



## Design Review Board

April 25, 2018

5:30-7:35 PM

City Council Briefing Center

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

### Commission Briefing Session:

- 5:30 - 5:35      1) Chair Report      Steven Meek  
2) Approve the [March 28<sup>th</sup> and April 11, 2018](#) meeting minutes

### Workshop:

- 5:35 – 7:35      3) **Collaborative Workshop:** The Garden District PUD      Omar Akkari
- [Staff Report](#)
  - [Applicant DRB Application](#)
  - Applicant Presentation
  - Public Comment
  - Board Discussion and Motions

### Board Business:

### Adjournment:

**The next Design Review Board meeting is scheduled for May 9, 2018.**

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest**  
**Password: 99c4uQeD**

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## **Meeting Rules of Procedure - Spokane Design Review Board**

### **Call to Order**

1. Chair calls the meeting to order, noting the date and time of the meeting.
2. Chair asks for roll call for attendance.

### **Board Briefing**

1. Chair Comments - Chair gives a report.
2. Staff Comments - Urban Designer gives a report.

### **Board Business**

1. Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
2. Chair asks is there any old business? Any old business is discussed.
3. Chair asks is there any new business? Any new business is discussed.
4. Chair asks if there any changes to the agenda.

### **Board Workshop**

1. Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) it is the applicant's responsibility to meet all applicable code requirements regardless of what might be presented or discussed during workshops.
2. Chair asks for a staff report.

### **Staff Report**

3. Staff report on the item, giving findings of fact.

### **Applicant Presentation**

4. Chair invites the applicant(s) to sit at the table and invites the applicant to introduce the project team and make a 15 minute presentation on the project.

### **Public Comment\***

5. Chair asks if there are comments from other interested parties – comments shall be kept to 3 minutes, and confined to the design elements of the project.
6. Chair reads any written comments submitted by interested citizens.

*\* Contact Planning Department staff after the meeting for additional opportunities to comment on the proposal.*

### **DRB Clarification**

7. Chair may request clarification on comments.

### **Design Review Board Discussion**

8. Chair will ask the applicants whether they wish to respond to any public comments, after their response (if any) they are to return to their seats in the audience.
9. The Chair will formally close public comments.
10. Chair leads discussion amongst the DRB members regarding the staff recommendations, applicable design criteria, identification of key issues, and any proposed design departures.

### **Design Review Board Motions**

1. Chair asks whether the DRB is ready to make a motion.
2. Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
3. Chair asks for discussion on the motion.
4. Chair asks the applicant if they would like to respond to the motion.
5. After discussion, Chair asks for a vote.

### **Design Review Board Follow-up**

6. Applicant is advised that they may stay or leave the meeting.
7. Next agenda item announced.

### **Other**

1. Chair asks board members and audience if there is anything else.

### **Adjourn**

1. Chair asks for a motion to adjourn. After the motion is seconded, and approved by vote, Chair announces that the meeting is adjourned, noting the time of the adjournment.

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# Design Review Board - Meeting Minutes

**March 28, 2018**

Meeting called to order at 5:38 PM

## Attendance

- Board Members Present: Steven Meek, Kathy Lang (CA Liaison), Ted Teske, Anne Hanenburg, Alex Maxwell, Charlene Kay.
- Board Members Not Present: Ryan Leong, David Buescher.
- Quorum present. (*No less than four*).
- Staff Present: Dean Gunderson, Omar Akkari, and Heather Trautman

## Briefing Session:

1. Heather Trautman introduced herself and summarized the Planning Department reorganization.
2. **Chair Report: Steven Meek** - No report.
3. **Approval of the March 14, 2018 meeting minutes.**
  - Motion to approve; seconded; Minutes approved unanimously 6/0.

## Workshop:

### **Review of the Purpose and Mission of the Design Review Board.**

- **Staff Presentation:** Dean Gunderson - Senior Urban Designer
  - Dean gave a presentation and overview of what the DRB does, including its purpose and tools used to accomplish that purpose. He reviewed the mission statement and how the current board members fill the positions required for the board.
  - The DRB process was reviewed including flow charts.
  - City code indicates the DRB is a recommendation body but engaged in quasi-judicial action. When a recommendation is made unanimously - that is considered to be a 'condition of approval' by the decision making authority.
  - Duties of board members.
  - Code of Conduct; Robert's Rules; and bylaws.
  - Public Records Certification.
  - Rules 10:13-16. Recusal rules and process/appearance of fairness/ex parte.
  - Notification.
  - Cite design guidelines when making a recommendation.
- **Questions/Comments:**
  - Members to be notified when an administrative decision has been made. Include a copy of the email in the DRB packet - (non-action item).
  - DRB process guideline was printed on the back of the Chair's agenda, Steve asked that this continue; Dean to create a large board with the process guidelines for others to view during the meeting.
  - What triggers an applicant to submit an application to the DRB at the conceptual stage of their project? Dean indicated that he or Omar attend the pre-development meetings when current planning believes the project may cross the DRB threshold.

## **Board Business:**

Austin Dickey was given a recognition award, signed by the Mayor, for his service as Chair to the DRB.

**Motion to adjourn; seconded; passed unanimously 6/0.**

Meeting Adjourned at 6:54 PM

Next Design Review Board meeting is scheduled for **April 11, 2018**

# Design Review Board - Meeting Minutes

April 11, 2018

Meeting called to order at 5:34 PM

## Attendance

- Board Members Present: David Buescher, Ted Teske, Kathy Lang.
- Board Members Not Present: Ryan Leong, Steven Meek, Anne Hanenburg, Alex Maxwell, Charlene Kay.
- Quorum present. No. (*No less than four*).
- Staff Present: Omar Akkari

## Briefing Session:

1. Chair Report: Dave Buescher - No report.
2. Approval of the March 14 and March 28, 2018 meeting minutes.
  - No approval. *No quorum*.

## Workshop:

Project Discussion for the Maple Street-Jefferson Gateway Master Plan - Craig Anderson

- Staff Presentation: Omar Akkari -Urban Designer
  - Omar gave a presentation and overview of the Gateway project.
  - Project utilizes the WSDOT-approved kit-of-parts.
- Questions/Comments:
  - Robust discussion included questions and comments.

No action taken.

Meeting Adjourned at 7:26 PM

Next Design Review Board meeting is scheduled for **April 25, 2018**



# The Garden District PUD

## 1 - Program Review/Collaborative Workshop

### Design Review Staff Report

April 13,2018



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

**Applicants:**  
Jim Frank / Ben Scandalis  
Greenstone Corporation  
  
Sonneland Commercial Properties, LLC  
Sonneland Residential Properties, LLC

### Meeting Goals

At the April 25, 2019 Design Review Board (DRB) Program Review and Collaborative Workshop meeting, the DRB should:

- Determine how adopted Planned Unit Development Design Standards affect or pertain to the proposed design and relevant public comment and
- Identify opportunities for design modifications as appropriate to maintain consistency with Planned Unit Development Design Standards.

### Design Review Board Authority

The following sections explain the design review process and 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**, other developments or projects listed within the Unified Development Code that require design review, are subject to design review. More specifically, the following section of code specifies the requirement of the design review process for Planned Unit Developments as a requirement of the decision criteria.

#### **[Section 17G.060.170\(4\)\(b\)](#) Decision Criteria | PUD and Plans-in-lieu**

Architectural and Site Design.

The proposed development has completed the design review process and the design review committee/staff has found that the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.

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

## **Section 17G.040.080 Design Review Board Recommendations**

Recommendations.

Recommendations of the board are made according to the design review criteria adopted by the city council. In no case may the recommendations of the board contain design solutions contrary to other applicable provisions of this title. The design review criteria reflect the policies of the comprehensive plan.

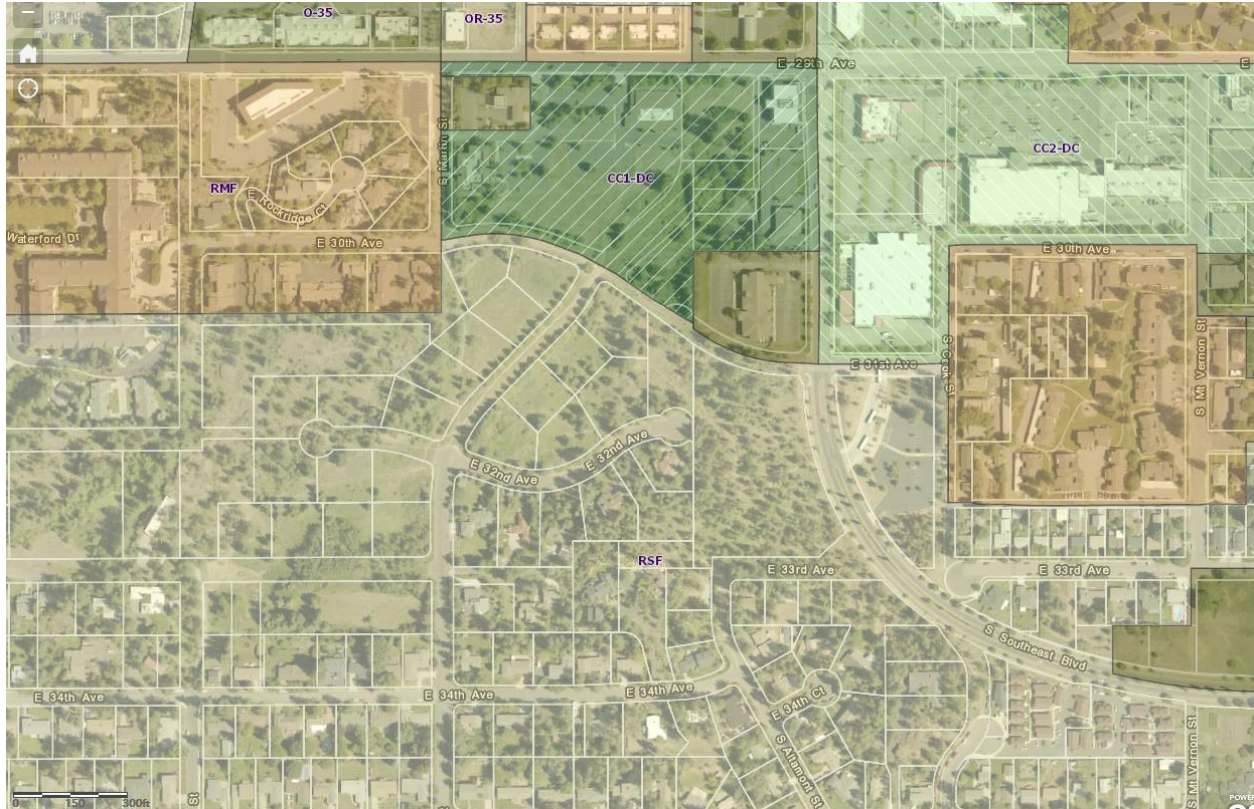
- A. The functions of the board shall be advisory. The board makes recommendations on matters in which the hearing examiner, planning director, city council, building official, or city engineer is the action-approving authority.
- B. The board makes recommendations to the responsible City official on all other matters for which design review is required.
- C. The board's recommendation shall be recorded in writing and available within seven days of the board's recommendation meeting.
- D. The action approving authority shall consider the board's recommendation, provided that, if there is a unanimous recommendation to the action approving authority, the action approving authority shall issue a decision that makes compliance with the board's recommendation a condition of permit approval, unless the action approving authority concludes that the recommendation:
  - 1. reflects inconsistent application of the design criteria; or
  - 2. exceeds the authority of the board; or
  - 3. conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
  - 4. conflicts with the requirements of state or federal law.

### **Recommendations**

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

## Project Description

The proposed PUD on the Sonneland property occupies 25.7 acres. The property falls within two zoning designations Centers and Corridors District Center (CC1-DC) and Residential Single Family. Approximately 10 acres of the property are within the CC1-DC zone and the remaining acreage falls within RSF zone. The overall development plan is for 233 residential units and about 70,000 square feet of office, retail and commercial uses. Please see the applicant's submittal for project boundary information.



The most current concept plans are shown in the black and white civil site plans. Please see applicant's submittal for additional information.

*Staff Note: Please note that there are two different conceptual plans presented in the applicant's submittal the "Open Space Plan Alternate" and the "Conceptual Site Plan."*

## Location & Context

The Garden District PUD is located between 29<sup>th</sup> and 34<sup>th</sup> Avenues and west of Southeast Boulevard on a 25.7 acre site. The site is within the Lincoln Heights Neighborhood with the Rockwood neighborhood being located north of 29<sup>th</sup> Avenue. The north of the 30<sup>th</sup> / 31<sup>st</sup> right-of-way alignment approximately 10 acres of the property is zoned CC1-DC (District Center). The remaining acreage is zoned RSF Residential Single Family. The site has a significant amount of right-of-ways running through the site along the 30<sup>th</sup>, 31<sup>st</sup> and 33<sup>rd</sup> Avenue and Crestline Street and Stone Street Alignments. Many of these existing right-of-ways have utilities running through them.

Along 29<sup>th</sup> Avenue is a mix of residential multifamily, office and retail uses with zoning including Office Retail (OR-35), Residential multifamily (RMF), and Centers and Corridors District Center (CC2-DC). Multi-family zoning and uses are located west of Martin St. South of 31<sup>st</sup> St the properties are single family home of many varying styles and time periods starting in the 1950s. The City is planning to develop a water tower on the adjacent bluff to the west of the PUD area.

