



# Design Review Board

February 14, 2018

5:30-7:45 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<br>2) Approve the <a href="#">January 24<sup>th</sup>, 2018</a> meeting minutes. | Steven Meek |
|-------------|--|-------------|

## Workshop:

- |             |  |                |
|-------------|--|----------------|
| 5:34 – 6:35 | 3) <b>Recommendation Meeting:</b> U.S. Pavilion<br>○ <a href="#">Staff Report</a><br>○ Applicant Presentation<br>○ Public Comment<br>○ Board Discussion and Motions              | Omar Akkari    |
| 6:35 – 7:35 | 4) <b>Recommendation Meeting:</b> Wonder Site Parking Garage<br>○ <a href="#">Staff Report</a><br>○ Applicant Presentation<br>○ Public Comment<br>○ Board Discussion and Motions | Dean Gunderson |

## Board Business:

- |             |   |             |
|-------------|---|-------------|
| 7:35 – 7:45 | 5) <b>Discuss future Board training on recusal rules and process.</b> | Omar Akkari |
|-------------|---|-------------|

## Adjournment:

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest**  
**Password: Pmke4xwW**

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# Design Review Board - Meeting Minutes

January 24, 2018

Meeting called to order at 5:34 PM

## Attendance

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

## Briefing Session:

1. Chair Report: Steven Meek
2. Minutes Approval: November 8, 2017 Motion/Second. Meeting minutes approved unanimously.
3. Old business? No. New business? No.
4. Any changes to the agenda? No.
  - Dean: The applicant may be making a specific request for the Board to consider.
  - Dean Gunderson will be sitting in for Omar Akkari.

## Board Workshop:

1. Collaborative Workshop: Wonder Site Parking Garage - Dean Gunderson
  - Staff Report: Dean Gunderson, City of Spokane.
  - Application Presentation and their responses from the previous meeting: Adam Rounds, Nick Mounsey, Russ Wolfe - WAG Architects.
  - Public Comment: None
  - Board Discussion and Motions
    - Applicant's objective is to get through this review tonight to move it forward; one of the Ryan noted that some of the landscape has changed, and there are still questions about connectivity, how the parking structure works with the Wonder Building structure, and transformers and additional diagrams would be helpful.
    - Any neighborhood feedback? No.
    - Other Board members agreed with Ryan that more information/clarification would be useful to make a final recommendation. This item would be added to the February 14<sup>th</sup> DRB meeting agenda, and applicant would only address the concerns noted during tonight's meeting.

## **Motion:**

Based on the review of the materials submitted by the applicant and discussion during the January 24, 2018 Workshop, the Design Review Board recommends the following:

1. The applicant shall demonstrate how the site creates connectivity from the north side (from Mallon Avenue) into the site and/or the Parking Structure.
  - a. Please see Comprehensive Plan Goal TR 7 Neighborhood Access.
2. The applicant shall show how side yard located between the Parking Structure and David's Pizza meets the intent of being considered a civic use.
  - a. Please see Design Guidelines C01 Promote pedestrian Interaction and the Director's Determination relating to this issue.

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

3. The applicant shall submit a formal packet containing the latest design treatments (as presented by the applicant at the Collaborative Workshop), and responding to the DRB's listed concerns:
  - a. Including clarity in the pedestrian connections between the Wonder Building and the Parking Structure.
  - b. Provide some clarity regarding the experience between David's Pizza and the Wonder Building and Parking Structure.

Motion moved and seconded.

The motion passed unanimously. 4/0

**Board Business:**

**1. DRB Urban Designer Position Selection Process Update - Dean**

Staff update on the selection process of the DRB urban designer position. Interviews completed last week. We will rank the top three and forward to the Mayor's office and interview those three, and then will make a recommendation to City Council for ratification.

**Meeting Adjourned at 7:50 PM**

Next Design Review Board meeting is scheduled for **February 28, 2018**

**U.S. Pavilion****2 – RECOMMENDATION MEETING****Design Review Staff Report**

02.02.2018

**Staff:**

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

**Applicants:**

Berry Ellison, Program Manager  
 City of Spokane Parks and Recreation  
 Department

**Meeting Goals**

At the February 14, 2018 Design Review Board (DRB) Recommendation Meeting, the DRB should:

- Determine how the adopted plans and policies – the Downtown Design Guidelines and the Comprehensive Plan (including the Riverfront Park Master Plan) – affect or pertain to the proposed design;
- Identify opportunities for design modifications as appropriate to maintain consistency with adopted plans and policies, and respond to public comment (if any); and
- Address the applicant's specific responses to the DRB's items for consideration mentioned at the Collaborative Workshop.

**Background**

The Design Review Board Collaborative Workshop was held on November 8, 2017.

*The following materials are supplemental to this report:*

- *Design Review Board | Collaborative Workshop Recommendation, November 8, 2017*
- *Design Review Staff Report | Program Review/Collaborative Workshop, October 27, 2017*

**Regulatory Analysis**

See the Staff Report prepared for the Collaborative Workshop

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

**Topics for Discussion**

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on November 8, 2017 as follows:

1. 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.
2. 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.
3. Continue to develop how controlled access is implemented in an integrated and attractive manner.

4. Further define how furnishings and fixtures will be incorporated into the project to meet the design objectives.
5. Further define how general (non-event) lighting within the ring of the U.S. Pavilion will be addressed.
6. Present at the recommendation meeting how the project ties into the surrounding park pathway system including the Howard Street Promenade.

**Additional suggested topics for discussion by staff based on the January 1, 2018 submittal:**

1. **Central Plaza Paving:** The Central Plaza has a large swath of asphalt with a special seeded material surface. What other paving options are available? How might other paving types provide additional ground level details and reinforce the building entry? How might the amount of impervious surface be reduced with the use of permeable pavement?

*Please see Downtown Designs C-4 Reinforce Building Entries, B-5 Explore Opportunities for Building "Green"*

2. **Context:** How does the US Pavilion respond to the adjacent Howard Street Promenade? What design cues carry through from the Promenade to the Central Green and the Central Plaza? How do the pedestrian and hardscape improvements integrate into the overall pathway design for the park?

*Please see Downtown Designs B-1 Respond to the Neighborhood Context and B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area*

3. **North Stair:** The north stairway has a kink in its circulation flow midway down the amphitheater. The stairs in this location are directed at a wall and users must make an abrupt Z-turn to continue down the stairs. How can the stairs be aligned differently to alleviate this awkward circulation pinch point?

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

4. **Washington Street ADA Access:** The approach from the Washington Street Bridge into the site is not shown clearly. What is the access route from the Washington Street Bridge in to the site? Has an ADA accessible pathway from the Washington Street Bridge to the US Pavilion been developed? During ticketed events in the Pavilion, how will the general public's circulation from the east (from Washington Street) be detoured?

