gateways in and around the city of Richland which draw inspiration from the social, cultural, commercial and physical fabric of this region. The gateways occur in a variety of settings and are experienced from vehicular, bicycle, and pedestrian vantage points. Many sites include existing gateway elements which may remain or be retrofitted. Several gateways also serve as identifiers of major neighborhoods. The design recommendations take this wide range of factors into account, respecting the individual characteristics of each site while promoting a coordinated aesthetic across all locations. As a result, the relationship between existing and new gateways should also become stronger.

All of the entrances have been categorized into a hierarchy of "primary, secondary, and minor," depending on the level of expected improvement and importance of the gateway location. The size of the gateways also varies from a simple metal sign to larger and more sculptural designs. Enhancement of the various entryways include the use of public art, natural stone, and landscape improvements. An overall inventory map along with small scale aerial photos will assist in siting the gateways which have not yet been built.

Design Narrative

The character of Richland, Washington is strongly influenced by the contrast of the lush Columbia and Yakima river corridors against an arid landscape of hills sculpted by prehistoric floods. This presence of water in an otherwise dry landscape brings verdant shades to high water tables and irrigated soils, while land beyond the water's reach remains brown, red and tan. Richland feels like an oasis -- indeed, the city's name asserts it-- an oasis visible in the bountiful irrigated fields of alfalfa, cherry, wheat and expansive vineyards. The number of high quality wineries in the region is further testament to the agricultural richness and the 'terroire' of this place. The unique desert landscape, strongly influenced by water, wind and glacial outwash soils, combined with the Columbia River, basalt floods, and a booming economy results in a wonderful place to live and to visit. The overall character of the region is rarely visible from a single location, however, the intent is that the gateways provide a visual cue that you are within an urban oasis.

Introduction

Criteria for Gateway Designs

- Promote an open and welcoming community image
- Be progressive and positive
- Increase prominence and connection to nature
- Move beyond the "simply functional"
- Stress preservation
- Stand out
- Partner for success
- Depict Richland as hub for high-tech
- Celebrate and broadcast local natural/cultural history with a timeless quality to designs
- Key terms for inspiration: "Dryland, Inland, Rustic, River, Friendly, Welcoming"
- The general format for primary gateway signs should include:
    - The city logo
    - "Welcome"
    - Subtext that describes the neighborhood/district/park
- Retrofit existing signs to increase visual presence and connection to other gateway locations
    - Add stone/concrete/wood/metal work
    - Clarify city ownership (ie. Addition of a "medallion" of the city logo to preexisting gateways)
- Use a material pallette that is durable, long lasting, and low-maintenance.

Introduction

Natural Beauty

Wine Country

Waterfront Recreation

An "Urban Oasis"

Introduction

How to Use This Document

INTRODUCTION:
This section provides background information, purpose, conceptual drivers, and criteria for design of the City of Richland gateways.

INVENTORY / INSPIRATION:
A collection of regional and inspirational images, which illustrate the larger landscape, geology, culture, industry and history that influences the design of the gateways. This section also includes a cross-section of different signage typologies, pulled from a variety of sources, including signs found in other Washington State municipalities, as well as signs designed for theme landscapes, such as the National Parks.

GATEWAY OVERVIEW:
This overview provides general information about the various elements of the primary, secondary and minor gateway designs. The section includes general information about the gateway material and color palettes, suggested fonts and font sizing and spacing, artistic elements, and landscape enhancements. This section illustrates how the various gateway designs relate to one another through material, color and graphic elements, bringing coherence to the diverse selection of gateway locations.

GATEWAY DESIGNS:
Reference this section for specific design guidance at each gateway location. The first page provides a general overview of the existing site conditions, location and context. The following pages present a simulation and additional considerations for the design alternatives of each site.

COST ESTIMATES:
This document offers general cost information for the gateway elements specified in the designs.

PLANT PALETTE:
Many of the gateway locations include landscape enhancement as part of the design. This section provides an overview of suggested plants to cover the range of landscape settings, from wild to more urban and manicured.

APPENDIX:
The gateways located within WSDOT ROW require coordination with and approval from WSDOT and FHWA prior to implementation. These include gateways on overpasses and the Winco sign bridge (gateways #13 through 16). The proposed design for the overpasses must follow the criteria listed in Chapter 950.05 Criteria for Public Art, as well as the City of Richland Public Art Plan Notes authored by Paul Kinderman, PE, AIA, State Bridge and Structures Architect, dated October 24, 2011. This document is included in appendix, for reference, along with as-built details for the overpass structures. Acceptance of a new sign at the Winco sign bridge (gateway #16) by WSDOT would require an agreement that addresses maintaining the sign and removal of the sign if road improvements are made to this location.

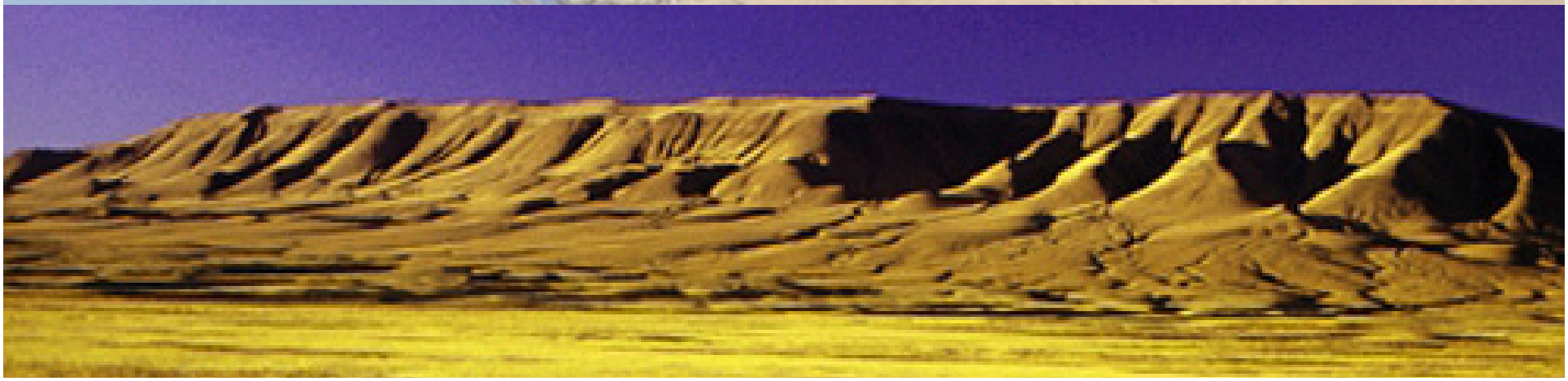
2 - Inventory / Inspiration

Landscapes near Richland

Richland as an oasis

Landscapes near Richland

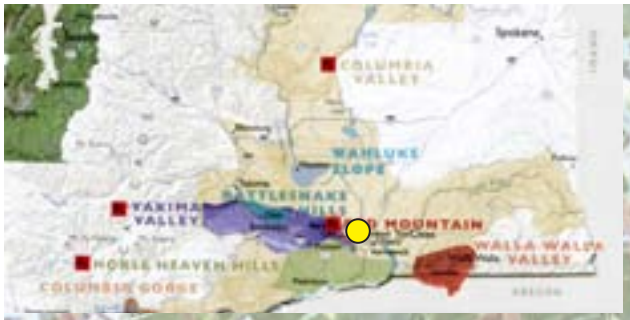
Topography formed by
wind and water



Landscapes near Richland

Surrounding arid hillsides provide a backdrop for two rivers, which feed a lush agricultural landscape. The confluence provides a frame for the urban core.

Wine Country Signage



Wine Country Signage

Tulip Lane Wineries in Richland

The wineries in and around Richland bring an inviting ambience to the city and are important for the local economy. Adding elements of these attractive landscapes to the city's gateways is one honest and legible way to enhance the identity of the City of Richland.

Wine Country Signage

Wine Country Signage

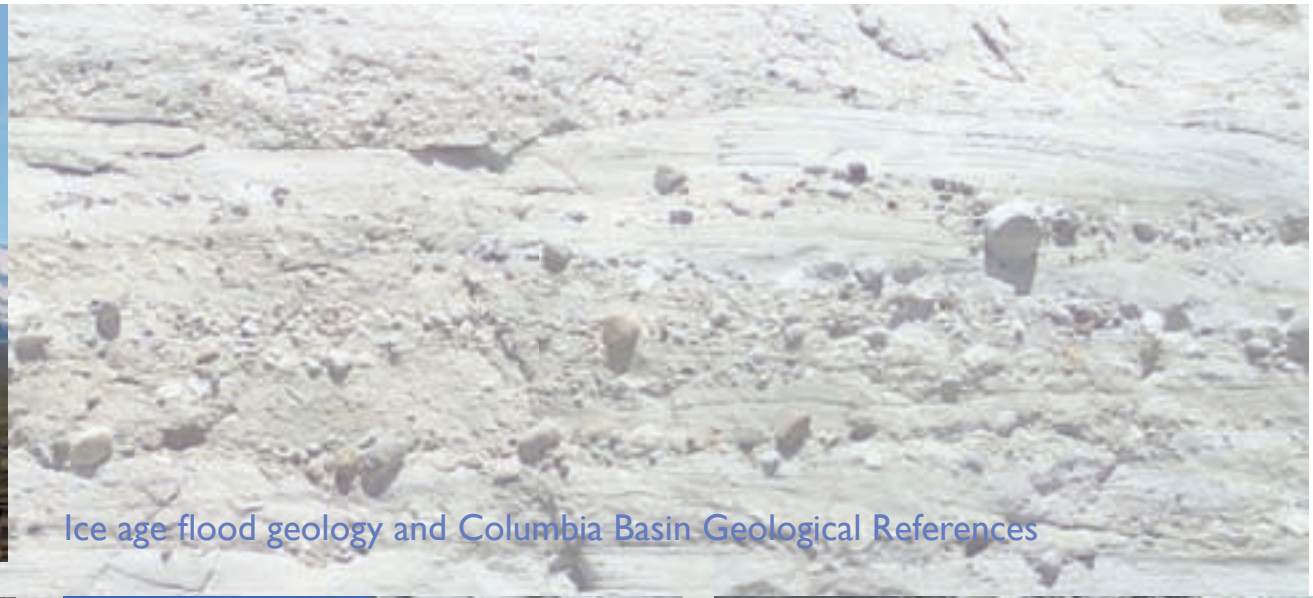
Wine Country Signage

Columbia Basin Geology

Columbia Basin Geology

Basalt and scree in native setting

Columbia Basin Geology



Ice age flood geology and Columbia Basin Geological References

Columbia Basin Geology

Basalt as used in Barker projects

Columbia Basin Geology

Contemporary basalt sign projects

Columbia Basin Geology

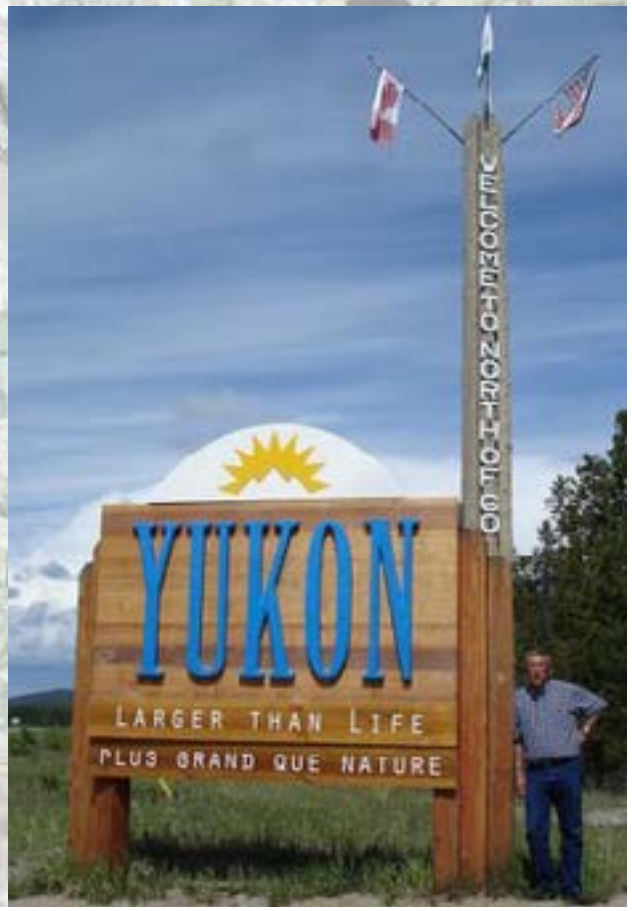
Gateway Signs

Gateway Signs

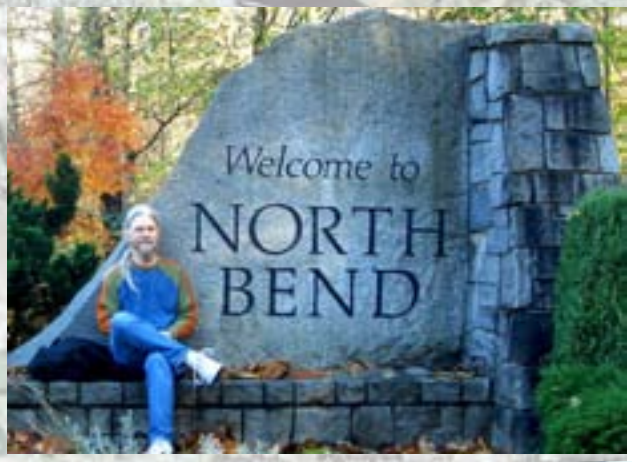
Gateway Signs

Gateway Signs

Gateway Signs



Gateway Signs



Gateway Signs

Canadian Signs

Technology / Business Park Signs

National Park Gateway Signs

Existing Richland Wayfinding Signs

Wayfinding Signs

Wayfinding examples

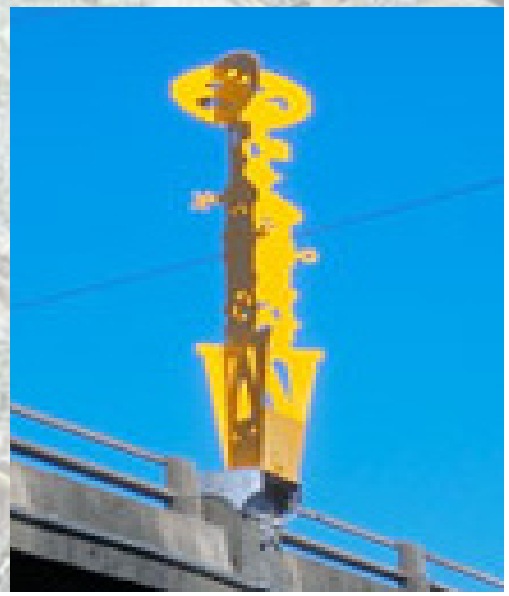
SIZE CODE	DIMENSIONS (MILLIMETERS)				
	ROUTE MARKER	CARDINAL DIRECTION	PLACE NAME	ARROW DIMEN.	BORDER WIDTH
B	600	250E/200E	265/200	NO. 7	36
C	900	300E/250E	332/250	NO. 8	50
D	900	375E/300E	400/300	NO. 8	50

SIZE CODE	DIMENSIONS (INCHES)				
	ROUTE MARKER	CARDINAL DIRECTION	PLACE NAME	ARROW DIMEN.	BORDER WIDTH
B	24	10E/8E	10.6/8	NO. 7	1 1/2
C	36	12E/10E	13.3/10	NO. 8	2
D	36	15E/12E	16/12	NO. 8	2

COLORS

LEGEND — WHITE (REFL)
BACKGROUND — GREEN (REFL)

Art on Freeway Overpasses



Art on Freeway Overpasses

Other Local Signage

Historic District Signage

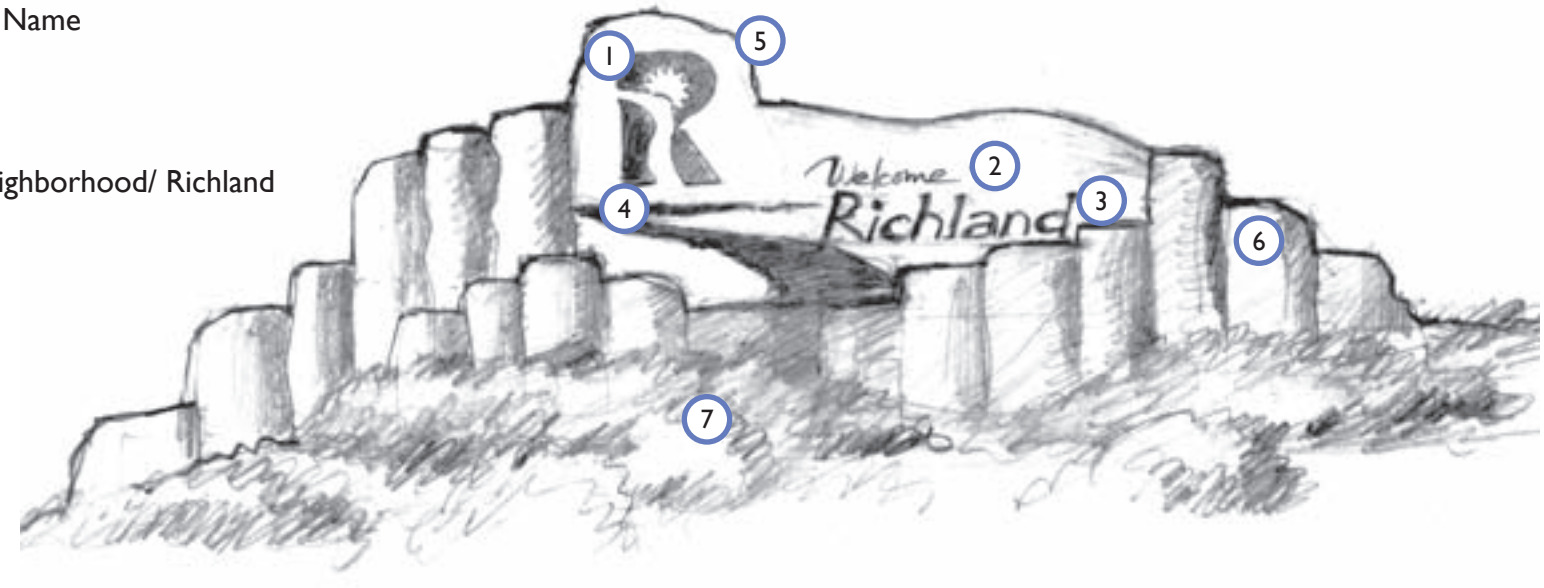
Historic Commercial Signage

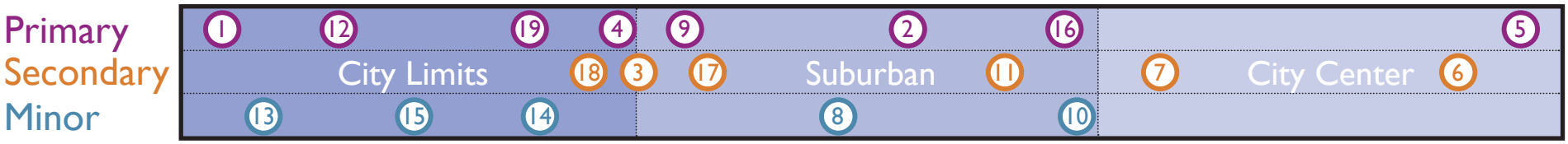
3 - Gateway Overview

Standard Features

1. Richland City Logo and Name
2. "Welcome"
3. District / Location / Neighborhood/ Richland
4. Gateway Graphic
5. Sign
6. Supporting Framework
7. Landscape

Sample Gateway





Gateway Overview

Gateway Elements

Standard Features

1. **Richland City Logo:**
   - 'R' Height: 24"
   - Color: Blue, Black or Rust-finish Steel
2. **City Name:**
   - Height: 4.25"
   - Color - Red, Black or Rust-finish Steel
   - Placement - Aligned to 'R'
3. **"Welcome":**
   - Color: Red, Black or Rust-finish Steel
   - Font: Honey Script (Sample 12 PT)
4. **District/Location/Neighborhood:**
   - Color: Red, Black or Rust-finish Steel
   - Placement: Centered with 'Welcome'
   - Font: Cityof (**SAMPLE 12 PT**)
5. **Gateway Graphic:**
   - Color: Lt. Blue, Black or Rust-finish Steel
   - Design varies with location
6. **Sign:**
   - New/Existing boulder, stone or concrete
7. **Supporting Framework:**
   - Basalt or stone masonry
8. **Landscape:**
   - See Ch. 6- Plant Palette
9. **Artistic Element:**
   - Design varies with location

Sample Gateway

Material Palette

Sign Material 6	Cut Sandstone	Cut Granite	Concrete
Framework Material 7	Sandstone Block / Basalt	Granite Block	To Match L&C Overlook
Landscape Material 8	Native	Low Maint. Ornamental	Med. Maint. Ornamental
Font Material	Various Metal	Painted Metal	Painted Metal