Bike facilities in the immediate area include a bike lane on Southeast Blvd and a marked shared roadway on Altamont St. Spokane Transit Authority operates several bus routes in the area including route #45 along Southeast Boulevard, and route #43 along 37<sup>th</sup> Avenue. The STA South Hill Park and Ride is located at 31<sup>st</sup> Avenue and Southeast Boulevard and is served by Routes #43, #44, #45.

## Character Assets

The site and surrounding area have some remarkable topographical features and rock outcroppings located along the western edge and to the southeast. The site currently has several large stands of native and non-native trees that contribute to the sites character. The Lincoln Heights neighborhood specifically cites these items as important assets in the South Hill Coalition Plan.

*"Lincoln Heights' native pine trees, wetland areas, rock outcroppings and diverse topography define its character and have shaped its development. - South Hill Coalition Plan | Page 15*

## Regulatory Analysis

The focus of the Design Review Boards deliberations will be on the applicable PUD Regulations. Other supporting information that will apply during the permitting phase of this is listed at the back of this staff report for reference.

## Zoning Code Requirements

The site is within the Centers and Corridors – District Center (CC1-DC) and Residential Single-family (RSF) zoning districts. The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

Residential Single-family (RSF).

The RSF zone is a low-density single-family residential zone. It allows a minimum of four and a maximum of ten dwelling units per acre.

Type 1 (CC1): Pedestrian Emphasis/Auto Accommodating.

The Type 1 center and corridor zone promotes the greatest pedestrian orientation of the center and corridor zones. To accomplish this, some limitations are placed on auto-oriented activities and some types and the allowable size of some uses are controlled.

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

## PUD Code Requirements

### Section 17G.070.010 Purpose

#### A. General Purpose.

The purpose of the planned unit development provisions are to encourage innovative planning and flexible design standards that results in more infill and mixed use development; economically diverse and affordable housing options; improved protection of open space and critical areas and transportation options and preserve the existing landscape and amenities that may not otherwise be protected through conventional development. These provisions provide:

1. Flexibility.  
Provide a means for creating planned environments through the application of flexible standards, such as modifications to permitted uses and site development standards that facilitates development that is of a type, scale, orientation and design that maintains or improves the character, economic development and aesthetic quality and livability of the neighborhood.
2. Efficiency.  
Design that facilitates the efficient use of land, urban infill, transportation alternatives that promotes pedestrian, bicyclist and public transit and encourages energy conservation.
3. Affordable Housing.  
Flexible design standards that encourage affordable housing in all types of neighborhoods that is in an environment that is safe, clean and healthy. This is accomplished through the provision of flexibility in utility design standards, road design standards, site development standards, zoning density and permitted uses.

4. **Diverse Housing.**  
Promote urban infill and a wide range of housing types and housing diversity to meet the social, economic and functional needs of our community in all areas of the City.
5. **Open Space.**  
To acquire, operate, enhance and protect a diverse system of parks, trails, view sheds, corridors, parkways, urban forests, recreational, cultural, historic and open space areas for the enjoyment and enrichment of all.
6. **Economic Feasibility.**  
Increase economic feasibility and encourage revitalization and investment by fostering the efficient arrangement of land use allowing flexible site circulation and road standards; and allowing flexibility in utility design.
7. **Resource Preservation.**  
Preserve critical areas and agriculture through the use of a planning procedure that can tailor the type and design of a development to a particular site.

#### **Section 17G.060.170 Decision Criteria**

##### **4. PUD and Plans-in-lieu.**

All of the following criteria are met:

- a. **Compliance with All Applicable Standards.**  
The proposed development and uses comply with all applicable standards of the title, except where adjustments are being approved as part of the concept plan application, pursuant to the provisions of [SMC 17G.070.200\(F\)\(2\)](#).
- b. **Architectural and Site Design.**  
The proposed development has completed the design review process and the design review committee/staff has found that the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.
- c. **Transportation System Capacity.**  
There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.
- d. **Availability of Public Services.**  
There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and stormwater disposal to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.
- e. **Protection of Designated Resources.**  
City-designated resources such as historic landmarks, view sheds, street trees, urban forests, critical areas, or agricultural lands are protected in compliance with the standards in this and other titles of the Spokane Municipal Code.
- f. **Compatibility with Adjacent Uses.**  
The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned unit development and adjacent uses. There shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features, or other techniques.
- g. **Mitigation of Off-site Impacts.**  
All potential off-site impacts including litter, noise, shading, glare, and traffic will be identified and mitigated to the extent practicable.



### **Section 17G.070.010 Purpose**

- A. Purpose.  
To allow a planned unit development to produce a more desirable and economically efficient development that generally conforms to the policies of adopted plans and the purposes of the PUD section by allowing modifications of the development standards.
- B. Design Standards.
  - 1. The proposed approach should achieve a more efficient, aesthetic, functional development and be compatible with the surrounding area, while remaining within the overall desired housing density ranges and land area coverage standards. (P).
  - 2. The development should consider the incorporation of opportunities to conserve energy or utilize alternative energy sources. (C).
  - 3. The proposed development shall be designed to encourage economy and efficiency in the provision and maintenance of utilities and transportation routes and in the provision of quality affordable housing. (R)

### **Section 17G.070.100-150 Design Standards**

The design standards and guidelines found in this chapter follow the design standards administration, [SMC 17C.110.015](#). 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. An applicant may seek relief through [chapter 17G.030.SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

### **Section 17G.070.115 Plan and Code Conformance**

- A. Purpose.  
To allow a planned unit development to produce a more desirable and economically efficient development that generally conforms to the policies of adopted plans and the purposes of the PUD section by allowing modifications of the development standards.
- B. Design Standards.
  - 1. The proposed approach should achieve a more efficient, aesthetic, functional development and be compatible with the surrounding area, while remaining within the overall desired housing density ranges and land area coverage standards. (P).
  - 2. The development should consider the incorporation of opportunities to conserve energy or utilize alternative energy sources. (C).
  - 3. The proposed development shall be designed to encourage economy and efficiency in the provision and maintenance of utilities and transportation routes and in the provision of quality affordable housing. (R)

### **Section 17G.070.120 Significant Features**

- A. Purpose.  
To preserve significant physical features of a particular site. The topography, wetlands, rock outcrop, critical slopes, vegetation or other unique features can pose physical constraints for standard platting and development. The preservation of significant features, and/or garden soils, wildlife habitat, open space and scenic resources, can lend uniqueness to a development, and be a benefit to the community in general.

B. Design Standards.

1. Unique landforms should be preserved by the layout of the development. (P).
2. The layout of the development shall preserve or appropriately mitigate impact to identified critical areas, including areas that are geologically hazardous, wetlands, recharge the aquifer, conserve wildlife habitat or prone to flooding. (R)
3. The development shall recognize and incorporate significant physical, historical and cultural features, such as rock outcroppings, view-sheds and historic sites. (C)
4. The placement of buildings and improvements should not block or adversely affect defined views and vistas either onto or from the property of this project. (P)
5. The development shall preserve native vegetation, and significant stands of existing mature trees. (P)
6. Project elements (lots, building, access drives, parking facilities, walkways and service area) shall be located in a manner that protects, enhances or minimizes impacts to natural site features. (P)

**Section 17G.070.125 Site Preparation**

A. Purpose.

To consider the resulting impact of the development on surrounding properties by the proposed layout, preparation and construction of the planned unit development. Any new development in an area will have an impact on the surrounding properties. Along with the flexibility permitted in the PUD concept comes the responsibility to make sure that the relaxation of these standards does not have the detrimental impact that the standards were designed to avoid. While the PUD provides options for the developer, it also is to insure adequate protection and benefit for the public.

B. Design Standards.

1. Structures, roadways and other site improvements shall be designed to blend with the natural topography with minimal disturbance and grade changes. Large cuts and fills requiring tall or long retaining walls are to be avoided. (P)
2. The finished site grading shall transition smoothly to the contours of the adjacent properties and terracing should be used in areas where severe grading is necessary. (P)
3. To conserve energy, buildings shall be orientated to take advantage of solar gain. (C)
4. The project design shall minimize impervious surfaces. (P)
5. Stormwater management areas should be designed to be integral features of the overall project. (R)
6. Open space included within the PUD should be adequate in area and dimensions for active, as well as passive, recreation of the residents. (P)
7. Project service elements such as storage areas, trash enclosures, maintenance facilities and similar features shall be screened from view from the street and adjoining properties using dense landscaping and architecturally compatible building materials. (R)
8. The proposed site design shall take into consideration, and be compatible with, the functional operation, orientation, site design and architectural expression of the surrounding developments, or that adequate transition and/or buffers be provided to and from the site. (P)

### **Section 17G.070.130 Landscaping**

#### **A. Purpose.**

Landscaping is intended to enhance the overall appearance of planned unit developments. The landscaping should improve the residential character, break up large expanses of paved areas and structures, provide privacy to the residents and reduce stormwater runoff.

#### **B. Design Standards.**

1. Appropriate landscaping shall be provided to replace existing vegetation that cannot be retained because of grading and/or construction requirements. (P)
2. Landscaping and fencing around the perimeter of the PUD shall be designed to act as a transition between the PUD and adjacent properties and integrate the PUD into the neighborhood as opposed to creating a barrier between the PUD and the neighborhoods. (P)
3. Appropriate landscaping shall be provided to screen undesirable elements and views such as storage areas, trash enclosures, utility boxes, maintenance facilities and similar features from view from the street and adjoining properties. (R)
4. Parking areas shall feature deciduous trees that at maturity will shade seventy percent of the paved surface of the parking lot. (R)
5. Landscaped areas shall feature drought tolerant and preferably native plant materials. (P)

### **Section 17G.070.135 Compatibility with Surrounding Areas**

#### **A. Purpose.**

For a PUD to be compatible with, and an integral part of the surrounding area. Although a completely homogeneous neighborhood is not necessary or desirable, a reasonable level of compatibility to the surroundings should be achieved. Diversity in style and density can help create an interesting and vibrant community. When combined with a respect for, and acknowledgment of, existing forms, siting and details, a new development can quickly “belong” in a particular community. A new development should be done in a manner that complements the existing area.

#### **B. Design Standards.**

1. The architectural style and detailing of any entrance monument, fencing materials and any structure, other than single-family detached homes and duplexes, should incorporate significant elements and details of the architecture in the surrounding areas, particularly regarding form, size, color and materials. Chain link fencing is particularly discouraged. (P)
2. The design standards of [SMC 17C.110.400](#) shall apply to any attached housing of three or more units and any multi-family building within a PUD. (R)
3. The design standards of [SMC 17C.110.500](#) shall apply to any common buildings within a PUD.
4. Driveways and open parking areas should be integrated into the overall design and should not be the dominant features along the street frontages. (P)
5. Parking structure entrances should preferably be accessed from streets within the development rather than from public streets and their appearance should be minimized and integrated into the overall design. (P)
6. Entrance signage shall be in character with the proposed and surrounding developments. (P)



## **Section 17G.070.140 Community Environment**

### **A. Purpose.**

To create usable and interesting open spaces, good pedestrian circulation and safety and create a sense of community that encourages neighbors to interact through the placement of buildings within a planned unit development. PUDs are often designed to somewhat function as a community in and of themselves. While this might be preferable for the residents thereof, the development itself must be considered as part of a larger community fabric. This consideration could have an impact on such elements as pedestrian and vehicular circulation, building orientation, intersection locations, etc. Within the development, the tighter placement of buildings, designated open spaces and reduced road widths create the perfect opportunity to reinforce a community feeling and inter-dependence of neighbors in the particular PUD. It has been observed that people out in the street in front of their homes not only deter crime, but also enable people to get to know one another and become better neighbors.

### **B. Design Standards.**

1. The entryways of the buildings should be well defined and oriented to the street. (P)
2. The building elevations, with particular attention to the street-facing façade, shall be articulated by the use of color, arrangement, materials or architectural details to give visual interest to the structure. (R)
3. The buildings should be located and oriented in a manner that takes into consideration the preservation of privacy for the occupants. (P)
4. Driveways, garages and open parking areas shall be integrated into the overall design to ensure that they are not dominant features along street frontages. (R)
5. Garages wider than twenty-five feet shall meet the articulation requirements in the multifamily design standards. (R)
6. Energy conservation should be addressed by the building's solar orientation and the planting of appropriate landscape materials in proper locations. (C)
7. Off-street service entrances should preferably be accessed from alleyways or the rear of the buildings. (C)
8. Multiple buildings on the same project site shall be placed and designed to create a cohesive visual and functional relationship integrated with adequate surrounding open spaces. (C)
9. Any joint use public facilities or common spaces should be conveniently located for the occupants or other intended users. (P)
10. Improvements fronting any intersection within the development should contribute to the intersection being recognized as a focal point. Surface parking lots that front on the intersection are discouraged. (C)
11. Any ground floor parking within a structure should be buffered from view on the street facing sides by another use, architectural treatment or landscaping. (P)

## **Section 17G.070.145 Circulation**

### **A. Purpose.**

To facilitate vehicular and pedestrian circulation to, and within a project, by utilizing existing systems and patterns wherever possible and be developed in a manner that establishes connections with adjacent areas. PUDs are often designed to be isolated from the surrounding community. This is likely due to the desire to have a controlled and safe environment. Creating safety within the PUD by incorporating automobile slowing elements is appropriate, however the elimination of "through" vehicles will not necessarily achieve the sought after safety. Any safety

that might be achieved for the residents of the PUD might be offset by inconvenience and possibly less safety for the surrounding area due to restricted vehicular circulation. Especially where existing patterns are established or are reasonably projected to occur. A greater level of safety is often achieved by visible human activity.

