

Cinders 927 W 2nd Avenue**1 - Administrative Review****Design Review Staff Report**

September 25, 2019

**Staff:**

Dean Gunderson, Sr. Urban Designer

Neighborhood & Planning Services Department
 808 We Spokane Falls Blvd,
 Spokane, WA 99201

Applicants:

Green Creations, LLC (Cinders)
 927 W. 2nd Avenue
 Spokane, WA 99201
 Attn: Justin Peterson

HDG Architecture
 Attn: Henry Ho

Design Review Board Authority**Spokane Municipal Code [Chapter 04.13](#) Design Review Board**

A. Purpose. The design review board is hereby established to:

1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
 - a. wisely allocate the City's resources,
 - b. serve as models of design quality

Under SMC [Section 17G.040.020\(E\)\(2.b\)](#) **Design Review Board Authority**, all modifications of more than 25% (at a minimum 300 square feet) of a building façade visible from an adjacent street.

Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board Recommendations**.

Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director.

Project Description

Please see applicant's submittal information. This particular site/building and applicant had previously undergone design review, for a different design, in August 2017 (Project Number 1712) – only a portion of that project was ever completed. This proposal is a different design, prepared by a different architect, and offers an opportunity to correct several issues of non-compliance. A 40'x50' non-contributory concrete masonry block building (constructed in 1972) will be demolished to expand an existing on-site parking lot.

Location & Context

The subject site is composed of two parcels addressed 927 W 2nd Avenue and is within the Riverside Neighborhood Council boundary (parcel numbers 35192.2401 and 35192.2402). The principal building to be retained is located at the SEC of the intersection of S. Monroe Street & W. 2nd Avenue.

There are 27 registered historic properties located within a ¼-mile radius of the site. And, while the site is located immediate south of the West Downtown Historic District, it is not within any established historic district or character area – nor is the applicant intending to pursue any Historic Property Tax Credits.

The site is subject to the plan policies of the City of Spokane Comprehensive Plan, the Fast Forward Spokane: Downtown Plan, and the Downtown Design Guidelines. The site is bounded by three Principal Arterials, West 2nd Avenue to the north, West 3rd Avenue to the south, and South Monroe Street to the west. Both 2nd and 3rd Avenues are classified as Type III City-Regional Connectors, while Monroe Street is classified as a Type II Community Connector. Per SMC 17C.124.035 Characteristics of Downtown Complete Streets, City-Regional Connectors are intended to “move auto traffic through downtown and provide connections to the rest of the City and region” and Community Connectors are intended to “move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts”. These attractive, landscaped arterials are to be improved with street trees, sufficient sidewalks for pedestrian circulation and pedestrian buffer areas, and safe pedestrian crossings.”

The W 2nd Avenue frontage was improved to meet current downtown parking lot standards under the previous design review, and the S Monroe Street frontage was recently improved as a municipal Capital Project.

There are two STA bus stops located at either end of the West 2nd Avenue block frontage, at the intersections with Lincoln Street and Monroe Street. The non-express routes servicing these two stops are: Route 43 Lincoln/37th, Route 64 Cheney/West Plains, Route 66 EWU, Route 74 Mirabeau/Liberty Lake, and Route 94 East Central/Millwood.

See Figure 1. Vicinity Map (below).