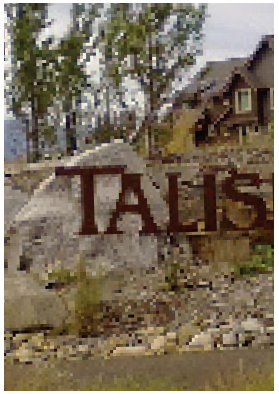
Inspiration for Primary Gateway Designs

City Limits

Business Park / Hi-tech

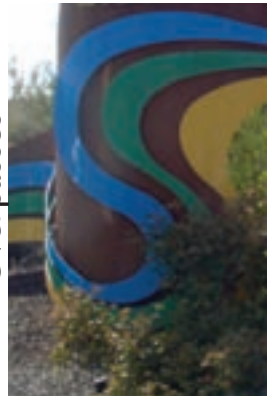
Natural Area

Retrofits



Suburban / Central Business District

Overpasses



Gateway Overview

Basalt Style


1 SR 240 @ Snively Rd.


2 SR 240 @ Jadwin Ave. / Stevens Dr.


12 Leslie Rd. @ Amon Creek Natural Preserve


9 Columbia Park Trail @ City Limits

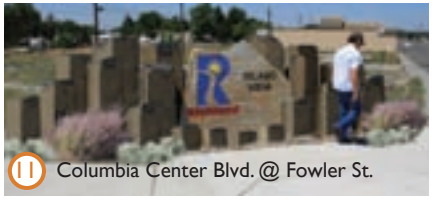
Rectilinear Style


5 George Washington Way @ Jadwin Ave. Option 2


19 Dallas Rd. @ I-82

Retrofit


4 Van Giesen St. @ SR 240


11 Columbia Center Blvd. @ Fowler St.


5 George Washington Way @ Jadwin Ave. Option 1


7 George Washington Way @ Aaron Drive

Retrofit / Medallion


6 George Washington Way @ Howard Amon Overlook

Medallions


10 Lewis & Clark Overlook @ Columbia Park Trail

Overpasses


13 Columbia Center Blvd. Overpass @ SR 240


14 I-182 Overpass @ SR 240


15 I-182 Overpass @ Keene Rd.

Welcome Signs


3 Van Giesen St. @ City Limits


8 Keene Rd. @ City Limits


17 Steptoe St. @ Columbia Park Trail


18 Gage Blvd. @ Bellerive Dr.

Sign Bridge


16 WSDOT Sign Bridge @ Winco

Primary Gateways

Overview

Basalt Style


1 SR 240 @ Snively Rd.


12 Leslie Rd. @ Amon Creek Natural Preserve


2 SR 240 @ Jadwin Ave. / Stevens Dr.


9 Columbia Park Trail @ City Limits

Rectilinear Style

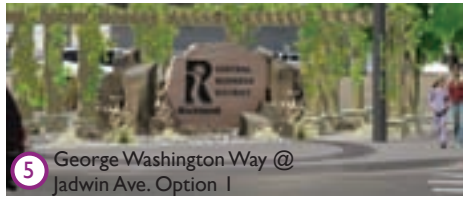

5 George Washington Way @ Jadwin Ave. Option 2


19 Dallas Rd. @ I-82

Retrofit


4 Van Giesen St. @ SR 240


11 Columbia Center Blvd. @ Fowler St.


5 George Washington Way @ Jadwin Ave. Option 1


7 George Washington Way @ Aaron Drive

Retrofit / Medallion


6 George Washington Way @ Howard Amon Overlook

Medallions


10 Lewis & Clark Overlook @ Columbia Park Trail

Overpasses


13 Columbia Center Blvd. Overpass @ SR 240


14 I-182 Overpass @ SR 240


15 I-182 Overpass @ Keene Rd.

Welcome Signs


3 Van Giesen St. @ City Limits


8 Keene Rd. @ City Limits


17 Steptoe St. @ Columbia Park Trail


18 Gage Blvd. @ Bellerive Dr.

Sign Bridge


16 WSDOT Sign Bridge @ Winco

Primary

1 12 19 4 9 2 16 5

City Limits | Suburban | City Center

Secondary Gateways

Overview

Basalt Style


1 SR 240 @ Snively Rd.

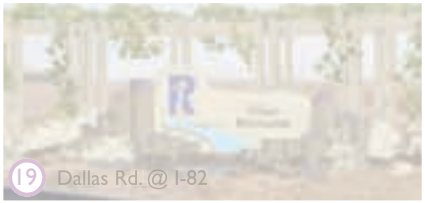

12 Leslie Rd. @ Amon Creek Natural Preserve


2 SR 240 @ Jadwin Ave. / Stevens Dr.


9 Columbia Park Trail @ City Limits

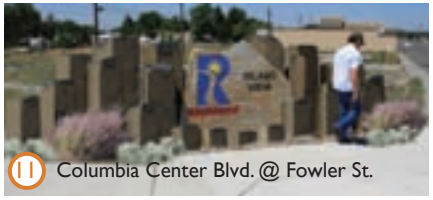
Rectilinear Style


5 George Washington Way @ Jadwin Ave. Option 2


19 Dallas Rd. @ I-82

Retrofit


4 Van Giesen St. @ SR 240


11 Columbia Center Blvd. @ Fowler St.


5 George Washington Way @ Jadwin Ave. Option 1


7 George Washington Way @ Aaron Drive

Retrofit / Medallion


6 George Washington Way @ Howard Amon Overlook

Medallions


10 Lewis & Clark Overlook @ Columbia Park Trail

Overpasses


13 Columbia Center Blvd. Overpass @ SR 240


14 I-182 Overpass @ SR 240


15 I-182 Overpass @ Keene Rd.

Welcome Signs


3 Van Giesen St. @ City Limits


8 Keene Rd. @ City Limits


17 Steptoe St. @ Columbia Park Trail


18 Gage Blvd. @ Bellerive Dr.

Sign Bridge


16 WSDOT Sign Bridge @ Winco

Secondary

City Limits | Suburban | City Center

Minor Gateways

Overview

Basalt Style


1 SR 240 @ Snively Rd.


2 SR 240 @ Jadwin Ave. / Stevens Dr.


12 Leslie Rd. @ Amon Creek Natural Preserve


9 Columbia Park Trail @ City Limits

Rectilinear Style


5 George Washington Way @ Jadwin Ave. Option 2


19 Dallas Rd. @ I-82

Retrofit


4 Van Giesen St. @ SR 240


5 George Washington Way @ Jadwin Ave. Option 1


11 Columbia Center Blvd. @ Fowler St.


7 George Washington Way @ Aaron Drive

Retrofit / Medallion


6 George Washington Way @ Howard Amon Overlook

Medallions


10 Lewis & Clark Overlook @ Columbia Park Trail

Overpasses


13 Columbia Center Blvd. Overpass @ SR 240


14 I-182 Overpass @ SR 240


15 I-182 Overpass @ Keene Rd.

Welcome Signs


3 Van Giesen St. @ City Limits


8 Keene Rd. @ City Limits


17 Steptoe St. @ Columbia Park Trail


18 Gage Blvd. @ Bellerive Dr.

Sign Bridge


16 WSDOT Sign Bridge @ Winco

Minor

13 15 14 8 10

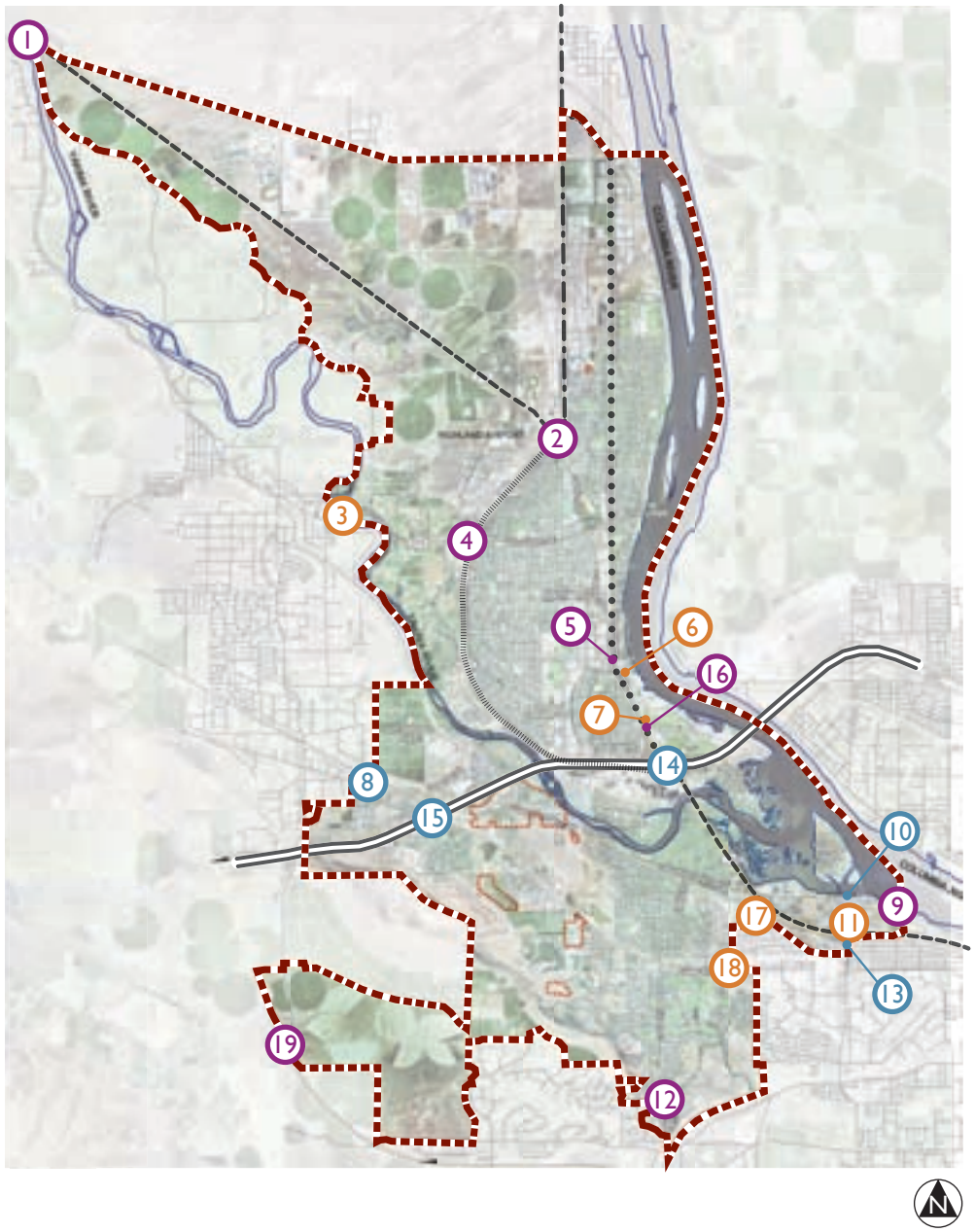
City Limits Suburban City Center

4 - Gateway Designs

Gateway Sites

Legend

- City Limits
- I-182
- SR 240
- By-Pass Highway
- G.W. Way
- Stevens Dr.
- Primary Gateway
- Secondary Gateway
- Minor Gateway



Gateway Index

1. SR 240 @ Snively Rd.
2. SR 240 @ Jadwin Ave. / Stevens Dr.
3. Van Giesen St. @ City Limits
4. Van Giesen St. @ SR 240
5. George Washington Way @ Jadwin Ave.
6. George Washington Way @ Howard Amon Overlook
7. George Washington Way @ Aaron Drive
8. Keene Rd. @ City Limits
9. Columbia Park Trail @ City Limits
10. Lewis & Clark Overlook @ Columbia Park Trail
11. Columbia Center Blvd. @ Fowler St.
12. Leslie Rd. @ Amon Creek Natural Preserve
13. Columbia Center Blvd. Overpass @ SR 240
14. I-182 Overpass @ SR 240
15. I-182 Overpass @ Keene Rd.
16. WSDOT Sign Bridge @ Winco
17. Steptoe St. @ Columbia Park Trail
18. Gage Blvd. @ Bellerive Dr.
19. Dallas Rd. @ I-82

Gateway 1 — SR 240 @ Snively Road

Key Plan

Design Considerations

Gateway Type: Primary

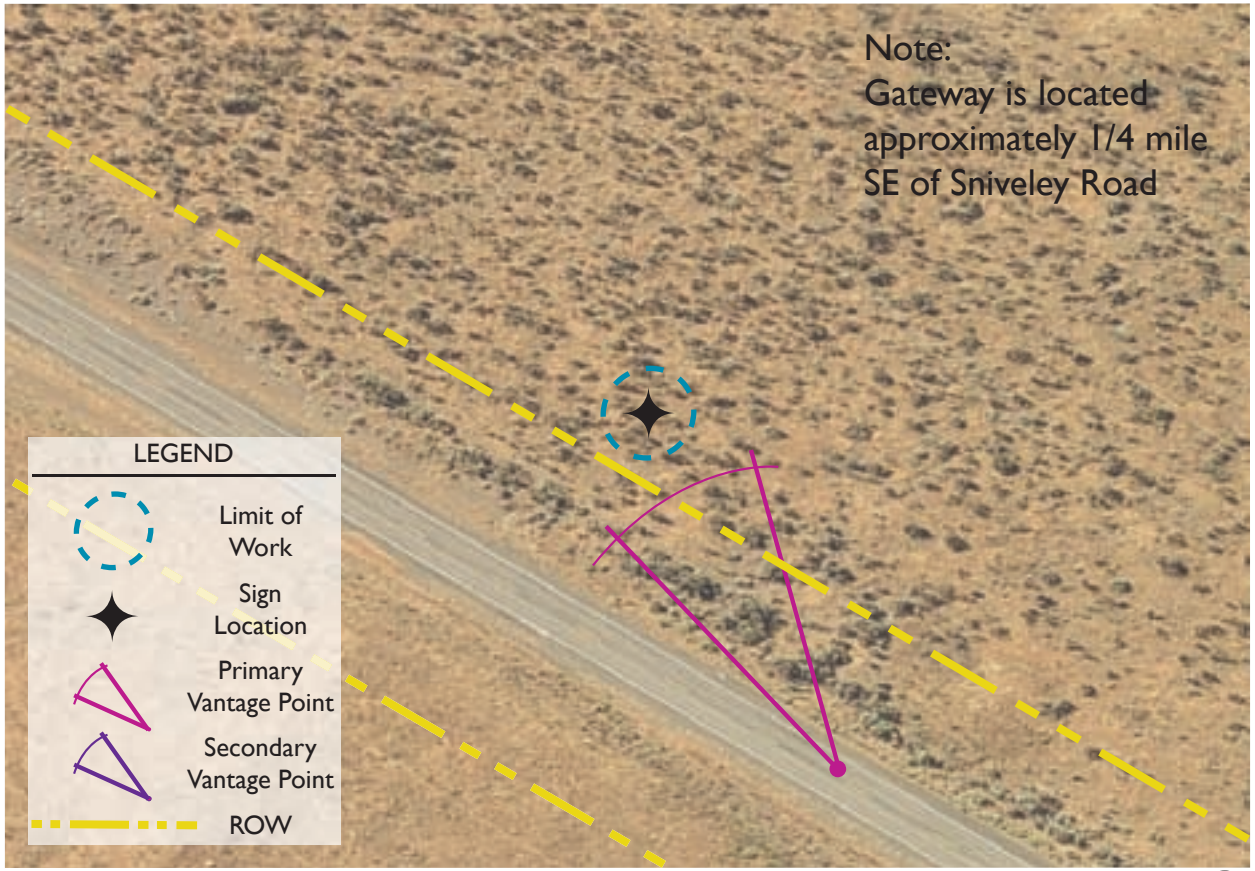
Character: Natural, Outskirts of town

Neighborhood:

Experience: Car-dominant (~50 MPH)

Built Status: New gateway

Context/Notable Features: Wild landscape of Venneta bridge; water tower; skyline of Rattlesnake/Badger/Candy Mountains, mostly sagebrush with some transitioning to agricultural land. Closest site to Hanford Reach. First sign of development in 40+ miles. Sign location is outside of WSDOT ROW.



Overview Plan

Site photos

Gateway 1 — SR 240 @ Snively Road

Proposed Design

Design Intent

- Gateway welcoming visitors to the northernmost entrance to town.
- Locate sign on an existing high point, approx. 1/4 mile SE of Snively Rd.
- Complement natural character of surrounding sagebrush landscape.

Existing Conditions

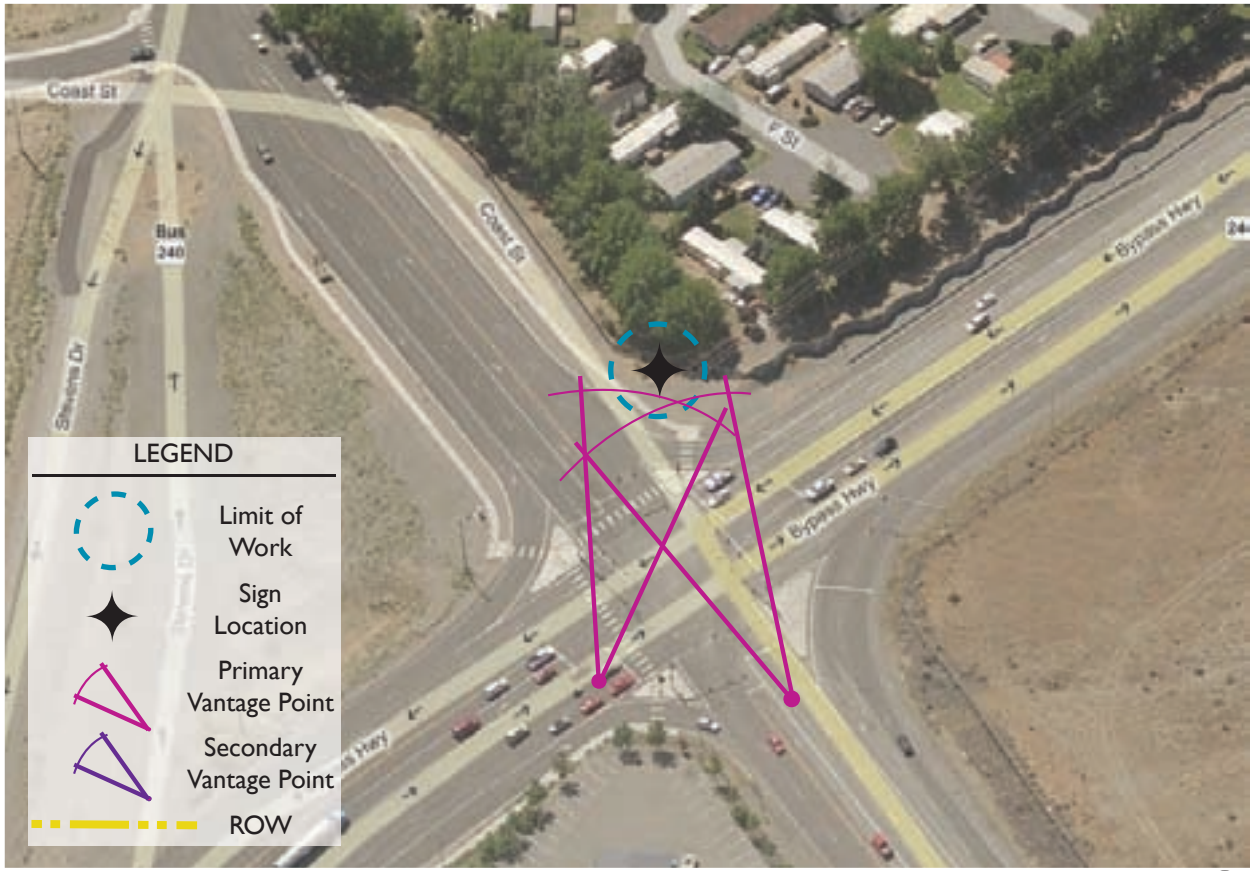
Gateway 2 — SR 240 @ Jadwin Avenue/Stevens Drive

Key Plan

Design Considerations

Gateway Type: Primary

Character: Suburban
Neighborhood: Not yet identified
Experience: Mixed car & bike/pedestrian
Built Status: Existing gateway to be replaced
Context/Notable Features: First gateway on north side of town that is in a residential setting. Natural turn-around point for users of the bike/ped. trail. Some existing boulders will need to be relocated. Opportunity to tie into nearby WSU xeriscape demonstration garden.



Overview Plan

Site photos

Gateway 2 — SR 240 @ Jadwin Avenue/Stevens Drive

Proposed Design

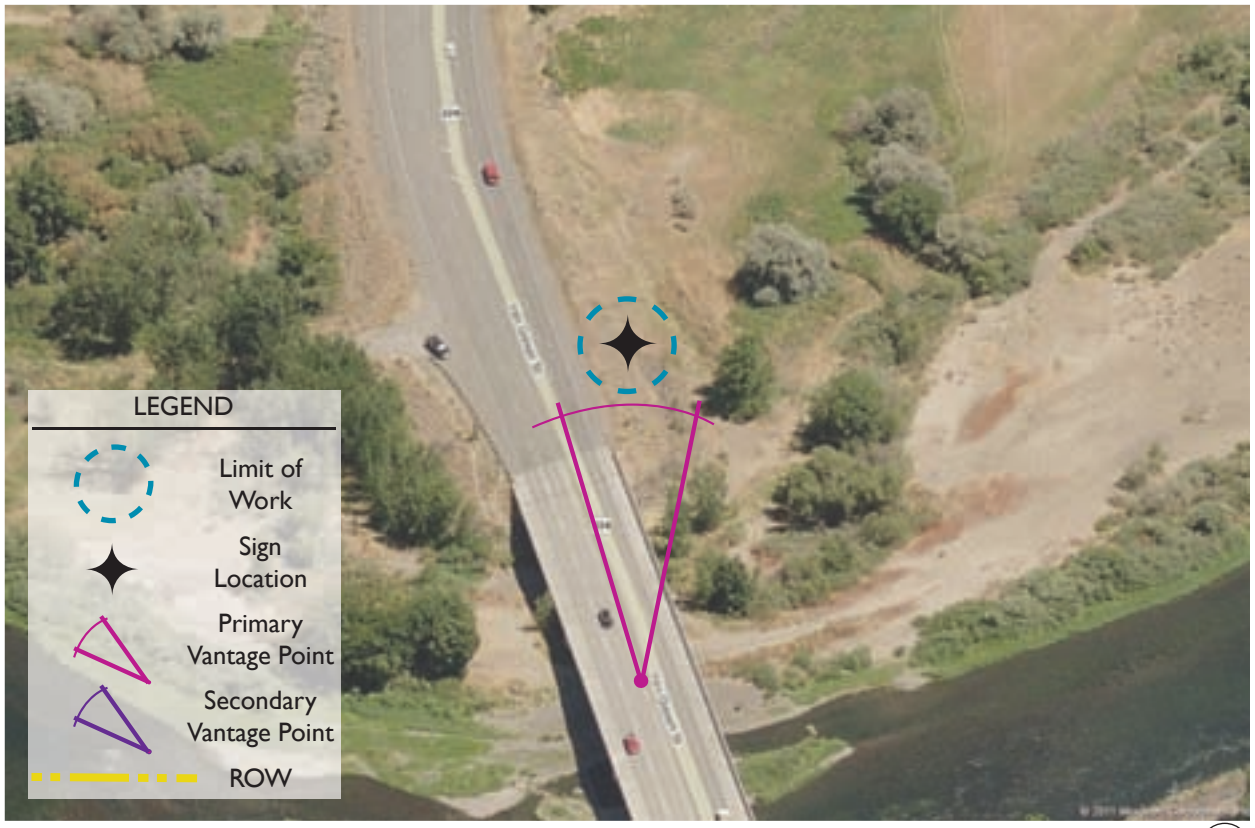
Design Intent

- Replace existing sign with new standard basalt design.
- Landscape improvements will soften this corner of the intersection, help "ground" the existing boulders, and designate arrival to a more residential scale.
- Extend plantings to the east as far as possible.
- Gateway welcomes visitors to one of the northernmost neighborhoods in Richland.
- Locate sign on center of existing fence line and hold 6-8 ft. from the fence to allow room for maintenance and a buffer/backdrop for the sign and stone columns.