**B. Design Standards.**

1. All buildings and common spaces shall be served by a pedestrian circulation system that connects to an existing or planned citywide sidewalk path or trail system. (R)
2. The development shall connect with the existing or planned street system of the surrounding area, and maintain consistency in street naming patterns. (R)
3. Circulation systems shall be designed to be simple and clearly understandable. (P)
4. Circulation systems shall be designed for the pedestrian/bicyclists first, followed by public transportation, and finally for automobiles. (P)
5. Circulation systems shall be designed to enhance interconnectivity with adjacent developed and undeveloped properties. (P)
6. Convenient access to existing or planned public transportation systems shall be considered and incorporated into the development. (C)
7. Parking structure entrances shall be located in a manner that will result in the least impediment of traffic. (P)

**Section 17G.070.150 Lighting**

**A. Purpose.**

To ensure that site lighting contributes to the character of the site and does not disturb adjacent development. Lighting should be in scale with surrounding uses and with appropriate shielding, lighting could add safety and ownership to a site, the street or common open space, thus deterring crime. Lighting should not create off-site glare, often caused by lighting in parking areas, building security and general building lighting.

**B. Development Standards.**

1. All exterior light fixtures and illuminated signs shall be designed, located, installed and directed in a manner as to prevent objectionable light and glare across property lines and to residential units within the PUD. (R)
2. All parking area lighting will be full cut-off type fixtures. A full cut-off type fixture is defined as a luminaire or light fixture that; by the design of the housing, does not allow any light dispersion or direct glare to shine above a ninety degree, horizontal plane from the base of the fixture. (R)
3. Uplighting shall be limited to accent lighting of architectural features, landscaping features, flagpoles and directed in a manner that the minimal light is dispersed into the night sky or adjacent properties. (P)
4. "Period" style light fixtures shall be full cut-off type fixtures or limited to one thousand lumen output. A full cut-off type fixture is defined as a luminaire or light fixture that; by the design of the housing, does not allow any light dispersion or direct glare to shine above a ninety degree, horizontal plane from the base of the fixture. (P)
5. Light fixtures on poles shall not exceed sixteen feet in height and shall follow the Illuminating Engineering Society of North America's (IESNA) guidelines for fixture height below. (P)

## Topics for Discussion

To address the PUD Design Standards staff would offer the following for consideration and discussion:

### Neighborhood

**Street Connectivity:** Is the “Open Space Alternative” consistent with the design standards of SMC [Section 17G.070.145](#) Circulation? Specifically, does the “meander” connecting walk serve as a sufficient connection between the north and south phases of this project?

*Please see SMC [Section 17G.070.145](#) Circulation*

**Pedestrian Connectivity:** This site has a number of existing rights-of-way (ROW) corridors and proposed ROW that are not being utilized for street connections in the proposed PUD. How can existing and future ROW be further utilized to improve pedestrian connectivity? Locations for consideration are provided below.

- The southern portion of the Napa aligned ROW is currently being used to as a driveway to access a home (3220 S Napa St) and is proposed as a potential connection for the development without any sidewalk. This ROW has the potential for a sidewalk connection into the development or formalized trailhead.
- Can the ROW in alignment with 33<sup>rd</sup> Avenue be utilized for a trail system connection in to the development connecting and to the internal pathway system?
- Improved trail connections to other surrounding properties should be discussed with adjacent commercial property owners in order to create a localized pedestrian network links.

*Please see SMC [Section 17G.070.145](#) Circulation.*

**Pedestrian Wayfinding:** Are their opportunities to provide wayfinding maps and/or signs within the PUD showing pedestrian trail and pathway connections through this development linking to the surrounding community?

*Please see SMC [Section 17G.070.145](#) Circulation.*

### Within the Site

**Clustered Development:** The proposed development layout clusters development in order preserve open space and natural features. Are their opportunities to augment the proposed layout to achieve greater compatibility with surround areas or protect significant features to a greater extent while balancing the PUD purpose statement objectives?

*Please see SMC [Section 17G.070.145](#) Circulation, [Section 17G.070.140](#) Community Environment, and [Section 17G.070.135](#) Compatibility with Surrounding Areas.*

**Pedestrian Connectivity:** How might easements and connections though parking lots be further utilized to improve pedestrian connectivity? Locations for consideration are provided below.

- The existing 32<sup>nd</sup> Avenue cul-de-sac is ~690 feet long. The surrounding neighborhood has block lengths of ~650 feet. Developing a pedestrian easement between two of the estate lots and connecting to the 31<sup>st</sup> Avenue would be beneficial to increase pedestrian connectivity similar to the frequency of the surrounding grid pattern.
- The driveway at Lee St and 29<sup>th</sup> Avenue currently has a sidewalk running along the east side. If this sidewalk connection extended though the development south to 30<sup>th</sup> Avenue this would increase pedestrian connectivity similar to the frequency of the surrounding grid pattern.

Please see SMC [Section 17G.070.145](#) Circulation.

**Town Square:** The Town Square on the southwest corner of 30th Avenue and Clubhouse Drive is separated from the Club House by parking and a drive aisle. What opportunities are there to directly connect these community amenities and eliminate pedestrian conflicts cause by the drive aisle between them? Example solutions for consideration are provided below.

- Can the drive aisle be moved from Clubhouse Drive to 30<sup>th</sup> Avenue?
- Can the parking for the club house be moved to adjacent street parking and the drive aisle changed to have ramped curbs with bollards and a brick or concrete paving surface between the two community amenities?

Please see SMC [Section 17G.070.145](#) Circulation and [Section 17G.070.140](#) Community Environment.

**On Street Parking:** On street parking can provide an effective buffer between pedestrians and vehicular and slow vehicular traffic. Would it be beneficial for local access public streets within the PUD to provide such an amenity? How might on street parking be implemented on local access public streets?

Please see SMC [Section 17G.070.145](#) Circulation.

**Frontage on a Walkway:** The southernmost residential units front on to a long walkway. Is there an opportunity to create a mid-block pedestrian connection linking all of the units in this cluster to each other and the trail system to the north?

Please see SMC [Section 17G.070.145](#) Circulation and SMC [Section 17G.070.140](#) Community Environment.

**Sidewalks:** The area north of 30th Avenue is in the CC1-DC zoning district which normally are more commercial in nature with sidewalks to be at least twelve feet wide and consist of a clear walking path at least eight feet wide. The project description discusses a desire for 6 foot wide sidewalks and a 6 ft. wide buffer strip conveyed in the concept renderings.

Is the applicant requesting a design departure from SMC [Section 17C.122.110](#) *Setbacks and Required Sidewalk Width*? If so, is the proposed sidewalk configuration appropriate along 29<sup>th</sup> Avenue, 30<sup>th</sup> Avenue, or along Stone Street or should sidewalk type change with the change of land uses?

*Note: Some sections of these streets show a different sidewalk configuration.*

Please see SMC [Section 17G.070.100](#) Design Standards and [Section 17G.070.135](#) Compatibility with Surrounding Areas.

**Tree Preservation:** What opportunities are there to preserve existing wildlife habitat and groups of mature trees?

The applicant expressed to staff that parking could be reduced in targeted areas in order to preserve additional mature trees along the southern PUD boundary.

Please see [Section 17G.070.120](#) Significant Features.

**Stormwater:** Are their opportunities to develop stormwater strategies that provide both wild life habitat and integral stormwater management facilities as described in [Section 17G.070.125](#) Site Preparation and [Section 17G.070.120](#) Significant Features?

Please see [Section 17G.070.125](#) Site Preparation and [Section 17G.070.120](#) Significant Features.

## **Buildings**

**Relationship to the Street / Enclosure:** Buildings should relate to the street and be of a similar spatial relationship across from one another in order to activate the public realm and provide consistency. What opportunities are there to move buildings closer to the street?

Specific example locations to consider include the building to the east of Clubhouse Drive and the building to the west of the clubhouse.

Please see SMC [Section 17G.070.145](#) Circulation and [Section 17G.070.140](#) Community Environment.

**Sidewalks / Building Entry Alignment:** Are there opportunities to align sidewalks and pedestrian crossing points to terminate at building entrees?

Please see SMC [Section 17G.070.145](#) Circulation and [Section 17G.070.140](#) Community Environment.

*For the Recommendation Meeting the applicant shall provide information further refining the following materials (conceptual materials describing the proposed design intent):*

A map of trees to be preserved, stormwater plans, lighting plans, pedestrian trail connections plan (paved and non-paved facilities), all proposed sidewalk connections to building entrees, park and plaza designs, streetscape and building façade typology sections for buildings fronting on public streets within the CC1-DC zone.

## **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  
South Hill Coalition Connectivity and Livability Strategic Plan  
Lincoln Heights Neighborhood District Center Plan  
City of Spokane Comprehensive Plan  
Eastern Washington Low Impact Design Guidance Manual

# Additional Codes and Policies Relevant to the Permitting Phase of Approval

## City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

### TR GOAL A: PROMOTE A SENSE OF PLACE

Promote a sense of community and identity through the provision of context sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

### TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Meet mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

### TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

### TR 7 Neighborhood Access

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

### TR 14 Traffic Calming

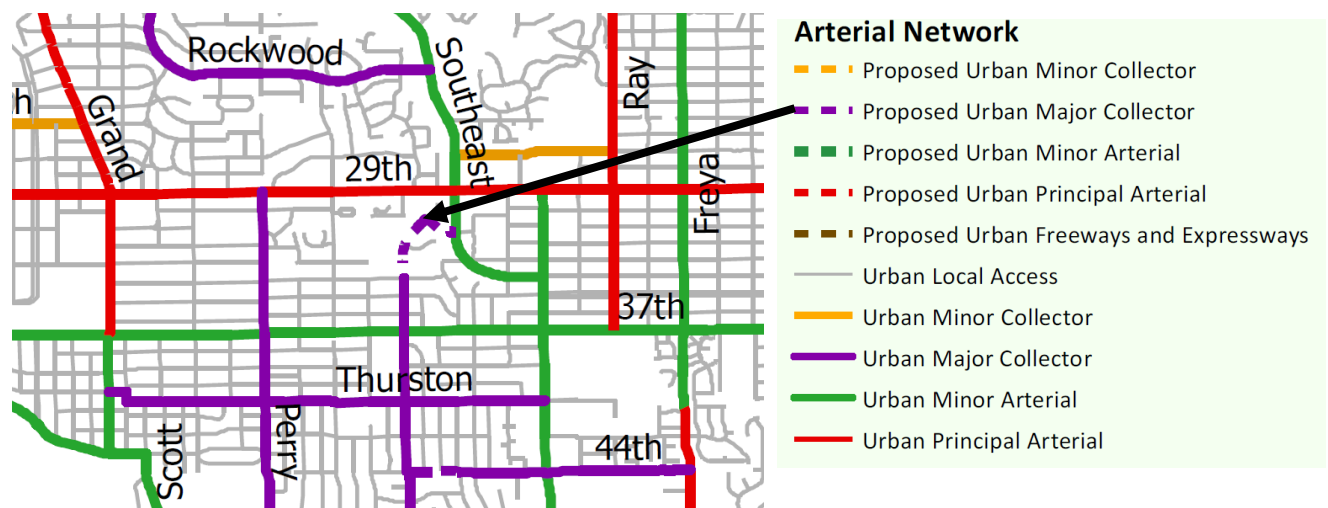
Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

### TR 15 Activation

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

### Proposed Arterial Network Map (Map TR 12)

This Map Shows Crestline St and 31<sup>st</sup> Ave as a “Proposed Urban Major Collector” connecting through this site.



Relevant Area of the Proposed Arterial Network Map

### H 2.4 Linking Housing With Other Uses

Ensure that plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.

#### **DP 1.2 New Development in Established Neighborhoods**

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

#### **NE 7.3 Rock Formation Protection**

*Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.*

#### **NE 12 Urban Forest**

*Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.*

#### **NE 11.4 Natural Area Paths**

Develop soft, permeable, low impact paths in natural areas.

#### **SH 3.4 One Percent for Arts**

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

#### **SH 6.1 Crime Prevention through Environmental Design Themes**

**Friendly Streetscapes:** Encourage on-street parking (as opposed to expansive parking lots), narrower streets, crosswalks, and sidewalks.

#### **N 4.6 Pedestrian and Bicycle Connections**

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

## **South Hill Coalition Connectivity and Livability Strategic Plan**

[Strategic Plan PDF Link](#)

### **GOALS WITH STRATEGIES | Page 30**

**Active Downtown Linkages.** Better connect to and from downtown Spokane via bikeways and pedestrian pathways and transit.

- ADL 1: Develop greenways.
- ADL 2: Create additional bike routes to close network gaps.
- ADL 3: Extend biking and walking trips with safe and convenient access to transit

**Complete Neighborhoods.** Ensure access to and between South Hill destinations including residential areas, schools, shopping, restaurants, parks and recreation facilities.

- CM-1: Improve east-west access.
- CM-2: Where business centers are being developed, encourage multi-modal access from all directions by planning for street and path connectivity.
- CM-3: Explore opportunities to enhance arterials. Examples include addition of bike lanes, bulbouts, raised crossings, planted medians, bus shelters, street furnishings, trash cans, bike racks, etc.

