



Design Review Board

January 24, 2018

5:30-6:45 PM

City Council Briefing Center

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Commission Briefing Session:

5:30 - 5:35 1) Chair Report Steven Meek
2) Approve the [November 8, 2017](#) meeting minutes.

Workshop:

5:35 – 6:35 3) **Collaborative Workshop:** Wonder Site Parking Garage Omar Akkari
 ○ [Staff Report](#)
 ○ Applicant Presentation
 ○ Public Comment
 ○ Board Discussion and Motions

Board Business:

6:35 – 6:45 4) **DRB Urban Designer Position Selection Process Update** Omar Akkari
 Staff update on the selection process of the DRB urban designer position.

Adjournment:

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password: Mgmt!47H

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Design Review Board

November 8, 2017

Meeting Minutes

Meeting called to order at 5:30 PM

Attendance

- Board Members Present: David Buescher, Austin Dickey, Kathy Lang, Ted Teske, Steven Meek, Anne Hanenburg, Ryan Leong
- Board Members Not Present: Charlene Kay
- Staff Present: Omar Akkari, Dean Gunderson

Briefing Session:

1. US Pavilion Tour - Omar Akkari
2. Chair Report-Austin Dickey
3. July 26, 2017 meeting minutes approved unanimously

Board Workshop:

1. Collaborative Workshop: U.S. Pavilion - Omar Akkari
 - Staff Report: Omar Akkari, City of Spokane
 - Application Presentation: Berry Ellison, City of Spokane Parks and Rec. and Robert Kuffel, NAC Architecture
 - Public Comment: None
 - Board Discussion and Motions

Motion: Based on review of the materials submitted by the applicant and discussion during the November 8, 2017 Collaborative Workshop the Design Review Board recommends the following:

- The Applicant shall push for sustainable measures where appropriate in recognition of the downtown design guidelines for sustainability and in consideration of the historic significance of the environment and the U.S. Pavilion.
- Continue to develop the service area on the south side of the site and be prepared to address how it meets the blank walls screening requirements.
- Continue to develop how controlled access is implemented in an integrated and attractive manner.
- Further define how furnishings and fixtures will be incorporated into the project to meet the design objectives.
- Further define how general (non-event) lighting within the ring of the U.S. Pavilion will be addressed.
- Present at the recommendation meeting how the project ties into the surrounding park pathway system including the Howard Street Promenade.

The motion passed unanimously. 6/0

Note: Minutes summarized by staff. An audiotape of the meeting is on file with the Planning & Development Department, City of Spokane.

Board Business:

1. Design Review Board Position Opening/Architect - Omar Akkari

- a. Board discussion on how the board would like to fill the Architecture Position that will be opening in December.

Motion: Shift Steven Meek to the Architect Position once Austin Dickey steps down from the board, leaving the Urban Designer / Urban Planner Position to be filled.

2. Board Chair Role Opening - Omar Akkari

- a. Board discussion about who on the board would like to fill the DRB Chair Role and Vice Chair Role once the current Chair steps down.

Motion: To have Steven Meek become the Design Review Board Chair once Austin Dickey steps down from the role.

The motion passed unanimously. 6/0

Motion: To have David Buescher become the Design Review Board Vice Chair once Steven Meek takes on the role of Design Review Board Chair.

The motion passed unanimously. 6/0

3. Spokane Mayor's Urban Design Awards Discussion

- a. Board discussion on the awards ceremony and lessons learned for the next awards.

Meeting Adjourned at 8:34 PM

Next Design Review Board meeting is scheduled for December 13, 2017

Wonder Parking Garage

1 - Program Review/Collaborative Workshop

Design Review Staff Report

01.12.2018



Staff:

Dean Gunderson, Urban Designer
Omar Akkari, Urban Designer
Planning & Development Services Department

Applicants:

Adam Rounds, Wolfe Architecture Group
Pete Mounsey and Nick Mounsey, Owners

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, new buildings and structures greater than fifty thousand square feet within downtown zone perimeter area 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

This project is a four floor ~97,000 sq. ft. integral ramp parking structure. The first floor of parking is only accessed off of Post Street and will be utilized by the market tenants and David's Pizza. The first floor has the potential to be closed off for special events to allow expanded market stalls. The finish grade of the pedestrian plaza, along the structure's south façade, allows for pedestrian movement from the Wonder Building to the first floor of the garage. Vehicular access to the upper floors of the garage is only via the Mallon Avenue ingress.

