



Design Review Board

June 13, 2018

5:30-7:30 PM

City Council Briefing Center

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 - 5:35	1) Chair Report 2) Secretary Report	Steven Meek
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Board Business:

5:35 – 5:40	3) Approve the May 23rd meeting minutes . 4) Old Business 5) New Business 6) Changes to the agenda?	Steven Meek
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Workshop:

5:40 – 6:40	7) Recommendation Meeting: The Garden District – Greenstone Development <ul style="list-style-type: none">○ Staff Report (5-10 minutes)○ Applicant Presentation (10-15 minutes)○ Public Comment (3-minutes each)○ Board Discussion and Motions	Omar Akkari
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6:40 – 7:40	8) Collaborative Workshop #2: 1309 West First Avenue – Trek Architecture <ul style="list-style-type: none">○ Staff Report (5-10 minutes)○ Applicant Presentation (10-15 minutes)○ Public Comment (3-minutes each)○ Board Discussion and Motions	Dean Gunderson
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Adjournment:

The next Design Review Board meeting is scheduled for June 27, 2018.

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest Password: W3PPKFVV**

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or jjackson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Meeting Rules of Procedure - Spokane Design Review Board

Call to Order

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

Board Briefing

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

Board Business

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

Board Workshop

- 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.
- Chair asks for a staff report.

Staff Report

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

Applicant Presentation

- 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*

- 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.
- 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

- Chair may request clarification on comments.

Design Review Board Discussion

- 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.
- The Chair will formally close public comments.
- 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

- Chair asks whether the DRB is ready to make a motion.
- Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
- Chair asks for discussion on the motion.
- Chair asks the applicant if they would like to respond to the motion.
- 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

May 23, 2018

Meeting called to order at 5:32 PM

Attendance

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

Briefing Session:

1. **Chair Report:** No report.
2. **Approval of the May 9, 2018 meeting minutes.**
 - Call for a motion:
 - **Motion to approve minutes as amended Ryan; Alex seconded; Minutes approved unanimously 5/0.**
 - Old Business? No.
 - New Business? Dean indicated that several applications have been submitted for the June 13 meeting; two were received today. One application is for a seven-story tower collaborative workshop; the second is for the Riverfront Park Pavilion shade structure final recommendation meeting; the third application is for the Garden District (South Hill PUD) recommendation meeting. We can only review two projects on the 13th. It was suggested to hold-off on the Pavilion recommendation since they are still demolishing at that site. The Garden District should be first on the agenda due to anticipated public comment; and the seven-story tower second. The DRB can review the Pavilion project on June 27th, Dean to contact Parks.
 - Any Changes to the Agenda? No

Workshop:

3. Collaborative Workshop: STA High Performance Transit Line

The DRB will consider the design of the proposal as viewed from the surrounding public realm.

- **Staff Report:** Omar Akkari - City of Spokane
 - Omar gave a PowerPoint presentation and staff report. He noted that this project covers a lot of elements. Karl Otterstrom, STA Director of Planning and Development, and Daniel Wells, STA Deputy Director of Capital Development were in attendance.
 - How to structure such a large project was asked of the attendees.
 - Omar familiarized the group with the parts and pieces of the various elements of the project, including the kit-of-parts. There will be similar elements at each station.
 - The focus today will be on the Central City Line stations.
 - This project will be crossing several different regulatory zones, including historic districts, downtown, and centers and corridors, which all have their distinct regulations and language, which will guide how stations are treated in these various zones.
 - The second DRB meeting will focus on parts of the system that are not Central City Line.
 - The third meeting will present advisory actions.
 - Discussed during this presentation were: built and urban form, character, context, sense of place, green building, stormwater components, pedestrian interaction, public amenities, lighting standards, as discussed in the Comprehensive Plan.
 - This project is fully-funded.
 - Omar reviewed the *Topics of Discussion* as outlined in the presentation.

- **Applicant Presentation**
 - There are 7-8 transit projects coming forward this year; some roads will be re-engineered. Some of the transit shelters may need to be installed this fall, e.g. along Monroe St.
 - Tonight, the plan is to be able to get to the ‘nuts and bolts’ of this project in order to get ready for the next meeting.
 - Karl discussed **High Performance Transit**, which is of a higher performance than a regular bus; and the Connect Spokane principles.
 - Dan discussed the kit-of-parts and elements of the station design - including the Central City Line, and other routes of the system.
 - Bike routes, ADA loading, various shelter designs, furniture, right-of-way, maintenance, the STA Comprehensive Plan, and various transit elements, funding opportunities for art, and site-lines at shelters were discussed.
 - Three overall shelter concepts were reviewed, along with the public engagement that has occurred to date for this project.
- **Public Comment: Verbal and Written comments**
 - No public comment.
- **Board Discussion and Motion**
 - Will there be doors on both sides of the Central City Line bus? *The other routes will have doors on one side; they won't have center-lane stops.*
 - Will there be better weather protection at the bus shelters? *Yes.*
 - Fixtures will be appropriate heights to just light the specific bay. 3 to 5-foot candles are industry standards. City may ask STA to extend lighting beyond the transit stop in some areas.
 - Co-location of facilities may include stormwater features tied to landscaping.
 - STA has met with Urban Forestry, and STA has indicated they can't replace trees that are removed for facility installation, but will assure the City has no net loss of street trees.
 - Way-finding signs and gateway sites adjacent to sites STA will be disturbing was discussed.
 - There are several elements we are reviewing: heated stations to melt snow; solar. There will not be emergency buttons or recharge stations at the transit stations.

Char asked STA if they could add some uniqueness to each station? Perhaps a way to integrate into the structure design elements that tie into the neighborhood, where they can choose what elements or colors that are not part of the modular design. They could choose one of three design elements.

How will you inform pedestrians and bike users into using these transit services? At each station we propose to have an LCD screen and static map - a Content Management System - could include location information along with weather, PSAs, schedule, etc. A static map would be a wayfinding tool. Station specific maps would be a certain color describing that area. Bricks/stamped concrete will be part of the context sensitive design; we want a 50-100 year life on features; we want the facility to be sustainable.

Ryan noted that a lot has been focused on enhancements; please send along a kit-of-parts matrix;

Advisory Actions:

Based on review of the materials submitted by the applicant and discussion during the May 23, 2018 Collaborative Workshop, the Design Review Board recommends the following:

1. While recognizing the importance of the modular and expandable kit-of-parts, it is important to have a suite of visual “identification” options (as defined by STA), that are part of an expanded kit-of-parts from which neighborhoods and districts may select.
2. The applicant shall further identify within districts or contextual areas, which stations should have similar visual identification options within the expanded kit-of-parts, and present those options before the DRB. This should be done through collaboration with neighborhood councils or relevant associations.
3. We encourage the applicant to work with the City of Spokane to provide contextual identification elements based on already pre-established City-selected amenities.

4. The applicant shall better define site lighting and potential light pollution that could affect adjacent private properties.

Motion to Approve made by Char, Dave seconded: Passed unanimously 5/0.

Board Business: No board business

Meeting adjourned at 8:32 p.m.

Next Design Review Board meeting is scheduled for **June 13, 2018**

DRAFT

The Garden District PUD

1 – RECOMMENDATION MEETING

Design Review Staff Report

June 4, 2018

**Staff:**

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

Applicants:

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

Background

The Design Review Board Collaborative Workshop was held on April 25, 2018.

The following materials are supplemental to this report:

- *Design Review Board | Collaborative Workshop Recommendation, April 25, 2018*
- *Design Review Staff Report | Program Review/Collaborative Workshop, April, 13, 2018*

Topics for Discussion

During the Recommendation Meeting, the applicant is encouraged to describe changes to the proposal's design since the Collaborative Workshop/Program Review including any changes made in response to the recommendations offered by the Design Review Board during the Collaborative Workshop, as follows:

Collaborative Workshop Recommendations

Applying to Both Submitted Design Concepts

1. **Green Space Buffer:** Applicant shall investigate opportunities to increase the landscape buffer between the existing houses on 34th and the southernmost attached residential units.
Please see [Section 17G.070.130](#) Landscaping and [Section 17G.070.120](#) Significant Features.
2. **Mature Tree Vegetation:** The applicant shall use all opportunities possible to preserve mature, healthy urban forest canopy.
Please see [Section 17G.070.120](#) Significant Features.
3. **Club House / Community Center & Town Square:** The applicant shall further define the pedestrian traffic, access, parking, and circulation surrounding the club house / community center and town square uses. Specifically address vehicular and pedestrian conflicts.
Please see SMC [Section 17G.070.145](#) Circulation and [Section 17G.070.140](#) Community Environment.
4. **Sidewalk Deviation:** The applicant shall bring back before the board at the next DRB meeting additional information regarding the requested design departure relating to sidewalks and associated buffer strips within the CC1 Zone.
Please see SMC [Section 17C.122.110 \(B\)](#) Setbacks and Required Sidewalk Width and [Section 17G.070.135](#) Compatibility with Surrounding Areas.

Additional Item for Conceptual Site Plan

5. **Traffic Calming:** Applicant shall investigate opportunities to optimize the traffic calming strategies along the proposed Crestline / 31st connection, to accommodate the flow of vehicular traffic while emphasizing pedestrian and bicycle safety.

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

Recommendation Meeting 1 Submittal Description

Supplemental Design Review Information in Response to Garden District Collaborative Workshop | May 23, 2018

The applicant submitted several documents as part of their Recommendation Meeting application packet; which described how the applicant addressed the Board's recommendations from the Collaborative Workshop. The applicant only provided additional information on the "open space plan alternate" (the site plan without a Crestline connection to Southwest Blvd) because it is his preferred site design option.

The applicant did not change any elements of the plan shown in the prior Collaborative Workshop application materials, but did describe (in writing) some changes to the southern boundary relating to reduced parking, and greenspace buffer.

The applicant describes some changes to the community center facilities building configuration but no new configuration is shown in the site plans.

Garden District Architectural Design Concepts | June 4, 2018

The applicant provided additional submittal information on June 4, 2018 regarding the architectural design various proposed building types within the development, which is required by the PUD decision criteria Section 17G.060.170 (D)(4)(b). The applicant did not provide any additional information on the Club House, Community Building, the Low Rise Commercial Retail (two story configuration), nor the estate residential units. These buildings types are located internal to the site and (other than the estate residential) are not adjacent to any existing single family residences, therefore concerns related to contextual fit are of lesser concern.

Additional suggested topics for discussion by staff based on the May 23, 2018 submittal:

- A. **Site Design:** Does the Design Review Board find that the project demonstrates the use of innovative, aesthetic, and energy-efficient site design?

Please see SMC 17G.060.170(4)(b) Decision Criteria

- B. **Architectural Design:** Does the Design Review Board find that the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural design?

Please see SMC 17G.060.170(4)(b) Decision Criteria

Note

The Design Review Board's recommendation does not relieve the applicant from its obligation to comply with rules and regulations applicable to the project, or alleviate any requirements or conditions that may be imposed on this project by City staff or the Hearing Examiner.

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Centers and Corridors Design Guidelines

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.

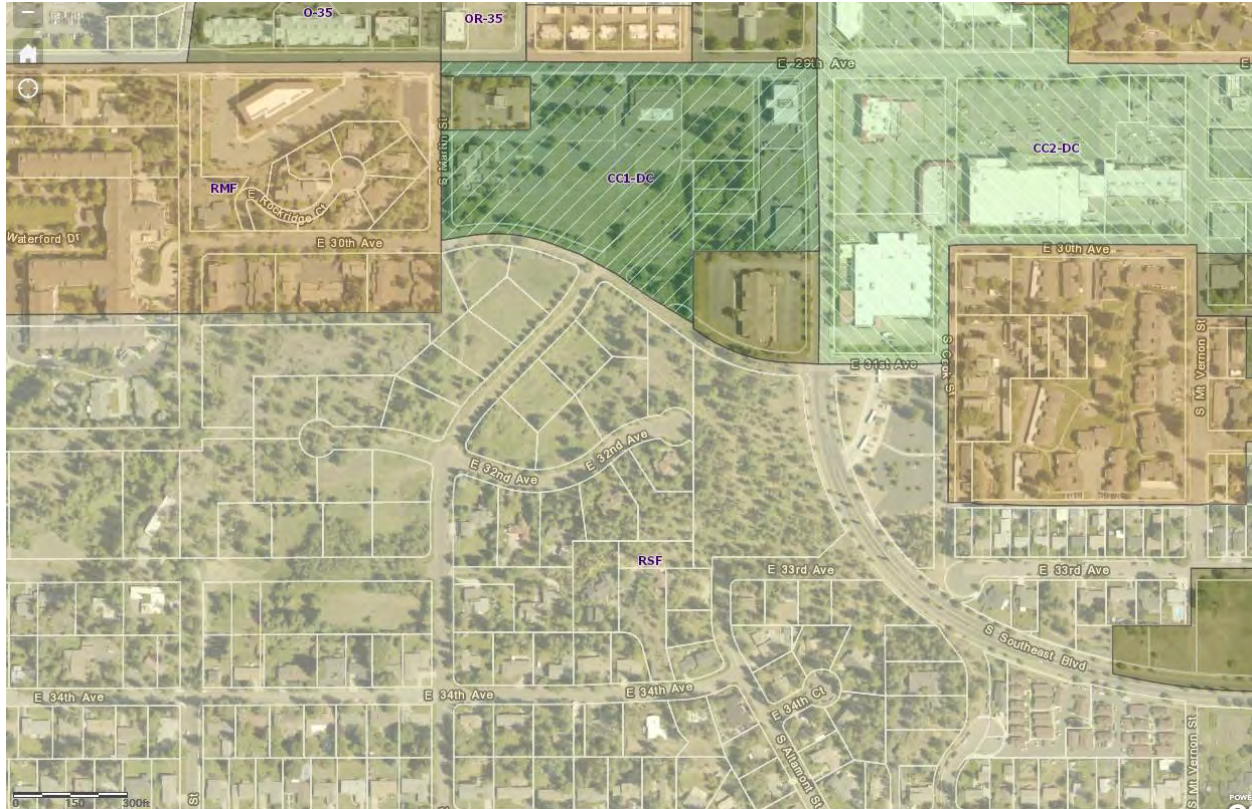
- A. The functions of the board shall be advisory. The board makes recommendations on matters in which the hearing examiner, planning director, city council, building official, or city engineer is the action-approving authority.
- B. The board makes recommendations to the responsible City official on 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 29th and 34th 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 29th Avenue. The north of the 30th / 31st 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 30th, 31st and 33rd Avenue and Crestline Street and Stone Street Alignments. Many of these existing right-of-ways have utilities running through them.

Along 29th 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 31st 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 37th Avenue. The STA South Hill Park and Ride is located at 31st 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 plan 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 33rd 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 there 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 there 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 through parking lots be further utilized to improve pedestrian connectivity? Locations for consideration are provided below.

- The existing 32nd 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 31st Avenue would be beneficial to increase pedestrian connectivity similar to the frequency of the surrounding grid pattern.
- The driveway at Lee St and 29th Avenue currently has a sidewalk running along the east side. If this sidewalk connection extended though the development south to 30th 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 caused by the drive aisle between them? Example solutions for consideration are provided below.

- Can the drive aisle be moved from Clubhouse Drive to 30th 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 29th Avenue, 30th 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 there 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 entries?