*Please see Comprehensive Plan Goal TR 7 Neighborhood Access*

5. **Railings and Edge Protection:** The area surrounding the mast has very steep slopes and has a pathway running adjacent to it. How is the design protecting visitors from fall hazards at this location and other areas? Where are railings being used? What is being used for edge protection where railings are not required?

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

## **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  
 Riverfront Park Master Plan  
 Fast Forward Spokane – Downtown Plan Update

**U.S. Pavilion****1 - Program Review/Collaborative Workshop**

November 8, 2017



**From :**  
**Design Review Board**  
Austin Dickey, Chair  
  
c/o Louis Meuler, DRB Secretary  
Planning & Development  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

**To :**  
Berry Ellison, Program Manager  
City of Spokane Parks and  
Recreation Department

**CC :**  
Lisa Key, Planning Director  
Tami Palmquist, Associate Planner

**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:**

1. 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.

*Please see Downtown Design Guidelines B-5 Explore Opportunities for Building Green*

2. 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.

*Please see Downtown Design Guidelines C-3 Provide Active Facades, E-3 Minimize the Presence of Service Areas and Municipal Code [Section 17C.124.570](#) Treating Blank Walls – Building Design*

3. Continue to develop how controlled access is implemented in an integrated and attractive manner.

*Please see Downtown Design Guidelines C-4 Reinforce Building Entries and D-7 Design for Personal Safety and Security*

4. Further define how furnishings and fixtures will be incorporated into the project to meet the design objectives.

*Please see Downtown Design Guidelines D-4 Provide Elements that Define the Place and Provide Appropriate Signage*

5. Further define how general (non-event) lighting within the ring of the U.S. Pavilion will be addressed.

*Please see Downtown Design Guideline D-6 Provide Attractive and Appropriate Lighting*

6. Present at the recommendation meeting how the project ties into the surrounding park pathway system including the Howard Street Promenade.

*Please see Downtown Design Guidelines A-1 Respond to the Physical Environment and B-1 Respond to the Neighborhood Context*

A handwritten signature in black ink, appearing to read 'A. Dickey'.

Austin Dickey, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

# US Pavilion

## 1 - Program Review/Collaborative Workshop

### Design Review Staff Report

October 27, 2017



**Staff:**  
Omar Akkari, Urban Designer  
  
Planning & Development Services Department

**Applicants:**  
Berry Ellison, Program Manager  
City of Spokane Parks and Recreation  
Department

## 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**, all public projects or structures and Shoreline conditional use permit applications 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 Planning Director and the Hearing Examiner.

## Project Description

The proposal is a major remodel of the existing US Pavilion structure located to the west of the Washington Street tunnel and to the south of the Spokane River.

Information taken from the Riverfront Park Master Plan webpage is copied below.

<http://riverfrontparknow.com/redevelopment/u-s-pavilion-shelters/Pavilion Concept & Design Period FAQs>

### Background

Originally built as the U.S. Federal Pavilion for Expo '74, the Pavilion was a gift to the Spokane region from the United States government. The Master Plan aims to restore the Pavilion into a flexible-use event space able to host everything from the Hoopfest Nike Court game and the Bloomsday Awards Ceremony to a summer concert series and an outdoor giant screen film festival.



## **U.S. Pavilion/ Event Center Vision from the Master Plan**

- To restore the Riverfront Park Pavilion as the central gathering place for Riverfront Park and the Spokane region. To become a flexible use space able to host the Hoopfest Championship game, the Bloomsday Awards Ceremony, musical concerts, the Spokane Symphony, and graduations, for example.
- To become a beacon to the greater community drawing people to the center, to the falls, and to one another through the following objectives:
  - Enhance and restore the Pavilion's visual access to the Spokane River;
  - Restore the Pavilion's existing interior monumental scale;
  - Develop new and improved program uses that better represent the community and region as a whole;
  - Re-sheath the Pavilion in a material formation that addresses the inverted funnel effect of the structure, as well as to allow for video projections both interior and exterior to the covering;
  - Develop improved access to the Pavilion for pedestrians, loading/unloading, and parking access to Pavilion and the river.
- Central to a marketable concert venue is a unique visitor experience—everything from the ambiance that is created through site and design to attention paid to wayfinding and flexible seating arrangements. A successful event center space will guarantee the most trouble-free experience.

The Pavilion is no longer a central gathering place for Spokane or the region, despite its prominent stature within the urban landscape. Views of the river are difficult from within the Pavilion due to the ice rink roofing structure added in the 1980s. The present layout of the Pavilion makes very little effort to move circulation towards the river; in essence, the Pavilion turns its back on the river it should be celebrating. The present day Pavilion is structurally sound and is a long standing, easily recognizable icon for the community, city, and region -- although it is in need of maintenance. It is one of last remaining EXPO structures. The Pavilion's design is a unique architectural statement and is visually engaging. While the original covering was temporary in design, the lack of sheathing today does create a sense of incompleteness around the development as a whole. Many of the original facilities, such as the East Pavilion (designed to host the Spokane Story) and the ice rink locker rooms are used minimally and are undersized or difficult to repurpose. In general, the Pavilion has much potential but is not living up to it, due to inadequate funding, outdated programming, and dilapidated facilities.

### **Riverfront Park Master Plan 2014**

<https://static.spokanecity.org/documents/parksrec/aboutus/planning/2014-riverfront-park-master-plan.pdf>

## **PRINCIPLES & PROJECT GOALS**

To become the central gathering place for the region by celebrating community excellence, providing greater accessibility to the Park and River, creating a healthy balance between active and passive spaces, providing safety throughout the Park, creating sustainable revenue for the Park, offering affordability and choice to all, and becoming a leader in the protection of natural resources and habitat.

### **4.1 Become the Central Gathering Place for the Region**

- Fully embody Riverfront Park's place as a signature park incorporating both beautiful landscapes and quality, exciting public programming;
- Provide improved visual access to the River and a stronger connection to the downtown;
- Enhanced uses to appeal to the Millennial Generation and weekday downtown professionals.

### **4.2 Celebrate Community Excellence**

- Honor the tribal story as an integral part of the Spokane's master narrative;
- Tell the story of Spokane, our history and people through increased signage, multi-media installations, and interactive exhibits;
- Highlight the creativity of regional artists, architects, and landscape architects;
- Use the Destination Playground as a canvas for telling the story of our natural and geologic history.

