

120 N Wall Street**1 - Administrative Review****Design Review Staff Report**

December 11, 2019

**Staff:**

Dean Gunderson, Sr. Urban Designer

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

Applicant:

Owner:
 4-Degrees Real Estate
 915 W 2nd Ave.
 Spokane, WA 99201
 Attn: Jordan & Joel Tampien

Agent:
 Trek Architecture
 Attn: Even Verduin

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](#) **Design Review Board Authority**, for development within the Downtown Central Area modifications of more than twenty-five percent (at a minimum of 300 square feet) of a building façade visible from an adjacent street are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Recommendations.

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

Project Description

Please see applicant's submittal information. It should be noted that while the building is not declared an historic structure, the building is listed by the City of Spokane as a Landmark. The City's Historic Preservation Officer has reviewed the submission package and has found nothing of concern about the proposal.

Location & Context

The project is a renovation of an existing structure located at 120 N Wall Street, parcel number 35184.2511. The property is located in the Riverside Neighborhood and fronts a portion of Wall Street classified as a Major Urban Collector and a Type I Community Activity Complete Street.

Spokane Transit Authority will be reconstructing the portion of Wall Street fronting the property, and will route the eastbound Central City Line BRT north along this section. This reconfiguration will approximate the Festival Street improvements constructed between Main Avenue and Spokane falls Boulevard. STA

Route 11 (Arena/Plaza Shuttle) will also continue to run north along this portion of Wall Street and STA Bus Stop #22 will continue to be located directly in front of the property.

This portion of Walls Street is also classified as a Bike Friendly Route in the Spokane Bicycle Master Plan.