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 entries, 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

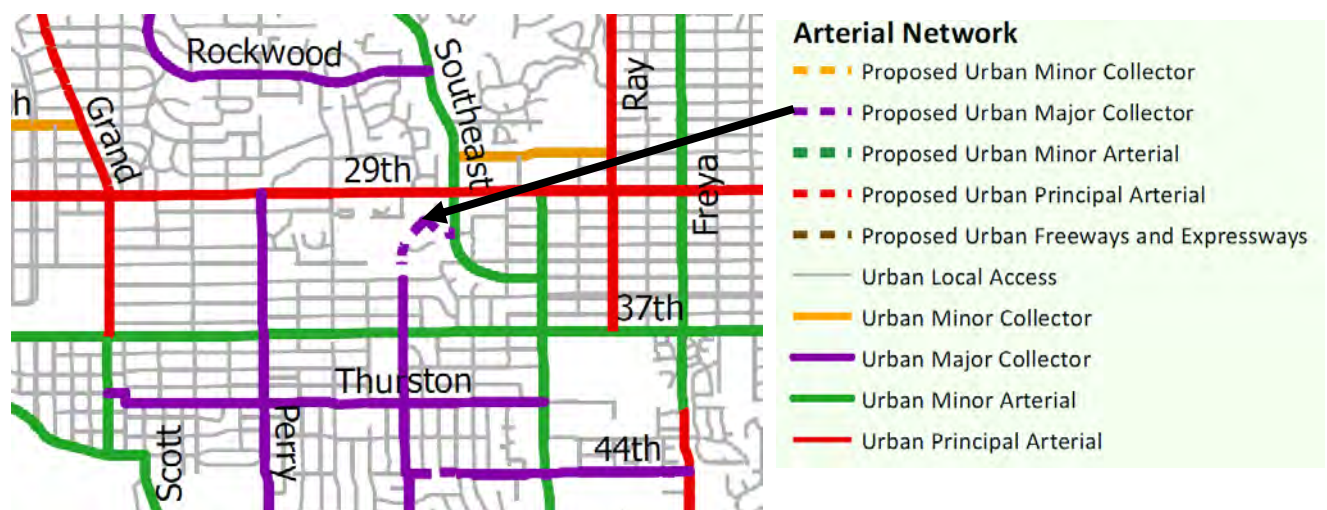
Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

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 31st 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.

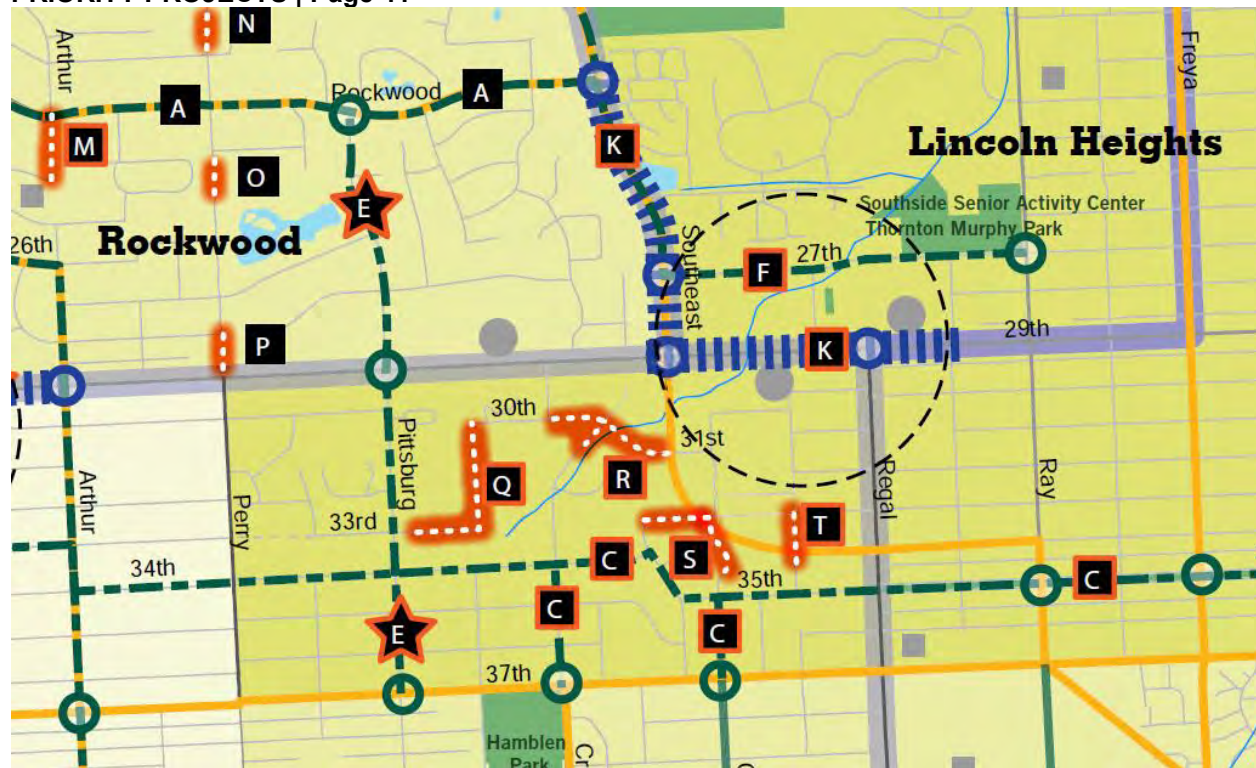
Urban Forest. Preserve and enhance the tree canopy throughout the South Hill.

- 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 30th Avenue, 31st 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.

DESIGN REVIEW BOARD

Garden District PUD

1 - Program Review/Collaborative Workshop

April 25, 2018



From :
Design Review Board
 Steven Meek, Chair

c/o Dean Gunderson, DRB Secretary
 Planning & Development
 808 W. Spokane Falls Blvd.
 Spokane, WA 99201

To :
 Jim Frank / Ben Scandalis
 Greenstone Corporation

Sonneland Commercial
 Properties, LLC
 Sonneland Residential
 Properties, LLC

CC :
 Heather Troutman, Interim Planning
 Director

Tami Palmquist, Assistant Planner
 Brian T. McGinn, Hearing Examiner

Based on review of the materials submitted by the applicant and discussion during the April 25, 2018 Collaborative Workshop the Design Review Board recommends the following:

Applying to Both Submitted Design Concepts

- 1. Green Space Buffer:** Applicant shall investigate opportunities to increase the landscape buffer between the existing houses on 34th and the southernmost attached residential units.

Please see [Section 17G.070.130](#) Landscaping and [Section 17G.070.120](#) Significant Features.

- 2. Mature Tree Vegetation:** The applicant shall use all opportunities possible to preserve mature, healthy urban forest canopy.

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

- 3. Club House / Community Center & Town Square:** The applicant shall further define the pedestrian traffic, access, parking, and circulation surrounding the club house / community center and town square uses. Specifically address vehicular and pedestrian conflicts.

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

- 4. Sidewalk Deviation:** The applicant shall bring back before the board at the next DRB meeting additional information regarding the requested design departure relating to sidewalks and associated buffer strips within the CC1 Zone.

Please see SMC [Section 17C.122.110 \(B\)](#) Setbacks and Required Sidewalk Width and [Section 17G.070.135](#) Compatibility with Surrounding Areas.

Additional Item for Conceptual Site Plan

- 5. Traffic Calming:** Applicant shall investigate opportunities to optimize the traffic calming strategies along the proposed Crestline / 31st connection, to accommodate the flow of vehicular traffic while emphasizing pedestrian and bicycle safety.

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

A handwritten signature in black ink, appearing to read "Steve Meek". The signature is fluid and cursive, with a long horizontal stroke at the end.

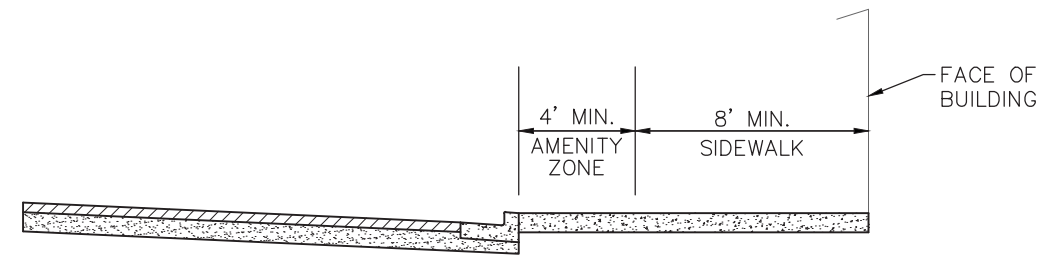
Steven Meek, Chair, Design Review Board

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

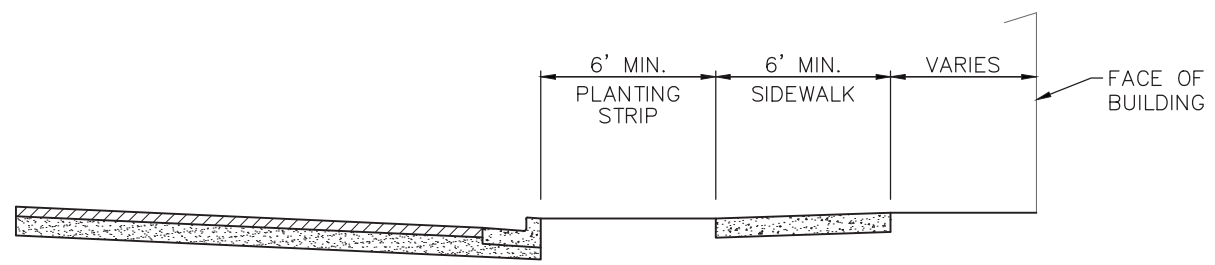
Supplemental Design Review Information In Response to Garden District Collaborative Workshop

In response to the summary of the Garden District Collaborative Workshop dated April 25, 2018 we provide the following information:

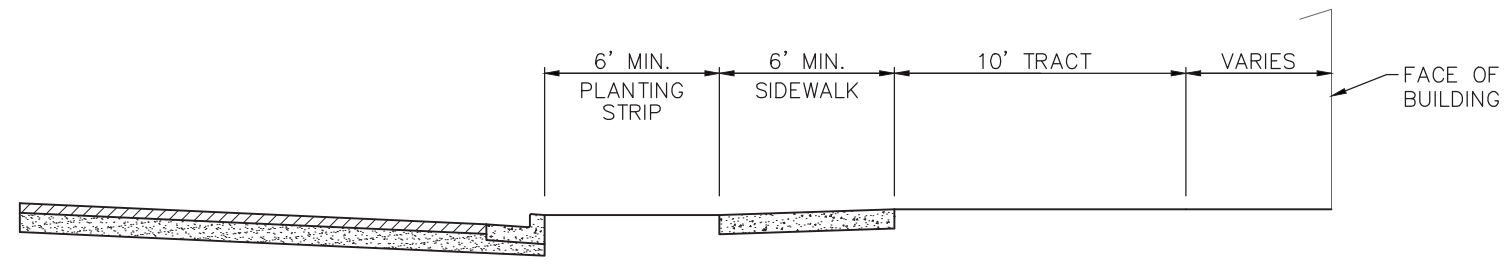
- 1. Green Space Buffer:** The applicant has worked with the adjoining neighborhood and property owners on 34th Avenue. We will eliminate between 5 to 10 parking spaces along the boundary to provide additional landscaping and buffering. We will also plant trees on the south boundary in the landscape buffer with a minimum of 3-inch caliper to provide significant screening from on outset. These opportunities are noted on the annotated site plan attached.
- 2. Mature Tree Vegetation:** We have attached a map which shows the location of mature trees and vegetation and the areas where they will be protected. They will be protected in all areas where possible. By not extending Crestline, mature vegetation will be protected.
- 3. Clubhouse/Community Center/Town Center:** We have made a change that will move part of the community center facilities to the town center. A portion will remain at the current location. The site plan shows a clear dedicated pedestrian crossing across the access drive serving the parking area for the community facilities. We propose this as an elevated crossing using a surface material variation to clearly identify it as a pedestrian area. We believe there are no significant pedestrian and vehicle conflicts in the site plan design. The main pathway system through the project from 32nd to 29th does require crossing roads in two locations. We believe these are designed in a manner that allows safe pedestrian passage.
- 4. Sidewalk and Design Deviations:** We have provided street/sidewalk cross sections that illustrate the design concept in various locations in the project. We are asking DRB approval for these deviations to the extent that they vary from the CC1 Design Guidelines. We have also provided a document that identifies all of the code deviations we are requesting as part of the PUD approval. Most of these are outside of the BRD purview, but we provide them for transparency and information.
- 5. Traffic Calming:** We do not support the extension of Crestline through the neighborhood or the Garden District project. The best “traffic calming” is the elimination of unnecessary roadways and placing an emphasis on pedestrian and bicycle movement. While it is outside the DRB purview we emphasize that the extension of Crestline is not mandated by any existing development regulation of the City and that it is an ultimate decision to be made by the Hearing Examiner. We offer a site plan without Crestline as our preferred alternative. We ask the DRB, from a design standpoint and consistency with the PUD Design Guidelines, to support our preferred alternative. We have attached an update to our analysis of the PUD Design Guidelines with respect to our project and specifically call your attention to the Circulation element in SMC 17G.070.145.



CC1: MIXED USE/COMMERCIAL BUILDING
 NOT TO SCALE ①



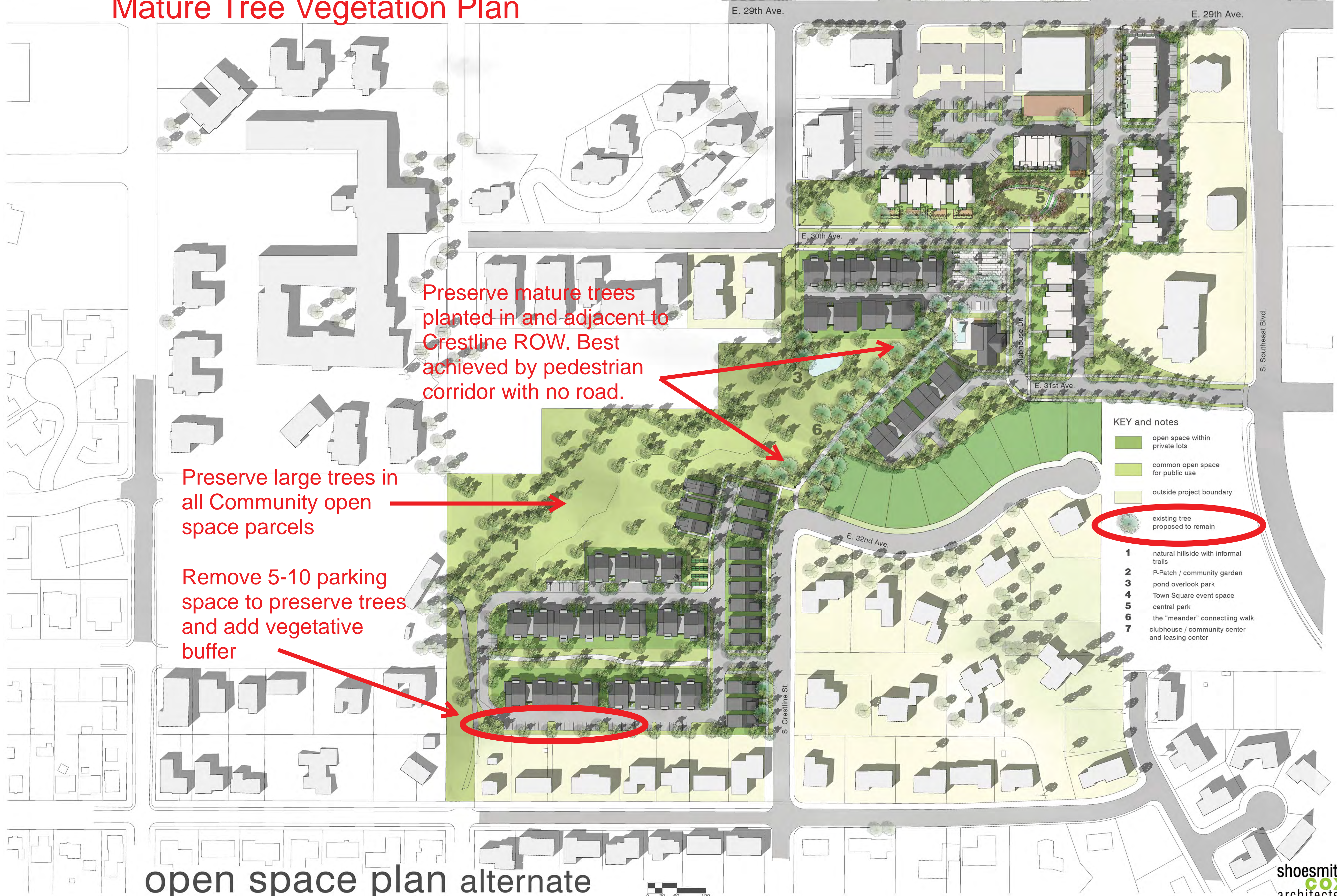
CC1: RESIDENTIAL BUILDING
 NOT TO SCALE ②



RSF: CRESTLINE
 NOT TO SCALE ③

TYPICAL PLANTING STRIP &
 SIDEWALK CROSS SECTION
 FOR
GARDEN DISTRICT
 (A PLANNED UNIT DEVELOPMENT)
 CITY OF SPOKANE
 SHEET 1 OF 1

Mature Tree Vegetation Plan



Preserve mature trees planted in and adjacent to Crestline ROW. Best achieved by pedestrian corridor with no road.