#### **4.3 Provide Greater Accessibility**

- Work to connect the north and south banks of the river;
- Accommodate the ease, use, and flow of crowds from large events to central areas of the Park;
- Provide for improved and upgraded parking lots and access;
- Provide for more centralized public transportation access into the Park;
- Develop improved fire, truck, and service access to the center of the Park;
- Call for privately-run people movers and bicycle rentals within the Park;
- Keep in mind the principles of universal access throughout the Park and follow all requirements of American Disabilities Act.

#### **4.4 Optimize Safety**

- Maximize park programming and uses that can create a safe atmosphere for park users;
- Employ regular and sufficient maintenance that discourages disrepair and neglect that leads to vandalism and crime;
- Utilize best practices regarding park design and crime prevention through environmental design;
- Install upgraded lighting and security cameras and phones as deemed necessary.

#### **4.5 Balance the Development of Active and Passive Spaces**

- Develop active spaces for education and entertainment alongside passive spaces for reflection and appreciation of our natural landscape;
- Preserve the overall amount of existing meadow and landscape spaces;
- Increase viewing platforms and visual access to the River.

#### **4.6 Generate Sustainable Revenue for Adequate Ongoing Maintenance and Repair**

- Incorporate self-sustaining enterprises that allow for long-term economic growth;
- Provide and allow for expanded revenue and funding streams that contribute to the best maintained park in the region;
- Appeal to greater numbers of tourists with clear signage and wayfinding.

#### **4.7 Offer Affordability and Choice to All**

- Become a destination for all -- accommodating all income levels and age groups, tourists and residents alike.
- Offer a variety of programming experiences at little to no cost, to appeal to families and individuals across the socio-economic spectrum.

#### **4.8 Protect Natural Resources**

- Honor the legacy of EXPO '74;
- Embrace sustainable practices throughout the Park in order to control costs;
- Educate citizens on best practices regarding resource stewardship – in particular as they relate to water and the Spokane River.

### **Location & Context**

This project is the last major structure to be bid in a series of significant investments and physical changes to Riverfront Park as a result of Riverfront Park Bond 2014, and guided by the 2014 Riverfront Park Master Plan. In addition to the Riverfront Park Master Plan, other policy documents that offer guidance include the City's 2017 Comprehensive Plan, the Downtown Plan, and the City's Shoreline Master Program.

The site is bounded on the north by the Spokane River and to the east by Washington Street, which travels in a tunnel under the park in this location. The park can be accessed from Washington Street via a set of stairs in the northeast corner of the site. This is a popular route traveled by those parking on the north side of the river to enter the park. The Centennial Trail is located to the south and north, following the Spokane River.

### **Character Assets**

The US Pavilion's cable net structure is one of Spokane's most iconic structures and landmarks. The USA Pavilion was the largest structure of the Expo 74' world's fair. The Expo motto was "Man and Nature: One and Indivisible," and represented the first environmentally-themed World's Fair.

Views of and pathways along the Spokane River are this area's largest character assets and should be preserved and improved. The west building, buttresses, and the cable structure were constructed for Expo 74' and should be preserved. All other structures, including the Spokane Story, IMAX Theater, and Ice Rink, were constructed after the World's Fair and are non-contributing structures to the site's historic character.

## **Regulatory Analysis**

### **Zoning Code Requirements**

The site is zoned Downtown General, with a 150-foot height limit (DTG-150) however, the heights for this site are further limited by the Shoreline Overlay Zone. Because a portion of the project is within the 200' Shoreline Jurisdiction, the project will require a Shoreline Conditional Use Permit. *Applicants should contact Current Planning Staff with any questions about permitting requirements*

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

### **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.

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

[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

[Section 17C.124.590](#) Treatment of Blank Walls on Tall Buildings – Building Design

[Section 17C.230.310](#) Exterior Design of Parking Structures – Building Design

#### [Chapter 17G.030](#) Design Departures, [Section 17G.030.040](#) Decision Criteria

The decision criteria for a design departure are 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.

## **Shoreline Regulations**

The site is within the Downtown Shoreline District.

### **Section 17E.060.800 Design Standards Administration**

Projects must address the design standards and guidelines.

Purpose. To help ensure that development compliments the unique and fragile character of the shoreline through careful consideration and implementation of site development and building design concepts. Applicants may meet each of the guidelines as written or request a departure.

*Please refer to the section number for specific requirements of each design standard.*

### **Section 17E.060.810 Standards and Guidelines Applying to Downtown, Campus, and Great Gorge Districts**

### **Section 17E.060.820 Standards and Guidelines Specific to the Downtown District**

Lighting – Dark Sky.

1. Purpose.  
To reduce glare and spillover from lighting associated with parking lots or buildings.
2. All lighting shall be directed downwards, with cut-off designs that prevent light from being cast horizontally or upward. (R)

*Current Planning staff **do not** considered the net lighting a concern. The net lighting will not be on 24-7 and will be used more for specific events and seasons. As long as there are no directional lighting fixtures aimed at the river, they have no concerns.*

## **City of Spokane Comprehensive Plan**

[Plan Link](#)

**DP 1.1 Landmark Structures, Buildings, and Sites:** *Recognize and preserve unique or outstanding landmark structures, buildings, and sites.*

**DP 1.3 Significant Views and Vistas:** *Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.*

**DP 2.3 Design Standards for Public Projects and Structures:** *Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.*

**DP 3.12 Reuse of Historic Materials and Features:** *Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.*

**NE 3 SHORELINES:** *Goal: Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.*

**NE 14.2 New Plaza Design:** *Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.*

**NE 15.5 Nature Themes:** *Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.*

**SMP 3.1 Shoreline Access:** *Improve access to the shoreline by developing, where appropriate, pathways, trails and bikeways along and adjacent to the shoreline.*

**SH 3.7 Support Local Artists:** *Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.*

## **Fast Forward Spokane – Downtown Plan Update**

[Plan Link](#)

### **Bicycle System**

2.31 Provide sufficient short and long-term bicycle parking facilities throughout Downtown and explore provision of other end-of-trip facilities (showers, changing rooms, lockers, etc.) at key destinations in Downtown; such as secured locations within parking structures. Mechanisms may include public subsidy, financial incentives, and/or regulatory incentives.

### **Chapter Six District Strategies**

#### **Riverfront Park - Riverfront Views 1.32**

Attractions, activities, and trails in the park should enhance riverfront views. For example, the maintenance facility could be relocated to another area and replaced with a café that takes advantage of the riverfront views. Also, a Spokane River interpretive signage program should be implemented in order to improve wayfinding within the area.

Public Art 1.36 Promote and preserve the “sculpture walk” in Riverfront Park. Public art, particularly from local artists, contributes to the uniqueness of Riverfront Park and adds an additional attraction for residents and visitors.

## **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 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
3. Sustainability

## Topics for Discussion

Factors to consider include the project's prominent location within close proximity to the Howard Street Promenade, views to adjacent iconic features including the Spokane River, the Clock Tower, adjacent bridges, and the significance of the U.S. Pavilion.