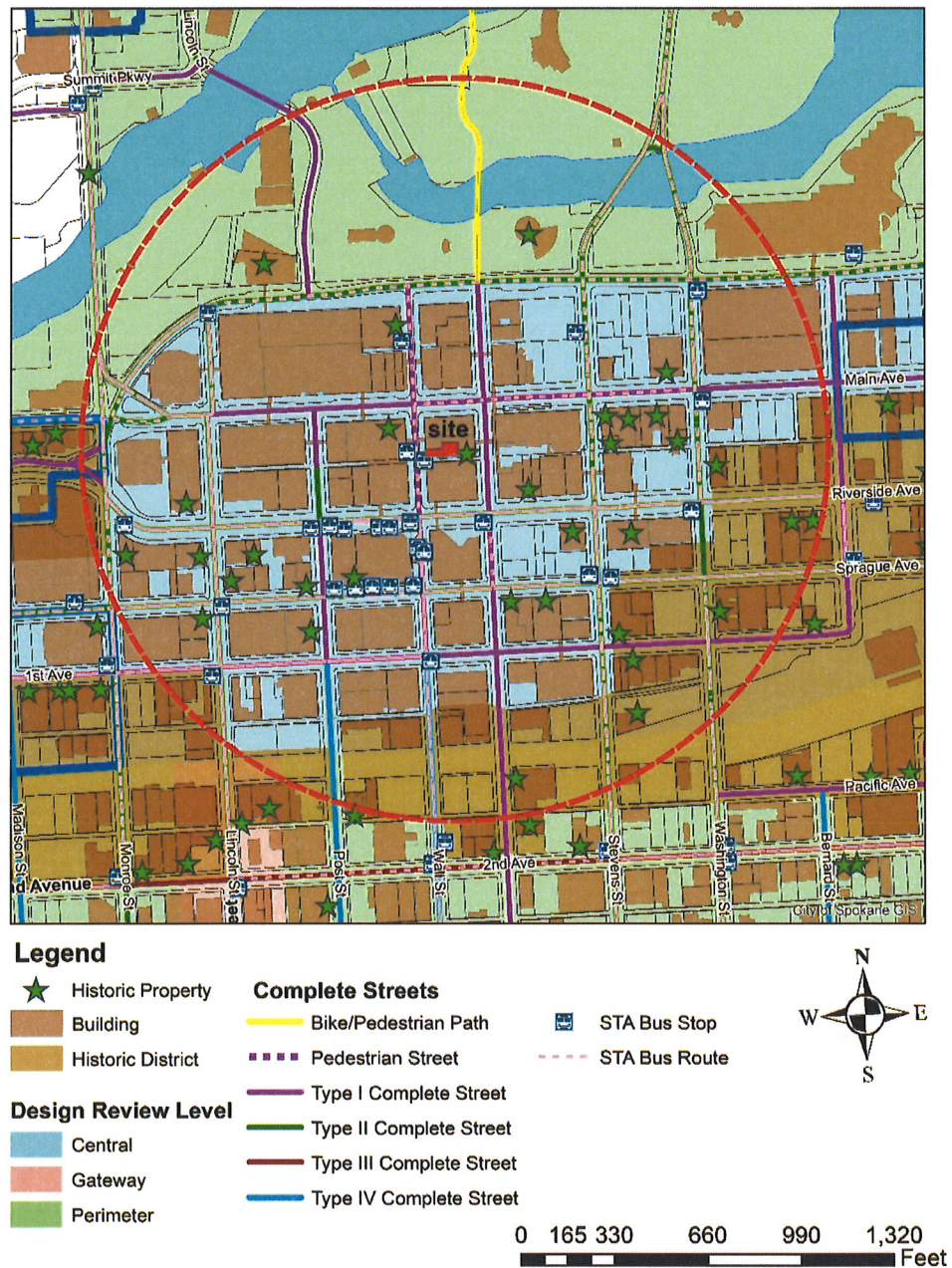


Figure 1. 1/4-mile Vicinity Map

Character Assets

The most relevant aspect of the immediate context for the site is its location on this pedestrian-oriented street/mall portion of N Wall Street, a configuration that is slated for refurbishment and upgrading with the Central City Line project.

The building itself is listed as a Landmark Building by the City of Spokane, though this does not rise to the level of oversight/protection afforded an historic resource. The building is immediately adjacent to the historic Woodward Building (117 N Howard Street; Herman Preusse, architect; 1890). The immediately adjacent alleyway will be the location of the first Activated Alley demonstration project (which will run from Howard to Wall Streets), and will receive overhead catenary lights and two wall murals.



SITE CONTEXT - 120 WALL STREET

Legend

- STA Bus Stop
- STA Bus Route
- City Tree
- Existing Building
- Parcel

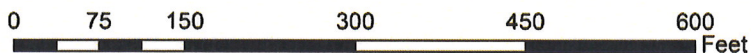


Figure 2. Site Context Map

Regulatory Analysis

Zoning Code Requirements

The building & site are zoned DTC. The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

Recommendations provided in Design Review must be consistent with adopted regulations. The design review process cannot waive any code requirements.

As the site is zoned DTC, the project will be subject to the development and design standards contained in [SMC 17C.124 Downtown Zones](#).

Downtown Design Standards

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.

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

CHAPTER 3: LAND USE

LU 2 PUBLIC REALM ENHANCEMENT

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 4 TRANSPORTATION

LU 4.4 Connections: Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 5 DEVELOPMENT CHARACTER

LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

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.

CHAPTER 4: TRANSPORTATION

TR GOAL A: PROMOTE A SENSE OF PLACE: Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

TR GOAL B: PROVIDE TRANSPORTATION CHOICES: Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY: Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY: Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

TR 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 5 Active Transportation: Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 6 Commercial Center Access: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

TR 15 Activation: Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 18 Parking: Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

CHAPTER 7: ECONOMIC DEVELOPMENT

ED 3.10 Downtown Spokane: Promote downtown Spokane as the economic and cultural center of the region.

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 2 URBAN DESIGN

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 2.6 Building and Site Design: Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate- and considers intensity of use.

DP 2.11 Improvements Program: Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

DP 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

DP 2.13 Parking Facilities Design: Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or

office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

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 2.16 On-Premises Advertising: Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

DP 2.21 Lighting: Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

DP 4: DOWNTOWN CENTER VIABILITY

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.

CHAPTER 9: NATURAL ENVIRONMENT

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

CHAPTER 10 SOCIAL HEALTH

SH 3 ARTS AND CULTURAL ENRICHMENT

SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

City of Spokane Downtown Plan

[Downtown Plan "Fast Forward Spokane" link](#)

2.1 ECONOMIC DEVELOPMENT

Goal: Foster economic development within the Downtown Core

Objectives:

- Support existing Downtown businesses
- Develop additional retail in existing and developing retail districts that complements existing Downtown retail
- Identify, evaluate, and develop "Opportunity Sites"
- Improve basic and ancillary services for residents and other stakeholders (i.e., site a full-line grocery store, enhance the farmer's market, etc.)
- Attract future employers (including but not limited to "green collar" businesses and biomedical facilities; provide incubator space for emerging businesses)