Preserve large trees in all Community open space parcels

Remove 5-10 parking space to preserve trees and add vegetative buffer

- KEY and notes**
- open space within private lots
 - common open space for public use
 - outside project boundary
 - existing tree proposed to remain
- 1** natural hillside with informal trails
 - 2** P-Patch / community garden pond overlook park
 - 3** Town Square event space
 - 4** central park
 - 5** the "meander" connecting walk
 - 6** clubhouse / community center and leasing center
 - 7**

CC1 Zone

Garden District PUD Standards

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.

Per 17C.122.060
Design Standards & Guidelines for Centers & Corridors

Pedestrian connections in parking lots per site Plan

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

Landscaping and Screening

Per SMC 17C.200.040 Site Planting Standards

Street Frontage (SMC 17C.200.040A)

Street frontage planting Per Site Plan

Other property Perimeters (SMC 17C.200.040B)

Perimeter Planting Per Site Plan

Parking, Outdoor Sales, and Outdoor Display Areas; Section 3

For Purpose of this PUD, each building has a separate platted lot and parking lot for determining parking lot threshold size.

Completion and Bonding

Per SMC 17C.200.0090

Developer shall post an overall bond of \$10,000 for landscaping. No individual building permit bonds required.

Street Trees

Per SMC 17C.200.050.B

With Developer option to select tree types from Urban Forestry Program approved tree list

Parking and Loading

Per SMC 17C.

Street parking is not provided on all streets. On street parking is provided per the approved site plan.

Utilities

Single sewer/water services permitted for all multifamily and attached single family buildings with either a single or a manifold meter. City sewer and water permitted in alleys or private drives or streets by easement.

RSF Zone

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

Per SMC 17C.110.415

Per SMC 17C.110.420

Landscaping

Landscaping per SMC 17C.110.255

Garden District PUD Standards

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 0 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

Pedestrian connections per submitted plan

Outdoor spaces per plan.

No change

Landscaping and Screening

Per SMC 17C.200.040 Site Planting Standards

Street Frontage (SMC 17C.200.040A)

Street frontage planting Per Site Plan

Other property Perimeters (SMC 17C.200.040B)

Perimeter Planting Per Site Plan

Parking, Outdoor Sales, and Outdoor Display Areas; Section 3

For Purpose of this PUD, each building has a separate platted lot and parking lot for determining parking lot threshold size.

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Developer shall post an overall bond of \$10,000 for landscaping. No individual building permit bonds required.

Street Trees

Per SMC 17C.200.050.B

With Developer option to select tree types from Urban Forestry Program approved tree list

Parking and Loading

Per SMC 17C.

Street parking is not provided on all streets. On street parking is provided per the approved site plan.

Utilities

Single sewer/water services permitted for all multifamily and attached single family buildings with either a single or a manifold meter. City sewer and water permitted in alleys or private drives or streets by easement.

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 30th-31st) 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. The extension of Crestline through the site will reduce open space and cause the removal of many large trees. For this reason we do not recommend that alternative design.

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. The Crestline extension would lead to the removal of mature pine and deciduous trees and is not recommended.

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

Not applicable. No buildings 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 31st 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 construction, especially along 32nd 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 will significantly add to 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. Minimizing impervious surface is the first step in managing stormwater.

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 natives areas existing informal pathways will be retained and urban forest and native habitat will be protected. Some open space and existing pathways will be lost if Crestline is extended.

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 30th 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 32nd 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. The extension of Crestline as an arterial through the property would be very disruptive to the existing 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. As noted above, the Crestline extension will cause the loss of native landscape.

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, 30th Avenue and #1st 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 32nd 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 32nd 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 areas 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 interaction 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 32nd 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 used to focus community amenities and open space elements..

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

Many of the buildings 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 from alleys and none face the street.

7. Circulation SMC 17G070.145

The “purpose” statement of the Circulation element of the PUD Design Guidelines (SMC 17G.070.145) is to encourage design that “facilitates 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”. It goes on to say that PUDs are often designed to be “isolated from the surrounding community. This is the typical gated fenced and gated community. The Garden District takes the opposite approach....to create a design that integrates with the existing community. This has been achieved in a number of ways that are highlighted in the Circulation Element “purpose” statement:

- **Buildings have been sited to face existing streets and development in a manner that they become part of the existing neighborhood**
- **Sidewalk and pedestrian connections have been created to connect to existing adjacent neighborhoods**
- **Existing informal pathways through the property are retained**
- **A safe neighborhood environment is enhanced by “visible human activity”**

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, 29th, 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 30th and 31st Avenues allows for a connection to Southeast Boulevard and will relieve the traffic pressures on the intersection of Martin and 29th Avenue, which is not signalized.

The project does not include the extension of Crestline to 31st Avenue through the project as either an arterial or a local access street. We are presenting an alternate design extending Crestline, however, we believe it is an inferior design and PUD design guidelines are better achieved without the road connection. The Crestline connection is not mandated by either the Comprehensive Plan or existing development regulations. But this is not the purview of the DRB. The role of the BRD is to review the site plan and determine which design better meets the PUD design guidelines.

There has been significant neighborhood opposition to this connection and the neighborhood believes, as do we, that the PUD design guidelines are best achieved by terminating Crestline at 32nd Avenue and enhancing the pedestrian and bicycle access through what would have been the Crestline road corridor. By eliminating vehicle traffic through the neighborhood and the project we are able to preserve important native trees and habitat, provide an enhanced pedestrian corridor that preserves existing pedestrian patterns and enhances the compatibility and safety in the existing neighborhood. The applicant has a strong preference for the site plan that terminates Crestline and we ask the DRB to support this plan design. Ultimately it will be up to the Hearing Examiner to determine whether the PUD meets the PUD approval criteria and whether or not we are consistent with City development regulations. That review authority belongs to the Hearing Examiner and not the DRB. The DRB is looking at the design elements in light of the PUD design guideline. The DRB has an opportunity to make a real difference in the design of this community and the impact on the neighborhood by recommending the site plan alternative that terminates Crestline at 32nd Avenue.

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 important of pedestrians primary. The pedestrian system makes connections to 29th 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.

Garden District

Architectural Design Concepts

The Garden District DRB application documents contain substantial information on the architectural design of the project. It was included in the Vision Statement, PUD Narrative document, the site plan (both 2D and 3D versions), the open space plan and the 3D images and visual scenes. These were all separate documents in the application. The summary below documents the architectural components of the project and pulls them into a single folder for ease of review.

It is important to note that “architecture” is more than the “style” of the buildings or the colors used. Architecture encompasses the siting and clustering of the buildings; solar orientation; building massing and scale; the size range of the units; the orientation of the buildings to the street; provisions for pedestrian access and safety; treatment of the public realm spaces; and the planting of street trees and their relationship to the buildings.

The summary below breaks out the architecture issues by zone classification and building use type.

A. CC1 Zone

In the CC1 zone there will be a mix of single/two story commercial/retail buildings; 3 story mixed use buildings; and 3 story solely residential buildings. There are two existing commercial buildings on the site and within the PUD. A third building (on the corner of Martin and 29th Avenue) is not within the PUD. While there will be no changes to the existing buildings the new buildings constructed on the site will have an urban context and are designed to face and have access from the street in a walkable pedestrian environment. Parking and vehicle access is provided from the rear. All street frontages will be lined with street trees as shown on the site plan and images. These street trees are an essential component of the architectural character on the planned community creating a leafy and safe environment for pedestrians.

1. **Low Rise Commercial Retail Buildings:** These will be located in the “town center” component of the site plan. These will be single or two story buildings and will vary in architectural design and character to create the impression of the town center having developed organically over time. This concept has been used successfully in Kendall Yards. The project architecture will not have a common overall design but will be tied together through a common urban context and character. Landscaping and angle parking will be used to buffer the existing Rockwood Primary Care Clinic. Construction materials will vary from masonry to cement board panel and roof will be primarily (but not exclusively) flat to convey urban character as we have shown on the site plan images. On the ground floors windows will be prominent, as shown in the images,

consistent with the requirements of the energy code. These buildings will be consistent with the Centers and Corridors Design Standards and will be reviewed for consistency as part of the building permit process. These buildings will use “shared and reciprocal” surface parking. Concept drawing and site model views are attached.

2. **Mixed Use Buildings:** These will be located in the “town center “ component of the site plan. They will vary in architectural design and character to create the impression of the town center having developed organically over time. This concept has been used successfully in Kendall Yards. The mixed-use buildings will be three story with some commercial/retail on the ground floor and residential on the upper floors. The project architecture will not have an overall design but will be tied together though a common urban context and character. Both retail and residential access will be provided from the street as shown on the site plan and images. The building materials will vary from masonry to cement board panels. On the ground floors windows will be prominent consistent with the requirements of the energy code. These buildings will be consistent with the Centers and Corridors Design Standards and will be reviewed for consistency as part of the building permit process. Ground floor garage parking and shared surface parking will be provided at the rear of each building. Building residential access will also be provided from the rear of the buildings as shown on the site plan. This is the exact approach used in Kendall Yards. Concept drawings and model view elevations have been part of our submittal and are attached.
3. **Residential Buildings:** These will be located in the “town center “ and on the fringe of the town center as shown on the site plan. They will provide a transition from the commercial elements of the site to the lower density elements located to the south. They will vary in architectural design and character to create the impression of the community having developed organically over time. The residential buildings in the CC1 zone will be three story with the ground floor units facing and having direct access from the street. The project architecture will not have an overall design but will be tied together though a common urban context and character. Residential access will be provided from the street as shown on the site plan. On residential building the sidewalk will be 6 feet with a six foot planting strip. The building materials and will vary from masonry to cement boards panel. On the ground floors windows will be prominent consistent with the requirements of the energy code. These buildings will be consistent with the Centers and Corridors Design Standards and will be reviewed for consistency as part of the building permit process. Ground floor garage parking and shared surface parking will be provided at the rear of each building. Building residential access will also be provided from the rear of the buildings as shown on the site plan. This is the exact approach used in Kendall Yards. Concept drawings and model view elevations are attached.

B. **RSF Zone**

In the RSF zone there will be a mix of single family estate homes; smaller detached homes; and small multifamily buildings. This portion of the site is lower density, consistent with the RSF zone, and is intended to integrate with the existing residential neighborhood to the south. All street frontages will be lined with street trees as shown on the site plan. These street trees are an essential component of the architectural character on the planned community creating a leafy and safe environment for pedestrians. The circulation plan has been designed to minimize the impact from automobile traffic and create a community focused on pedestrian access and circulation. For this reason we are electing not to extend Crestline north through the site and this is a very critical design element of the community. Where possible vehicle access is provided from the rear of the units.

1. **Single Family Estate Homes:** These homes are located along the north frontage of 32nd Avenue with larger lots consistent with the larger homes and lots on the south side of the street. These homes will be one or two story construction and will not have a dominant architectural style. Consistent with the existing residential development we anticipate a variety of architectural styles creating the sense of organic development over time.
2. **Cottage Homes:** The cottage homes will face Crestline with vehicle access from the alley at the rear, as shown on the site plan and images. These homes will be built closer to the street (minimum 10 foot setback from the back of sidewalk) with large front porches and patios. Each home will have direct access from the street and are intended to create street life and vitality. These smaller homes will be one or two story with attached garages at the rear. Again, there will not be a common or consistent architectural style. Crestline will have a 6 foot sidewalk and a 6 foot planting strip with street trees. The intent of the architectural treatment, as shown on the site plan and explained in the project narrative, is to create a walkable and safe pedestrian environment that integrates with the adjacent neighborhood.
3. **Multifamily Homes:** These homes are located on the western edge of the project site and are located behind the cottage homes that front on Crestline. The Crestline cottages will effectively screen the multifamily homes from view. The multifamily buildings are small two story buildings with 6 units per building. Each 6 units building has 6 ground floor garages that are accessed from an alley at the rear of the building. These buildings face a common open space courtyard. These buildings have two ground floor units and four second floor units accessed by a common stairway. The massing and scale of the buildings are very small and low density in character. By clustering these small MF buildings at this location on the site we are able to protect several acres of natural urban forest that would be lost with a standard SF lot subdivision approach. These buildings are sited about 70-85 feet from the south property line of the project (which abuts the rear yard of SF homes located on 34th Avenue. As noted in our submittal,

we will retain and enhance the landscape buffer along the south property line. Concept elevations of the buildings were submitted as part of application submittal and are attached hereto. These building will be consistent with the Multifamily Design Guidelines in the SMC and will be reviewed at the time of building permit.