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:

### Neighborhood or Downtown District

1. **Context:** How does the US Pavilion respond to the adjacent Howard Street Promenade? What design cues carry through from the Promenade to the Central Green and the Central Plaza? How does the pedestrian and hardscape improvements integrate into the overall pathway design for the park?

*Please see Downtown Designs B-1 and B-3*

2. **Skyline:** How does the proposed light blade concept improve the existing iconic net structure? How does it improve Spokane's Skyline?

*See Downtown Design Guidelines A-2 Enhance the Skyline , D-4 Provide Elements that Define Place, and D-6 Provide Attractive and Appropriate Lighting*

### Site

3. **Bicycle Parking:** Consider including bicycle parking adjacent to the main entries to the Pavilion where appropriate.

*Please see Downtown Design Guidelines B-2 and C-1*

4. **ADA Access:** The rendering on page 5 shows both pedestrian connections from the Pavilion Floor to the River's Edge area as stairs. Could one or both of these stairways become an ADA accessible pathway?

5. **Food Trucks / Utility Outposts:** The programming diagram envisions food trucks located north of the pavilion as well as within the pavilion on the main ramp. Would the applicant consider providing a utility outpost where food trucks are planned to be located in order to reduce noise from power generators?

*See Downtown Design Guidelines D - 1 Provide Inviting and Usable Open Space*

6. **Fencing:** How can the design incorporate some or all of the fencing required to control large ticketed events? Having a large rental fence setup for ticketed events is very cumbersome and an issue that should be addressed as part of this design. Are there opportunities for gates at the main portals that can swing into place or slot into existing holes (similar to temporary bollards) when needed? Can strategic placement of fencing in less traversed areas reduce the quantity of temporary fencing needed?

*See Downtown Design Guideline D-7 Design for Personal Safety & Security*

7. **Public Art:** Is there any public art being incorporated within this site? If so, what are the initial design concepts?
8. **Historic Context:** Are there any historic elements or nods to expo 74' being incorporated into the project other than the retaining of the West Building and the mast/net structure and the reintroduction of a green roof? Is the motto of the US Pavilion or the Expo to be featured anywhere on the site?

*See Downtown Design Guidelines D-3 Respect Historic Features that Define Spokane*

## **Building**

- 9. Shade Canopy:** How does the proposed shade canopy improve the user experience? Does the canopy impede the repair of the cable net lighting? Is the proposed canopy to be temporary or permanent?

*See Downtown Design Guidelines C-5 Consider Providing Overhead Weather Protection and B-4*

- 10. Elevation Experience:** How are views from surrounding the Elevation Experience impacted by the structure? Which spaces or areas lose visual access to the pavilion floor and/or to the river?

*See Downtown Design Guidelines C-1, D-4, and D-7*

- 11. Materials, color, signage and lighting:** During the Recommendation Meeting please present proposed colors, signage, materials and lighting.

*See Downtown Design Guidelines C-7, D-5, D-6, and D-7. See also Article VIII. Design Standards and Guidelines Specific to Shoreline Districts Section 17E.060.810 and Section 17E.060.820 Standards and Guidelines Specific to the Downtown District.*

## **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 Business and Development Services.

## **Policy Basis**

Spokane Municipal Code  
City of Spokane Comprehensive Plan (2017)  
Downtown Design Guidelines  
Fast Forward Spokane – Downtown Plan Update (2008)  
Riverfront Park Master Plan

# Wonder Parking Garage

## 2 – RECOMMENDATION MEETING

### Design Review Staff Report

02.02.2018


**Staff:**

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

**Applicants:**

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

## Meeting Goals

At the February 14, 2018 Design Review Board (DRB) Recommendation Meeting, the DRB should:

- Determine how the adopted plans and policies – the Downtown Design Guidelines and the Comprehensive Plan (including the Fast Forward Downtown Plan) – affect or pertain to the proposed design;
- Identify opportunities for design modifications as appropriate to maintain consistency with adopted plans and policies, and respond to public comment (if any); and
- Address the applicant's specific responses to the DRB's items for consideration mentioned at the Collaborative Workshop.

## Background

The Design Review Board Collaborative Workshop was held on 01.24.2018.

*The following materials are supplemental to this report:*

- *Design Review Board | Collaborative Workshop Recommendation, 01.24.2018;*
- *Design Review Staff Report | Program Review/Collaborative Workshop, 01.12.2018; and*
- *(2) Director's Determinations, 05.08.2017 and 01.16.2018*

## Regulatory Analysis

See the Staff Report prepared for the Collaborative Workshop

**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  
(pertinent sections) [Comprehensive Plan PDF Link](#)

### 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.*

City of Spokane Fast Forward Spokane: Downtown Plan Update  
(pertinent sections) [Downtown Plan Update PDF Link](#)

## **CHAPTER III: VISION, GOALS, AND CONCEPT**

### **2.2 Built Form and Character**

*Foster and improve upon the unique, Downtown "sense of place"*

- *Promote local identity and unified character (i.e., define gateways, refine wayfinding systems, streetscape improvements) with a focus on unique districts throughout the Downtown.*

### **2.3 Multi-Modal Circulation and Parking**

*Improve circulation and parking in and around Downtown for all users*

- *Increase modal share of alternative transportation (i.e., bike facilities, public transit, pedestrian-friendly streets, revitalized historic trolley routes, high-capacity transit systems).*

## **2.4 Open Space, Public Realm, and Streetscapes**

*Improve the Downtown environment for pedestrians and bicyclists*

- Develop pedestrian- and bicycle-friendly streetscape improvements.
- Improve access to Riverfront Park and Spokane River for all modes of travel.

## **2.6 Environmental Stewardship**

*Incorporate sustainable practices in redevelopment efforts*

- Support a thriving and functionally sustainable street tree system.

# **Downtown Design Guidelines**

(pertinent sections) [Design Guidelines PDF 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

### **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. An adjacent iconic or noteworthy building
- f. Neighborhood buildings that have employed distinctive and effective massing compositions
- g. Elements of pedestrian network nearby (i.e. complete street, brick edging, through-block passageway)

### **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.*

- d. Fenestration patterns and detailing
- e. Exterior finish materials and detailing
- f. Architectural styles

### **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.*

- a. Setback or arcades, projections, and open space
- e. Windows and fenestration patterns
- h. Building porticos and canopies
- j. Building base and top
- l. Exterior finish materials

### **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.*

- Street front open space that features art work, street furniture, and landscaping
- Exterior finish materials having texture, pattern, lending themselves to high quality detailing.