**Urban Forest.** Preserve and enhance the tree canopy throughout the South Hill.

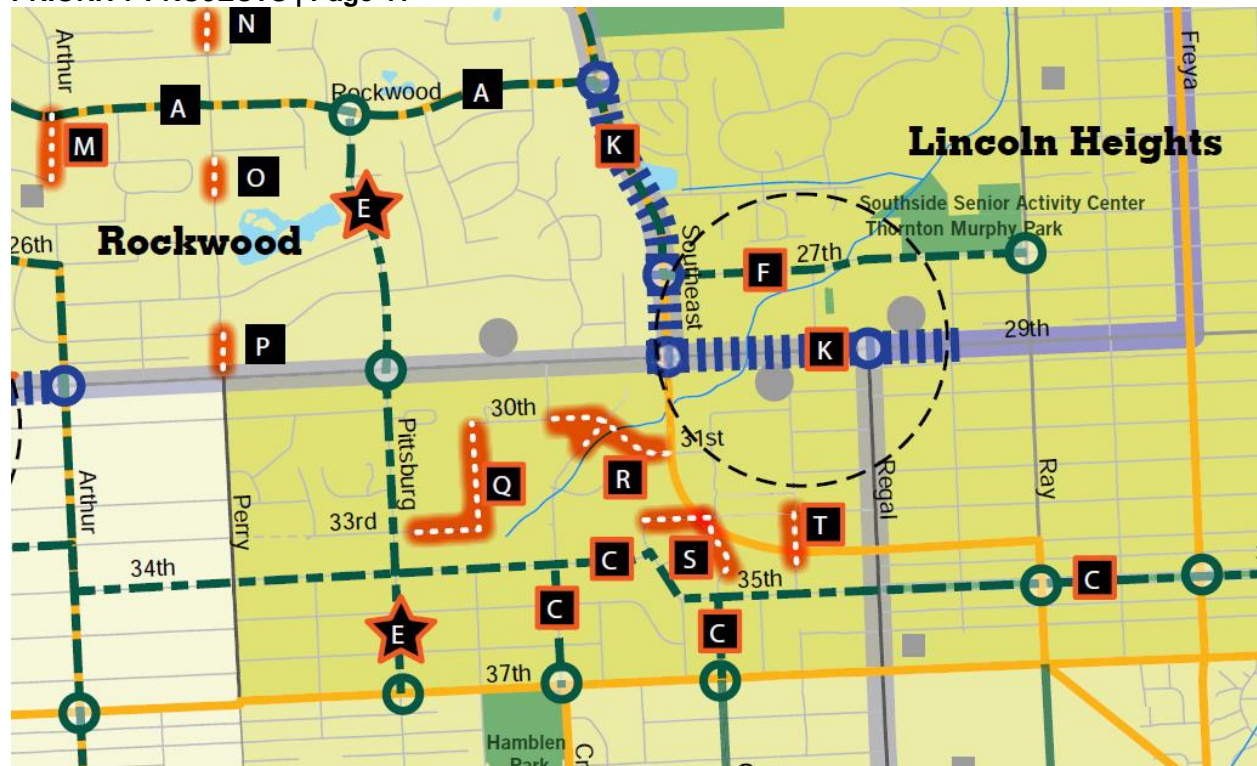
- UF-1: Educate neighbors on Spokane's street tree ordinance.
- UF-2: Work with non-profits and agencies to increase tree canopy and promote understory where appropriate.



**Unique Neighborhoods, Unified District.** Develop and maintain individual neighborhood identities with wayfinding and interpretive features that also communicate how the South Hill is a unified and special place within Spokane.

- UD-1: Identify a multi-modal loop for neighbors and visitors that connects, promotes and showcases the South Hill's parks.
- UD-2: Develop and implement a signage and wayfinding program for the South Hill.

#### PRIORITY PROJECTS | Page 41



**Project R: Potential Ped-Bike Linkage:** This ped-bike linkage project was listed as a high priority. The project shows a connection linking 30<sup>th</sup> Avenue, 31<sup>st</sup> Avenue and Crestline Street.

## Lincoln Heights Neighborhood District Center Master Plan

[District Center Master Plan Link](#)

### Table 4.01 – Site & Features Diagram: Opportunity Site Key | Chapter 4 Page 9

#### 7: Sonneland Property / Quail Run

Much of this land lies beyond the study area boundary, but its development will play a strong role in establishing the district's character and long-term success. Plans prepared by the property owners now call for a mix of housing, retail, open space and professional offices, creating uses that transition from commercial frontage along 29th Avenue to residential neighborhoods further south and west. This plan - concurrent with those of the developer - envisions an east-west connection to Southeast Boulevard, introducing another entry point into the district center near the current STA Park & Ride.

### Pedestrian Environment | Chapter 4 Page 17

In addition to improving sidewalks throughout the district, the plan recommends (as a high priority) improvements to pedestrian crossings. Proposed improvements to internal circulation within the district include:



- Creating new pathways from residential areas to the district center and/or to sidewalk routes, such as from E. Pinecrest Road to 27th Avenue and S. Southeast Boulevard; from 33rd Avenue, and from Cook Street to S. Southeast Boulevard; ensuring such a route is included in the build-out of the Sonneland Property, leading from E. 30th Avenue to S. Southeast Boulevard at E 31st Avenue.

## **Spokane Municipal Code**

### **Section 17C.122.110 Setbacks and Required Sidewalk Width**

- A. The minimum setback from street lot lines is zero feet and buildings shall be no closer than twelve feet from the back of the curb except as provided in subsection (C) of this section.
- B. Sidewalks shall be at least twelve feet wide and consist of a clear walking path at least eight feet wide (in addition to a planting zone for street trees per [SMC 17C.200.050](#)) except as provided in subsection (C) of this section.
- C. This width may be reduced, by approval of the planning director, if the existing sidewalk is less than twelve feet wide between the back of curb and the existing building setback line of adjacent building(s). In no case shall the setback be reduced below nine feet from the back of the curb unless on-street parking exists between the building and the street.
- D. Other development standards are found in [Table 17C.122-4](#).

### **Section 17H.010.030 Street Layout Design**

- A. Street design is governed by the comprehensive plan and city design standards.
- B. Streets shall be designed in light of topography and existing and planned street patterns. It is encouraged that low impact development principles be considered, evaluated and utilized where practical as described in the Eastern Washington Low Impact Development Guidance Manual.
- C. Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles and emergency services.
- E. A hard surfaced public pathway shall be provided at the end of every dead-end or cul-de-sac street connecting the sidewalk to an existing or future street or public pathway.
- F. The layout of new streets shall provide for the continuation of existing streets in adjoining subdivisions. If a public street or right-of-way terminates at a plat boundary, provisions shall be made for the extension of the public street to the adjacent property or to another public street in a manner consistent with public mobility and utility infrastructure needs.
- G. Street layout shall provide for future extension of streets into areas which are presently not subdivided.
- M. A grid pattern featuring more street intersections and shorter block lengths should be implemented wherever possible.
- N. Block lengths should not exceed six hundred sixty feet.

### **Section 17H.010.260 Bicycle Network**

- B. All new bicycle facilities shall be designed in accordance with Section 1020 of the WSDOT Design Manual and the city's design standards.

### **Chapter 17D.060 Stormwater Facilities | Section 17D.060.300 Low Impact Development**

- C. Low impact development is encouraged for site development and redevelopment. Compliance with the Basic Requirements of the Spokane Regional Stormwater Manual shall be met regardless of best management practices used. Certain low impact development techniques may be used to fulfill the

basic requirements set forth in the Spokane Regional Stormwater Manual, as approved by the director.

- D. Low impact development is an emerging practice and specific design considerations will be updated over time. A supplemental resource to the Eastern Washington Low Impact Development Guidance Manual is the Washington Stormwater Center.

## **Eastern Washington Low Impact Design Manual**

[Link to Manual](#)

### **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?
- D. Is the departure necessary to better address aspects of the site or its surroundings?
- E. Is the proposed departure part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?
- F. 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.



**City of Spokane**  
**Design Review Submittal For:**  
**Garden District Preliminary PUD**  
**April 4, 2018**

**Applicant:**  
Greenstone Corporation  
1421 N Meadowwood Lane, Suite 200  
Liberty Lake, WA 99019  
(509)458-5860

# Design Review Application

- A. Spokane Design Review Application:  
Garden District



GARDEN DISTRICT



**Greenstone**

HOMES & NEIGHBORHOODS

City of  
Spokane

Planning Services  
Department



# Design Review

## Standard Board Review Application

**NAME OF PROJECT:**

Garden District Preliminary PUD

**ADDRESS:**

2214 E. 29th

**TYPE OF PROJECT:**

- ☐ Public Project
- ☐ Shoreline Conditional Use Permit
- ☐ Skywalk Over Public ROW

- ☐ Required by CBD Zones and Downtown Plan
- ☐ Design Departure

None of Above: PUD SMC17G.060.170(D)4

**FEES:**

Standard Board Review

☒ \$1275 (up to 3 meetings)

☐ \$500 per additional meeting if necessary

**APPLICANT:**

Name: Greenstone Corporation / Jim Frank

Address: 1421 N. Meadowwood Lane Ste 200 Liberty Lake, WA 99019

Phone (home):

Phone (work): 509-475-6306

Email address: jfrank@greenstonehomes.com

**PROPERTY OWNER:**

Name: Sonneland Commerical Properties, LLC & Sonneland Residential Properties, LLC

Address: Same as above

Phone (home):

Phone (work):

Email address:

**AGENT:**

Name: Ben Scandalis

Address: Same as above

Phone (home):

Phone (work): (509)869-0592

Email address:

**REPRESENTATIVE SIGNATURE:****DATE:**

4/3/2018

**DEPARTMENT USE ONLY:**

Submittal Date:

Accepted as Complete:

Design Review Committee Meeting Date:



This checklist includes all of the required information for submitting a review with the Design Review Board. Applications will not be processed, and a Board workshop will not be scheduled, until all of the following information is submitted and determined "Counter Complete." Completed application and submittal materials are due 21 days in advance of desired meeting date.

### **Step 1** Program Review/Collaborative Workshop

**Materials Required:** (1) Full sized scalable concept plan and (10) 11x17 sets of all required submittal materials.

Digital versions of materials are required; the preferred file types are .pdf and .jpg.

#### **Written Project Summary**

- ☒ Statement of development objectives. For example include building square footage and approximate number of residential units (if applicable).
- ☒ Describe design goals, site opportunities and constraints, site character, architectural character, and how the project fits within the local context.
- ☒ Note how the proposal addresses issues in the Comprehensive Plan and any other applicable design plans or guidelines; i.e. The Downtown Plan and Design Guidelines.
- ☒ Describe any proposed departures from design standards and note how the proposed alternatives are equal to or better than the standard.
- ☒ Description of Design Evolution. Describe what design alternatives have been explored, why choices have been made, and any limiting factors. This description can be written and/or graphic.

#### **Context Analysis**

- ☒ Vicinity Map. Note public viewpoints and major traffic corridors from which the site is visible.
- ☒ Photos of adjacent properties and streetscape(s) – show both sides of street.
- ☒ Aerial photograph showing site and all surrounding properties within 200'.  
*On the graphics above identify pedestrian, bike and auto circulation patterns, zoning, topography, street names, any major building names, and surrounding development (including streetscape improvements such as overhead weather protection, bus stops, bicycle racks, landscaping, specialty paving, etc.).*

#### **Site Analysis**

- ☒ Scalable plan or preferably an aerial photo denoting existing conditions including topography, healthy trees, substantial vegetation, significant land forms, rock outcroppings, existing structures, curb line, streetscape improvements, above ground utilities, hydrants, or other prominent elements on or abutting the site.
- ☒ Site photos  
*On the graphics above, identify access opportunities and constraints as well as important views to and from the site.*

#### **Concept**

- ☒ Concept plan (scalable). A generalized massing, bulk and orientation study of the proposed program elements and site access, preferably superimposed over an aerial photograph. All required setbacks, and all elements required by zoning code such as street trees, sidewalks, required landscape areas, or parking requirements shall be shown on this plan.

(continued on next page)

## ***Standard Board Review Checklist***

- ❑ For proposed buildings over 150' height provide a graphic showing how the proposal will fit within Spokane's skyline. Perspective can be from either north or south of the City.

### **Not required, but always welcome:**

- ❑ Rough sketches of concept alternatives. Axonometric or other 3-d drawing, models, or cross sections ideally showing surrounding context.
- ❑ Conceptual building elevations (scalable).

## **Step 2 Recommendation Meeting**

**Materials Required:** (1) Full sized scalable site plan and (10) 11x17 sets of all required submittal materials

Digital versions of materials are required; the preferred file types are .pdf and .jpg.

### **Written Project Summary**

- ❑ Note any changes to the project since the Collaborative Workshop.
- ❑ Describe how the project addresses the direction given by the DRB at the Collaborative Workshop.

### **Site Design**

- ❑ Scalable Site Plan – including bldg. footprints, hardscape, lighting, signage and streetscape elements.
- ❑ Planting Plan.
- ❑ Conceptual Grading Plan.
- ❑ Axonometric 3-D drawing or Site Cross Sections to show massing and spatial relationships between major site elements and all surrounding properties within 200' (bldgs., trees, berms, light standards, streets, etc.). Cross sections are preferred for projects on steep slopes.

### **Building Design**

- ❑ Building Elevations – full building.
- ❑ Building Elevations - street level (first 3 to 4 floors) at 1/4" = 1'-0" min.
- ❑ Schematic Floor Plans - when/if germane to achieving a design objective.

### **Design Details**

- ❑ Signage
- ❑ Lighting
- ❑ Color, texture, pattern, materials, illustrations or submittals.