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BROWN



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from E. 29th Avenue looking south





Sketch view looking southwest at E. 30th Ave., at park

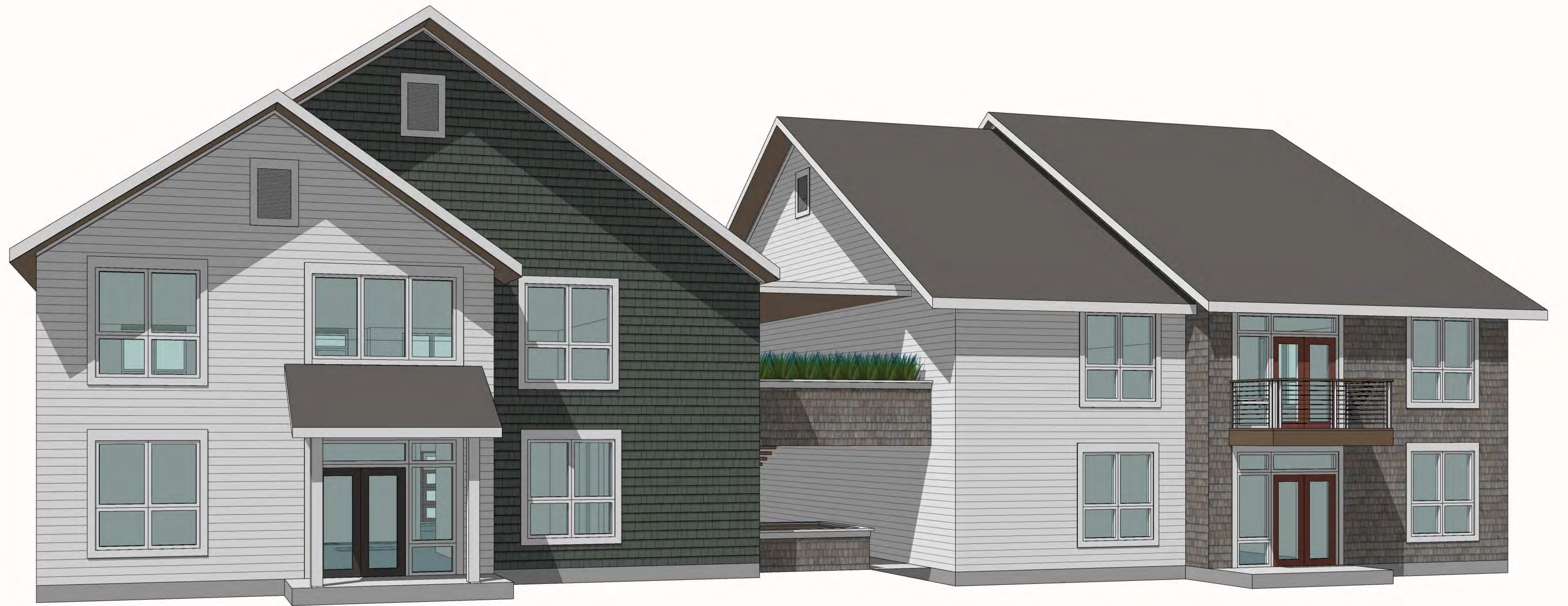


Sketch view from E. 32nd Ave. looking west across S. Crestline Street into community, cottage homes to the left



Sketch view from E. 31st Ave. looking northeast toward park and plaza, clubhouse at left





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A Professional Service Corporation

*Winston & Cashatt has offices in Spokane, Washington
 and Coeur d'Alene, Idaho*

MEMORANDUM

Date: June 4, 2018
To: City of Spokane, Design Review Board
CC: Greenstone Corporation
From: Elizabeth A. Tellesse *EAT*
Subject: Garden District Architecture

At a meeting held with City Staff and counsel for the Applicant on May 31, 2018, Staff indicated a need for additional architectural information in order to satisfy the hearing examiner's decision criteria. SMC 17G.060.170(D)(4)(b). Accordingly the Applicant has compiled for ease of reference all of the architectural information that has been previously submitted as required by SMC 17G.070.200(C)(9). Garden District Design Concepts and Drawings, June 4, 2018. Counsel offers the following comparison to the applicable PUD Design Standards:

PUD Design Standards	Code Language	Applicant's Evidence
17G.060.170(D)(4)(b) (Hearing Examiner Decision Criteria)	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.	See Garden District Architectural Design Concepts and Drawings. <u>Innovative:</u> The development will implement a neighborhood center, transitioning from the existing single family to mixed uses, to the existing commercial and retail developments. <u>Aesthetic:</u> One to three story buildings will vary in architectural design and character to create the impression of the town center having developed organically over time. This concept has been used successfully in Kendall Yards. The

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Patrick J. Cronin ^{JD}	Natasha L. Hill ^{CA}	Kammi Mencke Smith ^{JD}	Greg M. Devlin ^{JD}	Fred C. Pflanz
Kevin J. Curtis	Michael T. Howard ^{JD}	Jenna M.K. Strohmeyer ^{FL PA}	Stephen L. Farnell	Richard W. Relyea
Darren M. Digiacinto ^{JD}	Collette C. Leland ^{JD}	Elizabeth A. Tellesse ^{JD}	Kenneth B. Howard ^{JD}	Lucinda S. Whaley
Timothy R. Fischer ^{JD}	Lisa A. Malpass ^{JD}	Nicholas R. Ulrich		
David P. Gardner ^{JD MT}	Benjamin H. Rascoff ^{JD}	Molly M. Winston ^{JD}		

All lawyers admitted in WA (except for Natasha Hill). Lawyers admitted in AZ, CA, FL, ID, MT, and PA as indicated.

		<p>project architecture will not have a regimented overall design but will be tied together though a common urban character.</p> <p><u>Energy-efficient:</u> Applicant will utilize solar orientation, along with energy efficient building envelopes, utility conservation measures, and LED lighting.</p>
<p>17G.070.200(C)(9)</p>	<p>(C) An application for a concept plan for a planned unit development shall contain: *** (9) Design standards that will govern the orientation and design of buildings and other improvements include but are not limited to the following: (a) A statement of the projects overall design concept and intent. (b) Schematic building floor plans, when germane to achieving a design objective. (c) Conceptual building elevations, architectural detail including fencing, signs and other structures. (d) Cross-sections of the site showing spatial relationships between all major elements (buildings, landscaping, light standards, etc.). (e) A conceptual landscape plan sufficient in detail necessary to convey the concept plan (landscape areas, hardscape, lighting and streetscape elements). (f) Lighting and signage plan for the entire site, which indicates locations, illumination, design and</p>	<p>See Garden-District Architectural Design Concepts & Drawings</p>

	<p>spatial relationship to other site amenities including buildings; and (g) Graphic depiction of each type of sign.</p>	
17G.070.125(B)(8)	<p>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)</p>	<p>The surrounding developments have developed over time and do not have any single definable architectural character. Building massing, scale and siting are shown on applicant's submittals and show transition and compatibility with adjacent developments.</p>
17G.070.135(B)(1)	<p>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)</p>	<p>The surrounding area does not have any definable architectural character. There is no consistent use of materials or colors. Applicant intends to provide a variety of architectural expressions that will convey a development pattern that occurs organically over time. Construction materials will vary from masonry to cement board panels, with primarily, but not exclusively, flat roofs. Greenstone has used this approach very successfully at Kendall Yards.</p>
17G.070.135(B)(2)	<p>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)</p>	<p>Applicant does not anticipate any departures from the multi-family design standards (SMC 17C.110.400-.465). If such departures are requested at the time of building permit application they shall be reviewed then.</p>

<p>17G.070.140(B)(2)</p>	<p>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)</p>	<p>Applicant’s visual architectural images demonstrate the massing, siting and character of the buildings within the project. Applicant will comply with existing Centers and Multi-family design standards.</p>
<p>17G.070.140(B)(6)</p>	<p>Energy conservation should be addressed by the building’s solar orientation and the planting of appropriate landscape materials in proper locations. (C)</p>	<p>Solar orientation of the buildings is shown on the site plan. Applicant has also committed to LED pedestrian and street lighting and the maintenance of existing natural landscape.</p>
<p>17G.070.140(B)(8)</p>	<p>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)</p>	<p>The site plan and visual architectural images demonstrate Greenstone’s intent to create a cohesive town center concept, with varying architectural design that gives the impression the area has developed over time, consistent with the surrounding developments.</p>

Spokane Office
Bank of America Financial Center
601 W. Riverside, Suite 1900
Spokane, Washington 99201-0695

Phone: (509) 838-6131
Fax: (509) 838-1416
website: www.winstoncashatt.com

Winston & Cashatt

L A W Y E R S

A Professional Service Corporation

*Winston & Cashatt has offices in Spokane, Washington
and Coeur d'Alene, Idaho*

MEMORANDUM

Date: June 4, 2018
To: City of Spokane-Design Review Board
CC: Greenstone Corporation
From: Elizabeth A. Tellessen 
Subject: Garden District Road Connections

Garden District Applications

The Applicant, Greenstone Corporation, intends to apply for approval of a planned unit development (PUD) and preliminary plat ("Project Permits") commonly referred to as the Garden District. A PUD is not required to comply with the base zone's development standards, rather it is approvable because of its "superior or innovative design." SMC 17A.020.160(V)(1) (emphasis added). "The City may permit a variety of types, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety, and welfare." SMC 17A.020.160(V)(2).

In conjunction with the PUD there will be a preliminary plat, which will show "the general layout of streets, alleys, lots, blocks, and other elements of a subdivision required by this chapter and chapter 58.17 RCW." SMC 17A.020.160(Z)(1). "The preliminary plat shall be the basis for the approval or disapproval of the general layout of a subdivision." SMC 17A.020.160(Z)(2).

The zones that underlie the Garden District PUD are Center and Corridor Zone (CC1 Zone) and Residential Single-family (RSF Zone). The CC1 Zone promotes pedestrian orientation by limiting auto-oriented activities. 17C.122.020(A). The RSF zone is a low density zone, but where appropriate "more compact development patterns are permitted." 17C.110.030(B). Greenstone's PUD proposal requests limited deviations from the underlying zones in order to achieve a superior and innovative urban neighborhood design that transitions between the existing developments.

C. Matthew Andersen ^{JD}	Scott A. Gingras ^{JD MR}	Jeffrey R. Ropp	<i>Of Counsel</i>	Carl E. Hueber
Beverly L. Anderson	Erika B. Grubbs ^{JD}	Gabrielle C. Roth	Courtney R. Beaudoin	Nancy L. Isserlis
Patrick J. Cronin ^{JD}	Natasha L. Hill ^{CL}	Kammi Mencke Smith ^{JD}	Greg M. Devlin ^{JD}	Fred C. Pflanz
Kevin J. Curtis	Michael T. Howard ^{JD}	Jenna M.K. Strohmeyer ^{PL, PA}	Stephen L. Farnell	Richard W. Relyea
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Timothy R. Fischer ^{JD}	Lisa A. Malpass ^{JD}	Nicholas R. Ulrich		
David P. Gardner ^{JD MR}	Benjamin H. Rascoff ^{JD}	Molly M. Winston ^{AZ}		

All lawyers admitted in WA (except for Natasha Hill). Lawyers admitted in AZ, CA, FL, ID, MT, and PA as indicated.

Garden District Preferred Plan Complies with PUD Design Standards

The PUD application procedure requires submission of certain design documents to allow design review to begin prior to the review of the Project Permits. SMC 17G.070.200(C)(9) [PUD application requirements]; SMC 17G.040.020(H) [“other developments...that require design review”]; 17G.060.060(C) [begin design review before permit applications]; and SMC 17G.070.100 et seq. [PUD Design Standards]. Design review criteria are based on the guidelines in the applicable provisions of the Uniform Development Code (“UDC”), Title 17 SMC. The applicable provisions for review of a PUD’s design are found in SMC 17G.040.100-.150.

A Collaborative Workshop was held April 25, 2018, at which Greenstone submitted two potential designs for the DRB’s review: **Preferred Plan**—utilizing private streets that focus on pedestrian and bicycle movement, which connect to adjoining public streets (Martin, 29th, and Southeast); and **Crestline Plan**—connecting Crestline to Southeast Boulevard as an arterial street through the proposed project and the existing single family neighborhood. The DRB’s recommendation following the Collaborative Workshop directed Greenstone to “investigate opportunities to optimize the traffic calming strategies” in regard to the Crestline Plan. SMC 17G.070.145(A).

Greenstone has evaluated the opportunities for traffic calming in relation to the Crestline Plan and determined that the connections to existing streets in the Preferred Plan, with an emphasis on pedestrian and bicycle movement, better meet the PUD’s design standards.

Circulation-SMC 17G.070.145

The Preferred Plan satisfies the PUD circulation requirements: (1) “[a]ll buildings and common spaces shall be served by a pedestrian circulation system...” and (2) “[t]he development shall connect with the existing...street system.” SMC 17G.070.145(B)(1)&(2). The Preferred Plan is consistent with the presumptions favoring pedestrian and bicycle travel over automobiles, and interconnectivity with the adjacent neighborhoods. SMC 17G.070.145(B)(4)&(5). In total, the Preferred Plan better achieves compatibility with the surrounding neighborhood, and serves the purpose of “utilizing existing systems and patters...in a manner that establishes connections with adjacent areas.” SMC 17G.070.145(A). Moreover, it is a superior and innovative design that emphasizes alternative and more energy efficient forms of transportation than the automobile. SMC 17A.020.160(V)(1).

Community Environment-SMC17G.070.140

The Preferred Plan does a far better job of creating “usable and interesting open spaces, good pedestrian circulation and safety”. SMC.17G.070.140(A). The development itself “must be considered as part of the larger community fabric...hav[ing] an impact on such elements as pedestrian and vehicular circulation...” *Id.* “[R]educed road widths create the perfect opportunity to reinforce a community feeling...” *Id.* Community input has made it clear that community environment and safety will be enhanced by the Preferred Plan.

Significant Features-SMC 17G.070.120

The Preferred Plan also better preserves “significant physical features” of the site. SMC 17G.070.120(A). The extension of Crestline will result in the removal rather than preservation of “native vegetation, and significant stands of existing matures trees.” SMC 17G.070.120(B)(5).

DRB Should Recommend the Preferred Plan to the Hearing Examiner

The Comprehensive Plan does not require the DRB to recommend the Crestline Plan. The DRB’s responsibility is to evaluate an application’s conformance to the applicable design standards. SMC 17G.040.010(A). The design standards adopted by the City Council incorporate the policies of the Comprehensive Plan. SMC 17G.040.080. Accordingly, the applicable design standards, not the comprehensive plan, should be used to make specific land use decisions. Timberlake Christian Fellowship v. King County, 114 Wn. App. 174, 183 (2002). The Project Permits will be evaluated based on the DRB’s determination of whether “the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.” SMC 17G.060.170(D)(4)(b). The balance of the decision criteria are to be determined by the decision-maker, in this case the hearing examiner.

In light of the applicable law and regulations, the DRB’s recommendation of the Preferred Plan, based on its consistency with the PUD design standards is appropriate. The road connections through the Garden District will have the most significant and long lasting impact on the surrounding neighborhoods. The DRB has the opportunity to take a strong stand on an important design consideration—prioritizing pedestrian circulation over automobile capacity, as required by SMC 17G.070.145(B)(1).

Whether the UDC can be interpreted to require development of Crestline as a collector is a land use decision within the province of the hearing examiner. The DRB does not have authority to make land use decisions. SMC 17G.040.010(C). There being no requirement to recommend the Crestline Plan, the DRB’s recommendation of the Preferred Plan is appropriate.

Conclusion

Greenstone would request that the DRB find the Preferred Plan satisfies the requirements of the PUD Design Standards, and recommend approval of the Preferred Plan to the hearing examiner.



May 31, 2018

Omar Akkari
Urban Designer
City of Spokane
808 W Spokane Falls Boulevard
Spokane, WA 99201

RE: **GARDEN DISTRICT**

Dear Mr. Akkari:

Spokane Transit would like to thank the City of Spokane for ensuring that transit improvements are included in the design of the proposed Garden District project by Greenstone. The subject site is located in the Monroe-Regal High Performance Transit Corridor in which Spokane Transit on behalf of the region will be making significant investments. The design of the Garden District project has the potential to impact the success of Spokane Transit's Monroe-Regal High Performance Transit Line.

As the Garden District project moves forward, Spokane Transit requests that we continue to be involved in the design of the transit stop and associated amenities. In particular, the stop and amenities should be planned to support the implementation of High Performance Transit elements, with planned improvements on the 29th Avenue corridor beginning in 2019. Specifically, we are interested in improving (and/or slightly relocating) the existing eastbound stops at Martin Street and Southeast Boulevard. Such improvements should accommodate raised boarding platforms and power/communication conduits to support High Performance Transit infrastructure. Please see the attached concept rendering as a reference.

Additionally, in order to promote efficient connectivity for all modes of transportation Spokane Transit requests that the street network be continued through the subject site. A disconnected street system results in additional travel required for all modes to reach destinations, concentrates traffic onto fewer streets, and creates barriers to non-motorized travel. The network should not only be connected but be intuitive and easily navigated especially for pedestrians. Grid systems are typically the most intuitive.

Spokane Transit further requests that pedestrian crossing improvements at the intersection of E. 31st Avenue and S. Southeast Blvd. be included as part of the project.

We look forward to working with the City of Spokane and Greenstone on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen Weinand', followed by a horizontal line and a small flourish.

Kathleen Weinand
Principal Transit Planner

Attachment



Monroe-Regal Line
High Performance Transit
Concept Station Design
*Actual amenities may vary

Karl Otterstrom
1811 E. 34th Ave
Spokane, WA 99203

May 30, 2018

Spokane City Design Review Board
c/o Omar Akkari
808 W. Spokane Falls Blvd
Spokane, WA 99201

Re: Garden District PUD

Members of the Spokane City Design Review Board:

Thank you for the opportunity to comment on the proposed Garden District project and related design considerations.