Please see applicant's submittal and attached email correspondence for additional information.

Location & Context

The building address is 211 W Mallon Avenue and the project site is at the northwest corner of the block, flanked by David's Pizza to the east and the former Wonder Bread Bakery to the south. The full block is under single ownership. The site is in the Riverside Neighborhood Council area. Directly south of the block is the YMCA site (The Falls Project); which came before the Design Review Board in 2017. North of

the site is a brick warehouse owned by the Public Facilities District, Ticketwest offices, and the Veterans Memorial Arena. To the west of the block is a two-story brick engine repair shop and surface parking lot. To the east are the Upper Falls Condominiums and a surface parking lot. The dramatic Spokane upper falls are accessible from the Corner of N Post Street and W Broadway Avenue via a pedestrian walkway and bridge.

STA Bus Route 1 travels along Broadway Ave and Post Street with stops located on both streets across from the site.

Character Assets

Historic Brick Structures

The surrounding buildings are primarily two to three story brick office and industrial buildings. The project should seek to fit within the existing context of these structures. The adjacent Wonder Building, as a simplified Romanesque Revival brick building, has masonry detailing that can be drawn from to blend the new parking structure into the surrounding context. These details include: horizontal banding at the water table/plinth and building base, square panels at the cornice band between the second and third floors, closely spaced windows providing a regular vertical rhythm, brick window sills, flat arch window details, and cornices with fine brick dentil and modillion detailing at both the Broadway Avenue and Post Street roof lines.

Other buildings adjacent to the site also have similar masonry detailing that can be drawn from. The adjacent Upper Falls Condominium Building is a good example of a structure that blends in details from the surrounding architecture into a contemporary aesthetic. While the warehouse located immediately north of the site provides simplified brick pilasters and concrete lintels in a mid-century industrial aesthetic.

Regulatory Analysis

Zoning Code Requirements

Zoning Designation: The site is zoned Downtown General (DTG) and is within the North River Overlay District (NRO).

[Chapter 17C.160 North River Overlay District](#)

This special overlay addresses the public's value of the views and access to the Spokane River Gorge, Riverfront Park, and the Downtown core from the north side of the Spokane River. The amenity of the river and the public investment in the Spokane River Gorge should be widely shared, not limited to those properties immediately adjacent. The intent of these visual and pedestrian access standards and guidelines are to ensure that buildings and other constructed objects do not create barriers that wall off the Spokane River Gorge, Riverfront Park, or the Downtown Core.

The applicant will be expected to meet zoning code requirements.

Land Use Designation: The sites land use is Downtown.

Applicants should contact Current Planning Staff with any questions about these requirements.

[Section 17C.124.340 Parking and Loading](#)

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks, and internal parking lot pedestrian connections are stated in [chapter 17C.230 SMC](#), Parking and Loading.

- A. Parking structures and structures where the primary use is storage of any kind adjacent to Type I or Type II complete streets must include street-level retail, office or civic uses along at least fifty percent of the street frontage not devoted to vehicular access areas. The spaces for these uses must have a minimum depth of fifteen feet, a minimum finished ceiling height of ten feet and provisions for loading and trash.

NOTE: Several Director's Decisions have been made to count the full block as one development for the proposed of meeting the intent of this section of the code.