## Table of Contents:

1. Project Summary
2. Context Analysis
3. Site Analysis
4. Concept



GARDEN DISTRICT



## **1. Project Summary**

- a. Project Overview
- b. Garden District Vision
- c. PUD & Preliminary Plat Narrative
- d. Compliance with PUD Design Standards
- e. Consistency with Lincoln Heights District Plan
- f. CC1 Zoning Comparison
- g. RSF Zoning Comparison



GARDEN DISTRICT



**Greenstone**  
HOMES & NEIGHBORHOODS

## **Sonneland Property**

### **The Garden District: Project Overview**

1. **Background:** The site we are working with is most, but not all of the Sonneland property. In total it consists of about 25 acres. The land located north of the current 30<sup>th</sup> Street right of way consists of about 10 acres that is zoned CC1 (Neighborhood Center). The balance of the site located to the south is about 15 acres and is zoned RSF (low density residential 10 units per acre).

We are proposing a development of the property as a Planned Unit Development (PUD) that will provide an integrated development of the site, consistent with the current Comprehensive Plan and zoning designations. The use of the PUD will allow flexibility to locate uses, permitted in either the CC1 or RSF zone, to be allocated throughout the property subject to the limitations of the PUD ordinance. This will allow clustering of a number of small Multi-Family (MF) buildings to be constructed in the RSF zone, as shown on the Illustrative Site Plan, creating the opportunity to protect substantial open space. The PUD will also allow us to establish development standards unique to this property and project. The PUD process will require a public hearing. Along with the PUD we will be proposing a preliminary plat that will allow parcels to be created for the various uses. There will be no changes in permitted density or building heights in the RSF or CC1 zones. The PUD also required a set aside of 10% common area. The plan as shown has more than 30% common area.

2. **Project Scope and Character:** The project will be a mixed-use project, which will include retail, commercial, office, residential, and park and open space uses. A separate "vision statement" for the project is attached. Early concepts for the development of the property by the Sonneland family had a strong emphasis on retail and office uses and the CC1 zoning would allow nearly 400,00 SF of commercial use. We do not believe the market or site supports this heavy commitment of commercial uses nor do we believe it serves the interests of the larger Lincoln Heights neighborhood. While we will retain a small core of mixed use office and retail uses in the "town center" portion of the site (the total will be less than 70,000 SF including the current uses) the project will have a stronger focus on residential uses. The total project will have fewer than 250 residential units and the higher density structures will be concentrated on CC1 zoned "town center" component of the site. The residential density is scaled down to be compatible with the single family neighborhoods on the south boundary of the property. Large "estate" lots are planned for the area along 32<sup>nd</sup>.

The vision for the project will be a small mixed-use neighborhood "town center" transitioning to the neighborhood to the south. The mixed-use center will have an urban character with a grid roadway system, a priority

on pedestrian mobility over cars, buildings facing the street, and a fine grain of mixed-use, including residential over retail spaces.

3. **Crestline Collector Arterial:** The recently approved City of Spokane Comprehensive Plan designates Crestline as a “arterial” from 37<sup>th</sup> to a connection with SE Boulevard through the Sonneland property. This concept has not been included in either the Lincoln Heights Neighborhood Plan or the South Hill Coalition Strategic Plan. While our initial plan did not include this connection, it’s inclusion in the recently adopted Transportation Element of the City of Spokane Comprehensive Plan cannot be ignored.

We have included a modified variation of the arterial connection with a narrow roadway segment and a design that we think will minimize traffic speeds and impacts on the neighborhood. We have narrowed the roadway to 30 feet, included bike lanes, and will provide pedestrian crossing signalization. You will see this in the site plan.

In conversations with both local residents and the impacted neighborhood councils it appears that there is momentum to amend the Comprehensive Plan regarding the Crestline extension. As a result, we are providing an alternate development plan that terminates Crestline at 32<sup>nd</sup> Avenue and adds additional open space.

4. **Road Alignments:** We are proposing the vacation of a number of existing road right of ways and replacing them with a more urban style grid system that will connect to the new Crestline arterial as well as 29<sup>th</sup> Avenue and the Martin Street and 30<sup>th</sup> Avenue intersection. This will enable a more pedestrian focus to the community. The vacated ROW (most of which have sewer and water underground) will, in most instances, be used to create broad pedestrian corridors, public plazas and abundant open spaces. All roadways will have 6 foot sidewalks and a 6 foot minimum planting strip on both sides of the street. Street trees will be planted along all street frontages. This is typical of all Greenstone developments.
5. **Pedestrian Connections:** The planned PUD will have a very strong pedestrian and cycling focus. All of the internal street will have minimum 6-foot sidewalks and the new section of the Crestline arterial will have a 4-foot bike lane on both sides of the street. A wide pedestrian and green space corridor will angle through the site from the Crestline and 32<sup>nd</sup> intersection north through the site to 29<sup>th</sup> Avenue. This will connect with east-west pedestrian lanes connecting to Martin and Southeast Boulevard. This is consistent with the pedestrian connection projects identified in both the Lincoln Heights Neighborhood Plan and the South Hill Coalition Strategic Plan.

## **Sonneland Property The Garden District Vision**

We have tentatively named the proposed project The Garden District in Lincoln Heights. The historical platting of the area was called Garden Addition. The name reflects our intent to create a definable small urban mixed-use neighborhood with a pedestrian focus and extensive trails and open space.

### **A Neighborhood Center**

Spokane is a city of neighborhoods and the vacant Sonneland property on the edge of the Lincoln Heights Shopping Center can set a new standard for the implementation of the “neighborhood center” vision in the Comprehensive Plan. The development of the Sonneland property as the Garden District has the opportunity to enhance the Lincoln Heights neighborhood and live up to the neighborhood planning principles of pedestrian orientation, mixed use design and sustainability found in the Comprehensive Plan.

### **Strong Public Realm**

The public realm (the streets, public plazas and open space) defines the character of a neighborhood. Instead of orienting the built environment around cars, the Garden District’s public realm will prioritize pedestrians centering on bike paths, pedestrian laneways and community open space. The neighborhood will prioritize public spaces and amenities, including community gardens and play grounds for children. The Garden District will develop a public realm that is vibrant and usable year around. There will be pedestrian scale LED lighting.

The Garden District will create common areas emphasizing flexible public plazas and a ribbon of green parks and gardens with a mobility network primarily serving pedestrians and cyclists. The open space protects native urban forest and basalt rock outcroppings. This green garden corridor will connect the urban mixed-use core of the Garden District and serve as a transition to the lower density residential neighborhoods on the southern edge of the Lincoln Heights neighborhood and into the Southgate neighborhood further south.

### **Diverse Housing**

Housing is the single biggest expense facing Spokane families, and the toughest barrier to economically diverse neighborhoods. Housing is also necessary to support the Lincoln Heights “center” designation in the Comprehensive Plan. The housing in the Garden District will be economically diverse, a vision we have held in all of our communities. Greenstone’s approach will be for residential housing throughout the neighborhood to house residents with a range of incomes in a mix of single family and multi-family homes. Our goal is to provide housing within the density range of the underlying zones.

Greenstone has a vision to create a close-knit community that encourages social cohesion and community involvement.

**Mobility**

Greenstone's vision for mobility within the Garden District begins with dedicating large portions of the site as pedestrian areas. Greenstone will also encourage a diverse range of retailers (banking and medical services are already present) and provide easy pedestrian connections to the nearby Lincoln Heights shopping district and its wide range of retail services, including groceries. The streets within the mixed-use core of the Garden District will be narrow and on a grid system providing conductivity to existing neighborhoods and designed for pedestrian and cyclist safety. The Garden District will provide a collector arterial link from Crestline to Southeast Boulevard that will provide access and links for the Garden District for outside vehicle trips. This arterial link is consistent with the City Comprehensive Plan and is designed to slow traffic speeds and provide for shared use with pedestrians and cyclists. There has been discussion regarding amending the Comprehensive Plan to remove the Crestline arterial extension. We have prepared an alternate site plan that shows development with Crestline terminating at 32<sup>nd</sup>.

**Parking**

In the "town center" parking within the Garden District will be on a shared and reciprocal basis, allowing parking to be clustered on the site and total parking requirements reduced. Our experience at Kendall Yards has been that shared and reciprocal parking between mixed uses reduces total parking requirements by more than fifty percent. The clustering of parking allows that land to be repurposed as the demand for parking is reduced in the future as the use of autonomous vehicles, transit and ride sharing systems evolve. All of the residential buildings will have internal garage parking. In the lower density RSF zone every unit will have a parking garage internal to the building. Guest parking will be provided along roads and drives as shown on the site plan.

# Sonneland Property

## PUD and Preliminary Plat Narrative

### **1. General Development Concepts:**

This project application is for a preliminary plat and a planned unit development on approximately 25.7 acres of land in the Lincoln Heights neighborhood on Spokane's South Hill. The overall development plan is for 233 residential units and about 70,000 square feet of office, retail and commercial uses as a mixed-use walkable urban neighborhood in a key urban infill location.

#### **A. Site Location:**

The site consists of 25.7 acres located south and west of the intersection of 29<sup>th</sup> Avenue and Southeast Boulevard. Two zone classifications cover the site: Community Center (CC1) is located adjacent to 29<sup>th</sup> and extends south to 30<sup>th</sup> Avenue (8.2 acres); and Residential Single Family (RSF) extends south of 30<sup>th</sup> Avenue to approximately 33<sup>rd</sup> Avenue (16.3 acres). The boundary of the existing zone classifications is the centerline of the current 30<sup>th</sup> and 31<sup>st</sup> Avenue right of way.

#### **B. Land Use:**

The proposed project is the development of a walkable mixed-use urban neighborhood with a combination of office, retail and residential uses. The project will create a free-flowing public realm, emphasizing flexible plazas and a ribbon of green parks and gardens with a mobility network primarily serving pedestrians and cyclists. This green garden corridor will connect the urban mixed-use core of the neighborhood and serve as a transition to the lower density residential neighborhoods on the southern edge of the Lincoln Heights neighborhood and into the Southgate neighborhood further south. The illustrative PUD Site Plan is attached as Exhibit No.1.

The higher density portion of the development plan is in the portion of the site zoned CC1. This walkable urban neighborhood will have about 70,000 square feet of retail commercial uses (a portion of which is currently developed with a bank, primary medical care, and an office building) and 110 residential units in three story buildings with a street fronting urban context. This higher density core neighborhood then transitions to a lower density residential neighborhood with 123 homes in low-rise two story multifamily buildings and single-family homes. This provides a transition to the existing residential neighborhood to the south of the project.

**C. Mobility:**

Greenstone's vision for mobility within the project begins with dedicating large portions of the site as pedestrian areas. Included within the public areas will be bike share facilities. Greenstone will also encourage a diverse range of retailers (banking and medical services are already present) and provide easy pedestrian connections to the nearby Lincoln Heights shopping district and its wide range of retail services, including groceries. The streets within the mixed-use core of the Garden District will be narrow and on a grid system designed for pedestrian and cyclist safety. All the internal streets will have 6-foot sidewalks and a 6-foot planting strip for street trees on both sides. The project will provide a collector arterial link from Crestline to Southeast Boulevard that will provide access and links to/from the project for outside vehicle trips. This arterial link is consistent with the City Comprehensive Plan. The street is designed to slow traffic speeds with a narrowed 30-foot road section and 11-foot travel lanes with sidewalks and tree planting strip on both sides. The roadway will include bikes lanes on both sides and a solar powered pedestrian crossing.

**D. Parking:**

In the town center, parking within the project will be on a shared and reciprocal basis, allowing parking to be clustered on the site and total parking requirements reduced. Our experience at Kendall Yards has been that shared and reciprocal parking between mixed uses reduces total parking requirements by more than fifty percent. The clustering of parking allows that land to be repurposed as the demand for parking is reduced in the future as the use of autonomous vehicles, transit and ride sharing systems evolve. All the residential buildings will have parking internal to the building and each residential structure parcel has parking to meet the required code standard. In the RSF zone every residential unit will have a parking garage internal to the building. Guest parking is provided on roadways and drives as shown on the site plan.

**E. Retail and Cultural Amenities:**

The digital transformation of retail services requires a different and more flexible approach. In the Garden District Greenstone will use smaller flexible spaces to attract local innovative concepts. Some retail will be located on the ground floor of residential buildings. This same flexible approach applies to cultural and community activities. The public realm will include multiple spaces that can be used for a wide range of artistic and cultural activities that bring the community together and provide an outlet for visual and performing artists. Public art will be an important aspect of the Garden District, providing a unique cultural identity to the neighborhood.



## **2. Existing Conditions:**

As noted above the site has two Comprehensive plan and Zoning designations. A portion of the PUD site is currently developed with a general office building and a Rockwood primary care medical center. Additional office and commercial uses exist along 29<sup>th</sup> Avenue and Southeast Boulevard. South of the site are single family homes in the RSF zone classification. The Lincoln Heights shopping center is within walking distance to the east of the site. The project will remain consistent with the City of Spokane's Comprehensive Plan and zoning ordinance.

The site soil conditions support the development as proposed and there are no wetlands on the property (see attached Geotechnical report and Wetlands Evaluation study). The site is generally flat slopping gently from north to south. There is a steep hillside along the eastern boundary of the site. Much of this hillside is set aside as common/open space in the PUD plan.

## **3. Density and Land Use:**

Where a PUD site includes two different base zone classifications the allocation of land uses and density is subject to the provisions of SMC 17G.070.030 (A)5 which allow permitted uses to be allocated to the full site "proportionate to the land within the development site devoted to each zoning district". The Planning Director has determined that this limitation applies to both land area and density.