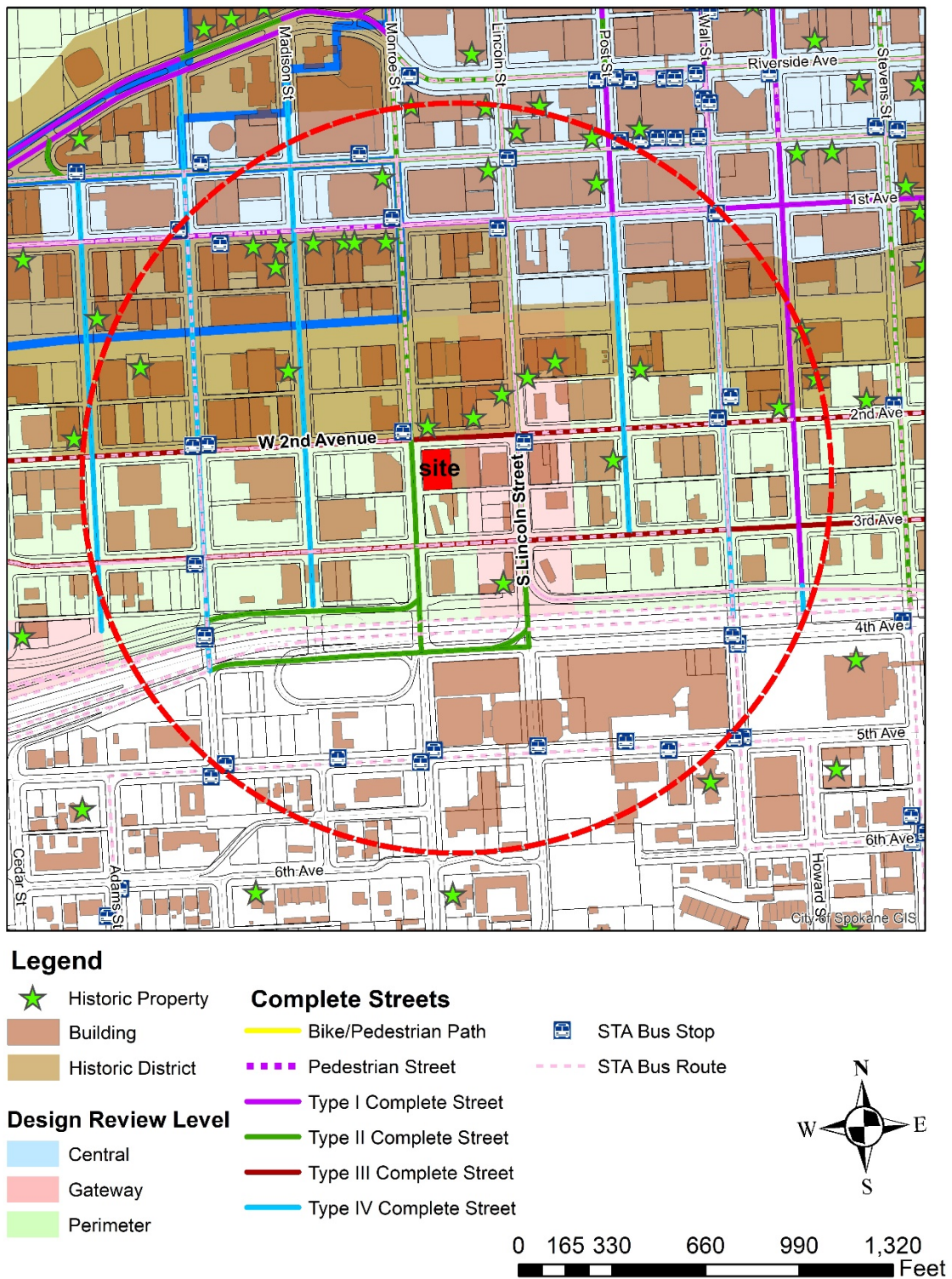


Figure 1. Vicinity Map

Character Assets

The Subject Site (and associated improvements) are located immediately south of the West Downtown Historic District – specifically the West Downtown Historic Transportation Corridor; which extends along West 2nd Avenue from Adams Street east to Lincoln Street. While the primary building was built in 1921 and has been remodeled numerous times over the intervening years, there has been no determination regarding its contributing historicity. Directly across West 2nd Avenue from the site is the original Barton Auto Company and Fisk Tire Company complex of buildings built in 1910 (currently housing multiple tenants, including the Transitions Women’s Health Clinic and the Wild Sage restaurant); which have been determined to be eligible for listing on the National Register of Historic Places.

The predominant building material within the immediate context is brick masonry with terracotta tile/decorative concrete accents. These buildings are primarily single story with the notable exception of the First Baptist Church (built in 1899 and designed by Jones & Levesque of Spokane); which is a taller two-story construction. This religious building (now housing the Pilgrim Baptist Church) is located eastern edge of the block, furthest from the subject site. The church was designed in a Romanesque style, as were all its subsequent additions (1969 and 1972).

Regulatory Analysis

Zoning Code Requirements

The subject site’s parcels are zoned DTG (Downtown General) for the Primary Building’s parcels, and DTS (Downtown South) for the Ancillary Building and Parking Lot parcels.

The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

Recommendations of the Design Review Board must be consistent with adopted regulations. The DRB may not waive any code requirements.

Downtown Design Standards apply to the project (SMC 17C.124.500 thru 17C.124.570)

Design standards in the code appear in the form of Requirements (R), Presumptions (P), and Considerations (C). Upon request of the applicant, the board may offer some flexibility from certain eligible code “design standards” if the board recommends that the proposed solution is equal or better than what is required, and still meets the purpose of the standard.