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

2.4 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

2.5 HOUSING AND NEIGHBORHOOD

Goal: Increase housing options Downtown and protect existing neighborhood character

Objectives:

- Develop mixed-use neighborhoods and buildings within Downtown
- Maintain an adequate inventory of affordable housing within Downtown
- Increase housing within and in proximity to University District (including student housing)
- Increase mid-range housing for rent and for sale within and adjacent to Downtown
- Strengthen connections between Downtown and surrounding neighborhoods
- Develop Kendall Yards and establish strong links to Downtown Core

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 Environment

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.

A-2 Enhance the Skyline

Design the upper portion of the building to create visual interest and variety in the Downtown skyline. Respect noteworthy structures while responding to the skyline’s present and planned profile.

B: Architectural Expression - Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context

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

B-2 Create Transitions in Bulk and Scale

Building form should be consistent with the character of Downtown Spokane as an urban setting and create a transition in height, bulk, and scale of development; from neighboring or nearby areas with less intensive development, and between buildings and the pedestrian realm.

B-3 Reinforce the Urban Form and 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 and 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"

Promote 'green' buildings by choosing sustainable design practices whenever possible.

C: Pedestrian Environment - Define 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 at 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 Alley Facades

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-1 Provide Inviting and Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

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 furniture, as well as living plant material.

D-3 Respect Historic Features that Define Spokane

Renovation, restoration and additions within Downtown should respect historic features.

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-5 Provide Appropriate Signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

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 and 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 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 islands.

E: Vehicular Access and Parking - Minimize Adverse Impacts

E-1 Minimize Curb Cut Impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-2 Integrate Parking Facilities

Minimize the visual impact of parking by integrating parking facilities with surrounding development; and incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

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.

Staff Recommendations

Staff recommends Administrative Design Review approval with the following conditions:

Neighborhood:

1. In the project's renderings, the applicant has depicted a surface planting area between the pedestrian sidewalk and the N Wall Street vehicle travelway. The Site Design plan sheets (pages 14 and 15) more accurately depict the streetscape improvements proposed by STA and the City – with Bus Stop #22 (for the Plaza/Arena Shuttle) located on Wall Street in front of the building (between the 12'-wide public sidewalk and the vehicle travelway). The applicant shall coordinate with the City to ensure that the proposed building streetscape improvements comport with the development plans for N Wall Street.

Site:

2. In reference to the streetscape improvements planned for N Wall Street, the existing tree located in front of the building will be replaced with a street tree, in a tree well with a grate. If the applicant is proposing the installation of any street tree (in addition to, or instead of, the street tree proposed in the N Wall Street redevelopment project), the applicant shall coordinate with Spokane Urban Forestry to ensure that the proposed streetscape landscaping complies with the appropriate standards.
3. In various renderings the applicant has indicated some type of street furnishings (alternately, immediately adjacent to the building façade, pages 20 and 21 – or in a planting bed located between the pedestrian sidewalk and the N Wall Street travelway instead of Bus Stop #22 (page 15), and in a building design material sheet (Active Streets, furniture/landscape, page 17). The applicant will coordinate with Development Services and Streets to ensure that any proposed streetscape furnishings and new streetlights (if installed by the applicant) will comply with the standards identified for District #1 in the Spokane Streetscape Infrastructure Program document.
4. The applicant has indicated some level of alley activation (text and images, page 17), the applicant is encouraged to use the *Spokane Innovation Alleyway: A Guidebook and Toolkit for the Spokane Community* (contact the Neighborhood & Planning Services Department).

Building:

5. Under the criteria listed in the Windows Building Design standard (SMC 17C.124.510) the area of building's ground floor façade that must be glazed is 144 square feet (though one-half of that area, or 72 square feet, may be display windows). The current proposal indicates a total square footage of Clear Vision Glass on the ground floor façade of 120 square feet. The applicant shall either increase the Clear Vision Glass component by 24 square feet, or provide a Display Window at least 24 square feet in size to meet the percentage requirement.

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
Fast Forward Spokane: Downtown Plan
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.
- ☐ 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:

- ☐ 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

12/17/19

Date

cc: Louis Meuler, Interim Director of Planning Services
Ali Brast, Development Services

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