The proposed PUD has a total of 233 residential units (a mix of multi-family and single family) and about 70,000 SF of commercial uses. All the commercial uses are located in the CC1 zone classification. The residential uses are split between both zone classifications with 110 units in the CC1 zone classification and 123 units in the RSF zone. Density in the CC1 is limited to a maximum Floor Area Ratio of 1.0. The proposed PUD has a FAR below the maximum at .74. In the RSF zone the PUD density is 8.18 units per acre, below maximum permitted of 10 units per acre and above the minimum density of 4.0 units per acre. A detail of land uses by parcel is attached in the Land Use Summary as Exhibit No. 2.

Height limits cannot be altered in a PUD. In the RSF zone all the buildings are 2 stories or less, consistent with the surrounding neighborhood. A strong effort has been made in the PUD design to orient buildings to the street with appropriate setbacks that define and contain the street space as well as concentrate and reinforce pedestrian activity and create a sense of the street.

A total of 8.2 acres has been designated as Common Area parcels. These parcels include natural open space, landscaped areas, community gardens, plazas, a small neighborhood park, and two community amenity buildings.

#### **4. Circulation:**

Fundamental to the development plan for this project is a complimentary vehicular and pedestrian system designed to be pedestrian oriented, to provide connectivity to surrounding neighborhoods, Lincoln Height Shopping District and to provide convenient site access to/from the existing street system. In the northern portion of the site we are replacing the existing ROW for 30<sup>th</sup>, 31<sup>st</sup> and Crestline with a more grid-like road system, which incorporates complete street principles of narrow streets sections, street trees, sidewalks and pedestrian scale lighting. The circulation plan is consistent with the pedestrian orientation and focus design standards outline in SMC 17G.070.145 (B).

The PUD proposes the extension of Crestline from the current terminus at 32<sup>nd</sup> Avenue north then curving east at 31<sup>st</sup> Avenue and a direct connection to Southeast Boulevard. This is consistent with the plan for extension of Crestline as a collector arterial in the Comprehensive Plan. A traffic generation letter has been prepared for the project and is attached as Appendix No. 3.

Street and pedestrian lighting will be provided throughout the PUD site. The lighting will be designed to reduce or eliminate any offsite glare and provide for a safe environment for those living and working on the property. There will be a strong focus to use low energy LED light fixtures and to keep a pedestrian scale to the light fixtures.

#### **5. Infrastructure:**

The PUD proposes the vacation of several existing street rights of way and replaces them with a more pedestrian oriented grid street system. The street sections proposed for vacation include 30<sup>th</sup> Avenue, 31<sup>st</sup> Avenue, Crestline (from 32<sup>nd</sup> Avenue to 31<sup>st</sup> Avenue), 32<sup>nd</sup> Avenue (west of Crestline) and 31<sup>st</sup> Avenue (west of Crestline). These streets would be replaced with a new alignment of Crestline and 31<sup>st</sup> Avenue making a direct connection to Southeast Boulevard and the grid system, as shown in PUD site plan, north of 31<sup>st</sup> Avenue. Where utilities exist in vacated ROW, easements and maintenance access would be provided. Additional sewer and water infrastructure will be provided consistent with the plan provided and attached hereto as Exhibit No. 4.

Efforts will be made to eliminate existing above ground utilities or make them visually unobtrusive. New utilities will all be installed underground.

Innovative on-site storm water detention and bio swales will be integrated into the plan per city standards.

## **6. Significant Features:**

The site contains significant urban forest and basalt rock outcroppings. Some large native ponderosa pines are located on the site. In addition, the Sonneland family has planted a large number of deciduous trees along some of the ROW corridors and these trees are now relatively mature. We have surveyed the property and noted the location of large trees and will make a concerted effort to retain many of the mature trees where possible.

As noted above the significant hillside on the east boundary of the site has mature native vegetation. The clustering of SF and small MF units enables this portion of the site being protected as open space.

## **7. Consistency with Comprehensive Plan and PUD**

### **A. Housing Elements**

The project will provide a more economically diverse range of housing that is consistent with the City of Spokane's Comprehensive Plan "Housing" goals (Goal 1: Housing Choice and Diversity) and fulfills the purpose statement for PUDs (SMC 17G.070.010) for housing that is efficient, affordable and diverse. An economically diverse range of housing styles and types are provided in the PUD plan. This diversity ranges from detached single-family homes on lots to multi-family flats in medium rise buildings in select locations.

### **B. Park and Open Space**

This plan includes the dedication to an owner's association of approximately 8.2 acres of common area tracts, as shown on the illustrative site plan and the proposed preliminary plat map. The common tracts will be owned and maintained by the owner's association. The common tracts constitute 34% of the site. As shown on the illustrative site plan, the common tracts will be used for a wide variety of parks, opens spaces, and shared community facilities. The shared community facilities will include community gardens, a neighborhood park, a community center building, and fitness center. A trail system through the community common area and along streets will provide a comprehensive pedestrian system throughout the site that connects to the surrounding roadway system and neighborhood. This is consistent with the open space purpose of the PUD (SMC 17.G.070.010 (A)5 and the Housing and Parks and Recreation elements of the Comprehensive Plan. (H1.4, H1.7,H1.9, H1.11, H1.18, PR2.2, PR2.4, and PR3.1).

### **C. Pedestrian, Cycle and Automobile Circulation**

The PUD design places a priority on pedestrian and cycle movements over automobiles. In addition to the internal trail system, all the roadways include wide 6-foot sidewalks on both sides of the street. Shared and reciprocal parking, managed by the owner's association allows much lower parking ratios. The PUD plan provides for a pedestrian connection between 31<sup>st</sup> Avenue/Martin Street intersection east to the intersection of 31<sup>st</sup> Avenue and Southeast Boulevard. This is a priority pedestrian project identified in both the South Hill Coalition Plan and the Lincoln Heights neighborhood plan.

The recently adopted Comprehensive Plan Transportation element (July 2017) identifies Crestline north of 37<sup>th</sup> Avenue as a collector arterial and identifies as, a future project, the connection of Crestline to Southeast Boulevard. The PUD is proposing the construction of this connection as identified in the Comprehensive Plan (Transportation element, Map TR12 Proposed Arterial Map).

### **D. Neighborhood Compatibility**

Both the Housing and Neighborhood elements of the Comprehensive Plan discuss the importance of neighborhood compatibility. As noted above, the density and scale of the building have been carefully designed to provide compatibility with the surrounding land uses. On the north side of 32<sup>nd</sup> Avenue, single family homes on lots with a minimum size of 7000SF have been provided as a buffer to the existing homes on the south side of the street. Single-family detached homes are also provided on the west side of Crestline as a buffer to existing single family homes. All the development south of 30<sup>th</sup> and 31<sup>st</sup> Avenue is limited to two stories in height. The taller three-story buildings are located north of the 31<sup>st</sup> Avenue ROW on the CC1 zoned land and adjacent to existing commercial and office development.

While lowering the density on the south portion of the site provides compatibility to existing SF development, the higher intensity in the northern portion of the site (in the CC1 zone) provides needed residential density to support the commercial uses in the Lincoln Heights Shopping District. This is the very philosophy behind the "centers" approach to the Comprehensive Plan. This approach allows the protection of nearly one third of the site as open space.

### **E. PUD Development Standards**

The PUD ordinance provides for deviations from the development standards of the underlying zoning. This PUD application includes a modification of certain development standards. The PUD Development Standards Matrix is attached at Appendix No. 1.

**F. Phasing**

Construction of the project is planned in two phases. The southern portion of the site (south of 32<sup>nd</sup> Avenue) would be in phase 1 with construction anticipated to commence in 2018 and initial occupancy in 2019. The second phase would include the northern portion of the site. Construction of the second phase is currently planned for 2019.

## **Consistency with Lincoln Heights District Plan (“LHDP”)**

In July of 2016 the City of Spokane adopted the LHDP through a collaborative process with the residents and business owners in the Lincoln Heights Neighborhood.

As stated in the Introduction (page 1.1) the neighborhood is on the “cusp of transformation....regional growth, coupled with the demand for walkable neighborhoods, mixed use housing, and places that emphasis local character present opportunities that Lincoln heights is well suited to address.” Noting that while “residential areas surrounding the center are largely built out”, the plan emphasizes that “infill and higher density options” are important.

The intent of the Garden District plan is to carry forward this vision and advance the District Plan Goals for “Character” (Goal 1; page 1.4), “Development” (Goal 2; page 1.4) and “Function” (Goal 3; page 1.5). This includes “an increase in the number of housing units nearby” the district center; increasing the buildings that face 29<sup>th</sup> Avenue; and “improved walkability and neighborhood connectivity”. (Page 1.6). The plan specifically recognizes the importance of additional housing on opportunity sites close to the District Center. The Garden District responds directly to these goals.

### **South Hill Coalition Plan**

The LHDP recognizes the earlier planning work done in the South Hill Coalition Plan (Page 2.3). This plan identified a number of “high priority” projects aimed at improving connectivity and walkability between South Hill neighborhoods. One of these priority projects are “Ped-Bike Linkages” through the Sonneland property connecting residential areas to the SE Boulevard and STA services and Park and Ride facilities (page 2.4). These bike and pedestrian connections are in the Garden District Plan with connections being provided from 30<sup>th</sup> /Martin Street and Crestline /32<sup>nd</sup> Avenue to Southeast Boulevard.

### **Policy and Zoning Conditions**

The City of Spokane Comprehensive Plan designates Lincoln Heights as a “Center” where focused growth is desired. The intent is to develop higher intensity, mixed use and urban oriented housing around the Center locations. This strategy, as noted in the LHDP, “works to create walkable, vibrant neighborhood or District Centers” connected to citywide transportation (page 2.5). The Garden District fully meets these goals. Notably, the Garden District provides the following:

1. A location that is easily walkable to the services and businesses located in the Lincoln Height District Center;
2. Easy walking distance with pedestrian and bike connections to the STA Park and Ride facility on SE Boulevard; and

3. Direct access to transit service on 29<sup>th</sup> Avenue, which has been identified as the corridor for future High Performance Transit lines. (page 2.11 and 4.14)

### **District Center Plan**

The LHDP identifies areas for future development. The Sonneland property is identified as an “Opportunity Site” for future mixed-use development and urban housing. It notes that the development of this site provides the important connections to the neighborhoods to both the west and south. It notes, “it’s development will play a strong role in establishing the district’s character and long term success” (page 4.9).

The pedestrian environment is a strong focus of the LHDP (page 4.17). It notes that improving sidewalks and providing neighborhood connections are a “high priority”. This meet LHDP goals of providing housing with pedestrian access to the District Center and providing pedestrian connectivity between neighborhoods, the District center and STA transit facility and services (page 4.17).

The Implementation section of the LHDP (Section 5) identifies a number of priority actions. The following implementation actions identified in Table 5.01 are advanced by the Garden District PUD plan:

1. PM-05: Support opportunities for compatible “multifamily /mixed use housing” (page 5.7);
2. PC-01: Create paths and trails that “improve ties from the district to surrounding neighborhoods” (page 5.9);
3. PC-02: Improved pedestrian crossings (page 5.10). Garden District plans a signalized pedestrian crossing at Crestline/31<sup>st</sup> Avenue;
4. PC-03: Implement streetscape improvement (page 5.10). The Garden District includes a tree planting buffer and 6-foot sidewalk on all internal streets. Crestline is designed as a narrowed tree lined roadway section with bike lanes and 6 foot sidewalks;
5. BC-01: Promote pilot project for mixed-use housing (page 5.10). The Garden District will serve as an example for compatible urban housing and is identified as a potential location for such a project in Chapter 4 of the LHDP.
6. BC-03: Explore “edge retail” development (page 5.10). The Garden District provides the ideal location for small-scale retail uses on the edge of the district that will serve adjacent residential uses. These are incorporated into the Garden District plan as both ground floor retail with residential above as well as small free-standing retail buildings in a street fronting urban context.



The LHDP uses Kendall Yards as an example of the type of economically and socially integrated housing that should be included in Lincoln Heights (Market Strategy p. 15). The Garden District is committed to just this strategy by including a wide range of housing including:

1. Small studio units over ground floor retail;
2. Higher density rental units in the Garden District Town Center;
3. Lower density rental and condominium units in small two story structures;
4. Ground level MF units for senior housing with attached garages;
5. Small detached cottage housing units; and
6. Large lot residential custom homes

**Garden District PUD**  
**Compliance with PUD Design Standards**  
**SMC17G.070.100**

**1. Plan and Code Conformance (17G.070.115)**

**B.1 Efficient and Functional Development Consistent with Surroundings (P):**

The development is designed to create a small urban neighborhood (in the CC1 zone classification) than transitions to a low-density residential area to the south (in the RSF zone). The development has a FAR of .74 (1.5 permitted) in the urban center and 7.9 units per acres (4-10 units per acre permitted). Buildings in CC1 are higher density (many 3 story structures); mixed use and street facing to create urban context. The surrounding area and buildings are all commercial. In the southern portion of the site (south of 30<sup>th</sup>-31<sup>st</sup>) the density and building scale down to low-density residential standards (all tow story or less) in a configuration of SF and small MF structures. Significant open space is retained in this area (over 8 acres) and density is less than 8 units per acre (RSF density range is 4-10 units per acre).

**B.2 Energy Conservation (C):**

The community is designed as a walkable urban neighborhood in close proximity to services both within the development (banking, medical, restaurant) and within the adjacent Lincoln Heights district center. This proximity to services and easy access to transit (STA Park and Ride Facility on SE Boulevard) will reduce automobile use and related energy use. Street lighting in the community will use low energy LED fixtures and a solar array capable of powering the full street lighting system is planned.