[Section 17C.124.500](#) Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.570 follow [SMC 17C.124.015](#), Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

The applicant is not requesting a Design Departure, nor does it appear that one is required.

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm..

LU 2.1 Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

LU 5.2 Environmental Quality Enhancement

Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 5.5 Compatible Development

Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

DP 1.2 New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

DP 2 URBAN DESIGN

Goal: Design new construction to support desirable behaviors and create a positive perception of Spokane.

DP 2.5 Character of the Public Realm

Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

DP 2.12 Infill Development

Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

DP 2.15 Urban Trees and Landscape Areas

Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

DP 4 DOWNTOWN CENTER VIABILITY

Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.

DP 4.1 Downtown Residents and Workers

Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

DP 4.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

DP 4.3 Downtown Services

Support development efforts that increase the availability of daily needed services in downtown Spokane.

N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

City of Spokane Downtown Plan [Downtown Plan “Fast Forward Spokane” link](#)

2.2 BUILT FORM AND CHARACTER

Goal: Foster and improve upon the unique, Downtown “sense of place”

Objectives:

- *Preserve and enhance historic building stock*
- *Promote local identity and unified character with a focus on unique districts throughout Downtown*
- *Design complementary infill and restrict surface parking lots with limited exceptions*
- *Encourage increased density and smaller building footprints*
- *Strive to reasonably protect solar-access in key areas as well as views of key amenities*

2.3 MULTI-MODAL CIRCULATION AND PARKING

Goal: Improve circulation and parking in and around Downtown for all users

Objectives:

- *Increase parking supply in high demand areas and develop parking incentives*
- *Reduce the supply of off-street surface parking through higher and better uses of available land*
- *Increase modal share of alternative transportation*
- *Improve pedestrian and bicycle connections*
- *Convert key streets from one-way to two-way*
- *Encourage use of public transportation*

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Objectives:

- *Develop pedestrian- and bicycle-friendly streetscape improvements*
- *Improve access to Riverfront Park and Spokane River for all modes of travel*
- *Designate bicycle boulevards leading into Downtown*
- *Link Downtown with a series of green space amenities*
- *Upgrade existing underpasses and consider pedestrian/bike bridges where appropriate*
- *Establish gateways at key intersections signifying the entrance to Downtown and special districts*

2.6 ENVIRONMENTAL STEWARDSHIP

Goal: Incorporate sustainable practices in redevelopment efforts

Objectives:

- *Improve live/work balance by promoting Downtown living*
- *Increase availability of locally-produced foods*
- *Encourage LEED® certification for new construction*
- *Preserve and/or adaptively re-use historic buildings*
- *Mitigate stormwater (i.e. increase permeable surfaces)*
- *Support a thriving and functionally sustainable street tree system*

Downtown Design Guidelines

[Downtown Design Guidelines link](#)

The Downtown Design Guidelines must be followed per [Section 17C.124.500](#) Design Standards Implementation. While other adopted codes, plans, and policies listed in this staff report may be referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets, and
3. Sustainability

A: Site Planning & Massing

Responding to the Larger Context

A-1 Respond to the Physical Context

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

B: Architectural Expression

Relating to the Neighborhood Context

B-1 Respond to Neighborhood Context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area

Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-4 Design a Well-Proportioned & Unified Building

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-5 Explore Opportunities for Building "Green"

The health of Downtown Spokane needs to be addressed in a holistic manner by promoting the long-term benefits of environmental quality to Downtown activity and vitality. Guidelines and directions from programs such as LEED® (Leadership in Energy and Environmental Design) may be helpful in determining best practices.

C: Pedestrian Environment

Defining the Pedestrian Environment

C-1 Promote Pedestrian Interaction

The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-2 Design Facades of Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The building façade should create and reinforce a “human scale” not only at the street level, but also as viewed from farther away.

C-3 Provide Active Facades

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce Building Entries

Design building entries to promote pedestrian comfort, safety, and orientation.

C-5 Consider Providing Overhead Weather Protection

Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 Develop the Alley Façade

To increase pedestrian safety, comfort, and interest; develop portions of the alley facade in response to the unique conditions of the site or project.

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D: Public Amenities

Enhancing the Streetscape and Open Space

D-2 Enhance the Building with Landscaping

Enhance the building and site with generous landscaping – which includes special pavements, trellises, screen walls, planters, and site furnishings, as well as living plant material. See Key Points: m. Coordinate improvements with standards consistent with street designations, and o. Planting street trees that match the existing planting pattern or species.