My family and I reside on 34th Avenue not far from the project site. While the project will re-define our neighborhood, I am supportive of infill development, increasing potential customers for the Lincoln Heights commercial area, making better use of existing infrastructure and reducing urban growth's impact on our region's ecosystem and natural resources.

I am pleased to see design plans respect the topography of the site and the inclusion of abundant open space. I support the diversity of uses and housing types. I am optimistic that final designs will improve upon these intentions.

I strongly urge the City of Spokane, the developer and DRB to ensure the unification of the street grid occurs in this location by connecting Crestline Street to Southeast Boulevard via a new 31st Avenue connection, consistent with the policy intent of the city's comprehensive plan and as depicted in the original conceptual site plan.

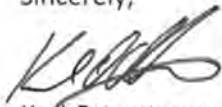
It has been suggested that an intention of the project design is to reduce automobile dependence. To put it in more quantifiable terms, I believe the developer wishes to reduce vehicle miles traveled and total automobile ownership on the site (as compared to similarly situated development), both in voluntary ways. To that end, I encourage the city and the developer consider the following:

- A well-connected street grid reduces out-of-direction travel for current and future residents of the neighborhood, thus reducing vehicle miles traveled and unnecessary wear and tear on city streets.
- Network density for pedestrians, along with higher density, good design and a mix of uses, is key for walkability. This includes trails and connections in addition to a well-connected street grid.
- Frequent transit with improved waiting areas and stop access improvements, especially across busy arterials, support alternatives to the automobile and helps to extend the reach of pedestrian activity from the site to other parts of the community.

- Municipal requirements for on-site parking only reinforce car ownership. The presumably free parking for residents could be revised to offer discounts on rent for residents who don't require roughly 200 square feet of land dedicated to parking their personal automobile. This could increase available land reserved for open space and trails on the site
- The bicycle is a very energy-efficient mode of travel. While not always practical for everyone in our climate and topography, it can still form a meaningful component of site design that encourages its use and reduce over-reliance on the car for those who choose to cycle to homes and business on the project site.

Thank you for your consideration of my feedback, along with other comments from my neighbors and other community members.

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl Otterstrom', written in a cursive style.

Karl Otterstrom

The Garden District Recommendation Meeting Public Comments Summary

Name	Concerns					
	Crestline Connection	Lack of Crestline Connection	Transitions / Tree Preservation	Traffic	Land Use	Bike / Ped Amenities
Karl Otterstrom		1				1
Vicki Clancy Spokane Transit Authority		1				1
Heather Stewner	1			1		1
Kevin Edwards Hawkins Edwards, Inc.	1			1		
Richard Sola	1			1		
Laine Lambarth	1		1	1	1	1
Carol Rankin	1			1		
Deborah Walker	1			1		
Andrew Hoyer Southgate Neighborhood Council		1		1		
Rick Boal	1		1	1		1
Addy Rigsby	1			1		
Richard and Diane Van Orden	1			1	1	1
Charlene Tkach	1		1	1	1	
Marcia and Charles Milani	1					
Robert W. Tkach		1	1	1		
William F. Bidowski	1		1			1
Tammy Caruthers	1					
Jeff Overholser	1					
Amy Heppler	1					
Theresa Bidowski	1		1			1
Andy Wittwer	1					
Marilyn Reimann	1		1	1		
Ron and Brenda Cord			1			
Drew & Lisa Repp	1		1			1
Unknown emalia9@comcast.net	1			1		
Marilyn and Douglas Lloyd	1		1	1		1
Carol Tomsic	1		1	1		1
Joseph & Molly Bozo	1		1	1		
Kirk Jackson			1			1

Concern Totals

23

4

13

17

3

12

Karl Otterstrom
1811 E. 34th Ave
Spokane, WA 99203

May 30, 2018

Spokane City Design Review Board
c/o Omar Akkari
808 W. Spokane Falls Blvd
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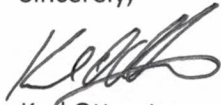
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Karl Otterstrom



May 31, 2018

Omar Akkari
Urban Designer
City of Spokane
808 W Spokane Falls Boulevard
Spokane, WA 99201

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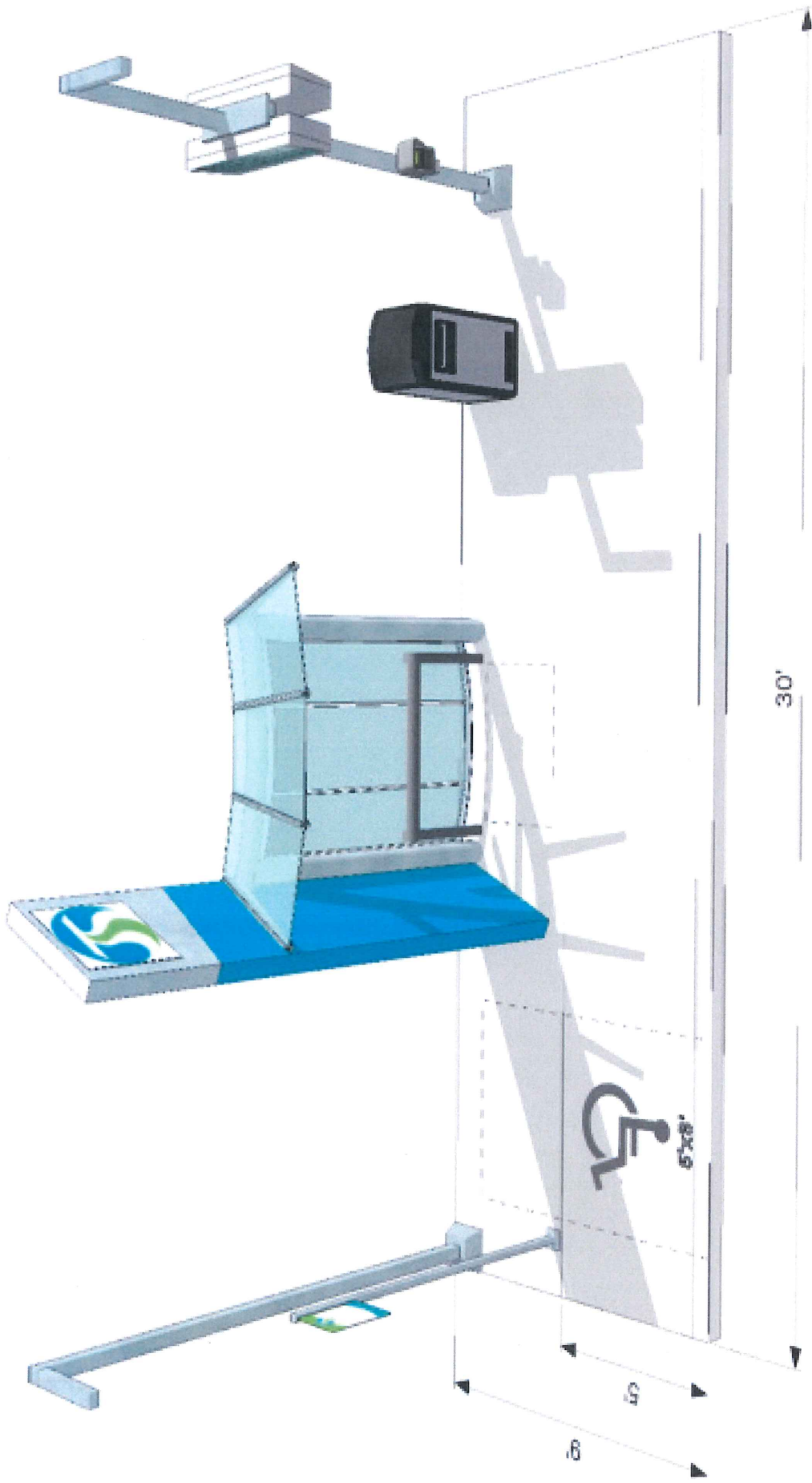
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Kathleen Weinand
Principal Transit Planner

Attachment



Monroe-Regal Line
High Performance Transit
Concept Station Design
*Actual amenities may vary

Southgate Neighborhood Council Comment to the DRB – June 13, 2018

RE: The Garden District proposed development

Submitted by Andy Hoye, Treasurer, Southgate Neighborhood Council

The following was approved by a majority vote of the members in good standing of the Southgate Neighborhood Council at their meeting on June 6, 2018. It should be noted that Mr. Ted Teske was not present during the discussion nor the vote on this matter.

Regarding the Garden District, the SNC favors vehicular connection between Crestline and Southeast Boulevard, at 31st Avenue. Such a connection is consistent with many Municipal Codes, Neighborhood Plans and the Comprehensive Plan, most of which were included in the recent packet distributed for the June 13, 2018 DRB meeting. We also believe that traffic calming within the development and multi-modal transportation options are needed and important.

Specific citations from the recent packet:

[SMC 17G.040.080] “The design review criteria reflect the policies of the Comprehensive Plan....fostering the efficient arrangement of land use.”

[SMC 17G.060.170] “...Transportation system capacity...adequate capacity by the time each phase of the development is completed....compatibility with adjacent uses – traffic management multi-modal transportation elements...mitigation of offsite impacts.

[SMC 17G.070.115]: B-3: ...shall be designed to encourage economy and efficiency in the provision and maintenance of utilities and transportation routes...”

[SMC 17G.070.140]: “...development itself must be considered as a part of a larger community fabric... impact on such elements as pedestrian and vehicular circulation.”

[SMC 17G.070.145] B-2: “...the development shall connect with the existing or planned street system of the surrounding area... B-5: “Circulation system shall be designed to enhance connectivity with adjacent developed and undeveloped properties.”

[From the Comprehensive Plan]: TR 7: Neighborhood Access – Require developments to have open accessible internal multi-modal transportation connections to adjacent properties and streets on all sides.

The map on TR-12 shows the connection between Garden District and Southeast Boulevard.

[from the South Hill Coalition Connectivity Plan] – Complete Neighborhoods, CM-1: “Improve east-west access.”

[From the Lincoln Heights neighborhood District Center Master Pla], 4.01, Chapter 4, page 9, #7: “This plan...envision[s] an east-west connection to Southeast Boulevard, introducing another entry point into the district center near the current STA Park and Ride.”

[SMC 17H.010.030] C. “Adequate access shall be provided to all parcels of land.” 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.” I: “Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services”. M: “A grid pattern featuring more street intersections...should be implemented.”

[from the May 31, 2018 letter from STA] “...STA requests that the street network be continued through the subject site...”

From: SHERLYN
To: [Akkari, Omar](mailto:Akkari.Omar); klang0132@gmail.com; info@preservehamblen.com; jeffsheriolverholser@comcast.net
Subject: 32nd and Crestline/Sonneland
Date: Sunday, June 10, 2018 6:02:44 PM

Please do not connect Crestline Street with SE Blvd. I support the 'No Crestline' option.

I live at 4108 S. Crestline St....we have three children who attend Hamblen Elementary school. We've lived here for 10 years and love our home in this part of Spokane.

Thank you for your consideration in preserving our neighborhood!

Jeff Overholser

Sent from XFINITY Connect Application

From: DEBBIE WALKER
To: [Akkari, Omar; klang0132@gmail.com](mailto:Akkari.Omar@klang0132@gmail.com)
Subject: Connectivity planning for Crestline and 32nd
Date: Thursday, June 7, 2018 8:07:35 PM

I have lived here for 15 years. This used to be a great neighborhood with green areas and trails for people to enjoy and to get to local businesses by walking and biking. The last couple of years there has been such an increase of vehicle traffic that it is difficult and unsafe to cross Southeast Blvd. Allowing Crestline to cut through to Southeast Blvd. would negatively impact our quality of life even more.

There are already more than enough arterial roads to allow commuters from this area to get downtown. Please consider those of us who have bought homes and made our lives here. My neighbors and I are united in opposing more traffic through our neighborhood.

Deborah Walker

2024 E. 30th Ave.

Spokane, WA 99203

From: Tammy Caruthers
To: [Akkari, Omar](#)
Subject: Crest line
Date: Sunday, June 10, 2018 6:02:39 PM

I am writing regarding my opposition to expand Crestline. Losing the green space is devastating as is the neighborhood becoming a “freeway” instead of quiet neighborhood we have become accustomed to. So many children live in this neighborhood and walk to school so the increased traffic will be dangerous. Please reconsider expanding to 29th as losing trees and destroying our current neighborhood is not why we moved to this neighborhood.

Dr. Tammy Caruthers

From: Kevin Edwards
To: [Akkari, Omar; klang0132@gmail.com](mailto:Akkari.Omar@klang0132@gmail.com)
Subject: Crestline Extension
Date: Tuesday, June 5, 2018 3:56:52 PM

To whom it may concern:

This was an article that was sent to me from Jim Frank, the developer of the Garden District. Being a home owner in the neighborhood, Jim sat down with us and explained his vision for the neighborhood and development. What his idea and plans were totally inline with what I envisioned for the neighborhood and future developments within the city.

In summary, the notion of connecting Crestline to SE Blvd will only create more cars on the road and diminishes the walking and biking connectivity. My house is on the corner of 32nd & Crestline and I cannot tell you how many people walk on Crestline to the forest area and take their dogs, kids, etc. thru the field. His vision is "WALKING CONNECTIVEY" not car connectivity.

ARTICLE: https://ggwash.org/view/amp/67358?_twitter_impression=true

If the people and home owners of SouthGate & Lincoln Heights, etc. want to mitigate and drive traffic to Crestline and ease congestion off of Regal I get that. However, what they don't realize is by doing this, it will only increase the dependency of cars on the south hill to get to the grocery store, etc. only further increasing traffic on Regal, etc. create more of an issue. The theory that Jim explained is called "Induced Demand" - https://en.wikipedia.org/wiki/Induced_demand . It increases car traffic by people relying on cars for transpiration and effectively will only make the issue worse for the very people that want to solve the issue. I know Jim is in favor of having walking and biking connectivity, but not car. Americans rely too much on the car and by creating another arterial will just enhance the problem.

"City planner Jeff Speck has called induced demand "the great intellectual black hole in city planning, the one professional certainty that everyone thoughtful seems to acknowledge, yet almost no one is willing to act upon."

"An aphorism among some traffic engineers is "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt."

I firmly believe that Jim Frank understands this and has executed this in Kendall Yards and other development to revolve around walking and biking, not cars.

If planners and the city understood this, I think you would have less traffic and more pedestrian connectivity. If people don't have to get in a vehicle to go to the store or grab coffee, this benefits everyone!

Just my two sense, but I would rely on Jim's expertise as he has more knowledge on the subject than anyone. Last note, if you research INDUCED DEMAND, please keep this in mind as Jim brought it to my attention and it "Clicked" for me.

Kevin Edwards
Hawkins Edwards, Inc.

225 W. Main Ste. 200
Spokane, WA 99201

C: 509-939-8828

k.edwards@me.com

www.HawkinsEdwardsInc.com

June 11, 2018

Design Review Board,

Thank you for your service to the Spokane community. We recognize that this is a volunteer board and appreciate your time and efforts to help shape Spokane in a positive way.

We live near 36th & Crestline in the Lincoln Heights neighborhood, roughly three blocks from the proposed Garden District PUD. It is our understanding that Greenstone Development has submitted a supplemental design for Garden District which does not include Crestline connecting to Southeast Boulevard. We feel this component (the exclusion or inclusion of an arterial) of the PUD is the most important design element of the project and will largely determine its success. For this reason, we strongly support the alternative design *without* a Crestline connector.