Existing Conditions

Gateway 3 — Van Giesen Street @ City Limits

Key Plan



Overview Plan

Design Considerations

Gateway Type: Secondary

Character: Highway

Neighborhood:

Experience: Car-dominant (~ 40 mph)

Built Status: Replace existing city sign with new metal sign design.

Context/Notable Features: Existing concentration of signs reduces impact of gateway.

Site photos

Gateway 3 — Van Giesen Street @ City Limits

Proposed Design

Design Intent

- Gateway is on the Richland side of the Yakima river.
- Use existing location and replace previous sign with updated metal sign design.

Existing Conditions

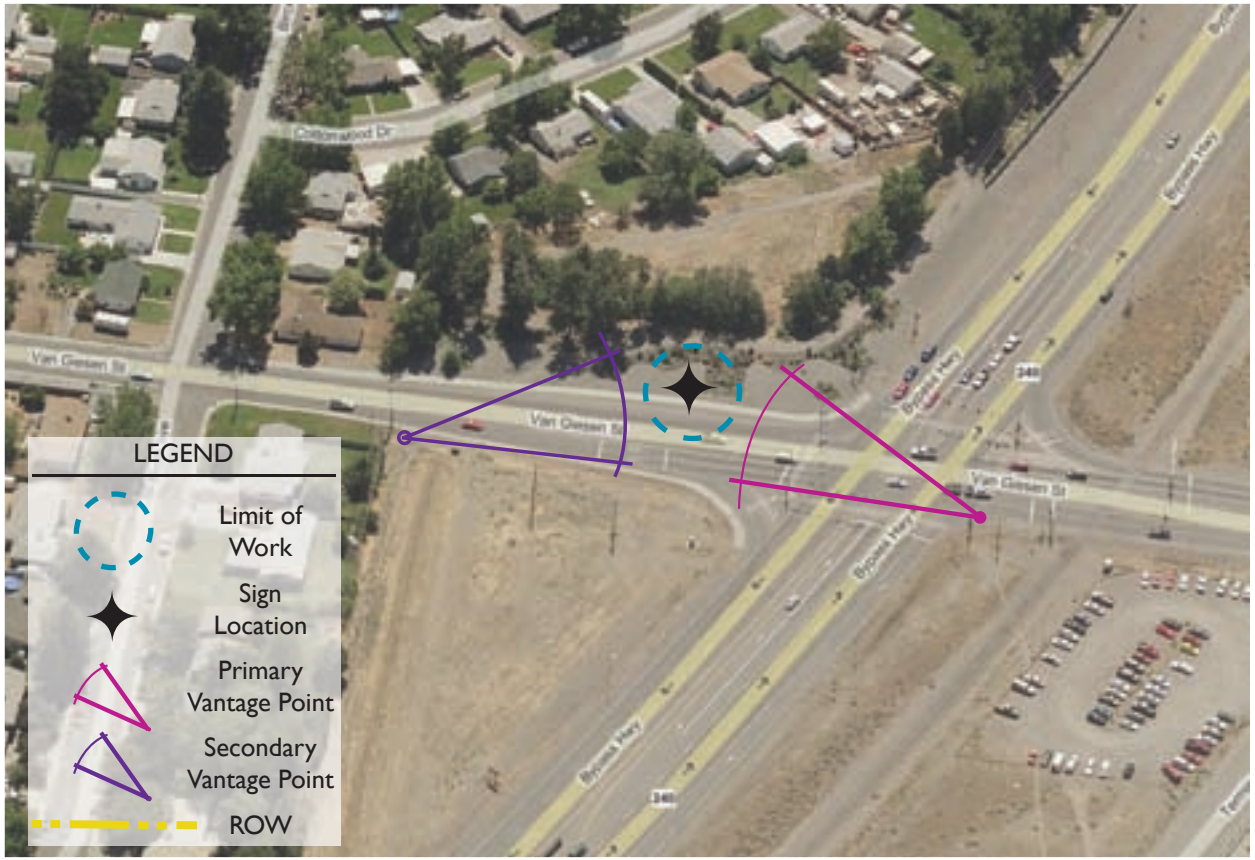
Gateway 4 — Van Giesen Street @ SR 240

Key Plan

Design Considerations

Gateway Type: Primary

Character: Highway
Neighborhood:
Experience: Car-dominant (~40 MPH)
Built Status: Existing gateway to be retrofitted
Context/Notable Features: Extensive gravel / landscape area. Existing sign is double-sided. Give sign greater visual presence with additional landscape plantings.



Overview Plan

Site photos

Options 1 & 2 - Boulder with Basalt (Horizontal or Vertical)

Design Intent

- Retrofit existing sign by adding basalt pedestal for neighborhood identifier, vertical basalt columns on either side of existing stone sign, and additional landscape plantings.

Existing Conditions

Option 3 - with Stone & Plinth - Black Text

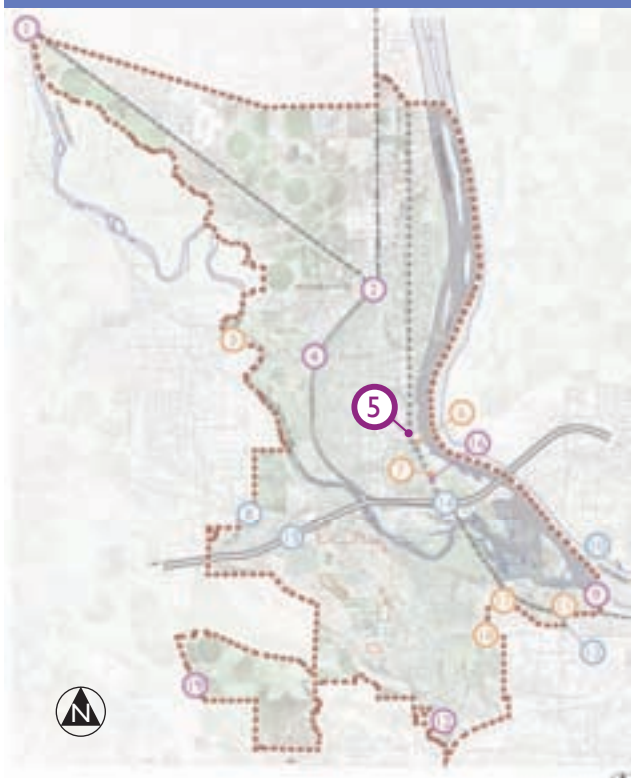
DESIGN INTENT

- Retrofit existing boulder by adding stone pedestal, stone sign for neighborhood identity, and additional landscape plantings.

Existing Conditions

Gateway 5 George Washington Wy @ Jadwin Ave (CBD Entry)

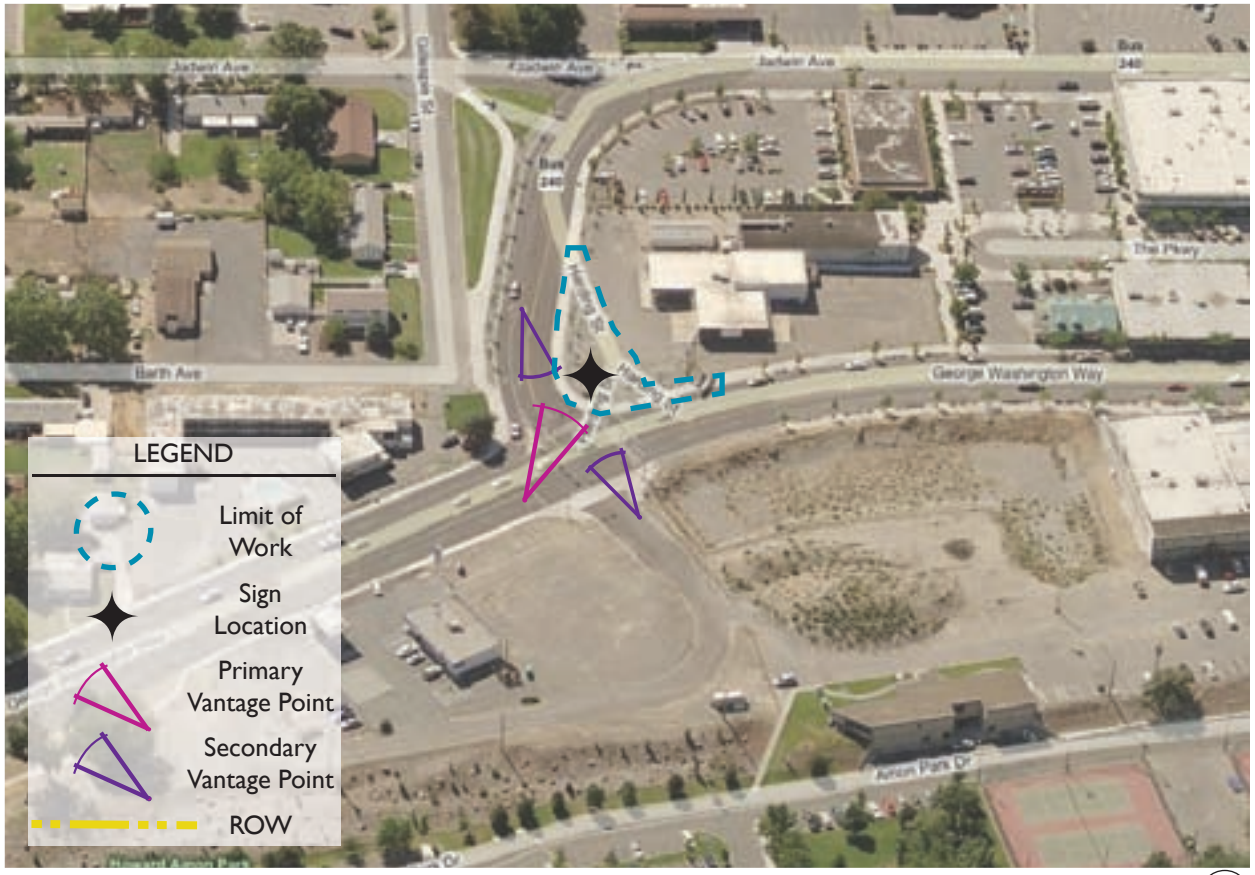
Key Plan



Design Considerations

Gateway Type: Primary

Character: Central city
Neighborhood: Central Business District
Experience: Mixed car/bike/ped
Built Status: Existing gateway
Context/Notable Features: Connect to the street and the CBD character; plaza aesthetic to accomodate potential future development at this corner.



Overview Plan

Site photos

Gateway 5 George Washington Wy @ Jadwin Ave (CBD Entry)

Option 1 - Boulder Retrofit with Landscape Enhancements

Design Intent

- This alternative proposes to supplement existing basalt with additional shorter basalt columns, in the foreground.
- Landscape improvements will soften this corner of the intersection, help "ground" the structural elements, and designate arrival to the Central Business District.
- The proposed arbor design, detailing, and materials, match the existing arbor at the Lewis & Clark Overlook with the addition of grape vines.
- A radial scoring and stain pattern are show for the existing sidewalk as another connection to the Overlook.

Existing Conditions

Gateway 5 George Washington Wy @ Jadwin Ave (CBD Entry)

Option 2 - Rectilinear Style (Arbor plinth stone)

Design Intent

- This alternative replaces the existing sign and basalt columns with the rectilinear sign design option #1.
- Landscape improvements will soften this corner of the intersection, help "ground" the structural elements, and designate arrival to the Central Business District.
- The proposed arbor design, detailing, and materials, match the existing arbor at the Lewis & Clark Overlook with the addition of grape vines.
- A radial scoring and stain pattern are show for the existing sidewalk as another connection to the Overlook.

Existing Conditions

Gateway 5 George Washington Wy @ Jadwin Ave (CBD Entry)

Option 3 - Rectilinear Style (Sliced granite)

Design Intent

• This alternative proposes to replace the existing sign and basalt columns with the rectilinear sign design opt. #2.
• Landscape improvements will soften this corner of the intersection, help "ground" the structural elements, and designate arrival to the Central Business District.
• The proposed arbor design, detailing, and materials, match the existing arbor at the Lewis & Clark Overlook with the addition of grape vines.
• A radial scoring and stain pattern are show for the existing sidewalk as another connection to the Overlook.

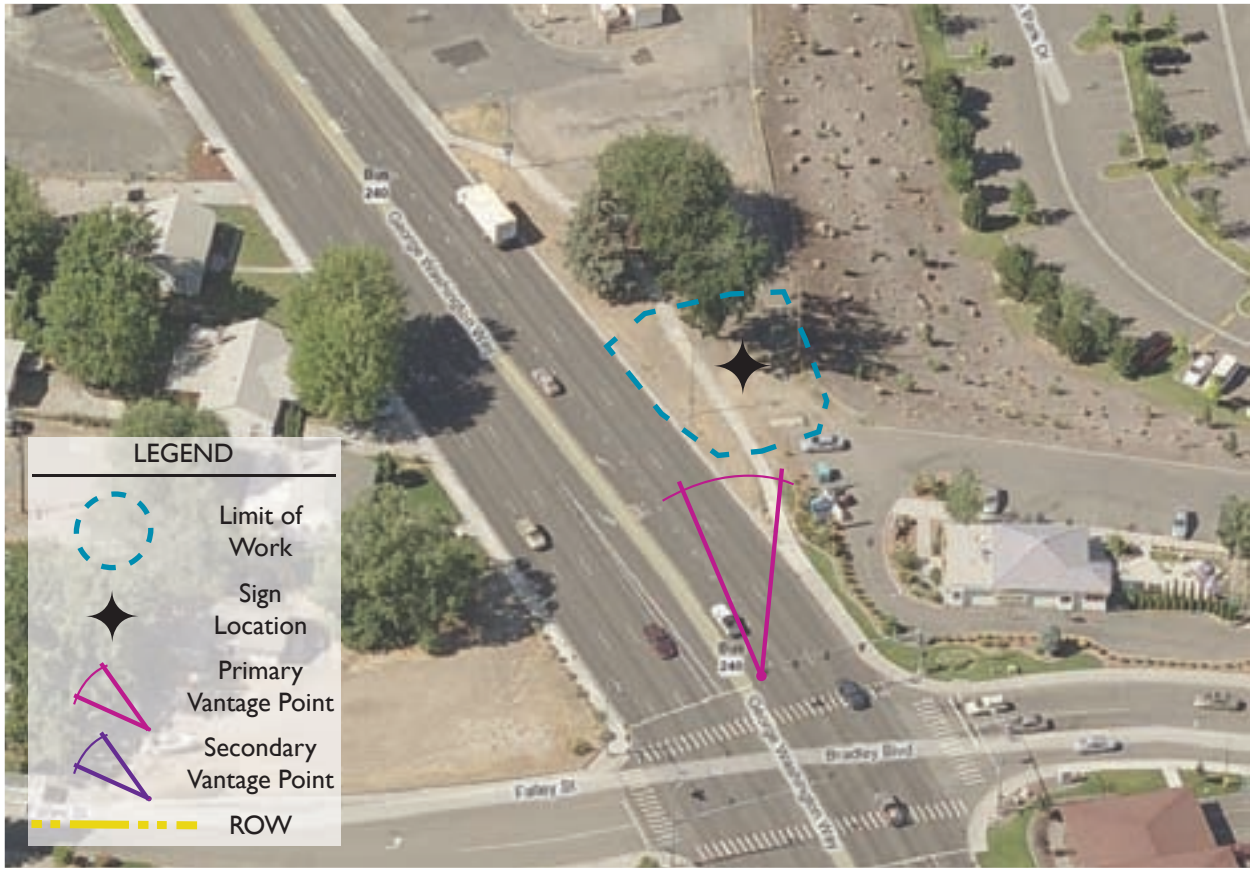
Existing Conditions

Gateway 6 George Washington Way @ Howard Amon Overlook

Key Plan

Design Considerations

Gateway Type: Secondary
Character: City Center
Neighborhood: Central Business District
Experience: Mixed car & bike/ped
Built Status: Existing gateway
Context/Notable Features: Connection to river front park, add city identifier, screen food mart to the north of the gateway, arbor proposed for phase 2 will provide a tie-in to other gateway locations with arbors (gateways #5 and #10).



Overview Plan

Site photos

Gateway 6 George Washington Way @ Howard Amon Overlook

Proposed Design

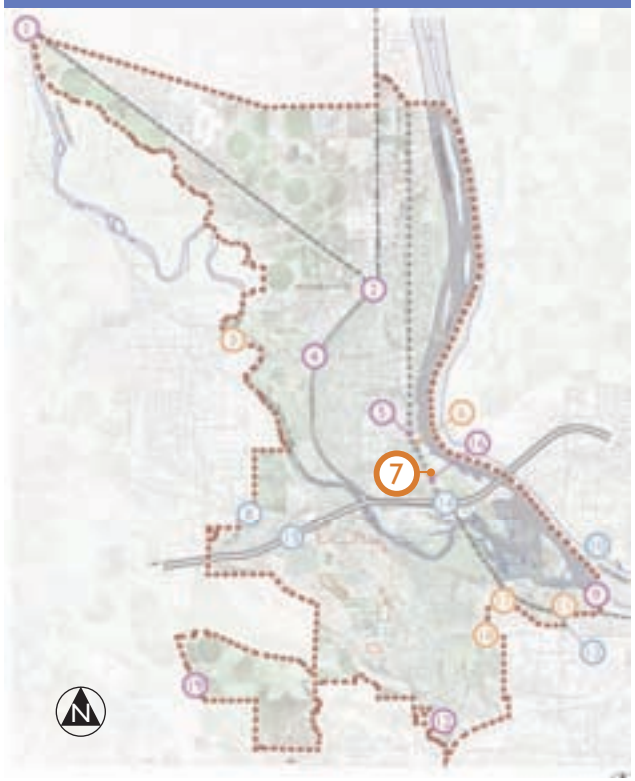
Design Intent

• Relocate existing sign across pathway and install on stone block pedestal to increase visibility and provide opportunity to add city of Richland logo.
• Proposed phase 2 pergola and stone pedestals are simulated with the same detailing and materials as the existing Lewis & Clark Overlook to demonstrate how this structure will provide a tie-in to other gateway locations with arbors (gateways #5 and #10).

Existing Conditions

Gateway 7 George Washington Way @ Aaron Drive

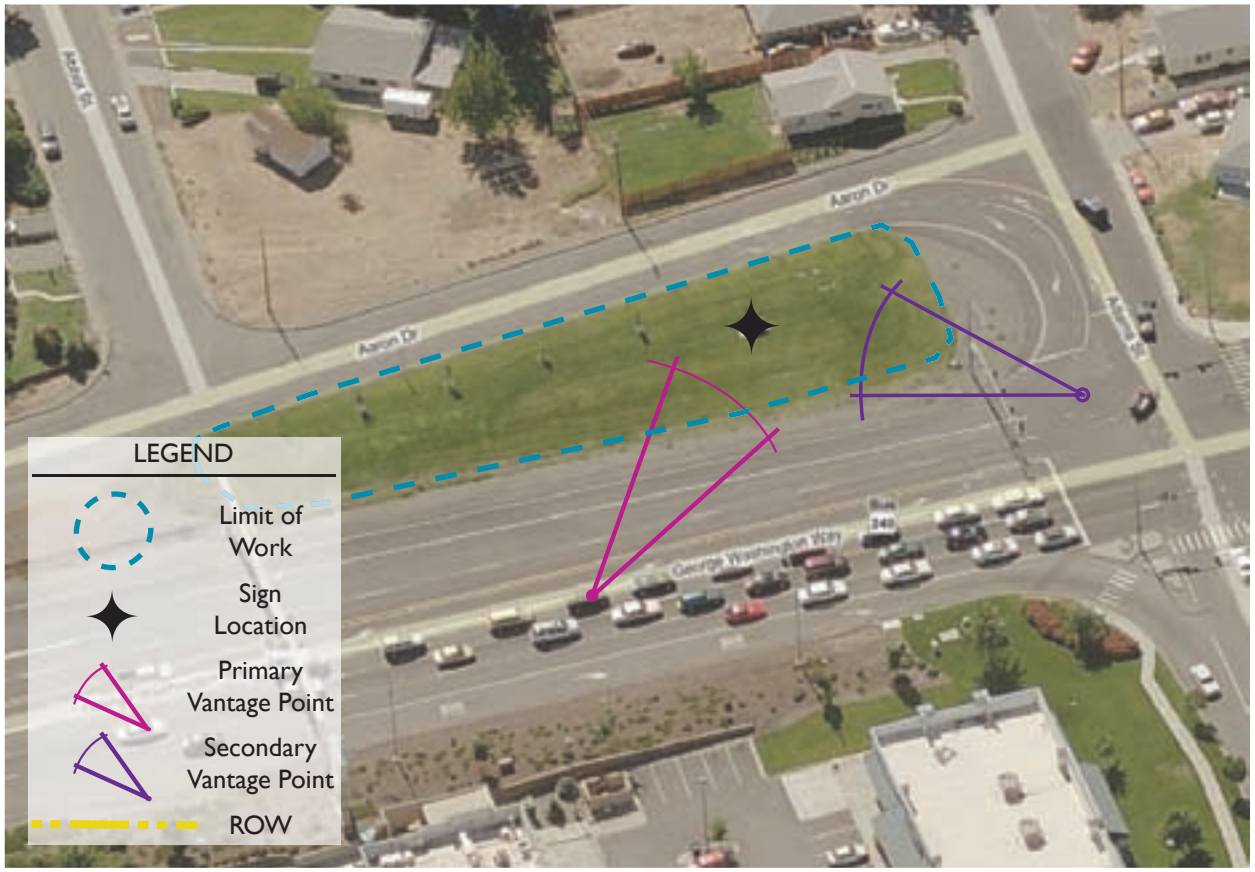
Key Plan



Design Considerations

Gateway Type: Primary

Character: City Neighborhood
Neighborhood:
Experience: Mixed car & bike/ped
Built Status: Existing gateway
Context/Notable Features: Stone shaped like WA state; apmplify presence of sign with landscape impromvements; provide buffer for neighboring residences.