### **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.*

- b. Exterior finish materials
- c. Other architectural elements
- h. Cornice lines
- i. Awnings

### **C-3 Provide Active Facades**

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

- d. High quality public art in the form of mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface
- f. Different textures, colors, or materials that break up the wall's surface
- g. Special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented features to reduce the expanse of blank surface and add visual interest

### **C-4 Reinforce Building Entries**

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

- c. Decorative lighting
- d. Distinctive entry canopy
- h. A change in paving material, texture, or color

### **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.*

- a. The overall architectural concept of the building
- c. Minimizing gaps in coverage
- f. Relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character

### **C-6 Develop the Alley Facade**

*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. Adding effective lighting to enhance visibility and safety
- e. Including landscaping planters and/or window boxes containing plants that spill over balconies

### **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.*

### **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.*

- b. Screen service areas to be less visible, with durable screening materials that complement the building and incorporate landscaping to make the screen more effective

## **Topics for Discussion**

During the Recommendation Meeting, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on January 24<sup>th</sup>, 2018, as follows:

### **1. The applicant shall demonstrate how the site creates connectivity from the north side (from Mallon Avenue) into the site and/or the Parking Structure**

*Please see pertinent Comprehensive Plan Goals & Objectives, Fast Forward Downtown Plan Goals, and Downtown Design Guidelines.*

### **2. The applicant shall show how side yard located between the Parking Structure and David's Pizza meets the intent of being considered as civic use.**

*Please see pertinent Comprehensive Plan Goals & Objectives, Fast Forward Downtown Plan Goals, and Downtown Design Guidelines.*

3. **The applicant shall submit a formal packet containing the latest design treatments (as presented by the applicant at the Collaborative Workshop), and responding to the DRB's listed concerns:**
  - a. **Including clarity in the pedestrian connections between the Wonder Building and the Parking Structure.**
  - b. **Provide some clarity regarding the experience between David's Pizza and the Wonder Building & Parking Structure.**

*Please see pertinent Comprehensive Plan Goals & Objectives, Fast Forward Downtown Plan Goals, and Downtown Design Guidelines.*

**Additional suggested topics for discussion by staff based on the January 25, 2018 submittal:**

1. **Pedestrian Traffic along Lincoln and Mallon:** The Site Circulation Map (pg. 2) indicates that pedestrian traffic is primarily being accommodated along Broadway Avenue and Post Street, yet the city's adopted plans and codes indicate that Lincoln Street and Mallon Avenue are Class II streets; which are intended to provide the major pedestrian connection to surrounding neighborhoods.

**What additional elements can be added to these elevations to provide for a pedestrian friendly environment? Given the prominence of, and emphasis on, accommodations for pedestrian comfort on Class II Streets – continuous overhead weather protection (canopies) appear appropriate – will these be needed in addition to the reintroduction of street trees along both the Lincoln and Mallon frontages (see Note 1, below).**

*Please see City of Spokane Comprehensive Plan: LU 2 Public Realm Enhancement, LU 2.1 Public Realm Features, TR 1.1 Transportation Priorities, TR 2.5 Parking Facility Design, TR 7 Neighborhood Access, DP 2.13 Parking Facilities Design, DP 3 Function and Appearance, DP 5 Downtown Center Viability, DP 5.2 Street Life, DP 6.3 Transit and Pedestrian-Oriented Development, NE 5.6 Barrier Free Environments; City of Spokane Fast Forward Spokane Downtown Plan Update: 2.2 Built Form and Character, 2.3 Multi-Modal Circulation and Parking, 2.4 Open Space, Public Realm, and Streetscapes; City of Spokane Downtown Design Guidelines: B-1 Respond to the Neighborhood Context (b, f), B-4 Design Well-proportioned & Unified Building (a, h), C-2 Design Facades at Many Scales (c, h, i), C-3 Provide Active Facades (g), C-5 Consider Providing Overhead Weather Protection (a, c, f), D-4 Provide Elements That Define the Place, and E-2 Integrate Parking Facilities.*

2. **Connectivity from the North Side:** Contrary to the dimensions provided in the submittal (pg. 40), the 46'-long area identified as "Entrance" is not the portion of the elevation that would be excluded from calculations to determine the Parking Structure's non-parking frontage uses (nor is it consistent with dimensions used in the Director's Determination), as such the 16'-wide side yard located between the proposed Parking Structure and the David's Pizza building must receive some level of higher aesthetic treatment to qualify as a type of Civic Use to ensure compliance. The current plan for the side yard (pg. 24) indicates that the only change from the design presented at the Collaborative Workshop is a connection between the sidewalk adjacent to the existing outdoor patio (behind David's Pizza) and the already-proposed sidewalk in front of the new pad-mounted transformers. This still does not address the Civic Use quality necessary to allow this side yard to be classified as some type of enhanced aesthetic experience.

**Is there an opportunity to include public art (even as a vinyl wrap on the transformers) to elevate the quality of the experience in this passageway, while still preserving the mandatory access clearances around the transformers?**

*Please see City of Spokane Comprehensive Plan: LU 2 Public Realm Enhancement, LU 2.1 Public Realm Features, LU 5.5 Compatible Development, TR 1.1 Transportation Priorities, TR 2.5 Parking Facilities Design, TR 7 Neighborhood Access, DP 2.13 Parking Facilities Design, DP 3 Function and Appearance, DP 5 Downtown Center Viability, DP 5.2 Street Life, DP 6.3 Transit and Pedestrian-Oriented Development; City of Spokane Fast Forward Spokane Downtown Plan Update: 2.2 Built Form and Character, 2.3 Multi-Modal Circulation and Parking, 2.4 Open Space, Public Realm, and Streetscapes; City of Spokane Downtown Design Guidelines: B-1 Respond to Neighborhood Context (b, g), C-1 Promote Pedestrian Interaction, C-3 Provide Active Facades (d, g), D-4 Provide Elements That Define the Place, E-2 Integrate Parking Facilities, E-3 Minimize the Presence of Service Areas (b).*

3. **Building Top:** The currently proposed design leaves the top of the parking deck (with its exposed sloped ramp sections) serving as the top of the building along the Mallon Avenue frontage – leaving no differentiation between the building's middle and top. This type of architectural form is expressly *discouraged* in the city's code and plan, nor can a rationalization for it be found in any of the buildings within the surrounding architectural context.