D-4 Provide Elements That Define The Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

D-6 Provide Attractive and Appropriate Lighting

To promote a sense of security for people Downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Personal Safety & Security

Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create "Green Streets"

Enhance the pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site and reducing the area of heat island.

E: Vehicular Access and Parking Minimize Adverse Impacts

E-3 Minimize the Presence of Service Areas

Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible; screen from view those elements which cannot be located to the rear of the building.

E-4 Design "Green" Parking

Design places for parking that mitigate automobile impacts on air, temperature, and water; and improve the City's visual and environmental quality.

Additional Correspondence with Applicant

The following is an email exchange with the applicant, providing clarity on some aspects of the design (applicant's response is in *red*, follow-up staff comments are in *blue*):

From: Gunderson, Dean <dgunderson@spokanecity.org>

Sent: Tuesday, September 24, 2019 3:15 PM

To: Henry Ho <henry@studiohdg.com>

Subject: Cinders - a few questions

Henry I have a small break in work load so I'm starting on the staff report, and I have a few questions

Scots Pine

- What sealant or finish are you proposing for this softwood installation? *Currently the boards should be sealed and treated for exterior use. I have attached the product spec for your review.*
- Are you spec'ing No.1 or BTR for the lumber grade classification? *Please see attached product spec.*
- Will the top (end-grain) of the exposed boards be flashed to prevent rot? *The top and bottom (end grains) will be flashed. We're going to do a detail of some sort of an angle iron or flashing where the boards will be screwed in to the metal flashing, both top and bottom, to protect the end grains and also provide stability.*

Additional Staff Comments: See the attached [Thermory](#) product brochure.

LED Lighting

- You depicted white LEDs, is this a fixed color or are these color-shifting (similar to the installation at *Incrediburger*)? *Currently, they're a fixed color. But the client has mentioned that he may want a color-shifting option but that hasn't been fully decided as of yet.*
- As some of these fixtures are fairly low on the elevation, what are the fixture's lumen (to prevent glare into driver's and pedestrian's eyes)? *We don't have an exact light fixture spec'd out of right now, I could always spec a fixture with a restricted lumen output per the city's requirement/recommendation. All fixtures would be on a dimmer to control the light levels and not always be on maximum output. This is a valid concern.*

Rear (alley) Elevation

- You depicted the wall and adjacent wood-slat fence painted PT-2 (High Reflective White), would you and the client consider an art mural? *We could certainly consider an art mural, but the WLCB may have to approve and sign off on it, so currently we'll just leave it blank and can consider this once everything is built out in the future.*
- You've shown the fence between the expanded parking area and the alley as solid & uninterrupted, is there a gate? *No gate, the fence would be in place with no access to the alley.*

Front Planter

- You've shown a new painted treatment for the street-facing frontage for the concrete knee-wall (PT-2), will the landscaping be reconditioned also (since there's been some loss since it was first planted)? *Currently we don't have any landscaping scope, but we can certainly take a look at this and provide a refresh of that landscaping area with low shrubbery and plants per city requirements.*

Expanded Parking Area

- Will the row of parking stalls be extended south? *Yes, it will be.*

Staff Recommendations

Staff recommends Administrative Design Review approval with the following conditions:

As the subject site's perimeter has been upgraded under both a prior design review, construction permit, and street capital project, many of the normal streetscape items mentioned in other design reviews have already been addressed. The following recommendations focus on the remaining design elements.

Contextual Fit

1. The white paint (PT-2, Sherwin Williams SW 7757 High Reflective White) for the fence along the alleyway edge is appropriate. Per [SMC 17C.124.310\(C\)\(3\) Fencing Material and Color](#), the use of this color complements the primary color of the development and is not determined to be so extreme in contrast or intensity that the color competes with the building for attention. If it is determined that the proposed fence is located within two feet of the site's property line it cannot exceed six (6) feet in height.
2. The current site accommodates two exposed solid waste dumpsters (with no existing visual screening); which are accessed from the surface parking lot. This service route will be preserved within the expanded surface parking lot, as there will be no connection from the site to the alleyway. Per [SCM 17C.200.070\(A\) Screening and Impact Abatement](#) these dumpsters shall be screened to meet the standards of the section. This is consistent with Downtown Design Guideline E-3 *Minimize the Presence of Service Areas* as it will screen the dumpsters from view. (see Figure 2)