Overview Plan

Site photos

Proposed Design - Boulder Retrofit with Landscape Enhancements

Design Intent

- Preserve sign in existing location and increase presence with surrounding landscape improvements.
- Landscape improvements include:
  - A single, sinuous row of large, evergreen trees, spaced approximately 20-25 ft. on center. The understory would be planted with drought tolerant natives.
  - An 6-8 ft. diameter bed of gravel immediately surrounding the sign.
  - A 4-10 ft. diameter bed of ground covers and low-growing shrubs isurrounding the bed of gravel.

Existing Conditions

Gateway 7 George Washington Way @ Aaron Drive

Proposed Design - Boulder Retrofit with Landscape Enhancements

Design Intent

- Preserve sign in existing location and increase presence with surrounding landscape improvements.
- Landscape improvements include:
  - A single, sinuous row of large, evergreen trees, spaced approximately 20-25 ft. on center. The understory would be planted with drought tolerant natives.
  - An 6-8 ft. diameter bed of gravel immediately surrounding the sign.
  - A 4-10 ft. diameter bed of ground covers and low-growing shrubs isurrounding the bed of gravel.

Existing Conditions

Gateway 8 — Keene Road @ City Limits

Key Plan

Design Considerations

Gateway Type: Minor

Character: Residential
Neighborhood:
Experience: Car/pedestrian (35 mph)
Built Status: New gateway location.
Context/Notable Features: Western entrance into Richland through residential neighborhood.

Overview Plan

Site photos

Gateway 8 — Keene Road @ City Limits

Proposed Design

Design Intent

- Attach metal sign design to existing street light pole.

Existing Conditions

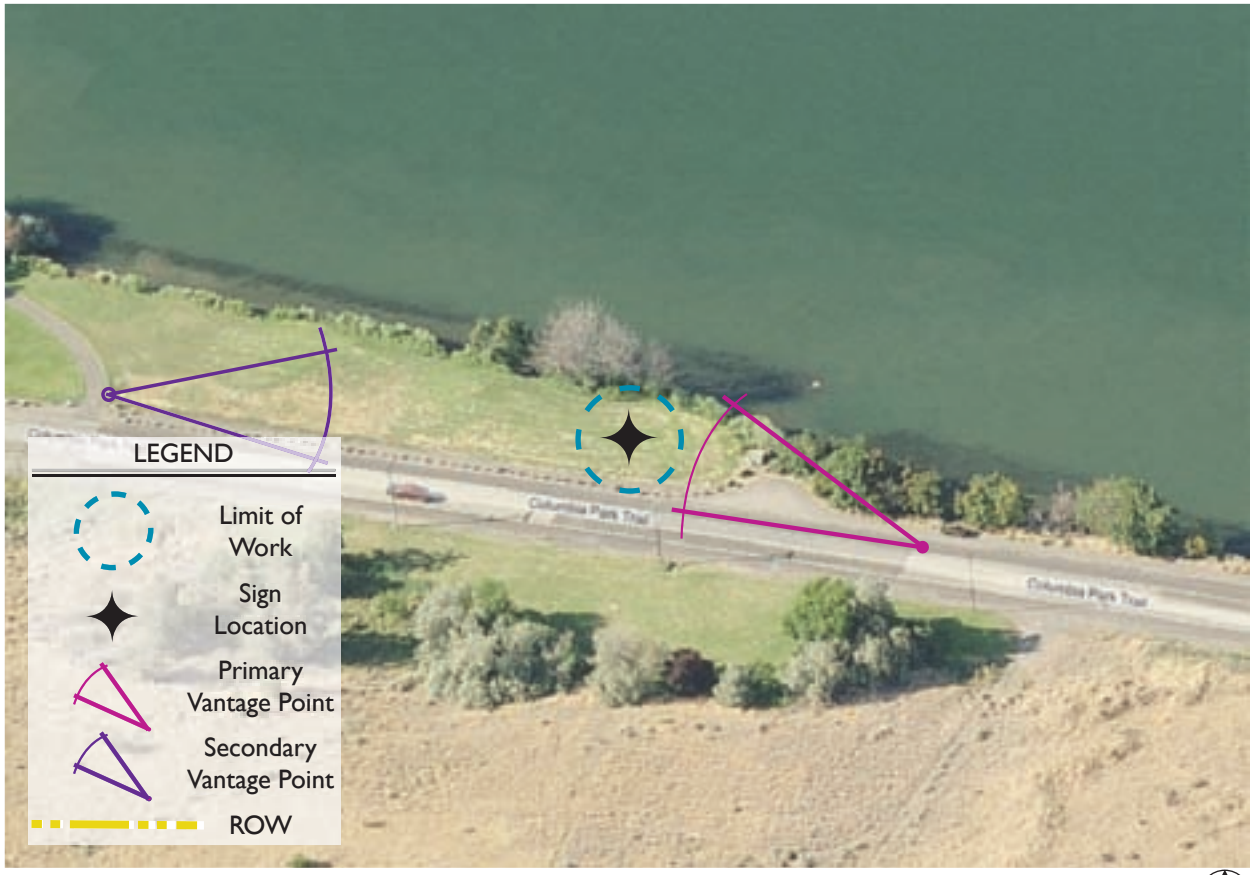
Gateway 9 — Columbia Park Trail @ City Limits

Key Plan

Design Considerations

Gateway Type: Primary

Character: Park
Neighborhood:
Experience: Mixed ped/bike and car
Built Status: New gateway
Context/Notable Features: Gateway location and design to respect this park as a shared asset with the City of Kennewick.



Overview Plan

Site photos

Gateway 9 — Columbia Park Trail @ City Limits

Option 1 - Boulder with Basalt - Color logo, black text

Design Intent

- Natural, park, waterfront context
- Precise location of gateway to be determined and may shift closer to the city of Richland to respect shared ownership of this open space with the city of Kennewick.

Existing Conditions

Gateway 9 — Columbia Park Trail @ City Limits

Option 2 - Boulder with Basalt - Black Logo & Black Text

Design Intent

- Natural, park, waterfront context
- Precise location of gateway to be determined and may shift closer to the city of Richland to respect shared ownership of this open space with the city of Kennewick.

Existing Conditions

Gateway 10 Lewis & Clark Overlook @ Columbia Park Trail

Key Plan

Design Considerations

Gateway Type: Minor

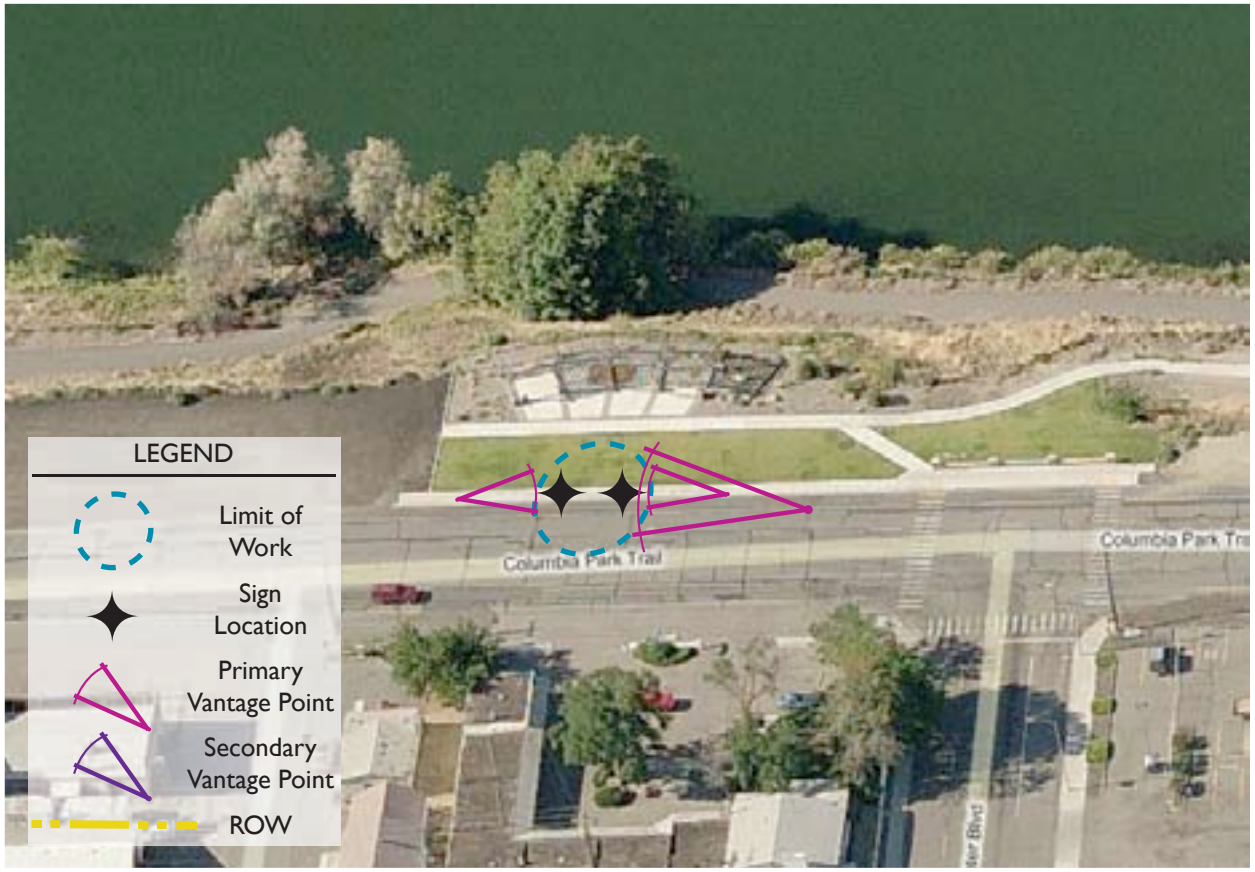
Character: Park

Neighborhood:

Experience: Mixed ped/bike and car

Built Status: New gateway applied to existing structures.

Context/Notable Features: Waterfront plaza overlooking the Columbia river with a statue of Sacagawea to commemorate the Lewis & Clark Expedition.



Overview Plan

Site photos

Gateway 10 Lewis & Clark Overlook @ Columbia Park Trail

Option 1 - Richland Logo Brushed Steel over Unfinished Steel

Design Intent

- 12" tall, unfinished cut steel "Medallion" style logo pin-mounted to the face of two existing stone columns. Color of steel blends with existing wood arbor.

Existing Conditions

Gateway 10 Lewis & Clark Overlook @ Columbia Park Trail

Option 2 - Richland Logo in Powder-coated metal

Design Intent

- 12" tall, powder coated cut metal "Medallion" style logo pin-mounted to the face of two existing stone columns. Use official city logo colors.

Existing Conditions

Option 3 - Richland Logo in Powder-coated metal

DESIGN INTENT

- 12" tall, powder coated cut metal "Medallion" style logo pin-mounted to the face of two existing stone columns. Use black to reduce visual impact.

Existing Conditions

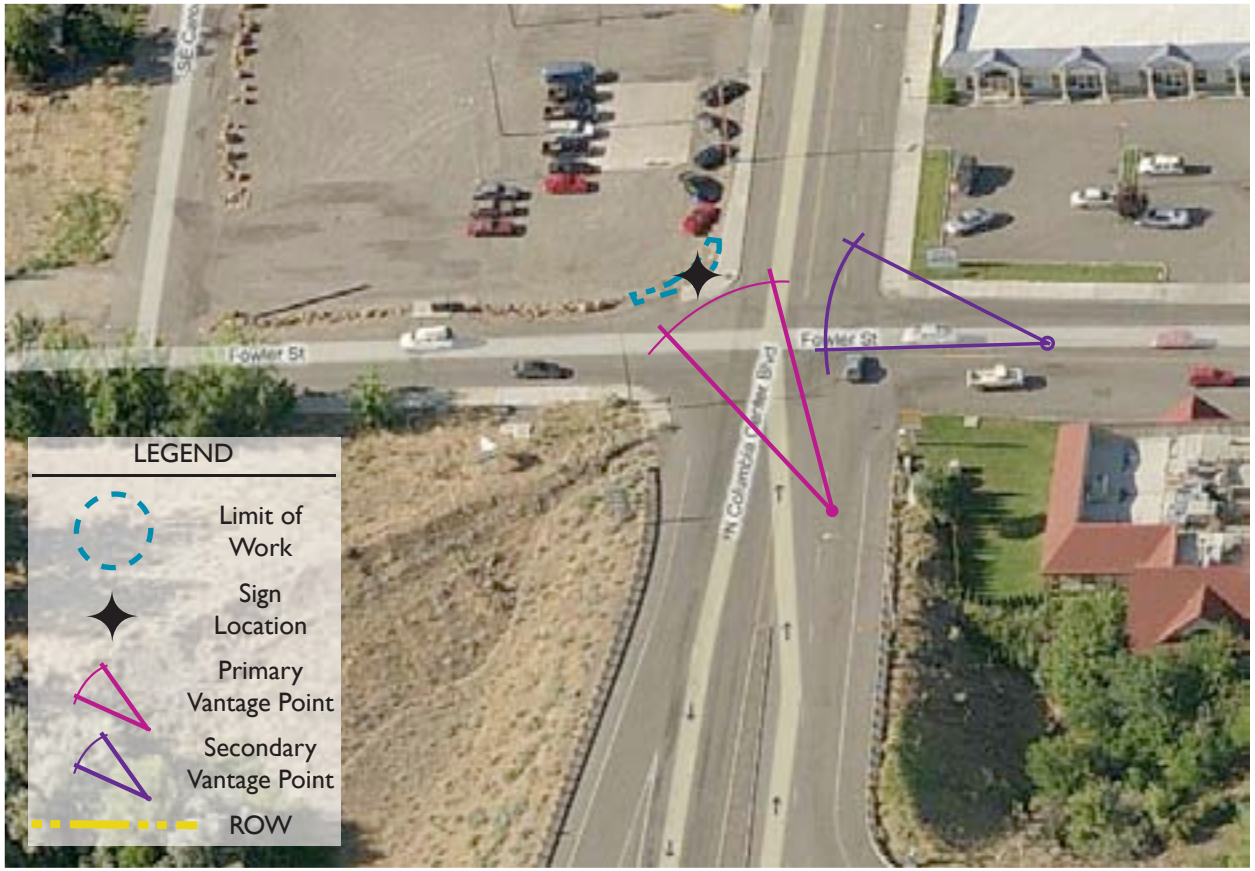
Gateway II — Columbia Center Blvd. @ Fowler Street

Key Plan

Design Considerations

Gateway Type: Secondary

Character: Suburban
Neighborhood:
Experience: Car dominant
Built Status: Existing gateway
Context/Notable Features: Soften dry landscape; opportunity for a district size gateway.



Overview Plan

Site photos

Gateway 11 — Columbia Center Blvd. @ Fowler Street

Proposed Design - Retrofit

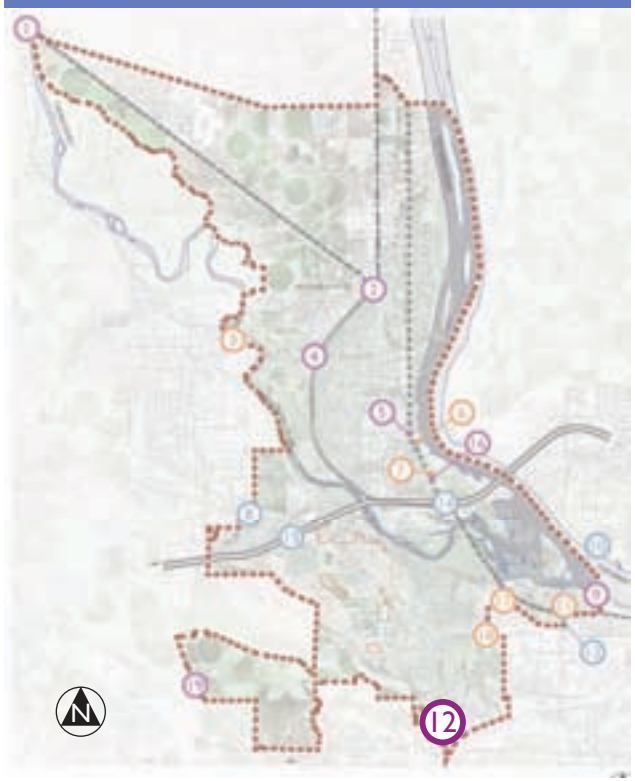
Design Intent

- Increase visibility of existing sign by installing it on a concrete pedestal that is raised up approximately 12" and hidden behind additional shorter basalt columns.
- Amplify presence of gateway by supplementing existing basalt columns with anoter 5-6 columns on either side.
- Soften basalt with landscape plantings in front of newly installed columns.
- Replace broken face basalt to the left of the sign.

Existing Conditions

Gateway 12 Leslie Road @ Amon Creek Natural Preserve

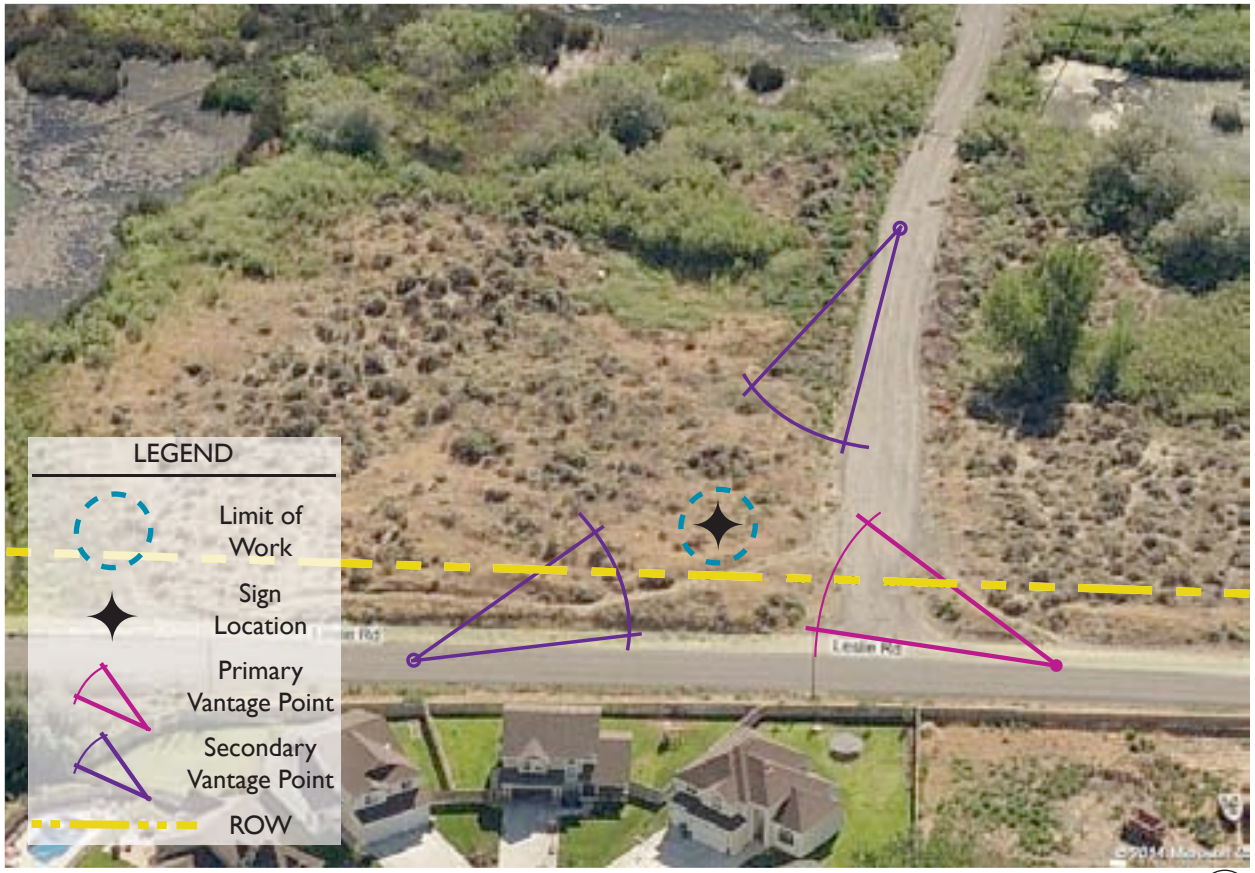
Key Plan



Design Considerations

Gateway Type: Primary

Character: Park/Natural Area
Neighborhood:
Experience: Mixed ped/bike and car
Built Status: New gateway
Context/Notable Features: Natural character of Amon Creek Natural Preserve.



Overview Plan - Existing Conditions

Site photos

Gateway 12 Leslie Road @ Amon Creek Natural Preserve

Design Intent

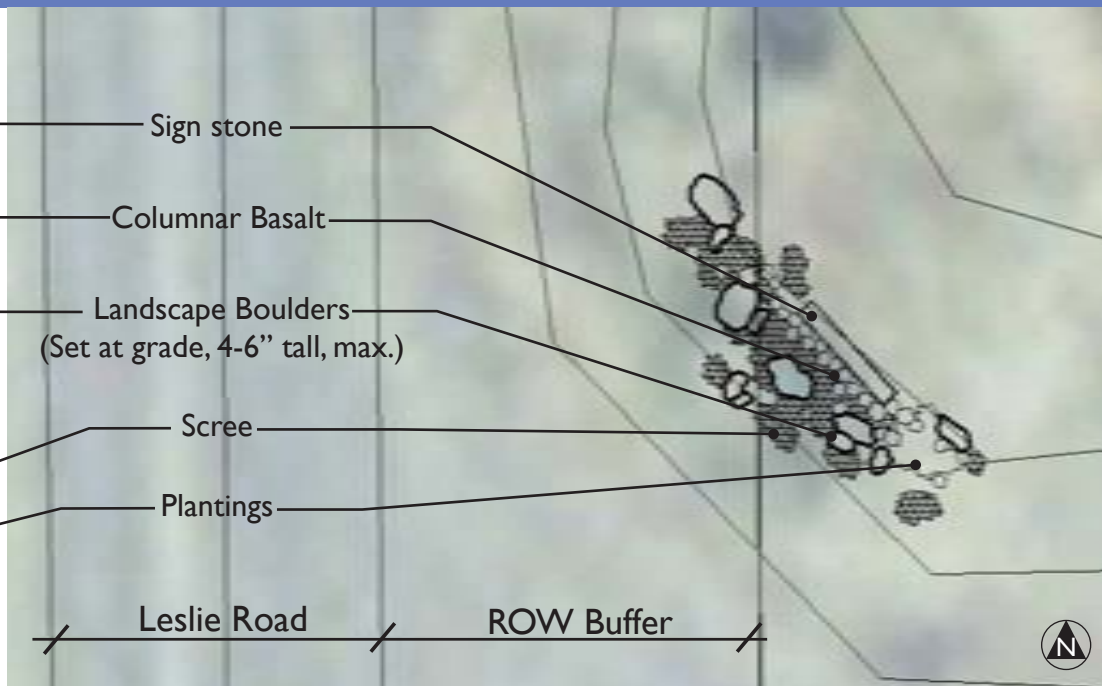
- Blend with natural context of Amon Creek Preserve.
- Locate gateway sign on natural high point, just north of the preserve's access road. See following plan for specific location.
- Landscape plantings to draw heavily from local palette of native plants.