Section 17C.124.035 Characteristics of Downtown Complete Street Designations

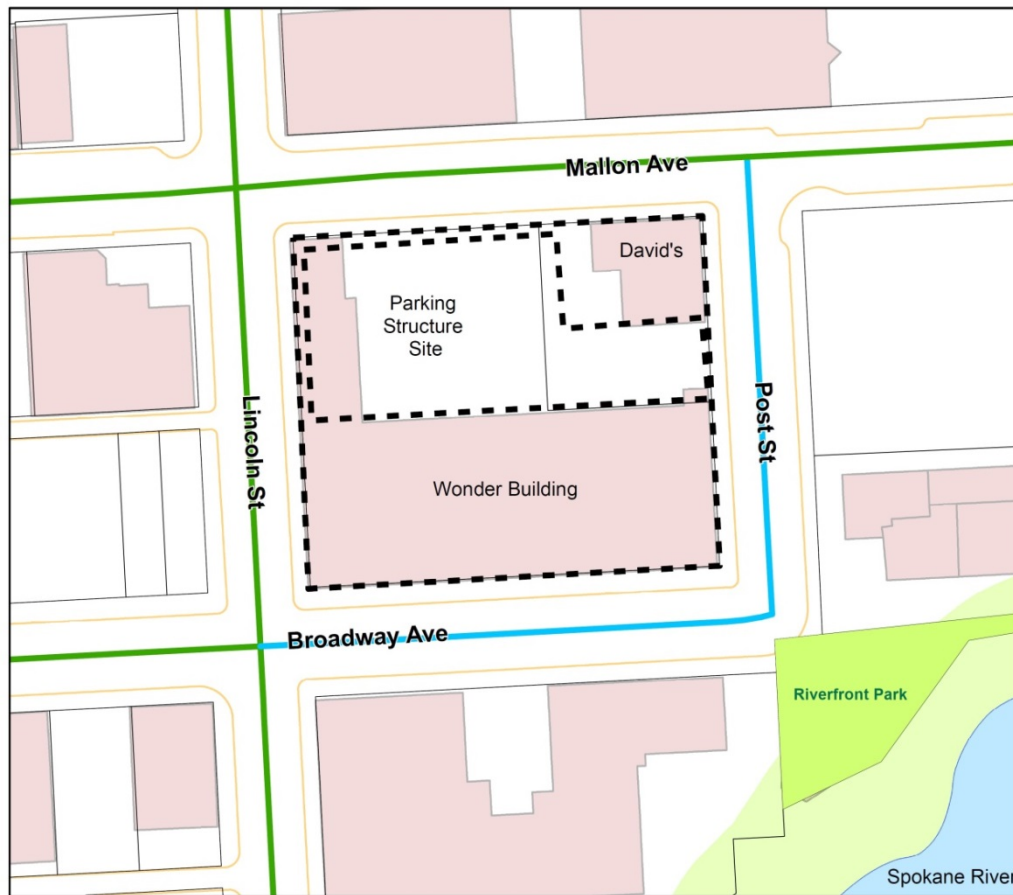
Type II – Community Connector (*Lincoln St and Mallon Ave are Type II complete streets*)

Type II streets move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.

Type IV – Neighborhood Streets (*Broadway Ave and Post St are Type IV Complete Streets*)

Type IV streets carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.

Complete Streets Map



1/11/2018

Map Legend

Complete Streets

- Bike/Pedestrian Path
- Pedestrian Street
- Type I Complete Street
- Type II Complete Street
- Type III Complete Street
- Type IV Complete Street

Topography

- City Park
- Parcel
- Building
- Riparian Habitat Area
- Curb Line



Section 17C.124.230 Structure Setbacks, Sidewalks, and Street Trees

Sidewalks are required to be 12 feet wide and shall consist of a clear walking path at least seven feet wide (in addition to a minimum five-foot wide pedestrian buffer zone and planting zone for street trees). Part of the sidewalk may be located on private property.

Zoning Code Downtown Design Standards

Section 17C.124.500 Design Standards Implementation:

The design standards and guidelines found in SMC [SMC 17C.124.500 through SMC 17C.124.590](#) 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. The City will expect to see how the design of a project has responded to every one of the guidelines.

The applicant may request a departure from the design standards followed by an (R), (P), or (C) by notifying the Current Planning Section of the Planning Department. Please see [chapter 17G.030 SMC](#), **Design Departures**. The applicants should notify Current Planning staff as soon as possible if they will request a design departure from any of the following requirements as the departure process would require a Type II Conditional Use Permit, which is a 120 day process, and a recommendation from the DRB.

Chapter 17G.030 Design Departures, Section 17G.030.040 Decision Criteria

The decision criteria for a design departure are provided below.

- A. Has the applicant's design team thoroughly examined how the Requirement (R) and/or Presumption (P) could be applied as written?
- B. Does the proposal meet the intent and the general direction set forth by the Requirement (R) and/or Presumption (P) as written?
- C. Is the specific change superior in design quality to that potentially achieved by the Requirement (R) and/or Presumption (P) as written?
Is the departure necessary to better address aspects of the site or its surroundings?
- D. Is the proposed departure part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?
- E. Has the applicant responded to the optional Considerations (C), if any, found within the design guideline? Including Considerations may assist in gaining acceptance for the plan.