We feel this is a superior design for the following reasons:

1. More natural land forms, mature trees and urban forest will be preserved by not extending Crestline. This urban forest is one of the truly unique aspects of the Lincoln Heights neighborhood, and every effort should be made to preserve it.
2. The PUD is designed to integrate into the neighborhood and improve the neighborhood's connections and safety. Placing an arterial through the project will isolate the neighborhoods on either side and reduce neighborhood safety. Not including an arterial in the design will make Garden District more congruent with the existing neighborhood.
3. The focus on providing pedestrian and bicycle connectivity as a priority over automobile traffic. This is consistent with PUD guidelines. And as a family with three young children (one, three, and five years old), we will be far more likely to access the commercial areas, visit our neighbors, and enjoy the open spaces of Garden District if we feel we can safely do so. We will feel far safer walking or bicycling on a pedestrian/bicycle path in the Garden District than on an arterial.
4. Placing a new arterial through the neighborhood is not necessary for traffic circulation, as other circulation routes are available. Furthermore, a new arterial will simply encourage more vehicle traffic, as opposed to encouraging alternative forms of neighborhood connectivity such as walking and biking.

With the Garden District PUD the City has the opportunity to take a huge step forward in creating the type of neighborhood it wants to see more of: neighborhoods which are safe, inclusive, and focused on people, not cars. A Design Review Board recommendation of the Garden District design *without* the Crestline arterial bisecting the project will greatly help in taking this step.

Thank you,

Drew & Lisa Repp
Lauten (5), Brady (3), Taylor (1)
2024 E. 36th Ave.
Spokane, WA 99203

From: Richard Sola
To: [Akkari, Omar](#)
Cc: klang0132@gmail.com; [Carol Tomsic](#); [Kinnear, Lori](#); [Beggs, Breean](#)
Subject: Design Review Board - Garden District
Date: Wednesday, June 6, 2018 9:53:00 AM
Attachments: [Design Review letter.dotx](#)

Dar Mr. Okkari,

Attached is my letter supporting the Garden District P.U.D. proposal that does not include the extension of South Crestline Street.

I will be out of town on business on June 13 and will be unable to attend the Design Review Board hearing on this matter.

Please provide this letter to the Design Review Board members in advance of that hearing.

Thank you,

Richard Sola

Sent from [Mail](#) for Windows 10

From: WILLIAM BIDOWSKI
To: klang0132@gmail.com; [Akkari, Omar](#)
Cc: [Kinnear, Lori](#); [Beggs, Breean](#)
Subject: Design Review Board meeting 6/13/2018 - Garden District PUD / Greenstone Options
Date: Sunday, June 10, 2018 4:12:21 PM

I would like to express my views on the two options that will be reviewed for development of the Sonneland property by Greenstone as the "Garden District".

My primary concern is that the Garden District PUD option needs to be the one that is most complimentary to all the existing, surrounding neighborhoods. This includes the following features:

- Maximum open, green spaces.
- Enhanced pedestrian and bicycle accessibility and safety.
- Minimal motor vehicle intrusion. (Termination of Crestline at 32nd Ave.)
- Preservation of mature trees, especially Aspens and Ponderosa Pines.
- Preservation of existing water features, wildlife habitats, natural land forms, and pedestrian trails.

It is critical that the right choice be made here because to destroy or stifle development of any of these features will bring irreversible damage and loss to all parties, including current and future residents of all affected neighborhoods, land owners, developers and government taxing authorities. (In other words, no one will want to live in a blighted, sterile, overpopulated dump.)

Sincerely,

William F. Bidowski
2014 E. 35th Ave.
Spokane, WA 99203
(509) 487-5472
bidowski@yahoo.com

From: Drew Repp
To: [Akkari, Omar](#); [Kathy Lang](#)
Subject: dgunderson@spokanecity.org; steve@stevenmeekarchitects.com
Date: Monday, June 11, 2018 3:48:42 PM
Attachments: [D & L Repp June 13 DRB Comments - Garden District PUD.pdf](#)

Omar & Kathy,

We hope to be able to attend the DRB meeting on Wednesday. But regardless, wanted to submit the attached comments to the board regarding the Garden District PUD.

Thank you,

Drew & Lisa Repp

From: Theresa Bidowski
To: [Akkari, Omar](mailto:Akkari.Omar)
Subject: Fwd: Garden District
Date: Sunday, June 10, 2018 9:16:06 PM

Sent from my iPhone

Begin forwarded message:

From: Theresa Bidowski <tbidowski@yahoo.com>
Date: June 10, 2018 at 9:14:27 PM PDT
To: klang0132@gmail.com
Subject: Garden District

Design Review Board meeting June 13, 2018 - Garden District

I'm very concerned that the Garden District needs be complimentary to the existing neighborhood. In order to do so, it needs to take into account the following issues:

- Priority given to pedestrian accessibility and safety.
- Permanently prohibit the possibility of an arterial. (Termination of Crestline at 32nd Ave.)

Preservation of existing water features, wild bird habitats, rock formations and Aspen tree stands.

It is so important that the correct choices be made here because these qualities, once lost, can never be regained without great expense. Please do the right thing and do not let corporate profits and tax revenue over-ride common sense.

Thank you,

Theresa Bidowski
2014 East 35th Avenue, Spokane, WA, 99203-4030

From: RICHARD VAN ORDEN Owner
To: [Akkari, Omar](mailto:Akkari.Omar)
Cc: klang0132@gmail.com
Subject: Garden District Comments
Date: Friday, June 8, 2018 3:01:39 PM

We live at 2211 E. 34th Avenue and are writing to express our concerns about the Garden District project that is being proposed by Greenstone in the Lincoln Heights neighborhood. Our primary concern revolves around the number of units Greenstone has initially identified for the project and the resulting impact on traffic, schools, and the general livability of our neighborhood. We have observed efforts in Seattle and Portland to increase density through infill and the resulting decrease in the quality of neighborhood livability.

Please keep in mind that we are not opposed to development of the 29 acre Sonneland property. Adding some light commercial and apartment units close to transportation on 29th Avenue makes good sense. Locating single family housing or duplexes at the south end of the property in a manner that is consistent with the existing neighborhood also makes sense.

What doesn't make sense is to locate a large number of apartment units at the south end of the property. The increase in traffic on E. 34th Avenue and the incompatibility with the adjacent single family houses can be avoided by either reducing the number of units at the south end or locating the apartments at the north end of the property. Frankly, our concerns about this project go away with a lower number of units or a reconfigured design that locates the high density housing at the north end of the project.

There is a specific traffic safety issue that you may not be aware of. There is a steep hill on E. 34th in front of our house that begins at Crestline. In the winter we observe on a daily basis cars sliding up and down the hill into the Crestline intersection. No traffic study will identify this geographic feature and the increased traffic safety risks that will arise with a large development adjacent to this intersection. Minimizing the increase in traffic on Crestline will be a preventive step in not adding to the safety issues with this hill.

We understand the City is considering an extension of Crestline to meet Southeast Blvd. and are concerned about the neighborhood impact. Although Regal is relatively congested at certain times of the day, it is a commercial corridor that has been planned for a heavy traffic flow. By comparison, Crestline is completely residential, south of 29th, with the exception of Hamblen Elementary School and a church. Therefore, we don't consider Crestline to be an appropriate arterial option. There are no sidewalks on Crestline north of 37th and any increase in traffic on Crestline would raise the risk for children who walk or bicycle on that street to Hamblen School. We suggest that removing the traffic barrier at 29th and Pittsburg would certainly improve connectivity south/north to downtown without a significant impact to children attending Hamblen School.

We appreciate the opportunity to comment on the proposed Garden District project and welcome your support of neighborhood livability.

Richard and Diane Van Orden
2211 E. 34th Ave.
Spokane, WA 99203
(509) 535-1447

From: Clancy, Vicki
To: [Akkari, Omar](#)
Subject: Garden District Comments
Date: Thursday, May 31, 2018 4:57:06 PM
Attachments: [image001.jpg](#)
[let-20180531-Akkari.pdf](#)

RE: Garden District Comments

Dear Mr. Akkari,

Please see the attached letter.

Thank you,

Vicki Clancy

Executive Assistant to the Director of Planning and Development

Spokane Transit

Office: 509.325.6071

vclancy@spokanetransit.com

STA_logo_GreatCity_SMALL



From: Carol Tomsic
To: [Kathy Lang](#); [Akkari, Omar](#); [Beggs, Breean](#); [Kinnear, Lori](#)
Cc: [DOUGLAS & MARILYN LLOYD](#); [Sally Phillips](#); [Wittstruck, Melissa](#)
Subject: Garden District PUD comment for the Design Review Board
Date: Monday, June 11, 2018 10:34:31 PM

RE: Garden District PUD June 13 Design Review Board meeting

I live, work and walk in the Lincoln Heights neighborhood.

I prefer the Garden District alternative plan that does not extend Crestline through to Southeast Boulevard.

The Lincoln Heights Neighborhood District Plan supports a pedestrian friendly and a walkable economically vibrant neighborhood. An arterial extension will divide the district center and is contrary to the district plan and the Garden District PUD.

The Garden District PUD is designed to integrate into the neighborhood and improve connectivity and safety in a manner that complements the existing area. The Garden District PUD is focused on providing pedestrian and bicycle connectivity as a priority over traffic. The streets in the PUD will have residential traffic calming for private vehicles. The PUD is adjacent to existing homes on Crestline with an already established connectivity to the long-existing pedestrian and bicycle paths on the property.

The Garden District PUD alternative plan provides more open space. The open space will preserve long-existing pedestrian and bicycle paths the residents have used to walk to the district center and surrounding areas. It will preserve an urban forest, in particular large pines and deciduous trees, and I hope, a beautiful strand of aspen trees. The open space will have community gardens, rain gardens and pocket parks. It will reinforce a community feeling that already exists in the neighborhood. It will help deter crime and bring the neighbors together. A Crestline extension will separate neighbors and greatly reduce the open space and it's benefits.

The only suggestion I have are solar-powered, cell phone chargers in the open space.

Thank you
Carol Tomsic
Resident

From: DOUGLAS & MARILYN LLOYD
To: [Akkari, Omar](#)
Cc: [Beggs, Breean](#); [Kinnear, Lori](#)
Subject: Garden District PUD
Date: Monday, June 11, 2018 9:27:21 PM

As longtime residents of Lincoln Heights we strongly support the open-space plan as proposed by Greenstone. We prefer that Crestline St. not be connected to SE Boulevard. The Sonneland property has unique natural land formations which many of us enjoy. These are taken into account with the Greenstone proposal.

The Lincoln Heights Neighborhood has been a drive-through neighborhood for years and this problem has only increased with development south and east of Lincoln Heights. Greatly increased traffic threatens automobile, pedestrian and bicycle safety. We encourage an in-depth study be undertaken to find a resolution for our traffic problems.

Please accept our full support for the Greenstone Garden District PUD.

Marilyn and Douglas Lloyd

3620 E 35th Avenue

From: fmf@theofficenet.com
To: [Akkari, Omar](mailto:Akkari_Omar); klang0132@gmail.com
Subject: garden district
Date: Monday, June 11, 2018 3:00:11 PM

Dear Planning Committee,

We live on 34th ave along side the future apartments planned by Greenstone. We have always had a walk through gate accessing the property. Since there will be an alley behind our property, we would like to have a legal access to our property from that alley. I spoke to Jim Frank and Andy Sonneland and they both verbally agreed to that access. Two adjoining neighbors to the east of us also expressed interest to their property.

At this time, to take advantage of the excavation that will be going on, it seems to make sense to move the above ground utility lines underground to avoid future vegetation problems. Because of the power lines, we have had to remove a maple tree and the top of our cherry and Hawthorne, which would have blocked the view and sound of the development, have been topped twice by avista in the last 10 years. Because of this project, we have spent over \$800 on trees to create a screen to help insulate our property from the new development. If the utilities were put underground these new trees would not have to be topped and avista would save money in the long run.

We appreciate the idea that Jim Frank is trying to save as many old growth trees as possible, but in our area, it will either be parking or trees, so I bet the parking or the alley will win out.

We would prefer to not have the SE connection to Crestline.

Ron and Brenda Cord

2111 E 34th Ave

From: Laine Pitcher
To: [Kinnear, Lori](#); [Beggs, Breean](#); klang0132@gmail.com; [Akkari, Omar](#)
Subject: Green Stone Garden District PUD Comments
Date: Wednesday, June 6, 2018 1:55:51 PM

To whom it may concern,

I am writing in response to Green Stone's recent application for their proposed Garden District of Lincoln Heights and correlating rezoning to a Planned Development Unit (PUD) changing it from the current CC1 and RSF zoning. As a local neighborhood resident, located at 2310 E. 34th Ave., my main concern with the project is regarding the proposed density of 233 family units and the effects such density will have on the local neighborhood.

My number one concern about the proposed density is the inevitable increase in traffic along Crestline north of 37th avenue where there are no sidewalks. There would be an increase in traffic whether they connected Crestline to South East Blvd. or not due to the fact that the units located on the south side of the development would be accessing their parking from Crestline. That being said **I do prefer the open space plan that does not connect Crestline to South East Blvd** because the cut through traffic would increase even more with this option. As a mother whom walks her young children to school at Hamblen elementary everyday along this stretch of Crestline I fear the increase traffic without side walks and people parking along the streets would be a safety hazard. There is also a Chase Middle school bus stop located at 36th and Crestline and the kids, because of the lack of sidewalks, stand on the street while waiting for the bus and I believe the increased traffic would also be a safety hazard for them as well.

The proposed density would also cause a strain on our already overcrowded elementary schools. If only half of the 233 units had 2 children each in the school that would be an additional 233 children that the schools currently cannot accommodate. District 81 does have a long-term plan to address the elementary school overcrowding by building 3 additional middle schools and reconfiguring the middle schools to include 6th grade, but this will not be complete for approximately 5-10 years. The Green Stone development potentially will be complete in 2 years.

I am also concerned with this increased density our neighborhood will see an increase in crime, as statistics show that these two factors are correlated. That being the case any **additional crime prevention through environmental design themes** Green Stone can implement will be greatly appreciated.

Finally, The Garden District PUD will affect the long-existing bicycle and pedestrian paths on the Sonneland property along with the natural land forms, mature trees (including the large stand of aspen trees) and urban forest. My family and many others love these natural spaces and use these paths frequently and will be heartbroken to see this hidden city natural oasis destroyed. Coming from Portland, Or I cannot tell you how precious these natural spaces are in a city and once they are gone it is impossible to completely restore them. **This is another reason I prefer the open space plan that does not connect Crestline to South East Blvd as it will preserve more of these natural features.** Anything additional that Greenstone can do to preserve these, including reconsidering the proposed density would be priceless

and appreciated by generations to come.

In conclusion, I strongly request the design board take all these concerns into consideration and reconsider allowing this re-zoning and proposed density. If this development is to move forward we sincerely hope our neighborhood's preferences are taken into consideration and that the open space plan that terminates Crestline at 32nd is chosen. Thank you for your time and attention to our concerns

Sincerely,

Laine Lambarth

June 9, 2018

To whom it may concern,

My name is Bob Tkach. I live at 2115 E 34th Ave which borders the Greenstone Development. When we bought this house there were certain issues we wanted to avoid such as a busy street and an apartment house next door. Our house was built (in 1959) with the living room and dining room in the back of the house with the windows looking out onto a beautiful grove of aspen trees. Next year we will look out at a row of plastic apartment houses.

My other issue is increased traffic. If there is not an outlet developed to 29th S or SE Boulevard for these 233 new residences, They must all go south on crestline and then turn west on 34th to get to downtown. The traffic is already bad with cars flying off the Altamont hill doing 40 or 50 mph in front of our house.

I believe that no comment or suggestion is going to impede the progress of this development. I just wanted to express my frustration. I'm 74 and was hoping we wouldn't have to move again but we are living with uncertainty and anxiety.