Existing Conditions

Gateway 12 Leslie Road @ Amon Creek Natural Preserve

Proposed Design

Perspective

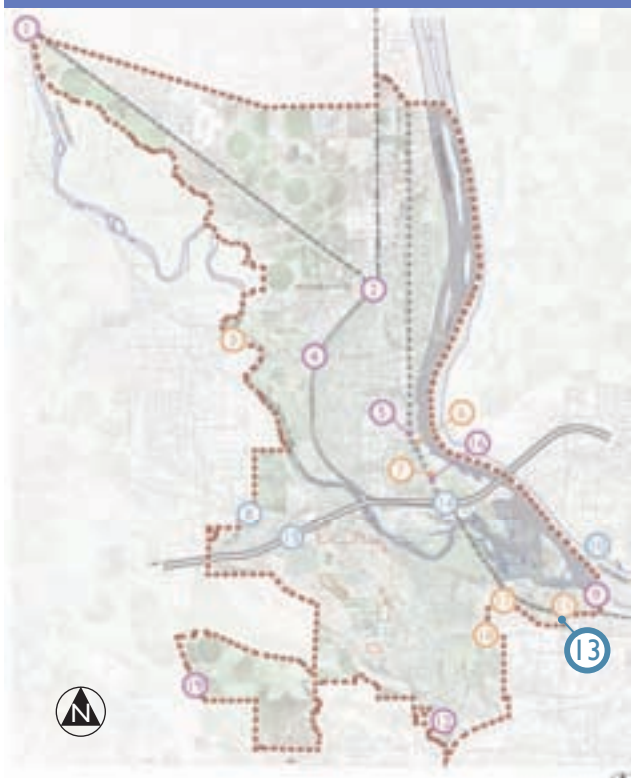


Site Plan

Elevation

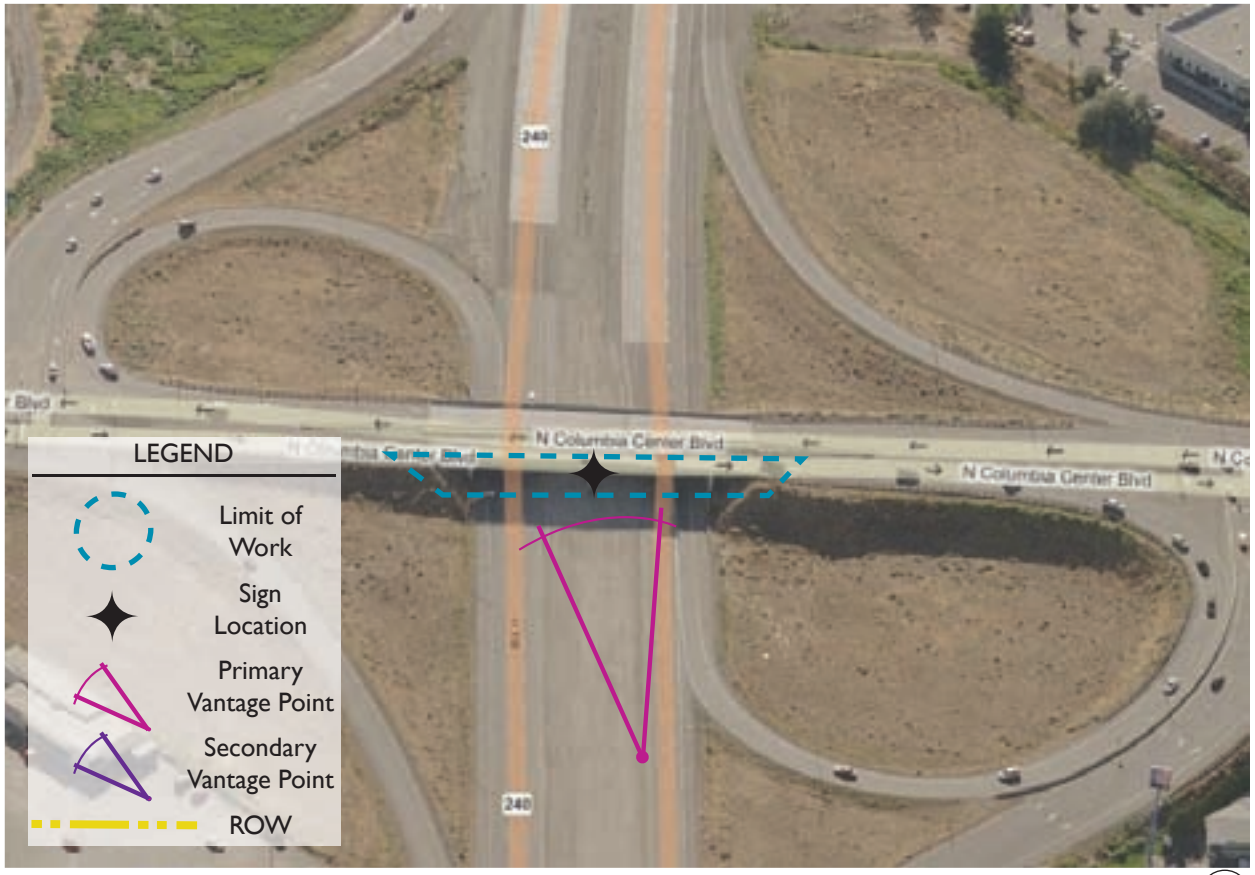
Gateway 13 — Columbia Center Blvd. Overpass @ SR 240

Key Plan



Design Considerations

Gateway Type: Minor
Character: Highway Overpass
Neighborhood:
Experience: Freeway perspective
Built Status: New gateway
Context/Notable Features: Overpass architecture has prominent columns with 3'-2.5" tall parapet.



Overview Plan

Site photos

PROPOSED DESIGN

DESIGN INTENT

• Expression of natural forms found in and around Richland; the hills, river, delta, islands, vineyards, and technology are all referenced in this design. Parameters for installation to meet standards of WSDOT DESIGN MANUAL CHAPTER 950.05 Criteria for Public Art

Existing Conditions

Gateway 14

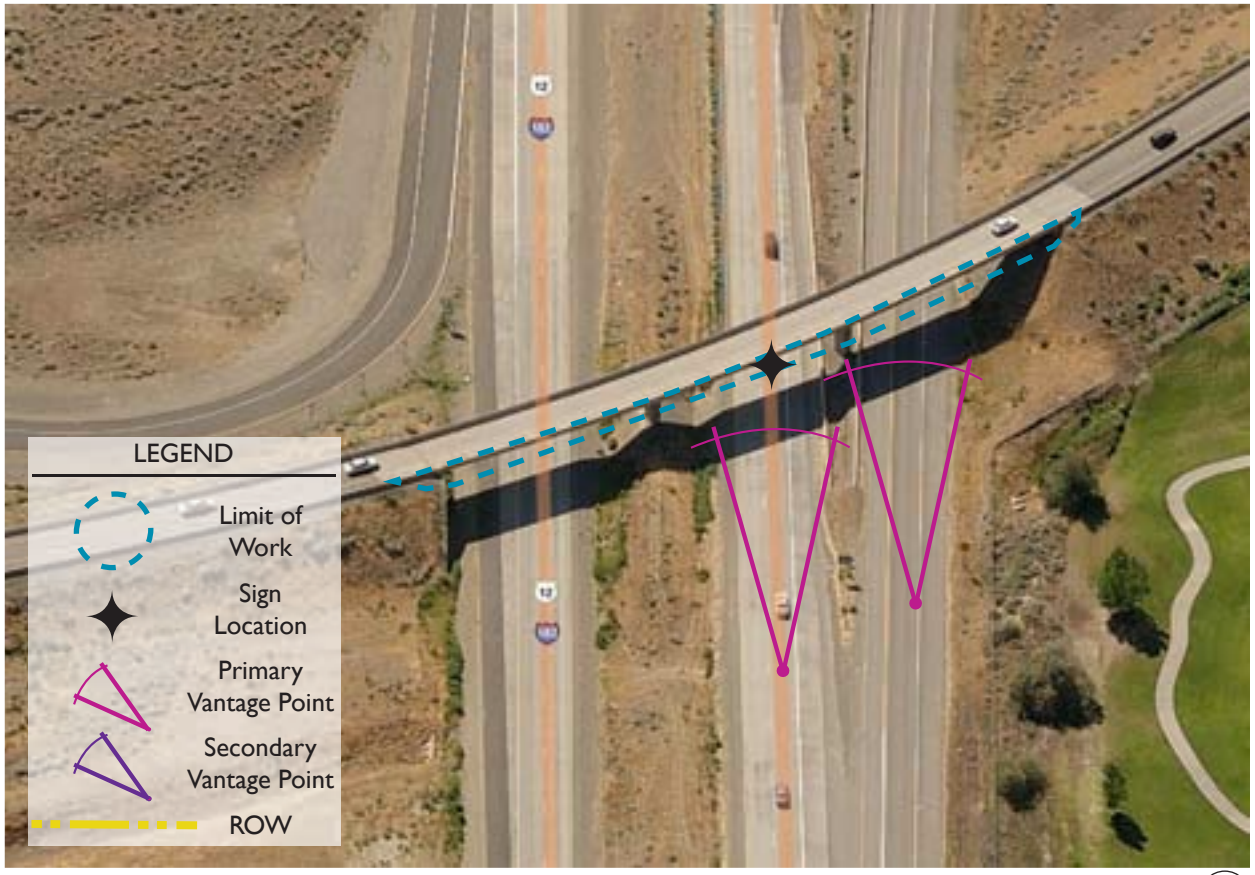
I-182 Overpass @ SR 240

Key Plan

Design Considerations

Gateway Type: Minor

Character: Highway Overpass
Neighborhood:
Experience: Car dominant
Built Status: New gateway
Context/Notable Features:



Overview Plan

Site photos

Gateway 14 — I-182 Overpass @ SR 240

Proposed Design

Design Intent

• Expression of natural forms found in and around Richland; the hills, river, delta, islands, vineyards, and technology are all referenced in this design. Parameters for installation to meet standards of WSDOT DESIGN MANUAL CHAPTER 950.05 Criteria for Public Art

Existing Conditions

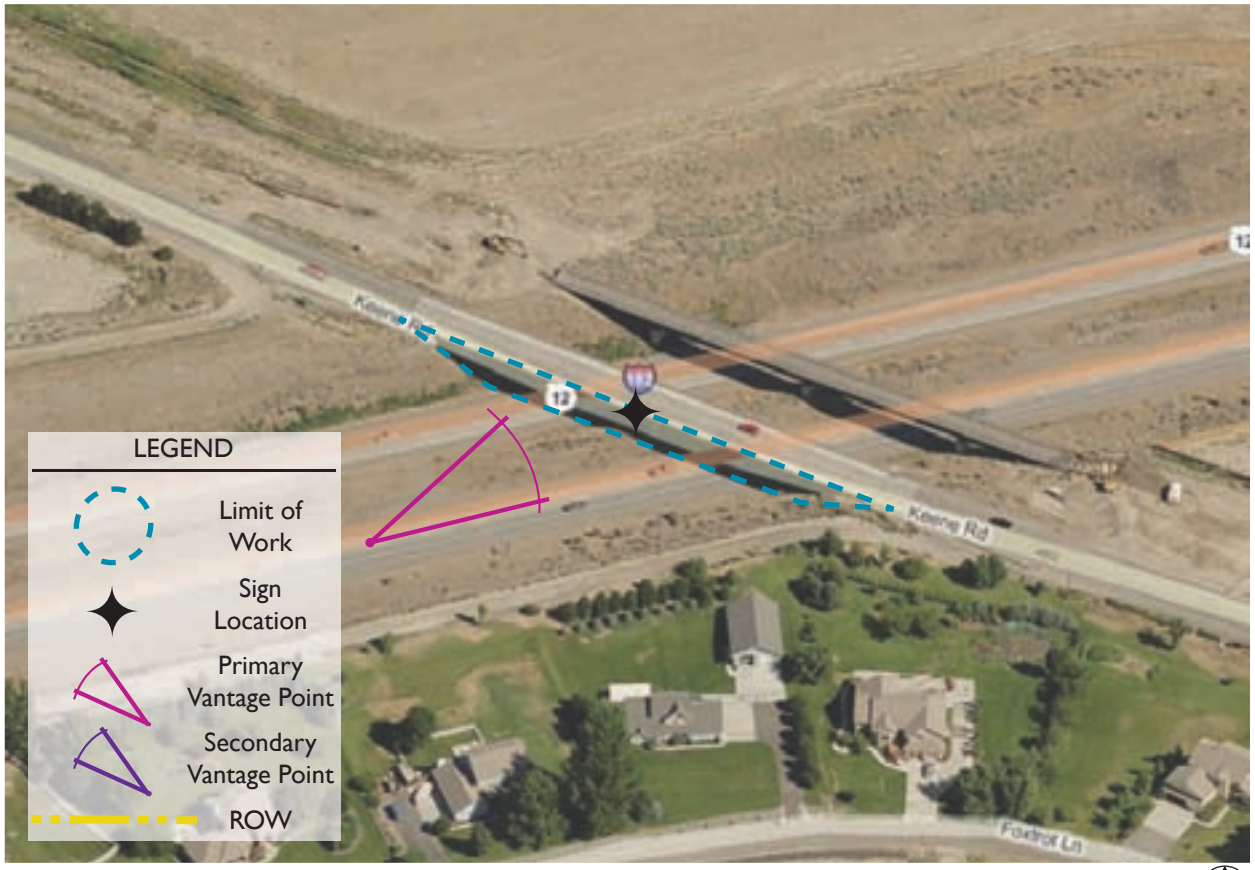
Gateway 15 — I-182 Overpass @ Keene Road

Key Plan

Design Considerations

Gateway Type: Minor

Character: Highway Overpass
Neighborhood:
Experience: Car dominant with some bike/ped
Built Status: New gateway
Context/Notable Features: Freeway pillars can support art; overpass will be retrofitted for a bike/ped trail; draw from other freeway art (Rainbow in Phoenix and Yakima Sunburst)



Overview Plan

Site photos

Gateway 15 — I-182 Overpass @ Keene Road

Proposed Design

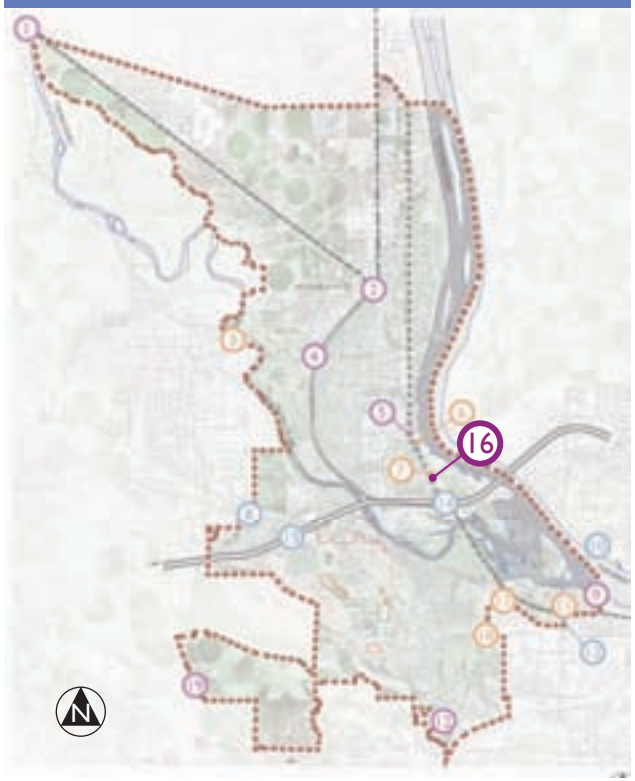
Design Intent

• Expression of natural forms found in and around Richland; the hills, river, delta, islands, vineyards, and technology are all referenced in this design. Parameters for installation to meet standards of WSDOT DESIGN MANUAL CHAPTER 950.05 Criteria for Public Art

Existing Conditions

Gateway 16 — WSDOT Sign Bridge @ WINCO

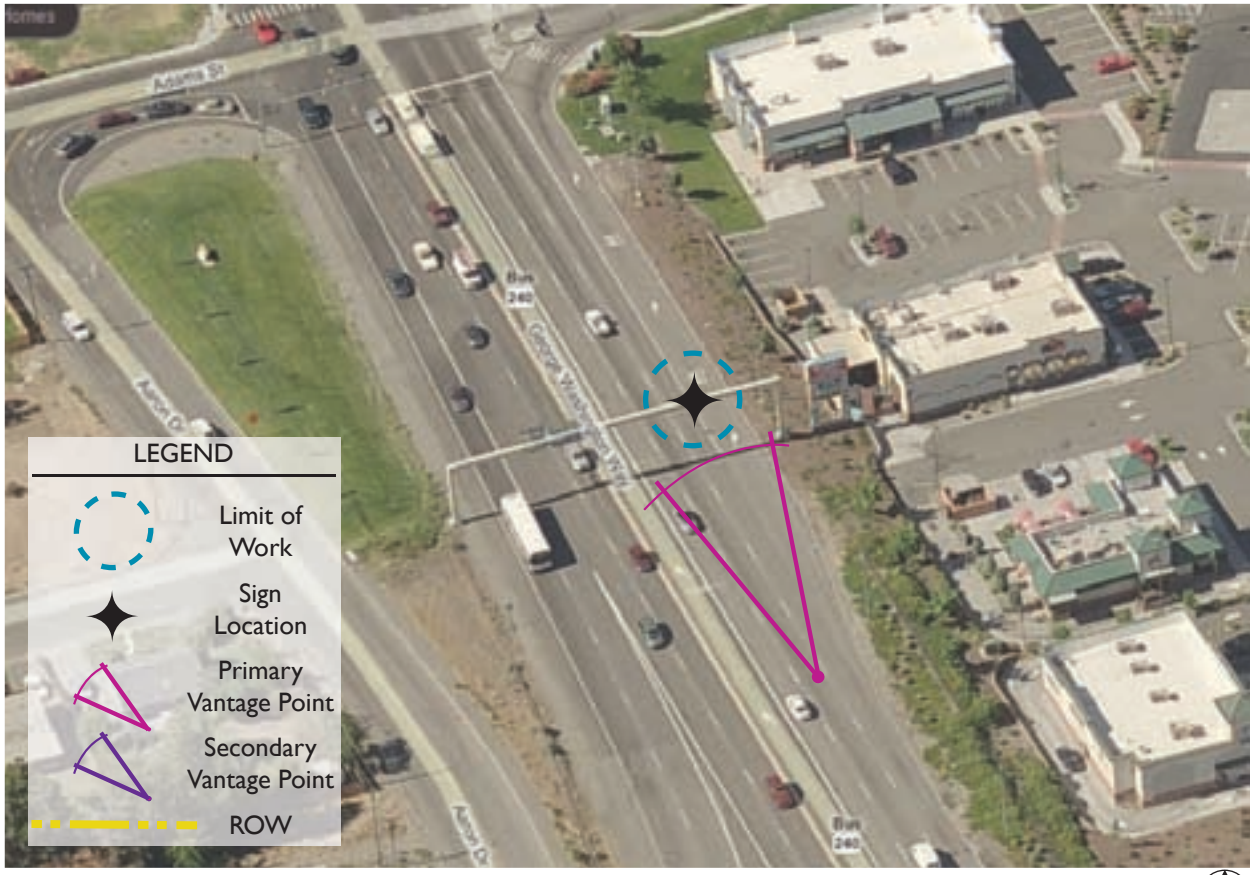
Key Plan



Design Considerations

Gateway Type: Primary

Character: City Center
Neighborhood: Central Business District
Experience: Car dominant with some bike/ped
Built Status: New gateway
Context/Notable Features: Use WSDOT signbridge to mount new city center sign; high priority, coordination with WSDOT required.