**B.3 Economy /Efficiency in infrastructure and Affordable Housing:**

The clustering of density, both in the urban center and the low-density transition zone, allows for the efficient use of existing sewer and water lines and minimizes the requirement for new utility and road infrastructure. Clustering of SF and small MF buildings in the RSF zone enables the protection of open space while at the same time providing the opportunity to provide smaller efficient and affordable housing units. Using a standard SF lot layout in the transition area would not only eliminate nearly all open space, but it would inevitably lead to housing that was large and expensive.

## **2. Significant Features (SMC17G.070.120)**

### **B.1 Preserve Unique Land Forms (P):**

The clustering of low density residential in the transition zone of the site enable the preservation of over 8 acres of land (over 30% of the site area) as open space. The preserves existing urban forest land and sensitive hillside property. These would all be lost in a standard SF platting development. The preserved open space is a significant benefit to the community.

### **B.2 Mitigate impact to Critical Areas (R):**

There are no Critical Areas on the site. A wetland is located on adjacent property to the west. The entire Garden District project is outside of the buffer zone of the wetland. Much of the protected open space in the development is located in the drainage to the wetland. Protecting this drainage area provides protection to the wetland. A standard platting approach would eliminate all open space and native habitat.

### **B.3 Recognize and Incorporate Important Features (C):**

The site does not have any historical or cultural features. The name of the project "Garden District", reflects its platting of the area as "Garden Addition" and the fact the project places in open space much of the native pine forest on the property. A topographical survey has been completed which locates the existing mature pine and deciduous trees in the development area. The design layout is intended to protect as many mature trees as possible.

### **B.4 Building Placement/View Corridors (P):**

Not applicable. No building are placed that impact view corridors. The higher elevations of the site are protected as open space.

### **B.5 Preserve Native Vegetation (P):**

See response to B.3 above.

### **B.6 Minimize Impact on Natural Site Features (P):**

See answers to B.1, B.2 and B.3 above.

### **3. Site Preparation SMC17G.070.125**

#### **B.1 Structures/Infrastructure Designed to Minimize Topographical Impact**

All buildings, roads and utility infrastructure are generally being constructed at existing grade. There will be some cutting and fill necessary to make the road connection at 31<sup>st</sup> and Southeast Boulevard. This location is well removed from other existing uses. The steeper grades where cut and fill would have been necessary are retained as open space. An typical platting development would required significant cut and fill for building constriction, especially along 32<sup>nd</sup> Avenue, west of Crestline, which is being vacated by the proposed development.

#### **B.2 Transition Grading (P):**

See response to B.1 above.

#### **B.3 Solar Gain Orientation (C):**

The bulk of the buildings in the development are oriented to the south and west to take advantage of solar gain.

#### **B.4 Minimize Impervious Surfaces (P):**

The clustering of density in the urban center and in the transition zone allows for the construction of fewer roads and impervious surface. The development will also use a shared and reciprocal parking arrangement, which will minimize the required parking on the site and the resulting impervious surfaces. The Crestline arterial extension is designed as narrowed roadway (30 feet) compared to the existing 36-foot road width, minimizing impervious surfaces.

#### **B.5 Integral Stormwater Management (R):**

Greenstone has considerable experience in the design and use of innovative stormwater systems. Our approach in this development will be to not place stormwater treatment in roadside swales as it typical standard platting development. We will use a centralized system that will include rain gardens and bio-swales that back build into the design of community open space.

#### **B.6 Open Space/Adequate Dimensions (P):**

The open space within the community forms a central ribbon of green space and plazas that run through the site and tie the community together through shared gathering spaces and well designed pedestrian connections. While some of the open space will be used for community gardens, pocket parks and active recreational and gathering spaces, a significant portion of the open space will be retained in native vegetation. In the native areas existing informal pathways will be retained and urban forest and native habitat will be protected.

#### **B.7. Service Area Screening (R):**

In the urban town center area the service areas will be centralized and screened from view and landscaped. They will be located in the commercial portion of the site and will not be located in the mixed use or residential areas. In all of the areas located in the RSF zone (south of 30<sup>th</sup> avenue) there will be no outside service areas, All refuse will be in individual containers located inside garages.

#### **8. Compatible Site Design (P):**

The concept and vision for the Garden District development is to provide a compatible interface with the existing community. This is primarily an issue in the lower density RSF zoned portion of the development. On the north side of 32<sup>nd</sup> Avenue large custom home lots are planned to buffer and protect the large lot single-family homes on the north side of the street. Along Crestline single-family homes will line the west side of the right of way and screen from view the small MF structures behind them and to the west. All of the new streets will have a 6-foot planting strip separating the sidewalk from the ROW. This planting strip will be tree lines to provide screening. Crestline will have the feel of a low density SF residential neighborhood.

### **4. Landscaping SMC17G.070.130**

#### **B.1 Retention of Native Landscaping (P)**

As noted above substantial open space is protected by the design plan, much of which will be retained in a natural state. Existing large pine and deciduous trees have been surveyed and will be protected during the construction process where possible.

#### **B.2 Fencing and perimeter treatment (P):**

No fencing will be constructed that would act as a barrier between the project and any adjacent properties. Street tree planting are planned on internal street, notably Crestline, 30<sup>th</sup> Avenue and #1<sup>st</sup> Avenue that will

provide a leafy streetscape and compatible transition to adjoining properties.

### **B.3 Screening Landscaping (R):**

Screening around service areas is planned. In the RSF zone no trash dumpsters will be used.

### **B.4 Deciduous Trees in Parking Areas (R):**

Deciduous trees are planned for all parking areas.

### **B.5 Native Landscaping (P):**

As noted above, a large portion of the common areas will be kept in native landscaping. Additional native planting will be provided where feasible.

## **5. Compatibility with Surrounding Areas SMC.070.135**

### **B.1 Architectural Style and Entry Monuments (P)**

No chain link fencing is planned within the community. Entry monuments will only be provided within the CC1 zoned area and they will all be ground-mounted signs compatible with other commercial signage in the area. The surrounding residential neighborhoods are primarily post 1950 construction and lack any unique or consistent architectural design style. The mass and scale of adjacent residential buildings are smaller two story structures. The SF homes on north side of 32<sup>nd</sup> will be custom design homes similar to the homes on the south side of the street. The homes on the west side of Crestline will all have alley access with front porches and a traditional design character reflective of the neighborhoods. MF structures in the RSF zone will be two story small buildings consistent with the massing and scale of adjacent homes.

### **B.2 MF Structure Design Elements (R):**

Buildings are subject to Design standards in SMC not Design Review.

### **B.3 Common Building Design Elements**

Common Building Design Elements are subject to design standards in SMC but are not subject to building design Review.

#### **B.4 Parking Area Design (P)**

Parking areas have been located to the rear of lots with the primary structures facing either the street ROW or common areas. Off street parking is directly located on street frontage and is generally not visible for street frontage.

#### **B.5 Parking Structures**

Not applicable.

#### **B.6 Entrance Signage**

No entrance signage is planned for areas with the RSF zone. In the CC1 zone the signage will be compatible with adjacent commercial uses. All entry signage will be ground mounted.

### **6. Community Environment SMC17G.070.140**

#### **B.1 Defined Building Entryways (P):**

In the CC1 zone (town center portion of the development) the building entry will all face the street. In the RSF zone all building entryways with either face the street or will be easily identifiable for common areas. As noted above, all homes on 32<sup>nd</sup> Avenue will face the street in a similar context to the homes on the south side. On Crestline all of the homes will have alley access with front porches that define the entry.

#### **B.2 Street Facing Facades (R):**

All of the street facing elevations of the buildings will contain architectural detail to provide visual interest. See attached concept building designs.

#### **B.3 Privacy (P)**

There is an important balance that needs to be maintained between "privacy" and the creation of social fabric and a sense of shared community. The use of front porches, for example, provide a private outdoor space but retain the opportunity to interact with neighbors walking on the street. In the same way, patios that open to share common space leave open the opportunity to interact with neighbors. Many of the



open space area are “shared” in the sense that they are intended to create a sense of connection and community. Features such as public plazas, community gardens, and pocket parks serve this purpose. The buildings are oriented to provide privacy but at the same time provide opportunity for social interact that is so essential to a strong neighborhood.

#### **B.4 Driveways and Parking (R):**

See response to subsection 5 B.4 above.

#### **B.5 Garages**

No garages over 25 feet are planned in the community, with the possible exception of the custom homes located north of 32<sup>nd</sup> Avenue.

#### **B.6 Energy Conservation (C):**

See response to subsection 1 B.2 above.

#### **B.7 Service Entrances (C):**

All service entrances are located at the rear of buildings or from alleys.

#### **B.8 Multiple Buildings/Integrated Design**

The concept of the Garden District is to create a small urban neighborhood transitioning to the low-density residential neighborhoods to the south. This is accomplished with the design and orientation of the buildings to the street, scaling of buildings down in the transition to the south and connecting the uses within the development with a green ribbon of open space and pedestrian ways.

#### **B.9 Common Areas Centrally Located (P):**

You will note from the design that the common areas and the community building are focused to the middle of the development site with easy access for all occupants.

#### **B.10 Intersection Design Elements (C)):**

Not parking facilities are located near intersections. Street intersections are use to focus community amenities and open space elements..

### **B.11 Ground Level Parking in a Structure (P):**

Many of the building in the development have ground floor internal parking. This serves to minimize parking lots within the community. All of the ground floor parking is accessed for alleys and none face the street.

## **7. Circulation SMC 17G070.145**

### **B.1 Pedestrian System (R):**

The development concept for the Garden District is for a pedestrian oriented mixed use urban neighborhood. The pedestrian system is a very strong focus of the community. You will note in the site plan that every street has a 6-foot sidewalk separated from the street by a 6 foot planting strip. These sidewalks connect all of the buildings to the perimeter streets of the project (Martin, 29<sup>th</sup>, Southeast Boulevard and Crestline). The community is also tied together with a strong pathway system that connects the urban town center, community open space and the lower density transition to the south. Within the common area the informal pathways that have been used by residents for walking will be retained where possible.

### **B.2 Circulation Connections (R):**

The roadway system within the project creates a grid pattern that is consistent with the existing street network. The extension of 30<sup>th</sup> and 31<sup>st</sup> Avenues allows for a connection to Southeast Boulevard and will relieve the traffic pressures on the intersection of Martin and 29<sup>th</sup> Avenue, which is not signalized. The project also includes the extension of Crestline to 31<sup>st</sup> Avenue and the Southeast Boulevard as an arterial. This connection is a current element of the City of Spokane Comprehensive plan. There has been significant neighborhood opposition to this connection and an effort is underway to modify the Comprehensive Plan. In response we have developed an alternate development plan that terminates Crestline at 32<sup>nd</sup> Avenue in the event the Comprehensive Plan is modified during the processing of our application. The applicant has no objection to either alternative and this is a decision for the City Council. Our design of the Crestline extension does call for a narrowing of the road section from 36 feet to 30 feet and the inclusion of bike lanes and sidewalks on both side of Crestline north of 32<sup>nd</sup> Avenue and within the boundary of the development.

### **B.3 Understandable Circulation (P):**

We are not sure how this is measured or ascertained. We note that we are using a grid system that creates a clear traffic route while at the same time putting a premium on traffic calming and pedestrian movement..

### **B.4 Pedestrian Focus to Circulation (P):**

This is the vision for the Garden District. A pedestrian focused urban community. Every element of the design has kept the importance of pedestrians primary. The pedestrian system makes connections to 29<sup>th</sup> Avenue with transit service and the STA Park and Ride Facility on Southeast Boulevard. Also see response to B.2 above.

### **B.5 Enhanced Connectivity (P):**

See response to B.2, B.3 and B.4 above.

### **B.6 Connection to Transit (C):**

See response to B.4 above.

### **B.7 Parking Entrances (P):**

See response to subsection 5 B.4 and subsection 6 B.11.

## **8. Lighting SMC 17G.070.150**

### **B.1 Avoid Objectionable Glare**

All of the street lighting in the project will be using pedestrian scale (less than 16 feet tall) full cut off energy conserving LED fixtures. The pedestrian pathway system through the project and the street in the town center element of the community will use this lighting. See attached exhibit of the location and design of proposed lighting fixtures. Within the parking areas full cut off light fixtures are proposed to avoid light and glare to adjacent property.

### **B.2 Full Cut-off Fixtures**

See response to B.1 above.

### **B.3 Architectural Up lighting:**

None is currently planned.

**B.4 Period Lighting**

None is planned. See response to B.1 above.

**B.5 and B.6 Pole and Street Lighting Standards (P):**

Project will fully comply with lighting standards

**B.7 Outdoor Lighting (C):**

See response to B.1 above.

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# CC1 Zone

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## Garden District PUD Standards

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### Permitted Land Uses

Commercial, office and residential uses as permitted in SMC 17C.122.070

No Change

### Building Height

40 feet per SMC 17C.122.100

No Change

### Density/Floor Area Ratio (FAR)

FAR 1.5 for mixed use, FAR 1.0 residential

Will qualify for up to 3.0 FAR based upon public amenity incentives.  
SMC 17C.122.090

### Setbacks and Sidewalks

Per SMC 17C.122.110

No change except: Option for 6 foot planting strip and 6 foot sidewalk in lieu of 12 foot sidewalk.