Sincerely,

Robert W. Tkach

From: Addy Rigsby
To: [Akkari, Omar](#)
Subject: Greenstone: No Crestline Connection
Date: Friday, June 8, 2018 12:31:19 PM

Hi, I understand that on [Wednesday, June 13th](#), the [Design Review Board](#) will be reviewing two options for the Sonneland Property (32nd and Crestline). One option includes Crestline connecting to Southeast Blvd; the other design does not. I am writing to urge you to vote for the option that DOES NOT connect Crestline to Southeast Blvd!

There are several reasons you should not connect Crestline to SE Blvd:

- 1. Preserve more trees and green space**
- 2. Be more complementary to the neighborhood**
- 3. Focus on pedestrian and bike movement (connectivity) -- not cars**
- 4. Provide ample vehicle connectivity**
- 5. It will be safer for children in the existing neighborhood when walking and biking.**
- 6. It will be least disruptive to existing property values.**

I live in this neighborhood and love it. Please help preserve what we have while still making room for development. Please do not connect Crestline to Southeast Blvd.

Thanks, Addy Rigsby
2214 E 35th Ave

From: Kirk
To: [Akkari, Omar](#)
Subject: Hamblen Neighborhood
Date: Tuesday, June 12, 2018 10:52:51 AM

I'm writing in hopes the proposed Greenstone project at the old Sonnenland property near Crestline and 32nd will preserve as many trees and as much green space as possible.

My children and now grandchildren have enjoyed recreation in this nature area since we moved here in almost 20 years ago. I understand it's private property and agree with infilling unbuilt land rather than more sprawl. I just hope growth can be tempered with some green-space and a pedestrian and bicycle friendly development in keeping with the current Hamblen neighborhood.

Thank you for your consideration,

Kirk Jackson
4302 S. Crestline St.
Ddgcmc@comcast.net
509 448-3766

Sent from my iPad

From: emalia9
To: [Akkari, Omar](#)
Subject: HAMBLEN
Date: Monday, June 11, 2018 9:01:32 PM

I am adamantly opposed to the idea of linking Crestline to Southeast Bv. This neighborhood (and I have lived here fo 60 years) has a wonderful feel that this traffic change would destroy. Find another way.

Why would you want to increase the traffic in an entirely residential area, thereby deleteriously affect house values (and by exrension, property taxes.) Lastly, I think making Crestline an arterial will endanger children who go to the grade school. Please fond another way.

Sent from my Verizon, Samsung Galaxy smartphone

From: Molly Bozo
To: [Akkari, Omar; klang0132@gmail.com](mailto:Akkari_Omar; klang0132@gmail.com)
Subject: No Crestline
Date: Tuesday, June 12, 2018 10:40:24 AM

To Whom it May Concern:

We lived in this neighborhood for the past 45 years. My parents built our home and we bought it from them. This is a quiet family neighborhood. We have small children riding their bikes and trikes up and down Crestline. We do not want Crestline to be opened up to Southeast Blvd. or 29th Avenue. The amount of traffic that would filter through would ruin the neighborhood. It would be unsafe. There is already too much traffic on 37th Avenue and the added traffic would make it dangerous for children walking to Hamblen school. Traffic would also filter down 34th Avenue to Perry Street and make it unsafe for children walking to All Saints School. Dr. Sonneland held on to this property and wet lands for the enjoyment of all. It is a shame that upon his death all his wishes have been ignored. Please do not ruin our neighborhood setting.

Very Truly Yours,

Joseph & Molly Bozo
East 2104 35th Avenue
Spokane, WA 99203
509-535-0689
bozo@comcast.net

From: Amy Heppler
To: [Akkari, Omar](#)
Subject: Opposed to Crestline connection
Date: Sunday, June 10, 2018 8:34:11 PM

I am a resident in the Hamblen neighborhood. I love my neighborhood. I love knowing my neighbors and having my children walk to school along Crestline. I care about their safety. I do not wish for Crestline to extend and connect into the new development. Traffic will increase and not just from residents of the new development but from commuters racing to and from work and other places. The connector will change the neighborhood and not for the better. Please preserve the neighborhood. Protect our right to be in a suburb away from busy traffic, for our kids to walk safely to and from school and to the park. Let people walk with their dog and jog and bike in peace. Let us have the sanctity and safety a neighborhood is meant to provide. I do not want the area to turn into other places I see where busy roads divide neighborhoods and crowd right along side schools. Please do not allow the Crestline connector.

Amy Heppler

Get [Outlook for Android](#)

From: Heather Stewner
To: [Akkari, Omar; klang0132@gmail.com](mailto:Akkari.Omar;klang0132@gmail.com)
Subject: Preserving Hamblen
Date: Tuesday, June 5, 2018 9:31:43 AM

I am writing to ask that you please consider an alternative to connecting Crestline. I was hoping to see the results of traffic pattern as many counting devices were up around our area. I would still like to find out how to get the statistics. The Reagel problem of traffic needs a better solution than opening Crestline. I would like to hear the discussion to alternatives. I think keeping it closed for more connectivity to walking riding bikes, scooters and safety of family's. This city has a problem with pedestrians getting hit. As I go to Hamblen park every morning crossing 37 th and Napa. There is a School crosswalk there. Most people do not stop for pedestrians (me) and if one does the other lane does not stop making the crosswalk ineffective. More public safety adds to educate people on street, pedestrian laws. Back to the SAFETY of my neighborhood. Please look at cars using the major throughferrers that are existing. Please have citizens in neighborhoods considered.
Heather Stewner

[Sent from Heather's iPad](#)

From: CHARLES MILANI
To: klang0132@gmail.com; [Akkari, Omar](#)
Cc: [Kinneer, Lori](#); [Beggs, Breean](#)
Subject: Proposed Garden District PUD
Date: Saturday, June 9, 2018 1:39:07 PM

Dear Kathy and Omar:

We live at the Southeast corner of 34th and Crestline located very close to the new proposed Garden District PUD. We have attempted to stay involved with the process as this addition will change our neighborhood. Below is information we would like the Design Review Board to have and consider when making a final decision that will change our neighborhood.

We attended the City's Design Review Board meeting on April 25th and heard from the board and the Developer.

We understand that the property is private, and that the seller has the right to sell, that the developer has the right to develop the property and the city has the right to approve and or change existing zoning. The developer presented 2 plans because the preferred plan (by neighbors and the developer) does not comply with the city's Comprehensive Plan. The preferred design does not allow through traffic in the new neighborhood using Crestline as a connector to Southeast Blvd.

The city is considering zoning changes to allow this to be developed as a PUD – instead of a standard development. This change does affect our neighborhood as it allows 2 story apartments to be built next to existing homes. That is the one thing that we don't really like about the PUD, however it does appear that the developer has taken steps to reduce that effect on our neighborhood. We believe that their preferred plan is the best one for our area.

It preserves natural green space which enhances the area. We also appreciate that the design keeps the pedestrian friendly atmosphere of our area.

We hope that the Design Review Board will consider the above so that the addition to our neighborhood will enhance our area instead of reducing our quality of living and possibility our property values.

Thank you for your help.

Marcia and Charles Milani
2204 E. 34th Avenue
(509) 990-4188

From: Andy Wittwer
To: [Akkari, Omar](mailto:Akkari.Omar); klang0132@gmail.com
Subject: Removing the Crestline Connection
Date: Monday, June 11, 2018 9:02:38 AM

Good Morning -

I understand you're each part of the review board regarding the Crestline connection? Please add my name to the list of people requesting no connection; between 37th and Thurston, Crestline does not have the capacity to handle Hamblen school traffic as well as general arterial traffic.

Thank you!

Andy Wittwer
3617 S Smith

From: Henry Reimann
To: [Kinnear, Lori](#); [Beggs, Breean](#); [Akkari, Omar](#); klang0132@gmail.com
Subject: Saving the Garden District unnecessary added congestion
Date: Monday, June 11, 2018 10:03:55 AM

To all council members and other involved decision makers. (Please share these comments with any others you CAN!)

Here are some design reasons the "no Crestline" option is better.

1. Preserve more trees and green space
2. Be more complementary to the neighborhood
3. Focus on pedestrian and bike movement (connectivity) -- not cars (see below about CARS)
4. Provide ample vehicle connectivity
5. Provide Realistic FOCUS on better arterial flow

We would hope the council and any other decision makers in this process would consider the economic, practical and logical solution of

1. connecting Southeast Blvd to the Sonneland/Greenstone property on an interior loop, ONLY. (One way in and One way out)

(For FIRE, and other Emergency reasons, there could be an EXIT-ONLY onto 29th, with (MARKED tire damage grates for any who would try to enter)

NOT TURNING CRESTLINE (historically RESIDENTIAL Street) INTO AN ARTERIAL

- ***which would add +/- 1,000 cars per day,
- ***endanger school children on their way to and from Hamblen
- *** overload a school already at or beyond maximum capacity, leading to construction of still another school.
- ***require a COST of and maintenance level of Crestline and surrounding feeder streets that has not been apparent for the 40 years we have lived here.

2. Instead of turning a residential street into an arterial, better tax expenditure should be placed on improving, widening and maintaining existing arterials.

Also, PLEASE STOP or better yet, undo the idea of "traffic calming" by reducing the number of lanes available, --placing planter beds which SQUEEZE traffic into less space and hold drivers up whenever there is any kind of blockage in THAT ONE LANE!

Making more lanes available would facilitate smoother, better traffic movement, especially at rush hours. Please email your comments: oakkari@spokanecity.org; klang0132@gmail.com

Thank you very much for seriously considering ALL of these points,

Marilyn Reimann

June 9, 2018

Re: Greenstone Garden District Development

My name is Charlene Tkach and I live at 2115 E. 34th Ave. We will be directly impacted by this development as our property borders it on the south. I am not in favor of the proposed apartment complex that will back up to our fence line. I would rather see quality homes on a cul-de-sac be placed here instead and the apartment complex closer to 29th and the busier streets. This is an idea that is shared by many in the neighborhood and so far has fallen on deaf ears. We bought our house in February 2017 knowing full well to expect development. We never expected an apartment complex was under consideration. We have attended most of the meetings and have heard comments that these apartments are being "hidden" behind the houses for more neighborhood appeal. Why not just eliminate them in this area and place them closer to the busier areas where they will fit in better?

Another concern I have are the trees that will be sacrificed. Namely the aspen stand and the large evergreens that have been apart of this area for ages.

In all these meetings we are told we can not discuss traffic and school issues as the Design Review Board has no authority over them. I am concerned about how the traffic is going to flow in and out of the development. My concern is all the traffic will go in and out on Crestline, which wil increase traffic on 34th. At the first meeting I asked if the roads were going to be put in first and was told "no, they would be put in as you went along." With your first phase being the apartment that must mean all equipment and traffic will be going south on Crestline. Seems like traffic and school concerns should be worked out ahead of the design or at least at the same time.

Lastly, I would like to address the possibility of a gate to gain access to our backyard. This is something we would be interested in and I have heard it being discussed.

Thank you for your consideration.

Respectfully,

Charlene Tkach

From: Rick Boal
To: klang0132@gmail.com; [Akkari, Omar](#)
Cc: [Kinnear, Lori](#); [Beggs, Breean](#)
Subject: Touchstone Design Review
Date: Friday, June 8, 2018 11:57:23 AM

To Members of the Design Review Board:

I spoke at the first design review and have stayed involved with this process. Concern was raised then that the City's master plan may have necessitated the continuance of Crestline where it currently dead-ends at this proposed construction site. Since the City Council is questioning how that was included in the plan and is considering its removal, I believe this Board must give equal consideration to the design that does not include Crestline as a connector to Southeast Blvd.

The Council is also considering, based on the City's desire to have more connectivity via bike and pedestrian pathways, ways to make the entire Sonneland property an important interconnected series of paths, from 29th Ave to 32nd Ave, Southeast Blvd to Pittsburg St and including connector streets that abut them. Because of this, it's important that this Board consider the greater good of connectivity and safety for surrounding neighborhoods when deciding upon the two designs for the Garden District.

Based on these issues, in addition to the aesthetics of what Greenstone is hoping to accomplish, I support the design that keeps Crestline out of this project. In addition to the connectivity issues, it will preserve more mature trees and open green space; be a more complimentary design to the surrounding neighborhoods; and will still allow automobile traffic flow in and out of Garden District via Southeast, 32nd Ave and 29th Ave.

Sincerely,
Rick Boal
2026 E 30th Ave

From: Carol Rankin
To: [Akkari, Omar](#)
Subject: Traffic
Date: Wednesday, June 6, 2018 3:22:41 PM

Please pay extra attention to the traffic congestion on SE Blvd already. More streets leading into the congestion on Regal will bind traffic even more.

Sincerely,

Carol Phillips Rankin

2004 E 30th.....for 33 years.

Sent from my iPad

1307 West 1st Avenue

2 - Program Review/Collaborative Workshop

Design Review Staff Report

June 5, 2018



Staff:
Dean Gunderson, Senior Urban Designer
Planning & Development Services Department

Applicants:
Representative:
Evan Verduin, Trek Architecture
Owner:
Charles Little, CGL Properties, Inc.

Background

The Design Review Board prior Collaborative Workshops was held on May 9, 2018.

The following materials are supplemental to this report:

- *Design Review Board | Collaborative Workshop Advisory Actions, May 9, 2018*
- *Design Review Staff Report | Program Review/Collaborative Workshop, April 27, 2018*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the first Collaborative Workshop/Program Review including any changes made in response to Advisory Actions offered by the Design Review Board on May 9, 2018 as follows (*Applicant responses in highlighted and italicized text, from May 21, 2018 submittal*):

Open Space

The board encourages the applicant to explore design context that demonstrates connectivity to the Railroad Alley and enhances the pedestrian experience and connectivity to Adams Street and the immediately adjacent southern parcel.

The proposed design now plans on removing existing chain-link fence and support infrastructure in the vacated alleyway and replacing the surface with new concrete paving, planters, and lighting to enhance connectivity with Railroad Alley to the East. (See submittal pages 22, 23, and 25)

The applicant shall return with solutions that demonstrate the ability to provide the entirety of the required open space plaza along the 1st Avenue frontage.

The entirety of the Open Space requirement (540+S.F.) is now incorporated and fulfilled along the primary entrance(s) of the project. (See submittal pages 22, 23, 24, 26, and 27)

The board encourages the applicant to utilize the site furnishings “kit of parts/palette” developed by the Downtown Spokane Partnership and the City of Spokane to provide continuity for the West Downtown Historic District and the Carnegie Square / West 1st Avenue Character Area.

The design team has is engaging with COS Planning and Development to incorporate street furniture and/or lighting that will maintain continuity of the district. (See submittal pages 24, 25, 26, and 32)

Materiality

The applicant shall return with a more well refined design of all exterior facades demonstrating:

- Breaking up the massing of the west façade, via material changes, breaks in the façade, artwork.
- Comportment with the surrounding historical material palette and detailing.

This proposed design includes several preliminary elevations showing the development of all exterior facades, including recesses, changes in materials, and bands of differing texture and color. (See submittal pages 28, 29, 30, 31, and 32)

Massing

The applicant shall return with a more well-defined building top to demonstrate compliance with Downtown Design Guideline A-2.

The proposed design incorporates several of the key points of the Downtown Design Guidelines A-2. The area of the top floor has been reduced slightly to accommodate an additional setback from 1st Avenue along a portion of the façade to decrease the appearance of the overall bulk building form as seen from primary viewpoints. The building incorporates a flat roof and parapets and with the addition of a special flat roof that covered the uppermost balcony a visual termini from street level is provided at the top of the building. (See submittal pages 22, 23, 28, 29, and 30)

Use of Adjacent Roof Space

The applicant shall return with a more well-refined roof plan (and exiting plan) for the use of the adjacent roof top space.

The design package now includes additional details on the occupied portion of the roof of the adjacent building and identifies the second exit from the roof. (See submittal pages 21, 23, 26, and 27)

Additional suggested topics for discussion, by staff, based on the May 21, 2018 submittal:

Contextuality

Character Area

Street furniture (from the Downtown Streetscape Infrastructure Program).