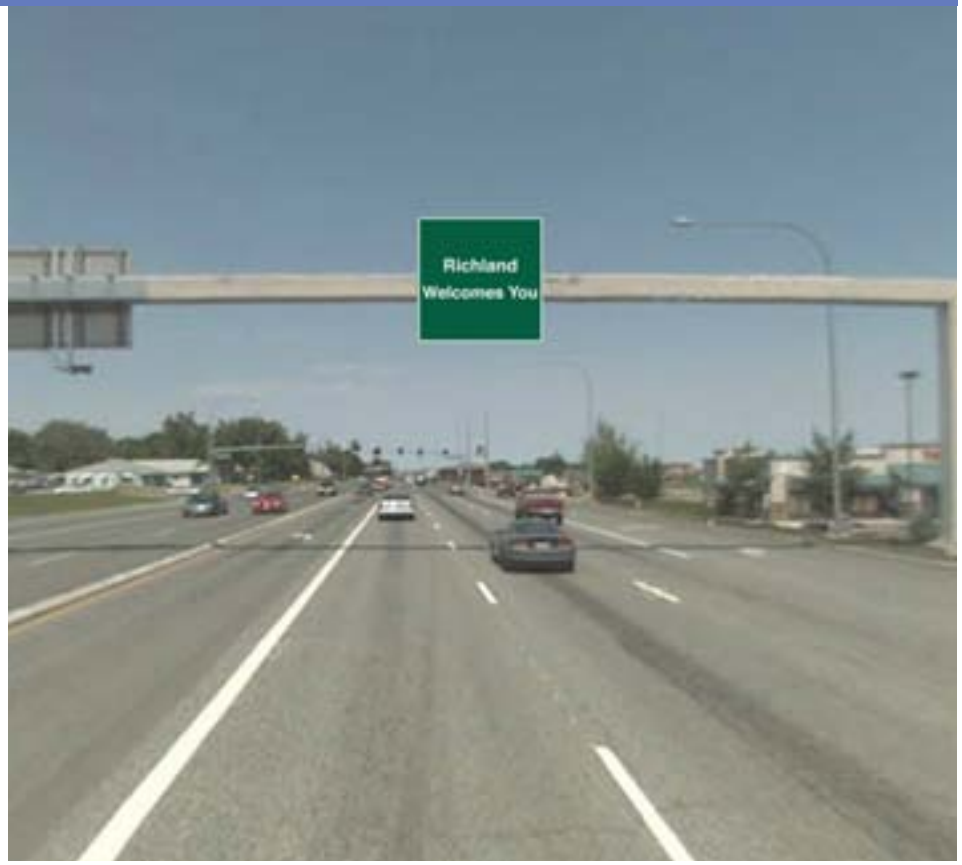


Overview Plan

Site photos

Gateway 16 WSDOT Sign Bridge @ WINCO

Proposed Design



Design Intent

- Two potential options currently being reviewed by WSDOT.

Existing Conditions

Gateway 17 — Steptoe St. @ Columbia Park Trail

Key Plan

Design Considerations

Gateway Type: Secondary

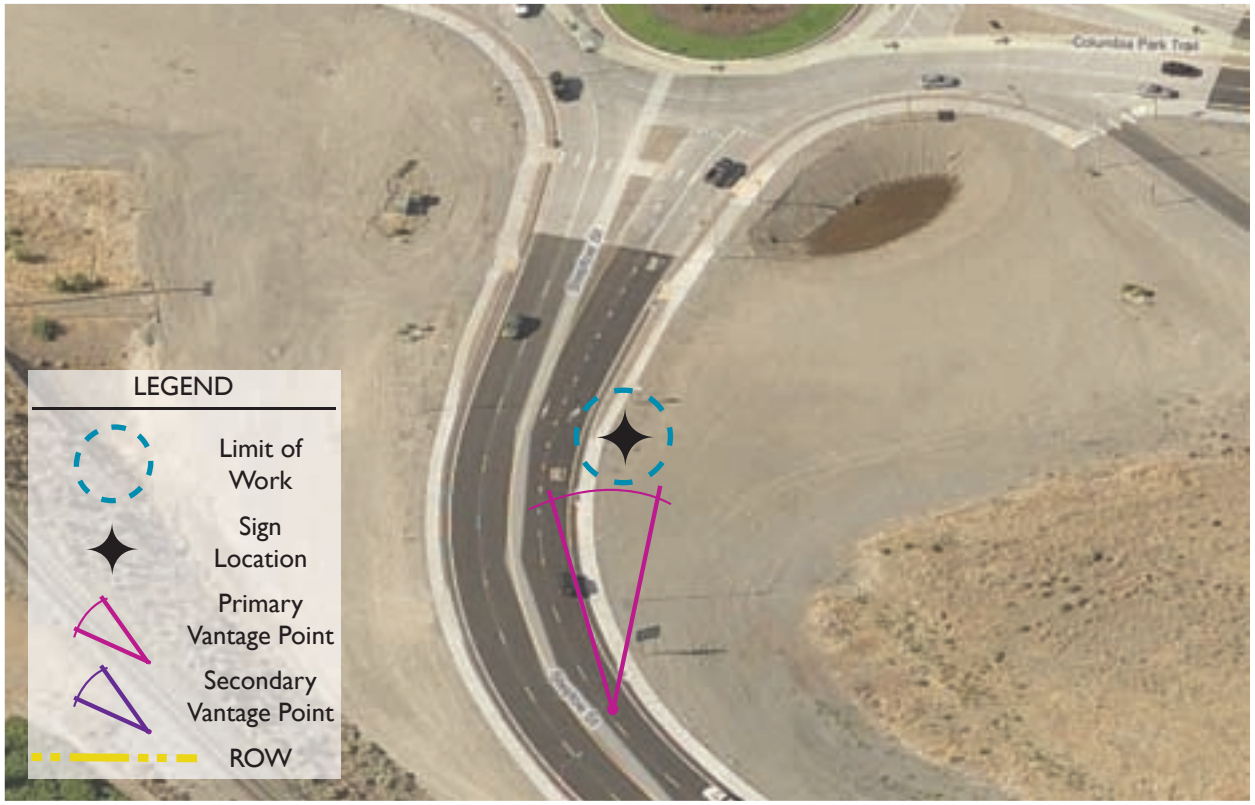
Character: Undeveloped

Neighborhood:

Experience: Car dominant

Built Status: New gateway

Context/Notable Features: Locate past existing Columbia Park Trail sign and along approach to new traffic circle at intersection of Steptoe St. and Columbia Park Trail.



Overview Plan

Site photos

Gateway 17 — Steptoe St. @ Columbia Park Trail

Proposed Design

Design Intent

- New sign location will compete less with other existing signs along Steptoe St. and can welcome visitors as they approach newly built round-a-bout.

Existing Conditions

Gateway 18 — Gage Boulevard @ Bellerive Drive

Key Plan

Design Considerations

Gateway Type: Secondary

Character: Commercial/Residential

Neighborhood:

Experience: Car dominant with ped

Built Status: New gateway

Context/Notable Features: Use location of existing sign and replace with new sign design.

Overview Plan

Site photos

Gateway 18 — Gage Boulevard @ Bellerive Drive

Proposed Design

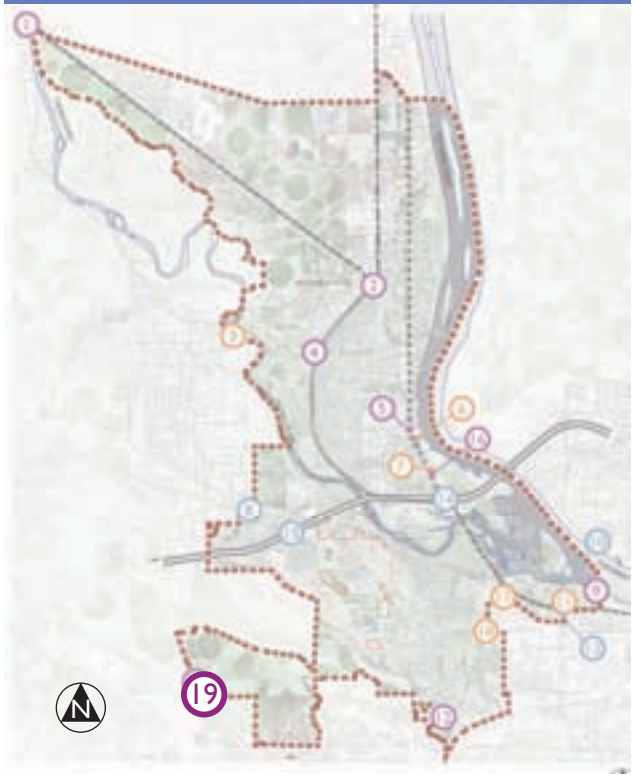
Design Intent

- Replace existing sign with new sign design.

Existing Conditions

Gateway 19 — Dallas Road @ I-82

Key Plan



Design Considerations

Gateway Type: Primary

Character: Future development
Neighborhood:
Experience: Car dominant
Built Status: New gateway
Context/Notable Features: New gateway coordinated with future development.

Overview Plan

Site photos

Gateway 19 — Dallas Road @ I-82

Proposed Design

Design Intent

- New sign as gateway to city and future development.

Existing Conditions

5 - Cost Estimates

Cost Estimates

Richland Gateway Designs • Estimate of Probable Construction Cost 11/15/11

Prepared by Barker Landscape Architects, 1514 NW 52nd St., Seattle, WA 98107

Gateway Designs

#	Name	Elements	Quantity	Unit	Labor	Materials	$/unit	Subtotal	Est. Total
1	**SR 240 @ Snively Rd.**								
	Type: Primary	Mobilization	1	LS			$500.00	$500.00	
	Style: Basalt	Clearing and grubbing	300	SF	$1.50		$1.50	$450.00	
		Earthwork, (grading 6" crushed base)	2.5	CY	$30.00	$28.00	$58.00	$145.00	
		Sign stone	1	Lump Sum			$4,750.00	$4,750.00	
		Signage elements on stone	1	Lump Sum			$1,300.00	$1,300.00	
		Basalt columns	75	LF	$25.00	$74.00	$99.00	$7,425.00	
		Basalt scree (4"-6" basalt quarry spall)	2	Ton	$20.00	$25.00	$45.00	$90.00	
		6, Rounded basalt boulders (2'x3'x2')	5.4	Ton	$20.00	$50.00	$70.00	$378.00	
		Irrigation	250	SF	$1.00	$0.50	$1.50	$375.00	
		Soil prep (6" topsoil)	4.5	CY	$22.00	$28.00	$50.00	$225.00	
		Plantings	250	SF	$3.50	$1.50	$5.00	$1,250.00	
		Subtotal						**$16,888.00**	
		15% Project Management, Permits, Design, Contingency						$3,630.92	
		8.3% Washington State Sales Tax						$1,401.70	**$21,921**
2	**SR 240 @ Jadwin Ave. / Stevens Dr.**								
	Type: Primary	Mobilization	1	LS			$500.00	$500.00	
	Style: Basalt	Clearing and grubbing	300	SF	$1.50		$1.50	$450.00	
		Earthwork, (grading 6" crushed base)	2.5	CY	$30.00	$28.00	$58.00	$145.00	
		Sign stone	1	Lump Sum			$4,750.00	$4,750.00	
		Signage elements on stone	1	Lump Sum			$1,300.00	$1,300.00	
		Basalt columns	75	LF	$25.00	$74.00	$99.00	$7,425.00	
		Basalt scree (4"-6" basalt quarry spall)	2	Ton	$20.00	$25.00	$45.00	$90.00	
		6, Rounded basalt boulders (2'x3'x2')	5.4	Ton	$20.00	$50.00	$70.00	$378.00	
		Irrigation	250	SF	$2.00	$0.50	$2.50	$625.00	
		Soil prep (6" topsoil)	4.5	CY	$22.00	$28.00	$50.00	$225.00	
		Plantings	250	SF	$3.50	$1.50	$5.00	$1,250.00	
		Subtotal						**$17,138.00**	
		15% Project Management, Permits, Design, Contingency						$3,684.67	
		8.3% Washington State Sales Tax						$1,422.45	**$22,245**
3	**Van Giesen St. @ City Limits**								
	Type: Secondary	Metal welcome sign	1	LS	$200.00	$425.00	$625.00	$625.00	
	Style: Metal welcome sign	Subtotal						**$625.00**	
		15% Project Management, Permits, Design, Contingency						$134.38	
		8.3% Washington State Sales Tax						$51.88	**$811**
4	**Van Giesen St. @ SR 240**								
	Type: Primary	Mobilization	1	LS			$300.00	$300.00	
	Style: Retrofit	Earthwork, (grading 6" crushed base)	0.5	CY	$30.00	$28.00	$58.00	$29.00	
		Sign stone	1	Lump Sum			$3,750.00	$3,750.00	
		Signage elements on stone	1	Lump Sum			$1,000.00	$1,000.00	
		Irrigation	250	SF	$2.00	$0.50	$2.50	$625.00	
		Soil prep (6" topsoil)	4.5	CY	$22.00	$28.00	$50.00	$225.00	
		Plantings	250	SF	$3.50	$1.50	$5.00	$1,250.00	
		Subtotal						**$7,990.25**	
		15% Project Management, Permits, Design, Contingency						$1,717.90	
		8.3% Washington State Sales Tax						$663.19	**$10,371**

Cost Estimates

5 George Washington Way @ Jadwin Ave.								
Type: Primary	Mobilization	1	LS			$700.00	$700.00	
Style: Retrofit	Salvaging existing plant material	300	SF	$2.00		$2.00	$600.00	
	Earthwork, (grading 6" crushed base)	2.5	CY	$10.00	$28.00	$58.00	$145.00	
	Basalt columns	20	LF	$25.00	$74.00	$99.00	$1,980.00	
	Basalt scree (4"-6" basalt quarry spall)	1.5	Ton	$20.00	$25.00	$45.00	$67.50	
	1 Rounded basalt boulders (2'x3'x2')	2.7	Ton	$20.00	$50.00	$70.00	$189.00	
	Irrigation	500	SF	$2.00	$0.50	$2.50	$1,250.00	
	Soil prep (6" topsoil)	9	CY	$22.00	$28.00	$50.00	$450.00	
	Plantings	500	SF	$3.50	$1.50	$5.00	$2,500.00	
	Wood arbor	1	LS			$15,000.00	$15,000.00	
	Subtotal						**$22,881.50**	
	15% Project Management, Permits, Design, Contingency						$4,919.52	
	8.3% Washington State Sales Tax						$1,899.16	**$29,700**
6 George Washington Way @ Howard Amon Overlook								
Type: Secondary	Mobilization	1	LS			$700.00	$700.00	
Style: Retrofit/Medallion	7, Rounded basalt boulders (2'x3'x2')	6.3	Ton	$20.00	$50.00	$70.00	$441.00	
	Irrigation (use existing)							
	Soil prep (6" topsoil)	25	CY	$22.00	$28.00	$50.00	$1,250.00	
	Stone plinth	4	SFF	$25.00	$40.00	$65.00	$260.00	
	Richland city logo "medallion"	1	EA			$650.00	$650.00	
	Plantings	1500	SF	$3.50	$1.50	$5.00	$7,500.00	
	Wood arbor (approx. 600 SF)	1	LS			$10,000.00	$10,000.00	
	Concrete plaza for arbor (approx. 600 SF)	600	SF	$6.00	$2.00	$8.00	$4,800.00	
	Subtotal						**$25,601.00**	
	15% Project Management, Permits, Design, Contingency						$5,504.22	
	8.3% Washington State Sales Tax						$2,124.88	**$33,230**
7 George Washington Way @ Aaron Drive								
Type: Secondary	Mobilization	1	LS			$500.00	$500.00	
Style: Retrofit	Decorative crushed rock	180	SF	$1.50	$1.50	$3.00	$540.00	
	7, Rounded basalt boulders (2'x3'x2')	6.3	Ton	$20.00	$50.00	$70.00	$441.00	
	Irrigation (use existing)							
	Soil prep (6" topsoil)	25	CY	$22.00	$28.00	$50.00	$1,250.00	
	Trees	11	EA	$200.00	$125.00	$325.00	$3,575.00	
	Understory plantings	1500	SF	$3.50	$1.50	$5.00	$7,500.00	
	Subtotal						**$13,806.00**	
	15% Project Management, Permits, Design, Contingency						$2,968.29	
	8.3% Washington State Sales Tax						$1,145.90	**$17,920**
8 Keene Rd. @ City Limits								
Type: Secondary	Metal welcome sign	1	LS	$200.00	$425.00	$625.00	$625.00	
Style: Basalt	Subtotal						**$625.00**	
	15% Project Management, Permits, Design, Contingency						$134.38	
	8.3% Washington State Sales Tax						$51.88	**$811**
9 Columbia Park Trail @ City Limits								
Type: Primary	Mobilization	1	LS			$500.00	$500.00	
Style: Basalt	Clearing and grubbing	300	SF	$1.50		$1.50	$450.00	
	Earthwork, (grading 6" crushed base)	2.5	CY	$10.00	$28.00	$58.00	$145.00	
	Sign stone	1	Lump Sum			$4,750.00	$4,750.00	
	Signage elements on stone	1	Lump Sum			$1,300.00	$1,300.00	
	Basalt columns	75	LF	$25.00	$74.00	$99.00	$7,425.00	
	Basalt scree (4"-6" basalt quarry spall)	2	Ton	$20.00	$25.00	$45.00	$90.00	
	6, Rounded basalt boulders (2'x3'x2')	5.4	Ton	$20.00	$50.00	$70.00	$378.00	
	Irrigation	250	SF	$2.00	$0.50	$2.50	$625.00	
	Soil prep (6" topsoil)	4.5	CY	$22.00	$28.00	$50.00	$225.00	
	Plantings	250	SF	$3.50	$1.50	$5.00	$1,250.00	
	Subtotal						**$17,138.00**	
	15% Project Management, Permits, Design, Contingency						$3,684.67	
	8.3% Washington State Sales Tax						$1,422.45	**$22,245**

Cost Estimates

10 Lewis & Clark Overlook @ Columbia Park Trail								
Type: Minor	Richland city logo "medallion"	2	EA			$200.00	$400.00	
Style: Medallion	Subtotal						**$400.00**	
	15% Project Management, Permits, Design, Contingency						$86.00	
	8.1% Washington State Sales Tax						$33.20	**$519**
11 Columbia Center Blvd. @ Fowler St.								
Type: Secondary	Mobilization	1	LS			$350.00	$650.00	
Style: Retrofit	12" tall Concrete pedestal	9	SFF	$75.00	$15.00	$90.00	$810.00	
	Basalt columns	65	LF	$25.00	$74.00	$99.00	$6,435.00	
	Basalt scree (4"-6" basalt quarry spall)	1	Ton	$20.00	$25.00	$45.00	$45.00	
	Irrigation	150	SF	$1.00	$0.50	$1.50	$225.00	
	Soil prep (6" topsoil)	2	CY	$22.00	$10.00	$32.00	$64.00	
	Plantings	150	SF	$3.50	$1.50	$5.00	$750.00	
	Subtotal						**$8,979.00**	
	15% Project Management, Permits, Design, Contingency						$1,930.49	
	8.1% Washington State Sales Tax						$745.26	**$11,655**
12 Leslie Rd. @ Amon Creek Natural Preserve								
Type: Primary	Mobilization	1	LS			$650.00	$650.00	
Style: Basalt	Clearing and grubbing	300	SF	$1.50		$1.50	$450.00	
	Earthwork, (grading 6" crushed base)	2.5	CY	$30.00	$28.00	$58.00	$145.00	
	Sign stone	1	Lump Sum			$4,750.00	$4,750.00	
	Signage elements on stone	1	Lump Sum			$1,300.00	$1,300.00	
	Basalt columns	75	LF	$25.00	$74.00	$99.00	$7,425.00	
	Basalt scree (4"-6" basalt quarry spall)	2	Ton	$20.00	$25.00	$45.00	$90.00	
	6, Rounded basalt boulders (2'x3'x2')	5.4	Ton	$20.00	$50.00	$70.00	$378.00	
	Irrigation	250	SF	$2.00	$0.50	$2.50	$625.00	
	Soil prep (6" topsoil)	4.5	CY	$22.00	$28.00	$50.00	$225.00	
	Plantings	250	SF	$3.50	$1.50	$5.00	$1,250.00	
	Subtotal						**$17,288.00**	
	15% Project Management, Permits, Design, Contingency						$3,736.92	
	8.1% Washington State Sales Tax						$1,414.90	**$22,440**
13 Columbia Center Blvd. Overpass @ SR 240								
Type: Minor	Mobilization	1	LS			$650.00	$650.00	
Style: Overpass	Signage elements	250	LF	$100.00	$150.00	$250.00	$62,500.00	
	Subtotal						**$63,150.00**	
	15% Project Management, Permits, Design, Contingency						$13,577.25	
	8.1% Washington State Sales Tax						$5,241.45	**$81,969**
14 I-182 Overpass @ SR 240								
Type: Minor	Mobilization	1	LS			$650.00	$650.00	
Style: Overpass	Signage elements	345	LF	$100.00	$150.00	$250.00	$86,250.00	
	Subtotal						**$86,900.00**	
	15% Project Management, Permits, Design, Contingency						$18,683.50	
	8.1% Washington State Sales Tax						$7,212.70	**$112,796**
15 I-182 Overpass @ Keene Rd.								
Type: Minor	Mobilization	1	LS			$650.00	$650.00	
Style: Overpass	Signage elements	375	LF	$100.00	$150.00	$250.00	$93,750.00	
	Subtotal						**$94,400.00**	
	15% Project Management, Permits, Design, Contingency						$20,296.00	
	8.1% Washington State Sales Tax						$7,835.20	**$122,531**
16 WSDOT Sign Bridge @ Wilco								
Type: Minor	Mobilization	1	LS			$650.00	$650.00	
Style: Overpass	Signage elements (awaiting information)	1	Lump Sum			$8,000.00	$8,000.00	
	Subtotal						**$8,650.00**	
	15% Project Management, Permits, Design, Contingency						$1,859.75	
	8.1% Washington State Sales Tax						$717.95	**$11,228**

Cost Estimates

17 Steptoe St. @ Columbia Park Trail								
Type: Secondary	Metal welcome sign	1	LS	$200.00	$425.00	$625.00	$625.00	
Style: Metal welcome sign	Subtotal						**$625.00**	
	15% Project Management, Permits, Design, Contingency						$134.38	
	8.3% Washington State Sales Tax						$51.88	**$811**
18 Gage Blvd. @ Bellerive Dr.								
Type: Secondary	Metal welcome sign	1	LS	$200.00	$425.00	$625.00	$625.00	
Style: Metal welcome sign	Subtotal						**$625.00**	
	15% Project Management, Permits, Design, Contingency						$134.38	
	8.3% Washington State Sales Tax						$51.88	**$811**

$524,015

6 - Plant Pallete

Plant Palette

Plant List

Botanical Name	**Common Name**
GROUNDCOVERS AND GRASSES	
Artemesia arbuscula	Little Sage
Balsamorhiza sagittata	Arrowleaf Balsamroot
Chrysothamnus Nauseosus 'Officent'	Rabbit Brush
Eriogonum strictum var Proliferum	Long Mountain Buckwheat
Festuca idahoensis	Idaho Fescue
Penstemon barrettiae	Barretts Penstemon
SHRUBS	
Artemisia tridentata	Big Sage
Alnus viridus ssp Sinuata	Sitka Alder
Calamagrostis acutiflora 'Karl Forester'	Karl Forester Feather Reed Grass
Ceanothus integerrimus	Deerbrush
Holodiscus discolor	Oceanspray
Salix exigua	Coyote Willow
Shepherdia canadensis	Buffalo Berry
Spiraea douglasii	Western Spiraea
Symphoricarpos albus	Snowberry
Rosa nutkana	Nootka Rose
Perovskia atriplicifolia	Russian Sage
TREES	
Pinus contorta Var. Latifolia	Lodgepole Pine
Pinus Ponderosa	Ponderosa pine
Quercus Garryana	Garry Oak
Pseudotsuga menziesii	*Douglas Fir*

Plant Palette

Groundcovers and Low Grasses

Penstemon barrettiae
Barretts Penstemon

Eriogonum strictum var Proliferum
Long Mountain Buckwheat

Chrysothamnus Nauseosus 'Officent'
Rabbit Brush

Artemesia arbuscula
Little Sage

Balsamorhiza sagittata
Arrowleaf Balsamroot

Festuca idahoensis
Idaho Fescue

Plant Palette

Shrubs

Spiraea douglasii
Western Spiraea

Symphoricarpos albus
Snowberry

Calamagrostis acutiflora 'Karl Forester'
Karl Forester Feather Reed Grass

Ceanothus integerrimus
Deerbrush

Rosa nutkana
Nootka Rose

Salix exigua
Coyote Willow

Plant Palette

Shrubs

Alnus viridus ssp Sinuata
Sitka Alder

Holodiscus discolor
Oceanspray

Artemisia tridentata
Big Sage

Shepherdia canadensis
Buffalo Berry

Perovskia atriplicifolia
Russian Sage

Plant Palette

Trees

Pinus contorta Var. Latifolia
Lodgepole Pine

Pinus Ponderosa
Ponderosa pine

Quercus Garryana
Garry Oak

Pseudotsuga menziesii
Douglas Fir

7 - Appendix

Appendix

Appendix Items

Chapter 950 Public Art

950.01 General

There has been a growing interest on the part of communities to use art within the transportation facilities of the Washington State Department of Transportation (WSDOT). It can be used to provide visual interest along roadsides, make unique statements about community character, and create positive public response that will last over time.