Figure 2. Picture of existing dumpsters

3. The larger pothole in the surface of the current parking area fronting W 2nd Avenue shall be repaired. (see Figure 3)

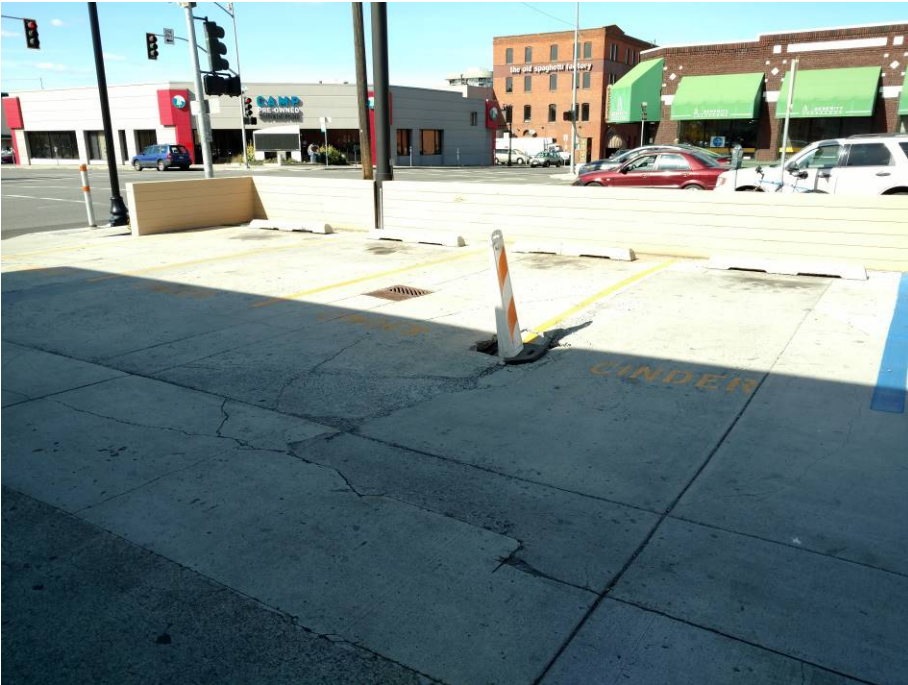


Figure 3. Pothole in surface parking lot

Pedestrian Friendly Streets

4. The applicant shall limit the individual lumens for the LED fixtures located within a horizontal line-of-sight of pedestrians and vehicle drivers to strictly limit glare. This would be consistent with Downtown Design Guideline D-6 *Provide Attractive and Appropriate Lighting* by providing appropriate levels of lighting on and around the adjacent streets while limiting excess glare.

5. The applicant should consider the use of some type of cut-off shade for all exterior lights to minimize unwanted glare cast into the night sky. This would be consistent with Downtown Design Guideline D-6 *Provide Attractive and Appropriate Lighting* by providing appropriate levels of on the building façade while limiting excess glare while conserving a “dark sky”.
6. As the applicant is considering painting the existing surface lot liner wall (a liner wall required to be constructed in the previous permit, per [SMC 17C.200.040\(F\)\(9.a\)](#)), the applicant is strongly encouraged to re-plant the vegetation that has been lost since the liner wall was constructed. This will be consistent with Downtown Design Guidelines C-7 *Install Pedestrian-Friendly Materials at Street Level* and D-1 *Provide Inviting and Usable Open Space* as it will improve the pedestrian orientation of the streetscape.
7. As the applicant established an accessible parking space with a striped loading zone and striped accessible route to the building’s Primary Entrance nearest the northwestern most curb cut and drive aisle, and as there is no current accessible route from the public sidewalk to the building’s Primary Entrance, the applicant should consider the partial removal of the liner wall adjacent to the accessible loading zone and extend the accessible route (with appropriate durable surface material) to the public sidewalk. This will be consistent with Downtown Design Guideline C-1 *Promote Pedestrian Interaction* as it will permit pedestrians to engage with the site and building. (see Figure 4)



Figure 4. Proposed extension of Accessible Route

8. The applicant should consider incorporating some form of public art mural along the building's south (alleyway) elevation, as the proposed white painted surface will provide an attractive nuisance for graffiti taggers. Such artwork could provide a memorable sense of place for the building. (see Figure 5)



Figure 5. Existing south elevation with graffiti

Sustainability

9. As the current parking area's stormwater collection system is likely sized to accommodate only the current lot's impervious surface area (see Figure 5 and Site Plan), in order to accommodate the 2,000 square foot expansion the applicant should consider the use of permeable pavement for the portion of the parking lot that is being expanded. This would be consistent with Downtown Design Guideline E-4 *Design 'Green' Parking* by reducing stormwater discharge and peak flow rates, thereby maintaining the chemical, physical, and biological integrity of downstream waterways.