**What opportunity is there to provide a definitive horizontal element at the height of the horizontal concrete spandrel facing Lincoln Avenue; which can then be carried around to (and along) the Mallon frontage?**

*Please see City of Spokane Comprehensive Plan: LU 5.5 Compatible Development, TR 2.5 Parking Facility Design, DP 2.13 Parking Facilities Design, DP Function and Appearance, DP 5 Downtown Center Viability; City of Spokane Fast Forward Spokane Downtown Plan Update: 2.2 Built Form and Character; City of Spokane Downtown Design Guidelines: B-1 Respond to the Neighborhood Context (b, f), B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area (d, e, f), B-4 Design a Well-proportioned & Unified Building (e, j, l), C-2 Design Facades at Many Scales (b, c, h), Provide Active Facades (f), D-4 Provide elements That Define the Place, E-2 Integrate Parking Facilities.*

## 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.

1. Since the Collaborative Workshop, discussions with Avista have progressed enough to provide more clarity on the routing of electrical transmission lines around the block. Specifically, the Lincoln Street transmission line will be relocated to the west side of the ROW (as an overhead line) and the Mallon Avenue transmission line will be undergrounded and located along the south side of the ROW (under the parallel parking spaces). This will have two consequences.
  - First, the Lincoln Street frontage (in front of both the Wonder Building and the Parking Structure) will be able to receive the standards downtown street tree and streetscape improvements (tree wells and tree grates). *This will replace the continuous back-of-curb landscape strip, previously proposed.*
  - Secondly, this confirms that the originally proposed streetscape along Mallon Avenue (with street trees in intermediate planter beds, to match the streetscape on the north side of the ROW) will be able to be constructed as proposed.

## Policy Basis

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

# 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, Ticketswest 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**

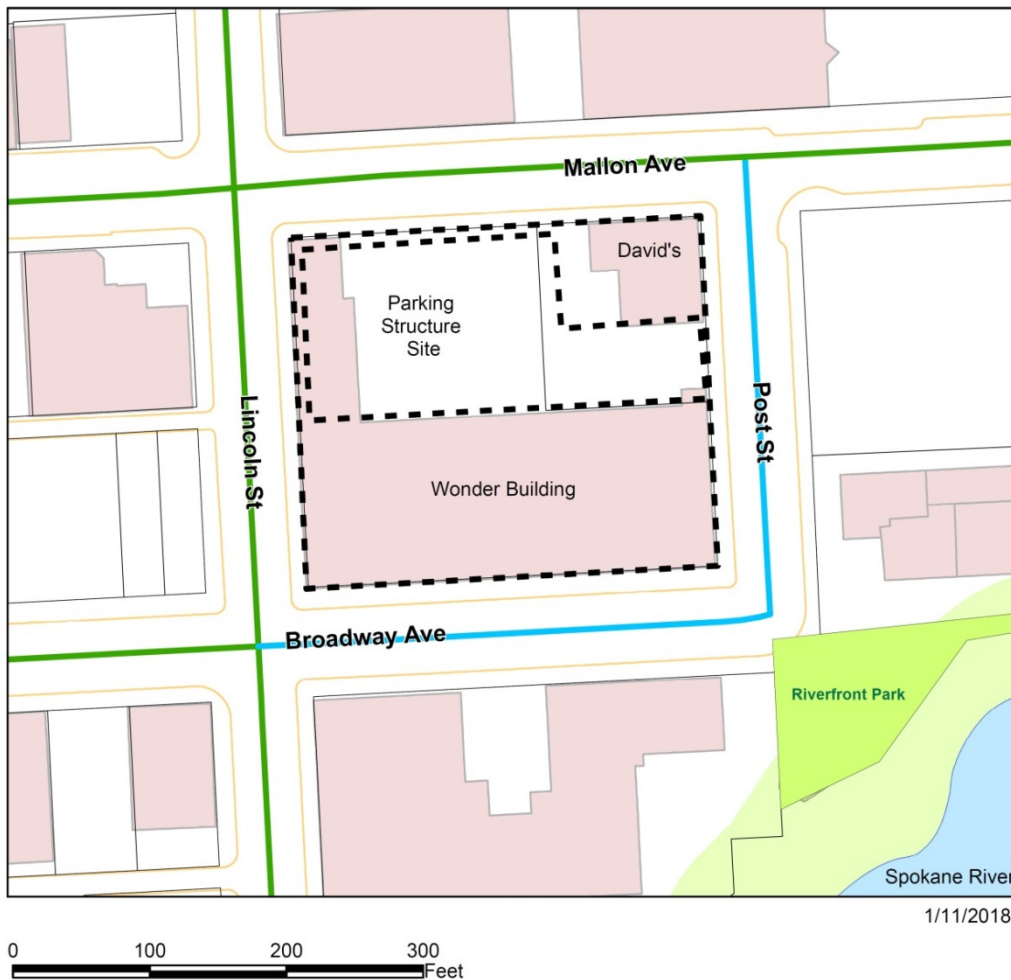
**Type II – Community Connector** (*Lincoln St and Mallon Ave are Type II complete streets*)

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**



**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 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
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

**Wonder Site Parking Garage****1 - Program Review/Collaborative Workshop**

January 24, 2018

**From :**  
**Design Review Board**  
Steven Meek, Chairc/o Louis Meuler, DRB Secretary  
Planning & Development  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201**To :**  
Adam Rounds, Wolfe Architecture  
GroupPete Mounsey and Nick Mounsey,  
Owners**C C :**  
Lisa Key, Planning Director  
Tami Palmquist, Associate Planner

**Based on review of the materials submitted by the applicant and discussion during the January 24, 2018 Collaborative Workshop the Design Review Board recommends the following:**

- 1. The applicant shall demonstrate how the site creates connectivity from the north side (from Mallon Avenue) into the site and/or the Parking Structure**

*Please see Comprehensive Plan Goal TR 7 Neighborhood Access*

- 2. The applicant shall show how side yard located between the Parking Structure and David's Pizza meets the intent of being considered s civic use.**

*Please see Design Guidelines C-1 Promote Pedestrian Interaction and the Director's Determination relating to this issue.*

- 3. The applicant shall submit a formal packet containing the latest design treatments (as presented by the applicant at the Collaborative Workshop), and responding to the DRB's listed concerns:**

- a. Including clarity in the pedestrian connections between the Wonder Building and the Parking Structure.**
- b. Provide some clarity regarding the experience between David's Pizza and the Wonder Building & Parking Structure.**

Steven Meek, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

**Planning Services Director's  
Findings of Fact, Conclusions, and Conditions of Approval**

In the matter of a request for relief from the requirements of Spokane Municipal Code (SMC) 17C.124.340 (A) and SMC 17.124.580(B)(1) to allow for the adaptive re-use of the historic Wonder Building, located at 821 W. Mallon Avenue, to include the addition of a parking structure on the subject property.