Downtown Design Standards

[Section 17C.124.510](#) Windows – Building Design

[Section 17C.124.520](#) Base/Middle/Top – Building Design

[Section 17C.124.530](#) Articulation – Building Design

[Section 17C.124.540](#) Prominent Entrance – Building Design

[Section 17C.124.550](#) Ground Level Details – Building Design

[Section 17C.124.560](#) Roof Expression – Building Design

[Section 17C.124.570](#) Treating Blank Walls – Building Design

[Section 17C.124.580](#) Plazas and Other Open Spaces

Chapter 17C.230 Parking and Loading

Section 17C.230.310 Exterior Design of Parking Structures – Building Design

- A. Purpose.
To reduce the visual impact of structured parking located above grade.
- B. Exterior Design of Parking Structures Implementation.
 1. The street-facing facades of parking levels within a building shall be treated in such a way as to seem more like a typical floor, rather than open slabs with visible cars and ceiling lights. This may be accomplished by two or more of the following. (P)
 - a. Square openings, rather than horizontal.
 - b. Planting designed to grow on the façade.
 - c. Louvers.
 - d. Expanded metal panels.
 - e. Decorative metal grills.
 - f. Spandrel (opaque) glass.
 - g. Other architectural devices may be proposed that will accomplish the intent.
 2. Free-standing parking structures shall incorporate the above features on portions of the façade above the ground level. At ground level, they shall comply with guidelines addressing ground level details, transparency and weather protection. (R)

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

City of Spokane Comprehensive Plan

LU 2 PUBLIC REALM ENHANCEMENT

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 3.8 Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

LU 5.5 Compatible Development

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

TR 1.1 Transportation Priorities

Make transportation decisions based on prioritizing the needs of people as follows:

- *Design transportation systems that protect and serve the pedestrian first.*
- *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
- *Then consider the needs of automobile users after the two groups above.*

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

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 3 FUNCTION AND APPEARANCE

Goal: Use design to improve how development relates to and functions within its surrounding environment.

DP 5 DOWNTOWN CENTER VIABILITY

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

DP 5.2 Street Life

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

DP 6.3 Transit and Pedestrian-Oriented Development

Encourage attractive transit and pedestrian-oriented development.

NE 5.6 Barrier Free Environments

Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.

Downtown Design Guidelines

[Guidelines PDF Link](#)

The Downtown Design Guidelines must be followed per [Section 17C.124.500](#) Design Standards Implementation. While other adopted codes, plans and polices 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
3. Sustainability

Topics for Discussion

To address the Downtown Design Standards, Comprehensive Plan Policies, and Downtown Design Guidelines listed in the staff report, staff would offer the following for consideration and discussion:

Neighborhood

1. **Responding to the Neighborhood Context:** The buildings surrounding the site are primarily two to three story brick office and industrial buildings of historical vintage. Both the older and newer buildings have finely articulated facades. How might this structure better fit within the existing context of these buildings?

Please see Downtown Design Guidelines B-1

Site

- 2. Architectural Attributes of the Immediate Area:** Given that the project is being reviewed as a block-wide development for the purpose of façade composition, how can façade details of the on-site historic Wonder Building façade inform the design of this parking structure?

Please see Downtown Design Guidelines B-3

- 3. Connectivity:** The current breezeway/plaza design provides no accessible access into the garage structure's first floor. There are three potential access points, though they are either blocked by landscape beds, or are located at dedicated loading/unloading zones for accessible parking stalls (or blocked by raised planters and a bench). Are there opportunities to make an easily identifiable and dedicated pedestrian connection from the Wonder Building across the 15 ft. breezeway/plaza into the parking structure?

Please see Downtown Design Guidelines B-3, C-4, and E-2.

Building

- 4. Base, Middle, Top:** The proposed structure has no discernable base or top elements, with the exception of the stairway structure, and planters located where the façade-mounted trellis structures meet the ground plane. What opportunities exist to bring the façade design into compliance with the base/middle/top requirements in [Section 17C.124.520](#)?