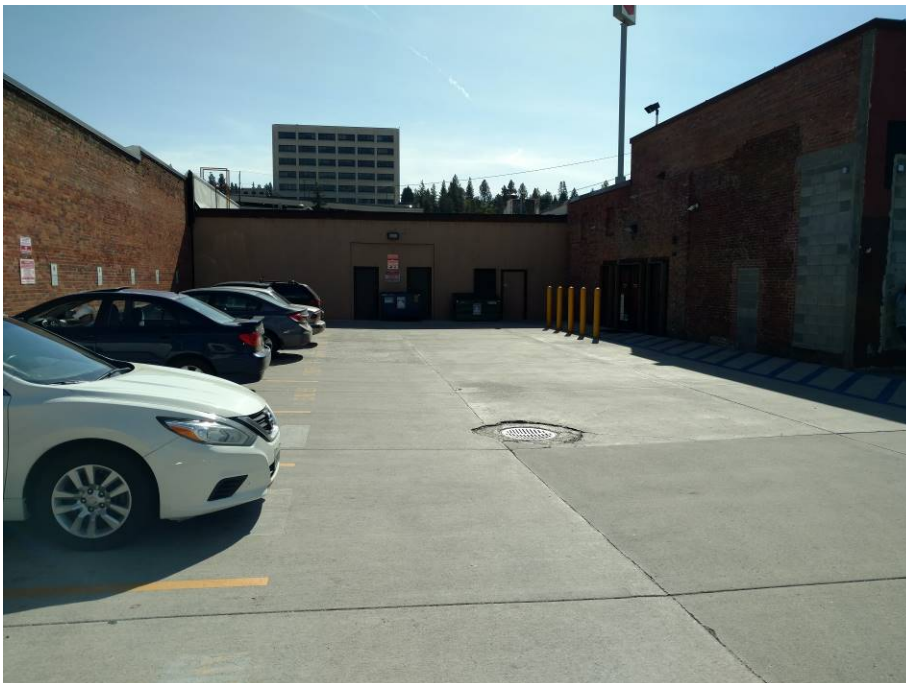


Figure 6. Picture of existing stormwater collection grate

10. The applicant shall utilize a regular UV oil to meet the Thermory installation guide recommendations (see applicant's submittal and comments above) in order to minimize color changes to the proposed Scots Pine 'Thermory' Exterior Cladding due to sunlight and weather exposure. This will meet Downtown Design Guideline C-7 *Install Pedestrian-Friendly Materials at Street Level* as the treating and sealing of the wood will ensure a sense of permanence and warmth to the Downtown.

Note

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including Development Services.

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Downtown Plan Fast Forward Spokane
Downtown Design Guidelines

Administrative Review DRB Chair Recommendation

On behalf of the Design Review Board, under the authority granted to the Chair by Rule 24.1E of the Rules and Procedures of the Committee:

☐ I accept and concur with the staff recommendations, adopt these recommendations as my own findings, including the conditions recommended by staff, for the reasons stated.

X I accept and concur with the staff recommendations, adopt these recommendations as my own findings, including the conditions recommended by staff, for the reasons stated, with the following modifications:

Pedestrian Friendly Streets

6. The applicant shall replant the landscape bed in front of the low liner wall along 2nd Ave, to meet standard landscape requirements.

The applicant shall also coordinate with City Traffic Engineers and City Forestry to determine if street trees should be included in the project scope.

7. The applicant shall remove that portion of the linear wall and landscaping strip that disrupts the proposed accessible route from freely connecting to the public sidewalk, unless another alternate route and location is proposed.

☐ Upon the information provided by staff, the following are the Chair's recommendation, conditions and reasons: (attach other sheets as necessary)

The decision of the Chair of the Design Review Board may be appealed to the full Board by contacting the Board Secretary.



Steven Meek, Chair, DRB

10/15/2019
Date

cc: Heather Trautman, Director of Planning Services
Tami Palmquist, Planner, Development Services

Note: Supplementary information on file with City of Spokane Design Review Board.