<b>Project Name:</b>	Wonder Building Adaptive Re-Use and New Parking Garage
<b>Applicant:</b>	Russ Wolfe, Wolfe Architecture Group
<b>Owner:</b>	Wonder Spokane, LLC
<b>Site Address:</b>	821 W. Mallon Avenue
<b>Parcel Number:</b>	35182.4303

**Findings of Fact:**

- A. The applicant is seeking a permit to allow for the adaptive reuse of the historic Wonder Building. The existing structure is directly adjacent to W. Broadway Avenue right-of-way (ROW), with the structure extending the entire length of the block between N. Lincoln Street and N. Post Street.
- B. In order to accommodate the proposed reuse, the applicant is seeking to construct structured parking on the north portion of the lot, to serve both the existing David's Pizza and the redeveloped Wonder Building. The parking structure has frontage on W. Mallon Avenue and N. Lincoln Street, both of which are designated as Type II streets. Main entrances to the Wonder Building are located on N. Post Street and W. Broadway Avenue. The applicant is also proposing the development of a 3,200 square foot pedestrian plaza between the Wonder Building and the proposed parking garage, extending from N. Lincoln Street to N. Post Street.
- C. The applicant has requested a Director's Interpretation regarding the application of the following regulatory standards contained within SMC 17C.124, applying to Downtown Zones:
  - SMC 17C.124.340(A), regarding 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.*
  - SMC 17.124.580(B)(1):
    - 1. *New or renovated buildings over forty thousand square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrances. (R)*
- D. With regard to SMC 17C.124.340 (A), the code specifically calls for "***retail, office or civic uses along at least fifty percent of the street frontage not devoted to vehicular access areas***" [emphasis added], which suggests that the street frontage be contemplated **as a whole**. In this case, because the entire block is being redeveloped under common ownership as a single development, with the proposed parking structure to serve both the existing David's Pizza and the redeveloped

Wonder Building, it is clearly necessary and appropriate to calculate street fronting retail and civic uses as based upon the entire block.

For this development, the only applicable frontages are along N. Lincoln Street and N. Mallon Street. Along N. Lincoln Street, the total frontage is 257', with retail/office use proposed along 120', and civic use (the proposed plaza) along 16'; thus, a total of 137', representing 53% of the street frontage along N Lincoln Street is proposed for street level retail, office, or civic uses.

Along W. Mallon Avenue, the total frontage is 300', minus the 32' vehicular entrance; thus the net frontage applicable to this calculation is 268'. David's Pizza represents 80' of retail frontage, with David's Pizza yard area encompassing 16' of civic/retail space, and the parking garage including 48' of proposed retail along the W. Mallon frontage; thus, a total of 144' of retail/civic space is proposed along W. Mallon, accounting for 53% of the net street frontage.

Based on this analysis, the applicant appears to meet the requirements of SMC 17C.124.340 (A), and no "minor adjustment", as provided for in SMC §17A.050.030, is required.

- E. With regard to SMC 17.124.580(B)(1), the requirement for provision of a plaza, courtyard or other pedestrian spaces near the main entrance, the applicant has provided a total of over 3,000 sq. ft. of plaza space, extending from N. Lincoln Street to N. Post Street. SMC 17.124.580 (B)(2) requires 1 square foot of plaza space for every 100 sq. ft. of building floor space. Based on the current plan submittal, the applicant is required to provide an estimated 1,900 sq. ft. of plaza area. Thus, the applicant is exceeding the required plaza area by almost 40%.

The layout of this existing historic structure limits the ability to provide a plaza directly adjacent to the main entrances, without compromising the integrity of this historic structure. The adaptive reuse of this historic structure requires some flexibility in the application of the location standards. While one end of the plaza is located on N. Post Street, which serves as one of the two main entrances, the pedestrian plaza is not directly adjacent to that main entrance. The applicant has, however, made a good faith effort to meet the intent of this requirement within the constraints of maintaining the historic integrity of the building, by providing roll-up doors along the north side of the building adjacent to the plaza, to create opportunities to interface and engage internal building activities with the proposed open-air pedestrian plaza.

- F. SMC §17A.050.030 provides for *"flexibility, adaptability, and reasonableness in the application and administration of this title where special conditions exist and the strict application of the standard or procedure would not serve a public purpose"*. It specifically grants the following authority to the Planning Services Director:

*"In the event the strict application of a development standard or procedural requirement of this title would result in unforeseen consequences or an excessive burden given the nature of the proposed development, the planning services director is authorized to make a minor adjustment in the standard or procedure, upon making a written finding that no person of average sensibilities would be negatively impacted by an adjustment, and that the adjustment would be consistent with the spirit and intent of this title and the comprehensive plan."*

- G. The proposal is consistent with and implements the following provisions of the **City of Spokane's Comprehensive Plan**:



- ED 2.2 Revitalization Opportunities: *Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.*
  - ED 2.3 Reusable Building Inventory: *Maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.*
  - ED 3.10 Downtown Spokane: *Promote downtown Spokane as the economic and cultural center of the region in order to protect past public and private investments, to produce tax revenue needed to pay for growth and desired public services, and to provide continued job opportunities in office, government, retail, service, and tourism.*
  - DP 4.9 Rehabilitation of Historic Properties: *Assist and cooperate with owners of historic and cultural landmarks and sites to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.*
- H. The proposal is consistent with and implements the following provisions of ***Fast Forward Downtown Plan Update***, a subarea plan that is incorporated into the ***City of Spokane's Comprehensive Plan*** by reference:
- Chapter 5 -2.46 Strategies - Private Parking: *Encourage property owners to provide on-site parking for customers, residents and visitors and to promote alternative commute modes for Downtown employees.*
  - Chapter 4 -3.0 Desired Built Form: *Historic buildings and sites can be preserved and enhanced to protect the character and heritage of Downtown Spokane. Older historic buildings can be creatively and adaptively re-used as new office space, residential units, live-work studios, and active ground floor retail spaces. Efforts to restore and revitalize historic landmarks and contributing buildings within the Downtown can be promoted and supported with expedited review; modified code requirements; transfer of development rights; and density bonuses.*

**Conclusions:**

- A. The Planning Services Director finds that the proposed pedestrian plaza, within the context of adaptive reuse of this historic structure and proposed structured parking in support thereof, meets the general intent of the required pedestrian oriented plaza.
- B. The Planning Services Director finds that the granting of a minor adjustment in the application of the code achieves a valid public purpose in allowing the preservation of a historically and architecturally significant structure, allowing for the adaptive re-use for economic development purposes, while providing structured parking on site to meet the parking demands of the proposed uses.
- C. The effect of the minor adjustment has been duly considered by the Planning Services Director and found to be in conformance with spirit and intent the goals and policies of the

City's Comprehensive Plan, and is not in conflict with the purpose and intent of the North River Overlay regulations,

- D. Given the design of the existing building, and the character and development patterns of surrounding, the Planning Services Director finds that no person of average sensibilities would be negatively impacted by the proposed adjustment.