### Design Standards

Per SMC 17C.122.060

No change except: (1) either parallel or angle parking permitted on streets; (2) pedestrian connections in parking lots may be omitted in existing developed parking lots; (3) No requirement for lowered height in boundary between CC1 and RSF within the project; (4) Flat Hardy Hardboard material permitted on ground level of exterior facades; (5) Massing and Roof Form standards are omitted; (6) Ground signs may be up to 8 feet high.

### Parking and Landscaping

One space per 1000 SF, 1 space per unit per SMC17C.122.120

No change and approval of Joint Use Parking

Landscaping per SMC 17C.122.130

No change

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# RSF Zone

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## Permitted Land Uses

Single Family Residential

## Building Height

30 feet and 25 feet wall height per SMC 17C.110.200

## Density/Floor Area Ratio (FAR)

Minimum 4.0 du/acre; Maximum 10 du/acre

## Development Standards

Per SMC 17C.110

## Design Standards

Per SMC 17C.100

## Landscaping

Landscaping per SMC 17C.110.255

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# Garden District PUD Standards

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SF and MF uses per mixed zone  
PUD SMC 17G.070.030A.5;  
community buildings per SMC  
17G.070.030A.1

No Change

No Change

No change except: (1) minimum lot area 3,000 SF; (2) Zero Lot frontage; (3) Minimum lot width 30 feet; (4) Setbacks- Front 10 feet, side 5 feet, rear 5 feet, flanking street 15 feet; (5) site coverage of 100%; (6) outdoor area is zero replaced by community open space; (7) parking of 1 space per unit with approved joint parking

No Change

No change

## **2. Context Analysis**

a. Vicinity Map

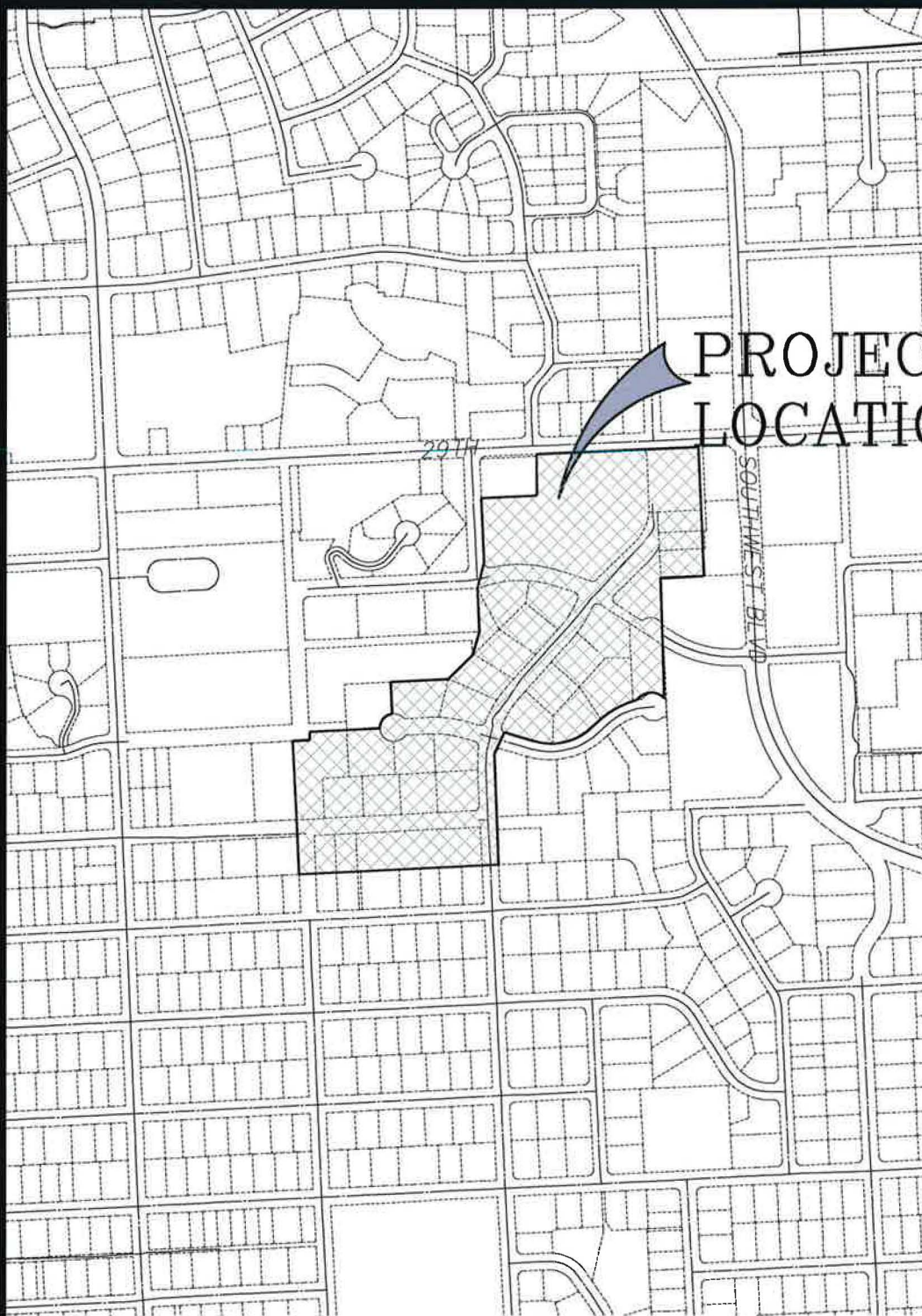
b. Aerial Vicinity Map



GARDEN DISTRICT

 **Greenstone**  
HOMES & NEIGHBORHOODS





PROJECT  
LOCATION

VICINITY MAP



# Aerial Vicinity Map



Google

47°37'36"N 117°22'52"W 4 km



### 3. Site Analysis

- a. Site Plan
- b. Existing Conditions Map
- c. Site Photos



GARDEN DISTRICT

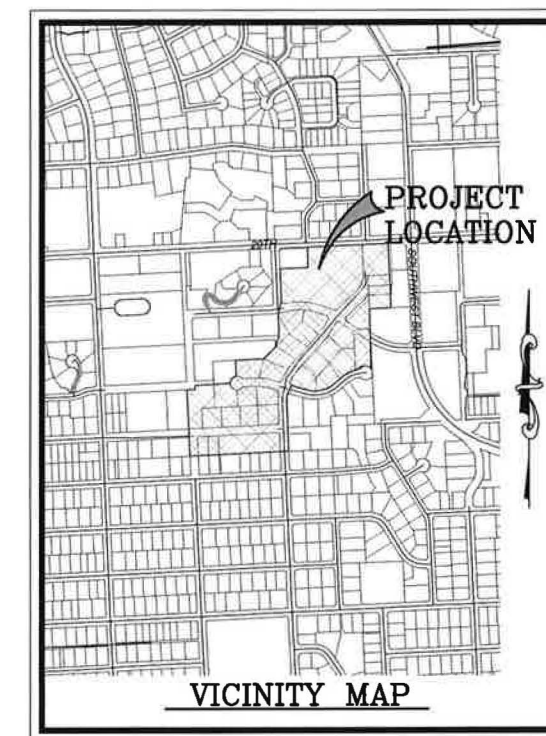
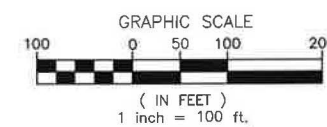


**Greenstone**

HOMES & NEIGHBORHOODS



UNDERGROUND SERVICE ALERT  
ONE-CALL NUMBER  
456-8000  
CALL TWO BUSINESS DAYS  
BEFORE YOU DIG



SITE PLAN  
FOR THE  
**THE GARDEN DISTRICT**  
A PLANNED UNIT DEVELOPMENT  
CITY OF SPOKANE





Basalt Rock Outcropping

Urban Forest

Deciduous Trees

Existing Tree Cover  
and Informal Trails



## Garden District Open Space

Over 30% of the development site (about 8 acres) is retained as open space. It preserves urban forest and basalt rock outcroppings. It also provides for recreation and a community trail system



## Garden District PUD Open Spaces

The vision of the development is to cluster the residential uses in the project in the context of an urban neighborhood that transitions to the existing low density residential neighborhood to the south. The clustering enabled by the PUD design allows a large portion of the site to be preserved as urban open space.

### A. Informal Trails

There are many informal trails on the development site that have been used by local residents. Many are retained

### D. Rock Outcroppings

The open space are in the development site contains basalt rock outcroppings that are being preserved.

### B. Urban Forest

Most of the open space is covered with existing Ponderosa pine forest and will be preserved.

### C. Pedestrian Trails

New paved surface trails will be added that connect the development to the surrounding neighborhood and services



Adjacent SF Homes to South Looking South and West from Crestline at 33<sup>rd</sup> Avenue



East Property Line Adjacent to Commercial Uses





29<sup>th</sup> Avenue Frontage



View looking West along Proposed 31<sup>st</sup> Avenue Corridor





Location of New SF Homes on Crestline Looking South from 32<sup>nd</sup> Avenue





#### **4. Concept**

##### **a. Concept illustrative site plans**

- i. Aerial View site plan
- ii. Crestline Extension site plan
- iii. Alternate site plan - excluding Crestline Extension
- iv. Pedestrian path lighting plan

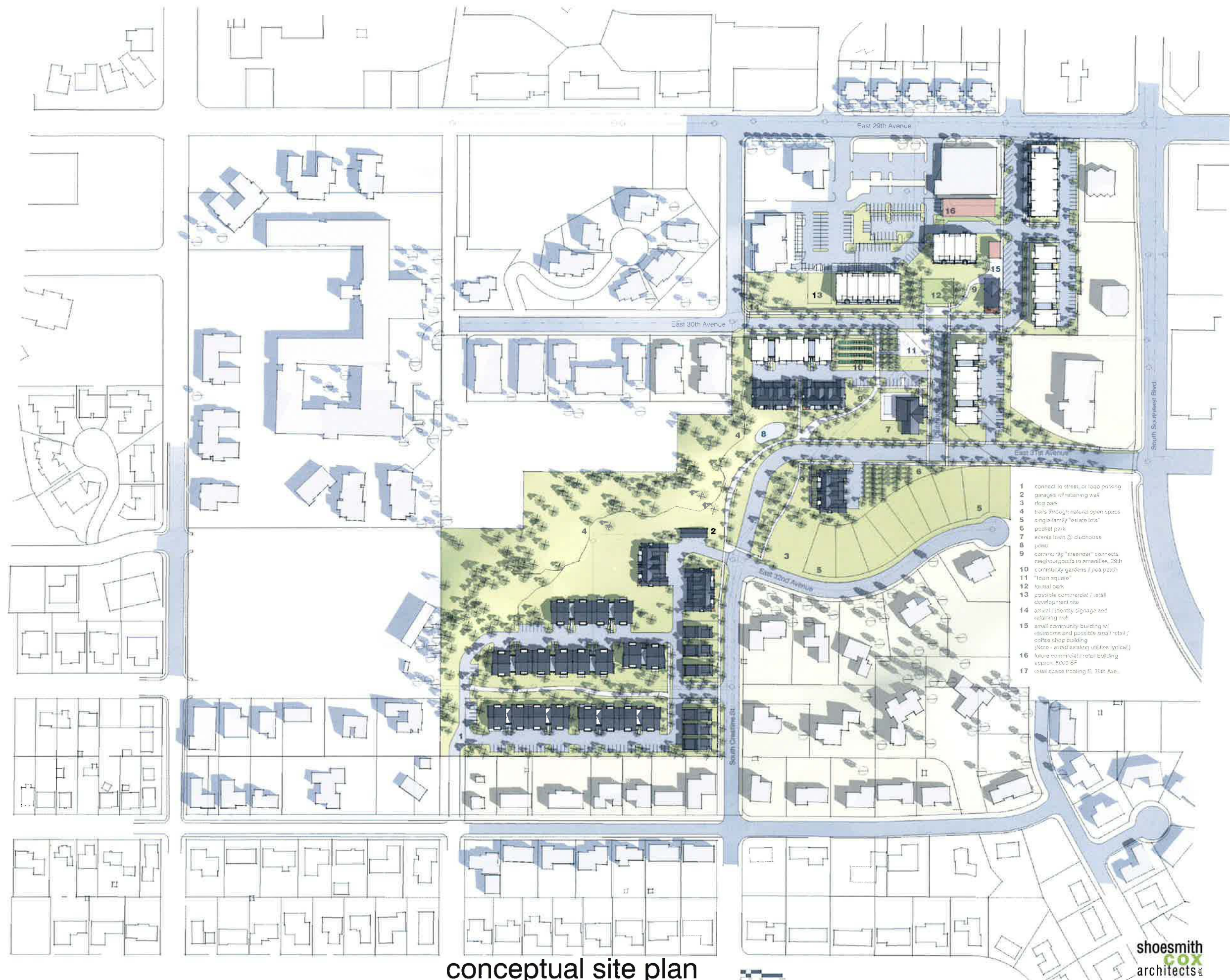
##### **b. Concept building renderings**





aerial sketch looking west





conceptual site plan





open space plan alternate





pedestrian path lighting plan





looking north toward "central park" from plaza





along the "meander" looking southwest, with pond at right





from E. 29th Avenue looking south





at S. Crestline Street looking northwest along cottage row, with path to pond, plaza and parks at end of street





looking south across E. 29th Avenue at project entrance, mixed-use building at corner





from the "meander" looking south along cottage row





from S. Crestline Street looking north toward the meander, parks and pond





walking the "meander" toward the parks and plaza, with the pond behind knoll to the left