*Please see Spokane Municipal Code (SMC) [Section 17C.124.520](#) Base/Middle/Top, [Section 17C.124.560](#) Roof Expression and *Downtown Design Guidelines B-3, B-4, C-2 and C-3**

- 5. Façade Design:** The street-facing facades of parking levels within a building shall be treated in such a way as to seem more like a typical floor, rather than open slabs with visible cars and ceiling lights. Currently, the design only incorporates one (Planting designed to grow on the façade) of the two required elements in code [Section 17C.230.310](#) Exterior Design of Parking Structures to mitigate the appearance of the integrated ramps. What other opportunities are there to lessen the prominence of the sloped parking decks?

The ground level of the structure must comply with guidelines addressing ground level details, transparency, and weather protection found in [Section 17C.124.550](#) Ground Level Details. What opportunities exist to bring the design into compliance with [Section 17C.124.550](#) Ground Level Details and [Section 17C.230.310](#) Exterior Design of Parking Structures?

*Please see SMC [Section 17C.124.550](#) Ground Level Details and [Section 17C.230.310](#) Exterior Design of Parking Structures and *Downtown Design Guidelines B-3, B-4, C-2, C-3, D-4**

- 6. Trellis Structure:** How can the trellis structure design better reinforce the architectural character of the Wonder Building and the surrounding architectural context?

Please see Downtown Design Guidelines B-1, B-3, D-3

- 7. Retail Space Frontage:** [Section 17C.124.340 \(A\)](#) Parking and Loading states that parking structures and structures where the primary use is storage of any kind adjacent to Type I or Type II complete streets must include street-level retail, office or civic uses along at least fifty percent of the street frontage not devoted to vehicular access areas.

A Directors Decision was made to count the full block as one development for the purpose of meeting the intent of this code; which greatly reduced the amount of new retail, office, or civic uses that would need to be located within the parking structure's Lincoln and Mallon frontages. Counting the length of the existing façade of the Wonder Building and the portion of new retail contained within the parking structure, the Lincoln frontage provides approximately 10 ft. **more** street-level retail, office, or civic use than is required. Counting the length of existing façade of David's Pizza and the portion of new retail contained within the parking structure (and excluding the portion of the parking structure dedicated for vehicle access), the Mallon frontage provides approximately 10 ft. **less** than the

required street-level retail, office, or civic use than is required. How does the applicant propose to meet this standard for the Mallon frontage?

Please see SMC [Section 17C.124.340](#) Parking and Loading and Downtown, SMC [Section 17C.124.550](#) Ground Level Details, and Design Guidelines C-1 Promote Pedestrian Interaction and C-5 Consider Providing Overhead Weather Protection

- 8. Retail Space Ground Level Detailing:** [Section 17C.124.550](#) Ground Level Details – Building Design requires that the entire ground level of the parking structure provide the greatest amount of visual interest and reinforce the character of the streetscape. This need is further accentuated, given that both Lincoln and Mallon are Type II Context Sensitive Streets.

The façade of both the structure’s retail use and multistory parking deck does not appear to meet the requirements found in [Section 17C.124.550](#) Ground Level Details. How does the applicant intend to meet this requirement?

Please see SMC [Section 17C.124.340](#) Parking and Loading and Downtown, SMC [Section 17C.124.550](#) Ground Level Details, and Design Guidelines C-1 Promote Pedestrian Interaction and C-5 Consider Providing Overhead Weather Protection

- 9. West Stairway:** Below the west stairway is an underutilized space, which if not occupied by another use will likely be used by transients for temporary encampments. What other uses could occur in this location to deter a non-desirable use?

Please see Downtown Design Guidelines D-7 Design for Personal Safety & Security

- 10. Accessible pathway to Lincoln Street:** In reviewing the building permit set for the Wonder Building, it appears that there is a new ramp to be constructed at the NWC of the building within the breezeway/plaza. The new stairs and planter box, to be constructed as part of the parking structure project at the west end of the breezeway/plaza, is in addition to this ramp (though the ramp is left unlabeled in the DRB submittal package). This re-affirms the necessity of creating a fully accessible pathway up to, and into, the parking structure and its first level.

Please see Comprehensive Plan Goal TR 7 Neighborhood Access

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 the Current Planning Section of Planning and Development Services.

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Downtown Design Guidelines