**Conditions of Approval:**

The approval of this minor adjustment of the standards established in SMC 17C.160.010(B)(2) is conditioned on the following:

1. The applicant will be required to meet all other applicable development codes for the Downtown General (DTG) Zone and the North River Overlay District.
2. The development is subject to Downtown Design Guidelines, and Design Review will be required.
3. This adjustment shall be applicable only to the subject property for the commercial, office, and retail uses proposed. This adjustment shall not be construed to allow a more intensive use of the property than that proposed.

  
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Lisa D. Key,  
Planning Services Director  
City of Spokane

January 16, 2018  
Date

**Planning Services Director's  
Findings of Fact, Conclusions, and Conditions of Approval**

In the matter of a request for relief from the requirements of Spokane Municipal Code (SMC) 17C.160.010(B)(2)(a) and SMC 17.160(B)(2)(b) to allow for the adaptive re-use of the historic Wonder Building, located at 821 W. Mallon Avenue, to include the addition of a parking structure on the subject property.

<b>Project Name:</b>	Wonder Building Adaptive Re-Use and New Parking Garage
<b>Applicant:</b>	Russ Wolfe, Wolfe Architecture Group
<b>Owner:</b>	Wonder Spokane, LLC
<b>Site Address:</b>	821 W. Mallon Avenue
<b>Parcel Number:</b>	35182.4303

**Findings of Fact:**

- A. The applicant is seeking a permit to allow for the adaptive reuse of the historic Wonder Building. The existing structure is directly adjacent to W. Broadway Avenue right-of-way (ROW), with the structure extending the entire length of the block between N. Lincoln Street and N. Post Street.
- B. In order to accommodate the proposed reuse, the applicant is seeking to construct structured parking on the north portion of the lot, fronting on W. Mallon Street directly adjacent to Spokane Public Facility District structures that are ancillary to the Spokane Arena. This would require the granting of relief from two provisions of the North River Overlay District:
  - SMC 17C.160.010(B)(2)(a): *The maximum building site coverage of all structures is seventy-five percent; and,*
  - SMC 17C.160.010(B)(2)(b): *The maximum east-west dimension of all structures is eighty percent of the east-west dimension of the site.*
- C. According to SMC 17C.160.010(A), the purpose of the Overlay is to address “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” and that “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.”
- D. Prior to November of 2015, the entire block that the Wonder Building is located on was a single tax parcel. In order to sell the Wonder Building, the previous owner needed to separate the existing business on site (David's Pizza). A Boundary Line Adjustment was completed, resulting in reduced size of the Wonder Building site. Had the lot not been split, maximum lot coverage, as required by SMC 17C.160.010(B)(2)(a), would not be exceeded with the addition of the proposed parking structure.
- E. With regard to SMC 17C.160.010(B)(2)(b), the existing structure already exceeds 80% of the east-west dimension of the site along the southern property boundary on W. Broadway. This historic structure is non-conforming under this code section, and requiring conformance with this provision in the construction of a parking structure on the north portion of the property

fronting on W. Mallon Avenue would do nothing to preserve “the public’s...views and access to the Spokane River Gorge”.

- F. SMC §17A.050.030 provides for “flexibility, adaptability, and reasonableness in the application and administration of this title where special conditions exist and the strict application of the standard or procedure would not serve a public purpose”. It specifically grants the following authority to the Planning Services Director:

*“In the event the strict application of a development standard or procedural requirement of this title would result in unforeseen consequences or an excessive burden given the nature of the proposed development, the planning services director is authorized to make a minor adjustment in the standard or procedure, upon making a written finding that no person of average sensibilities would be negatively impacted by an adjustment, and that the adjustment would be consistent with the spirit and intent of this title and the comprehensive plan.”*

- G. The proposal is consistent with and implements the following provisions of the **City of Spokane’s Comprehensive Plan**:

- ED 2.2 Revitalization Opportunities: *Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.*
- ED 2.3 Reusable Building Inventory: *Maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.*
- ED 3.10 Downtown Spokane: *Promote downtown Spokane as the economic and cultural center of the region in order to protect past public and private investments, to produce tax revenue needed to pay for growth and desired public services, and to provide continued job opportunities in office, government, retail, service, and tourism.*
- DP 4.9 Rehabilitation of Historic Properties: *Assist and cooperate with owners of historic and cultural landmarks and sites to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.*

- H. The proposal is consistent with and implements the following provisions of **Fast Forward Downtown Plan Update**, a subarea plan that is incorporated into the **City of Spokane’s Comprehensive Plan** by reference:

- Chapter 5 -2.46 Strategies - Private Parking: *Encourage property owners to provide on-site parking for customers, residents and visitors and to promote alternative commute modes for Downtown employees.*
- Chapter 4 -3.0 Desired Built Form: *Historic buildings and sites can be preserved and enhanced to protect the character and heritage of Downtown Spokane. Older historic buildings can be creatively and adaptively re-used as new office space, residential units, live-work studios, and active ground floor retail spaces. Efforts to restore and revitalize*

*historic landmarks and contributing buildings within the Downtown can be promoted and supported with expedited review; modified code requirements; transfer of development rights; and density bonuses.*

**Conclusions:**

- A.** The Planning Services Director finds that the adaptive reuse and construction of structured parking in support thereof, as proposed, will not have an impact on existing public views, and will keep open the existing ground level vistas provided by the North-South street network.
- B.** The Planning Services Director finds that the granting of a minor adjustment in the application of the code achieves a valid public purpose in allowing the preservation of a historically and architecturally significant structure, allowing for the adaptive re-use for economic development purposes, while providing structured parking on site to meet the parking demands of the proposed uses.
- C.** The effect of the minor adjustment has been duly considered by the Planning Services Director and found to be in conformance with spirit and intent the goals and policies of the City's Comprehensive Plan, and is not in conflict with the purpose and intent of the North River Overlay regulations,
- D.** Given the design of the existing building, and the character and development patterns of surrounding, the Planning Services Director finds that no person of average sensibilities would be negatively impacted by the proposed adjustment.

**Conditions of Approval:**

The approval of this minor adjustment of the standards established in SMC 17C.160.010(B)(2) is conditioned on the following:

- 1.** The applicant will be required to meet all other applicable development codes for the Downtown General (DTG) Zone and the North River Overlay District.
- 2.** The development is subject to Downtown Design Guidelines, and Design Review will be required.
- 3.** This adjustment shall be applicable only to the subject property for the commercial, office, and retail uses proposed. This adjustment shall not be construed to allow a more intensive use of the property than that proposed.

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**Lisa D. Key,  
Planning Services Director  
City of Spokane**

May 8, 2017  
**Date**