Proponents for public art might be local agencies or engaged citizens' groups with interest in the outcome of a WSDOT project. The environmental and public involvement processes offer opportunities for community partnership on the visual and aesthetic qualities of a corridor.

The public art policy in this chapter is intended to provide guidance for managing public art on WSDOT projects, reinforce the existing policy in the *Roadside Classification Plan*, designate appropriate locations for the incorporation of public art features, and provide for the consistent use of statewide development, review, and approval processes on new and existing features. (Note that nothing in this chapter is to be construed to *require* public art on WSDOT projects.)

The appropriateness of public art is frequently dependent upon its location and composition. An art piece or feature chosen for the back side of a noise wall, at a safety rest area, or along a bike path may not be suitable at the end of a freeway ramp or along the main line of a highway. In addition to appropriate placement, WSDOT must balance the requests for proposed public art projects with the need to provide corridor continuity, improve the unity of highway elements, and provide roadsides that do not divert motorists' attention from driving.

While some local jurisdictions dedicate a percentage of their project budgets for art, WSDOT has no such dedicated funding. Section 40 of the State Constitution specifies that gas tax money must be used for a "highway purpose." Therefore, public art beyond WSDOT standard design is typically funded by other sources. The *Roadside Funding Matrix for WSDOT Capital Projects* was developed to provide guidance for funding various elements found within public works projects on which WSDOT is the lead agency.

When city or community entrance markers are proposed, this policy should be used in conjunction with the guidance contained in the *Traffic Manual*.

950.02 References

(1) Federal/State Laws and Codes

Revised Code of Washington (RCW) 47.42, Highway advertising control act – Scenic vistas act

Washington State Constitution, Section 40
www.leg.wa.gov/LawsAndAgencyRules/constitution.htm

(2) Design Guidance

Bridge Design Manual, M 23-50, WSDOT

Roadside Classification Plan, M 25-31, WSDOT

(3) Supporting Information

A Guide for Achieving Flexibility in Highway Design, AASHTO, 2004

Flexibility in Highway Design, FHWA, 1997

Roadside Funding Matrix for WSDOT Capital Projects, located in Appendix B of *Understanding Flexibility in Transportation Design – Washington*, WSDOT
www.wsdot.wa.gov/Research/Reports/600/638.1.htm

Roadside Manual, M 25-30, WSDOT

Traffic Manual, M 51-02, WSDOT

Understanding Flexibility in Transportation Design – Washington, WSDOT, 2005
www.wsdot.wa.gov/Research/Reports/600/638.1.htm

950.03 Definitions

context sensitive solutions (CSS) A collaborative, interdisciplinary approach that involves the community in the development of a project. (See Chapter 210 for further information.)

public art An enhancement to a functional element, feature, or place within a transportation facility to provide visual interest. The enhancement could be an addition to a functional element, integrated into a design, or for purely aesthetic purposes. An element is considered "public art" if it is beyond WSDOT standard practice for architectural treatment.

950.04 Standard Architectural Design

WSDOT's public art policy does not apply to the standard design of transportation architectural elements such as simple geometric patterns or standard concrete finishes like fractured fin, paving patterns, or colors.

To discuss the details of proposed public art projects, contact the State Bridge and Structures Architect and the region or Headquarters (HQ) Landscape Architect. They are key members of the Public Art Specialty Services Team (described in 950.06) and can answer questions and assist in determining an appropriate course of action.

APPENDIX

WSDOT Design Manual Ch. 950.05 Criteria for Public Art

950.05 Criteria for Public Art

Placement and composition of public art is unique and is to be evaluated on a case-by-case basis. Prior to approval of public art, a public art plan is to be developed in coordination with the Public Art Specialty Services Team. The team will review the concept, guide the local agency or design team through the process, and approve the plan in accordance with 950.07. The following criteria are to be addressed and documented in the public art plan:

- The public art proponent, the funding source, and those responsible for the installation and maintenance of the proposed art. Provide for safe maintenance access, and establish agreements with local agencies for maintenance where appropriate. If there is a potential for vandalism, address this issue in the associated maintenance agreement.
- Whether public art resulted from the specific recommendation(s) of a planning-level study.
- Subject of the recommended art.
- Visibility: Art visible from the main line must contribute to corridor continuity and the view from the road. Art visible to the community or adjacent to the neighborhood side of a structure may have more flexibility in design than that visible from the main line.
- Safety and security: Public art must not negatively impact safety nor create an attractive nuisance.
- Potential for traffic distraction: Proposed art must not distract motorists. It must be appropriate for the speed and angle at which it will be viewed.
- Scale and context compatible with the surrounding landscape and land use.
- Contribution of the art to community character.
- Impact of the proposed art on social, cultural, and environmental features. In general, WSDOT would not approve the addition of art on a historic structure or within an ecologically sensitive area.
- Compliance with applicable laws, such as the Scenic Vistas Act and 23 CFR 752, Landscape and Roadside Development.
- Demonstrated responsible use of tax dollars and enhanced public trust in WSDOT judgment.

For further information on these criteria, see the *Roadside Manual*.

(1) Acceptable Public Art Features

Public art must be in compliance with WSDOT corridor guidelines and existing policies such as the *Roadside Classification Plan* and the *Bridge Design Manual*. The following are examples of types and locations of acceptable public art features:

- Concrete surface treatments (beyond WSDOT standard).
- Colored paving/colored pavers/scoring patterns (beyond WSDOT standard).
- Specially designed benches, trash cans, planters, or other street furnishings.
- Soft lighting and lighting fixtures.
- Small-scale sculptures or art pieces (when not viewed from the main line).
- Attachments to decorative railings, light poles, or fences.
- Decorative bus shelters.

(2) Unacceptable Public Art Features

The following are examples of unacceptable public art features:

- Kinetic sculptures.
- Brightly lit or flashing art.
- Art that poses a safety risk or liability.
- Large sculptures (the size of a sculpture is relative to its context and location in the landscape).
- Art with highly reflective qualities or adverse colors.
- Art that is a distraction to drivers or out of context with the surroundings.
- Art with a topic/theme that could cause negative public reaction.
- Art that resembles a traffic control device.

950.06 Process and Project Delivery Timing

Begin the development and review of public art early in the WSDOT design process and conduct subsequent reviews during the course of its development. Do not include public art as a change order or addendum to a project without first having gone through the process described in this policy.

A public art plan is developed to incorporate public art into WSDOT projects. Include the review of the public art plan by the Specialty Services Team in project reviews.

(1) Public Art Plan

The public art plan is developed by the WSDOT Project Engineer's Office. The plan provides enough detail and description to convey the intent of the proposed art project. The plan documents how the proposed art meets the criteria listed in 950.05 and includes the following elements:

- Cover sheet with appropriate approval signatures (see 950.07).
- Project overview.
- Location of the proposed art.
- Scale drawings of the proposed art, including proposed materials and finishes.
- All criteria from 950.05, Criteria for Public Art, addressed and documented.
- Justification and recommendations for public art.

Include the public art plan in the Design Documentation Package (DDP) and consider including it in the Design Approval and Project Development Approval packages.

(2) Public Art Specialty Services Team

Include the Public Art Specialty Services Team in the development of public art and the public art plan.

The Public Art Specialty Teams include the following:

- WSDOT Project Engineer or designee(s)
- State Bridge and Structures Architect
- Region or HQ Landscape Architect
- Region Traffic representative

APPENDIX

WSDOT Design Manual Ch. 950.05 Criteria for Public Art

Consider team membership from the following functional areas when their expertise is applicable:

- Maintenance
- Planning
- Environmental
- Real Estate Services
- Highways and Local Programs

For projects requiring full FHWA oversight (New/Reconstruction projects on the Interstate), the following team members are also required:

- HQ Design (ASDE)
- Federal Highway Administration (Area Engineer)

950.07 Approvals

Involve the Public Art Specialty Services Team in the development of art during the earliest possible phase of project development, ensuring that approvals happen smoothly and that WSDOT and FHWA are aware of the public art as soon as possible. Phases include the following:

- Initial Art Concept review: input and approval.
- Selected Art Concept review: input and approval.
- Final Proposed Art review: input and approval.

(1) Approval Signatures

The public art plan cover letter includes the following appropriate approval signatures.

(a) Approval of public art for New/Reconstruction projects on the Interstate includes:

- Region/HQ Landscape Architect
- HQ Bridge and Structures Architect
- HQ Design (ASDE)
- FHWA Area Engineer

(b) Approval of public art for all other projects includes:

- Region/HQ Landscape Architect
- HQ Bridge and Structures Architect

950.08 Documentation

The public art plan, complete with approval signatures, is retained in the Design Documentation Package (DDP).

For the list of documents required to be preserved in the DDP and the Project File, see the Design Documentation Checklist:
www.wsdot.wa.gov/design/projectdev/

APPENDIX

City of Richland WSDOT Public Art Plan Notes

CITY OF RICHLAND

PUBLIC ART PLAN: Notes

Paul Kinderman PE AIA
State Bridge and Structures Architect
WSDOT Bridge and Structures Office

October 24, 2011

The following notes will act as a guide for the authors of the Public Art Plan as referenced the *WSDOT Design Manual*:

WSDOT DESIGN MANUAL

CHAPTER 950.05 Criteria for Public Art

The following criteria are to be addressed and documented in the public art plan:

- The public art proponent, the funding source, and those responsible for the installation and maintenance of the proposed art. Provide for safe maintenance access, and establish agreements with local agencies for maintenance where appropriate. If there is a potential for vandalism, address this issue in the associated maintenance agreement.
- Whether public art resulted from the specific recommendation(s) of a planning level study.
- Subject of the recommended art.
- Visibility: Art visible from the main line must contribute to corridor continuity and the view from the road. Art visible to the community or adjacent to the neighborhood side of a structure may have more flexibility in design than that visible from the main line.
- Safety and security: Public art must not negatively impact safety nor create an attractive nuisance.
- Potential for traffic distraction: Proposed art must not distract motorists. It must be appropriate for the speed and angle at which it will be viewed.
- Scale and context compatible with the surrounding landscape and land use.
- Contribution of the art to community character.
- Impact of the proposed art on social, cultural, and environmental features.
- Compliance with applicable laws, such as the Scenic Vistas Act and 23 CFR 752, Landscape and Roadside Development.
- Demonstrated responsible use of tax dollars and enhanced public trust in WSDOT judgment.

CHAPTER 950.06(2) Public Art Specialty Services Team

SCR Project Engineer: Kerry Grant PE, Brian White PE

State Bridge and Structures Architect: Paul Kinderman AIA

HQ Landscape Architect: Sandy Salisbury LA

SCR Traffic Engineer: Rick Gifford PE

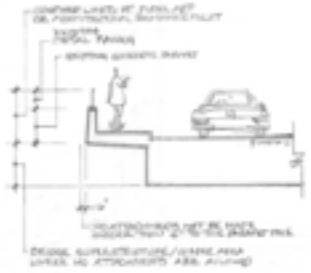
CHAPTER 950.07(1)a Approval signatures

HQ Landscape Architect: Sandy Salisbury
HQ Bridge and Structures Architect: Paul Kinderman
HQ Design (ASDE): Terry Berrands
FHWA Area Engineer: ----------

SPECIFIC GUIDELINES FOR BRIDGES:

These guidelines serve as design direction for bridge elements in the City of Richlands Gateway document.

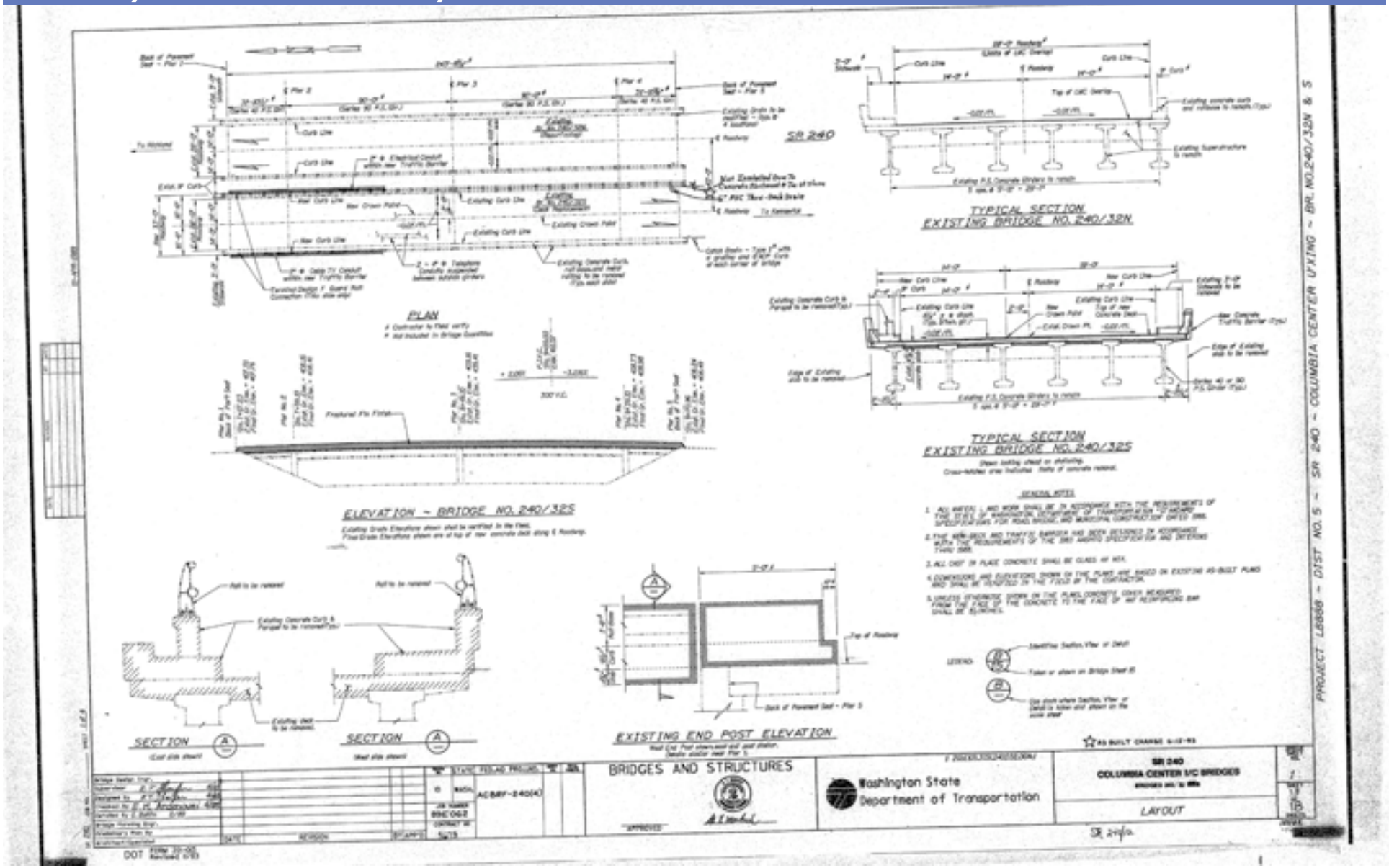
- Superstructure art work shall be within the area described in the figure below.



City of Richland WSDOT Public Art Plan Notes

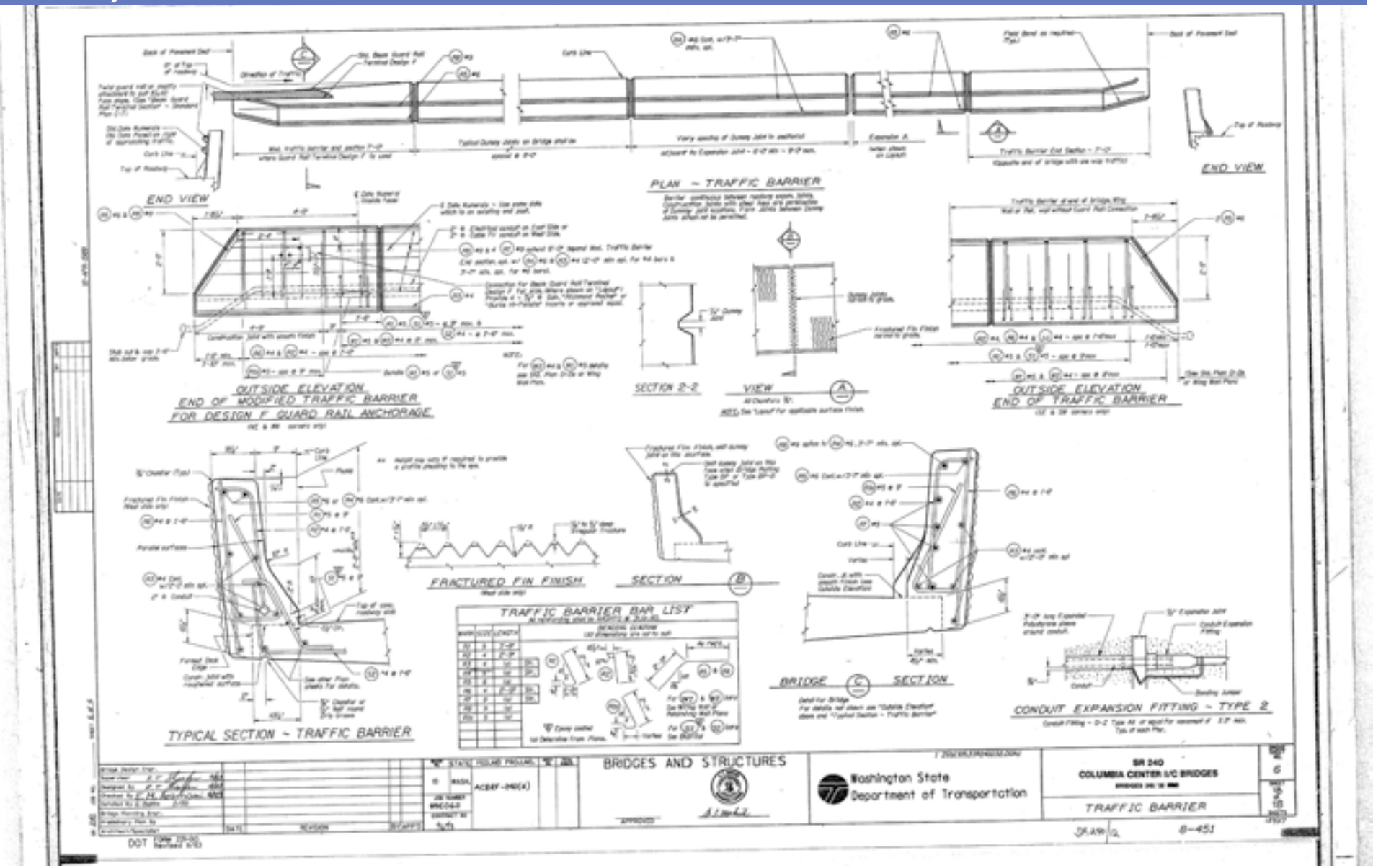
- Minor vertical variations on the order of 10% of the total length may be allowed.
- Art work shall be terminated at bridge signs.
- Structural connections and other bridge loads shall be designed by a registered professional structural engineer and approved by the state. The current AASHTO LRFD Bridge Specifications are the governing code.
- Special attention shall be given to the possibility of an attractive nuisance at bridge installations. The possibility of climbing and access, especially in the areas of the abutments, shall be taken into account.

Gateway13 Columbia Center Layout 240-32E. As-built

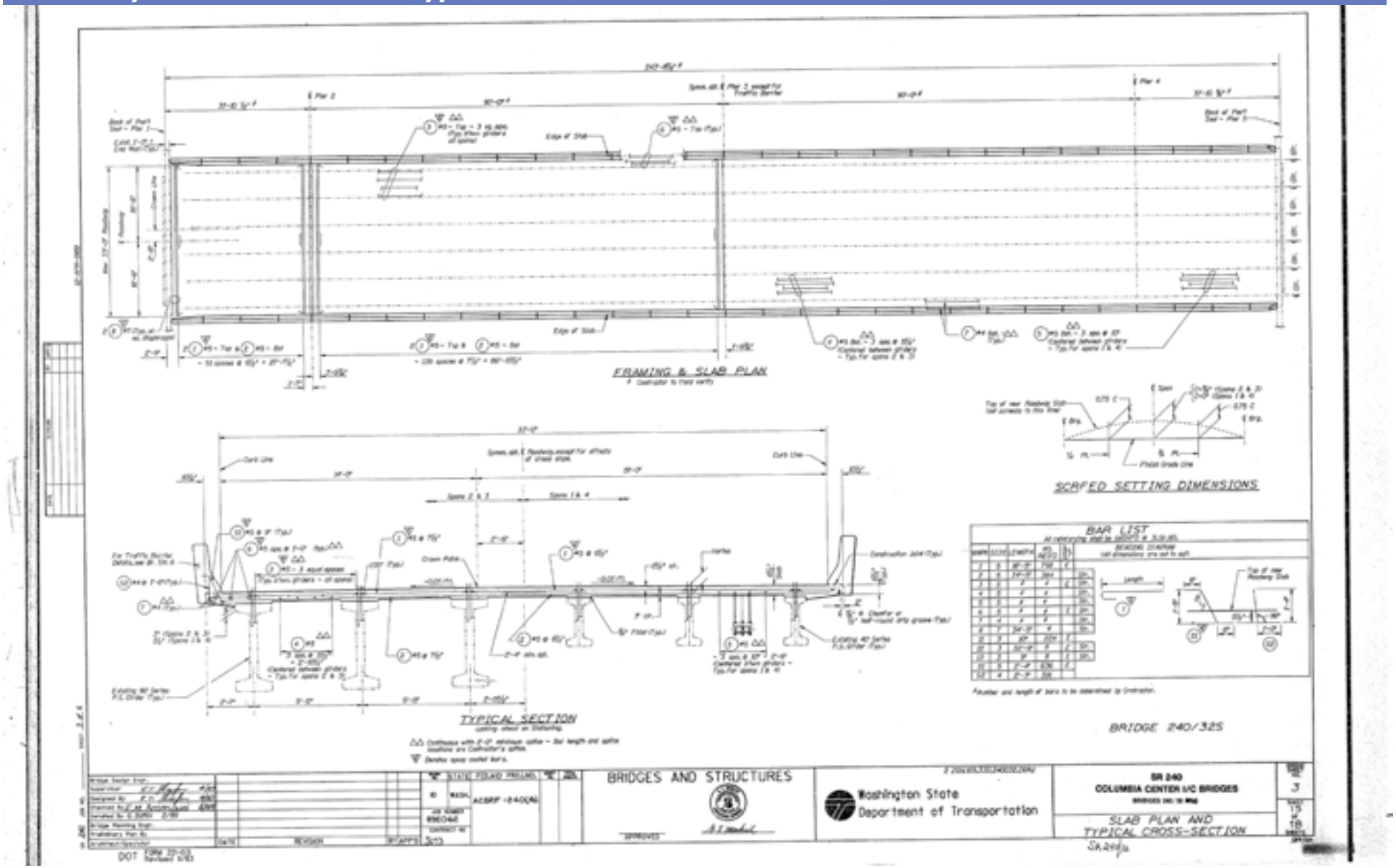


APPENDIX

Gateway13 Columbia Center Traffic Barrier 240-32E. As-built

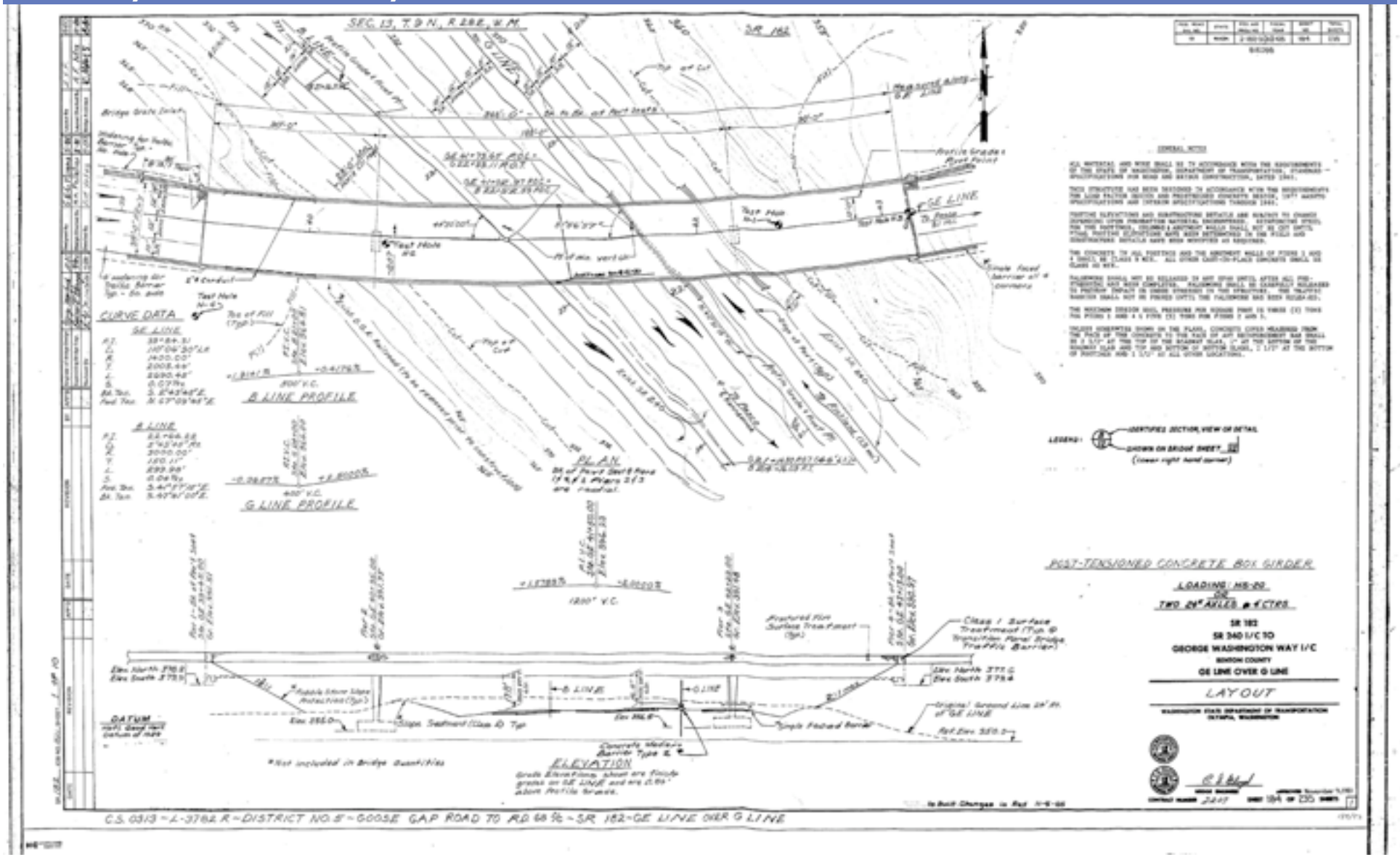


Gateway13 Columbia Center Typical Section 240-32E. As-built



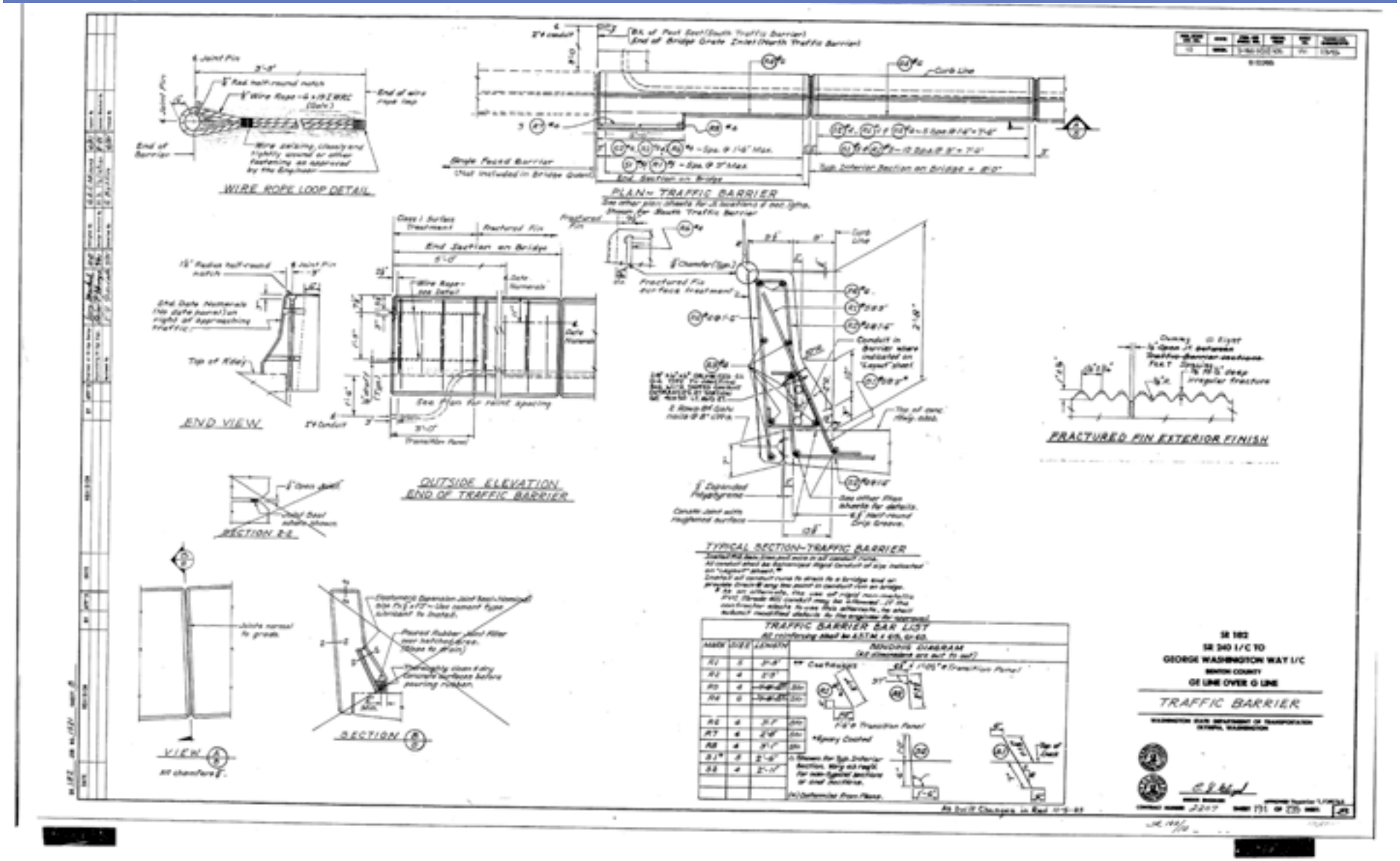
Appendix

Gateway14 I 182-SR 240 Layout. As-built



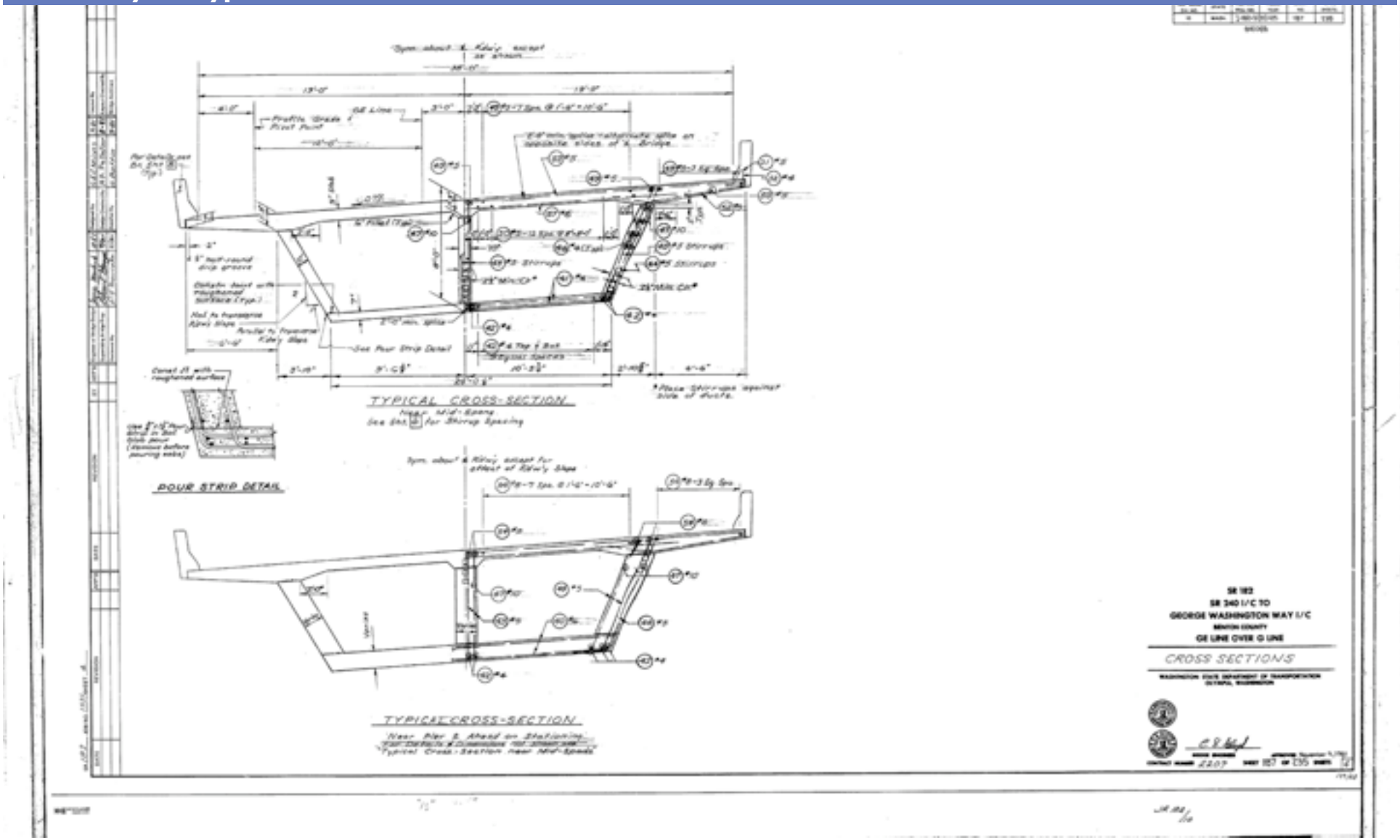
Appendix

Gateway14 Traffic Barrier. As-built



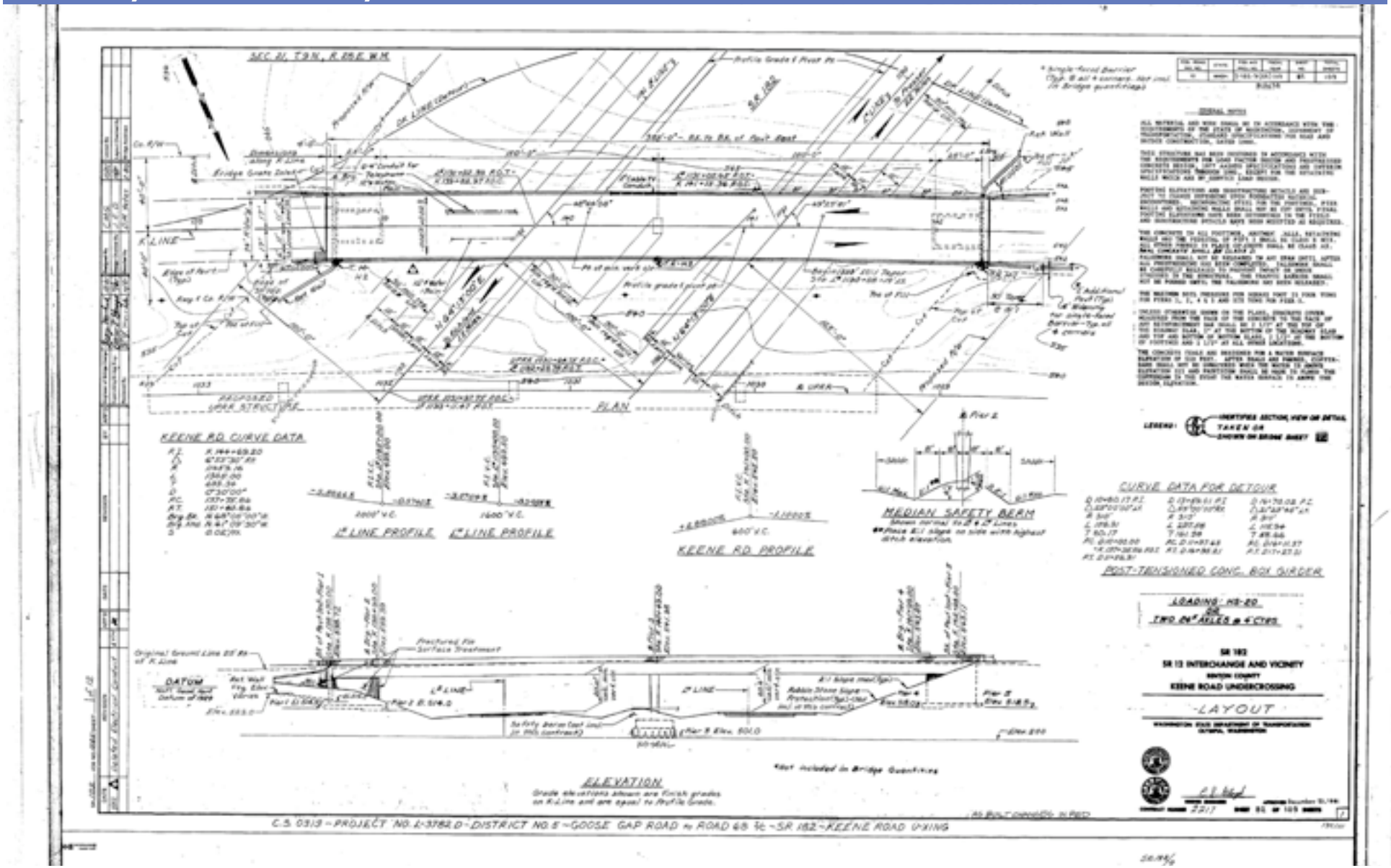
APPENDIX

Gateway14 Typical Section. As-built



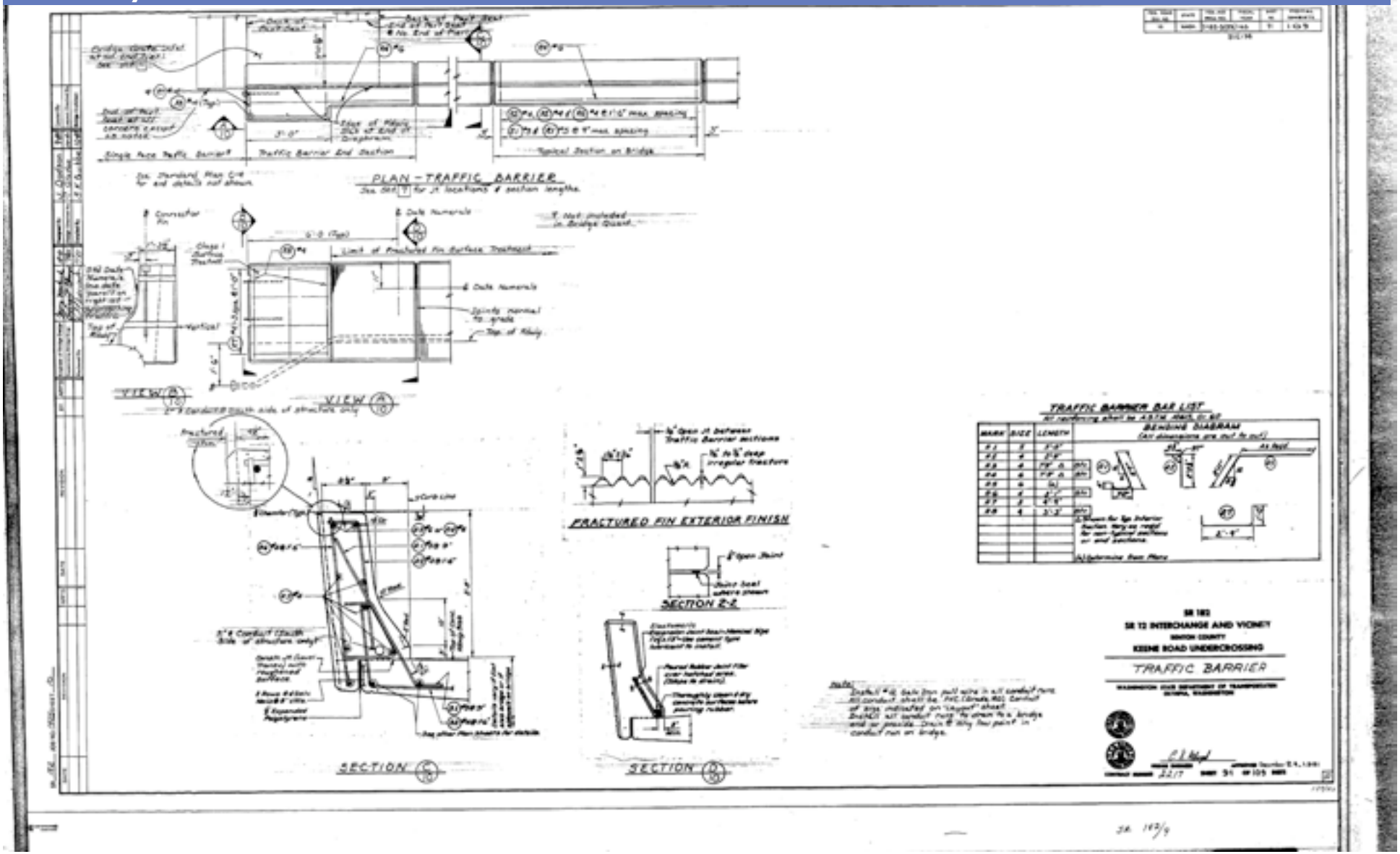
Appendix

Gateway15 Keene Blvd Layout182-7. As-built



Appendix

Gateway15 Keene Blvd Traffic Barrier182-7. As-built



Gateway15 Keene Blvd Typical Section182-7. As-built