The site is closest to the area identified in the Streetscape Infrastructure Program (SIP) as the Redevelopment District #2 (Arts or Entertainment District); which is slated to receive the streetscape furnishing listed on pages 58-61 of the SIP. These improvements are defined as being more classic in design, befitting the proximity of the historic Davenport District.

Materials

The elevations and palette indicate a differentiated assembly of material (to what are these materials and details referring, is it sufficient that similar materials are used or is there an expectation that “comportment” implies a deeper relationship to the surrounding architecture? – see Historical Fit section, below).

Massing

Treatment of blank west façade wall (is the articulation of the western monolith via horizontal and vertical breaklines sufficient to ameliorate visual impact of the 85'-90' high wall?).

Historical Fit

Rhythm of façade articulation

The applicant illustrates the structural rhythms of the new tower, purportedly derived from the adjacent buildings' facades (as follows):

- A: 12' shown (10' at 1229 1st Ave. and 10' on Eldridge building)
- B: 20' shown (corresponds to the 20' bays at 1229 1st Ave. and the Eldridge building)
- C: 16' shown ("C" bay width is not used on the proposed tower, this bay enlarges to 18' on the Adams Street elevation of the "Password" building)
- D: 25' shown
- E: 26' shown (corresponds to 2nd floor window sill at 1229 1st Ave. and height of the cast stone impost on the "Password" building)
- F: 10' shown (corresponds to the bottom of metal awning on "Password" building, and height of transom sill at the Eldridge building)

Noted Discrepancies

- 1) The proposed structural bay for the new tower averages 12' in width – four equal bays across a 50'-wide building. Contrary to the elevations provided on page 28 of the applicant's submittal, this does not match the bay widths labeled "A" on either the Eldridge building or the building located at 1229 1st Avenue (both of which are approximately 10' in width).
- 2) The bay widths labeled "D" for the new tower is a double width of the proposed "A" bay, or approximately 24'. This is not a bay width found anywhere on the immediately adjacent buildings. The applicant purports that this matches some bay widths found on Adams Street; which in actuality vary from 18' (on the "Password" building) to 14' (on the single story building immediately south of the "Password" building – currently housing a dance studio). It should be noted that there are two 24'-wide bays found on the Adams Street elevation of the building located at 1229 1st Avenue.
- 3) The vertical bay width labeled "E" is 26' in height, this roughly corresponds to the height of the cast stone impost of the arched bays on the "Password" building – though this impost is not illustrated in the elevations of the "Password" building. The impost height should be field confirmed by the applicant and drawn on the elevations.

Is this partial reflection of the structural bays found on the surrounding buildings sufficient, or was there a desire to see a replication of assembly details – e.g. cornice lines, brick patterning, watercourse lines – or a closer relationship to the massing and detailing of the "Password" building?

Is there a desire to see a more accurate reflection of the structural bays found on the adjacent buildings (corrected to reflect the known dimensions)?

Artwork (public art)

Is there an opportunity to utilize a mural on the western façade to ameliorate the visual impact of the 85'-90' high wall, or would the use of architectural panels be sufficient? Is there an opportunity to incorporate art in the former alley (in addition to the proposed landscaping) to provide a more pedestrian friendly pathway?

Note

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

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Centers and Corridors Design Guidelines

1ST AVENUE DESIGN RECOMMENDATION WORKSHOP - SUBMITTAL #2
PROGRAM REVIEW / COLLABORATIVE WORKSHOP

PROJECT INFO

Property Address
1309 West 1st Avenue

Owner/Developer
1st Avenue Chelan LLC

Architect
Trek Architecture
Evan Verduin, AIA
T. 509.315.4830

Zoning
DTG

Landuse
Downtown

TABLE OF CONTENTS

DESIGN PROPOSAL	5	FEEDBACK & RESPONSES	9	CONCEPT / BUILDING PROGRAM	13
Vicinity Map		Open Space		Massing Concepts	
Development Objectives		Materiality		Preliminary Program	
Design Goals		Massing			
Guiding Documents		Use of Adjacent Roof Space		BUILDING DEVELOPMENT	20
COMPREHENSIVE PLAN	6	CONCEPTS	10	Floor Plans	
Comprehensive Plan		Concept		Site Plan	
Relevant Comprehensive Plan Sections		Pedestrian Environments		Building Sections	
DESIGN GUIDELINES	7	1st Ave Street Edge		Rooftop Plan	
Downtown Design Guidelines		Alley Edge		Building Elevations	
Relevant Design Guidelines				APPENDIX	33



- major viewpoints / traffic corridors
- minor viewpoints / traffic corridors

VICINITY MAP.

Major public viewpoints and traffic corridors from which the site is visible.

STATEMENT OF DEVELOPMENT OBJECTIVES

The first avenue redevelopment project is a mixed use multifamily project consisting of seven stories with a maximum height of 85'. The design is still evolving, however it is anticipated that each story will be approximately 7,800 SF each. The main floor level will consist of a commercial use: restaurant or retail space, while the upper floors will be residential in nature with 54 one and two bedroom units with a shared amenity space.

The project will not include parking on the specific site being developed but an adjacent surface parking lot under the same ownership will be offered to tenants and patrons.

DESIGN GOALS

The over arching goal for the project is to create a vibrant mixed use community that offers exceptional modern housing for young professionals in a neighborhood poised for growth. The tower concept provides continuous retail/restaurant space at the street level in conjunction with the residential levels above. The street level allocates approximately 3,500-sf of commercial space along 1st Avenue. Six residential levels yield 54 residential units comprised of 44% two bedrooms, 56% one-bedroom units with an average unit size of 700-sf. A secondary point of entry is provided along the alley (south) side of the structure to provide direct access to parking as well as bike lockers for tenants. An enclosed storage area entered also entered through the alley contains trash, generators and other support infrastructure. No parking is provided on site.

CITY COMPREHENSIVE PLAN AND DOWNTOWN DESIGN GUIDELINES

Design of the project will embrace the guidelines contained within two primary City of Spokane documents:

- Comprehensive Plan
- Downtown Design Guidelines

COMPREHENSIVE PLAN

The Growth Management Act encourages urban growth to reduce sprawl while maintaining access to open space and connection to natural features. It encourages residential and mixed use projects that create a viable and strong downtown where social interaction is enhanced, access to transit and services is enabled and the unique character of Spokane is celebrated.

The proposed project will be a vibrant mixed use project that will transform an under utilized site into a great place for people to live, work, play, and immediately access the downtown core.

The building placement and forms will reflect both the built environment with its urban grid and historic buildings.

Some of the comprehensive Plan policies that the project will support include locating residential in the downtown core, encouraging a mix of uses and enhancing downtown as a desirable place to live.

RELEVANT COMPREHENSIVE PLAN SECTIONS

LU 1.4 H RESIDENTIAL USES

Locate higher density residential uses in designated centers and corridors

LU 1.9 DOWNTOWN

Ensure a viable and strong downtown with a mix of uses, including residential, office, entertainment and retail.

LU 2.1 PUBLIC REALM FEATURES

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

LU 3.13 SHARED PARKING

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

LU 5.1 BUILT AND NATURAL ENVIRONMENT

Encourage features that maintain and enhance the natural and built environment

LU 5.3 OFF-SITE IMPACTS

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

LU 5.5 COMPATIBLE DEVELOPMENT

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

LU 8.1 POPULATION ACCOMMODATION

Accommodate the majority of the county's population in Urban Growth areas

TR2.5 PARKING FACILITY DESIGN

Locate parking behind primary building.

TR 2.6 VIABLE WALKING ALTERNATIVE

Promote and provide for walking as a viable alternative to driving.

TR 2.7 SAFE SIDEWALKS

Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

TR 2.13 VIABLE BICYCLING

Promote and provide for bicycling as a viable alternative to driving.

TR 2.17 FACILITIES TO SUPPORT BICYCLING

Provide facilities that support bicycling to make it more feasible for transportation and recreation.

TR3.4 INCREASED RESIDENTIAL DENSITIES

Increase residential densities to support the efficient functioning of transit and mass transit.

TR7.1-7.4 CHARACTER, STREET LIFE, STREET TRESS AND BUFFER STRIPS

Increase pedestrian use of streets, by increasing the number of residents and workers downtown.

DP 1.4 NEW DEVELOPMENT IN ESTABLISHED NEIGHBORHOODS

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

DP 5.1 DOWNTOWN RESIDENTS AND WORKERS

Support investments that increase the number of residents and workers downtown

DP 5.2 STREET LIFE

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

DP 6.3 TRANSIT AND PEDESTRIAN-ORIENTED DEVELOPMENT

Encourage attractive transit and pedestrian-oriented development.

ED 2.4 ECONOMIC DEVELOPMENT - MIXED USE

Support mixed use (more self-sufficient) development

N 1- THE DOWNTOWN NEIGHBORHOOD

Enhance downtown as a vital and desirable neighborhood in which to live.

N 7.1 GATHERING PLACES

Increase the number of Gathering Places

DOWNTOWN DESIGN GUIDELINES

The Downtown Design Guidelines and the Design Review process are intended to enhance how the public will perceive and use the public realm by implementing Spokane's Downtown Plan, protecting public and private investment, encouraging thoughtful design, while providing flexibility in application of development standards.

The Guidelines cover site planning and massing, architectural expression, pedestrian environment, public amenities and vehicular access and parking.

SITE PLANNING AND MASSING

The project responds to the physical environment by embracing the grid-like configuration of the site, which is bordered on the north by 1st Avenue, south by an existing alley, west by an existing property line, and east by two existing structures (one and two story). The proximity to the new urban park directly across the street will also makes this site so unique and desirable.

The orientation and massing of the buildings takes advantage of the already existing urban grid and orients toward views the north bank, downtown core and south hill. The project will be visible from the vehicular Maple Street bridge (gateway) that links the Kendall Yards neighborhood to west end of downtown. The site is also visible at a pedestrian level from Sprague Avenue and 1st Avenue.

ARCHITECTURAL EXPRESSION

Although exact material selection and window placement has not been fully developed, the rectilinear expression of the tower reinforces the urban street grid of the downtown core. The scale of the building will complement the historic pattern of 5 story buildings built up to the street while generous entry canopies for both the restaurant and the residential lobby will mimic and relate to the large historic entrance canopies found along 1st Avenue. The residential levels of the project, with large windows and careful modulation will visually reduce the scale of the project to the human proportion.

PEDESTRIAN ENVIRONMENT

The building will create a rich pedestrian experience by addressing the distinct edge that has historically been created by adjacent buildings that surround and encompass the site. The four project edges exist as either the primary street, alley or common property lines.

They are:

- 1st Avenue Edge
- Alley Edge
- East Façade Edge
- West Facade Edge

The section entitled "Pedestrian Environment" contains a description of these edges and the respective design approach to each.

PUBLIC AMENITIES

The project will provide public amenities through the incorporation of sidewalk furniture. The incorporation of landscaping, lighting, signage will all combine to create a safe and attractive place for the public use.

VEHICULAR ACCESS AND PARKING

There is no on site parking for the project. Parking may be available in an adjacent surface parking lot to the south of the structure. By not including parking the proposal allows the main level of the building to be utilized for commercial retail (restaurant) use.

The alley will also provide access to loading/unloading and trash collection (with roll-up doors).

RELEVANT DOWNTOWN DESIGN GUIDELINES

A: SITE PLANNING AND MASSING

A1 Respond to the Physical Environment

A.1.a -f Arranging the building Mass in response to

- Street grids irregularities
- Dramatic topography with contrasting edge conditions
- Views of geography and natural resources
- Visibility from gateways

A-2 Enhance the skyline

B: ARCHITECTURAL EXPRESSION

B1 Respond to the Neighborhood context

- Natural features and Iconic landscapes
- Neighborhood buildings
- Elements of the pedestrian network

B-2 Create Transitions in Bulk and Scale

- Adjacency to neighborhood buildings
- Distinct building base

B-3 Reinforce the Urban Form and Architectural Attributes of the immediate area

- Massing and setbacks
- Scale and proportion
- Exterior finish and detailing
- Adding plazas and parks
- Street furniture

B-4 Design a well-proportioned and Unified Building

- Forms express the uses and create distinct building volumes
- Canopies
- Plazas and courtyards

B-5 Explore Opportunities for building Green

- Use durable, sustainable materials

- Explore efficient HVAC systems
- Sensitive plantings

C: THE PEDESTRIAN ENVIRONMENT

C-1 Promote Pedestrian Interaction

- Uses accessible to general public
- Uses spill out onto sidewalk

C-2 Design Facades at many scales

- Materials, window patterns, rooflines

C-3 Provide Active facades

- Windows where possible
- Landscaping to soften blank walls
- Textures and detailing
- Seating

C-4 Reinforce entries

- Tall lobbies
- Distinctive canopy
- Recessed entry

C-5 Overhead weather protection

- Transparent preferred

C-7 Install Pedestrian Friendly materials at Street Level

- Outdoor balconies
- Brick, stone, etc.
- Landscaping
- Lighting

D: PUBLIC AMENITIES

D1. Provide inviting and Usable Open Space

- Pedestrian oriented
- Landscaping
- Lighting
- Visual and barrier free access

D2 Enhance the Building with Landscaping

D3 Respect historic features

D4 Provide elements that define the place

D5 Provide appropriate signage

D6 Provide attractive and appropriate lighting

D7 Design for Personal Safety and security

D8 Create Green Streets

E: VEHICULAR ACCESS AND PARKING

E-1 Minimize Curb cut impacts

- Share with adjoining owner
- Enhance garage openings
- Minimize width of curb cuts
- Maintain appearance of sidewalk

E-2 Integrate Parking Facilities

- Visually integrate into building above

E-3 Minimize presence of Service areas

E-4 Design green Parking

KEY DESIGN REVIEW BOARD FEEDBACK & RESPONSES

OPEN SPACE

The board encourages the applicant to explore design context that demonstrates connectivity to the Railroad Alley and enhances the pedestrian experience and connectivity to Adams Street and the immediately adjacent southern parcel.

The applicant shall return with solutions that demonstrate the ability to provide the entirety of the required open space plaza along the 1st Avenue frontage.

The board encourages the applicant to utilize the site furnishings “kit of parts/palette” developed by the Downtown Spokane Partnership and the City of Spokane to provide continuity for the West Downtown Historic District and the Carnegie Square / West 1st Avenue Character Area.

RESPONSE:

The proposed design now plans on removing existing chain-link fence and support infrastructure in the vacated alleyway and replacing the surface with new concrete paving, planters, and lighting to enhance connectivity with Railroad Alley to the East.

The entirety of the Open Space requirement (540+S.F.) is now incorporated and fulfilled along the primary entrance(s) of the project.

The design team has is engaging with COS Planning and Development to incorporate street furniture and/or lighting that will maintain continuity of the district.

MATERIALITY

The applicant shall return with a more well refined design of all exterior facades demonstrating:

- Breaking up the massing of the west façade, via material changes, breaks in the façade, artwork.*
- Comportment with the surrounding historical material palette and detailing.*

RESPONSE:

This proposed design includes several preliminary elevations showing the development of all exterior facades, including recesses, changes in materials, and bands of bands of differing texture and color.

MASSING

The applicant shall return with a more well-defined building top to demonstrate compliance with Downtown Design Guideline A-2.

RESPONSE:

The proposed design incorporates several of the key points of the Downtown Design Guidelines A-2. The area of the top floor has been reduced slightly to accommodate an additional setback from 1st Avenue along a portion of the façade to decrease the appearance of the overall bulk building form as seen from primary viewpoints. The building incorporates a flat roof and parapets and with the addition of a special flat roof that covered the uppermost balcony a visual termini from street level is provided at the top of the building.

USE OF ADJACENT ROOF SPACE

The applicant shall return with a more well-refined roof plan (and exiting plan) for the use of the adjacent roof top space.

RESPONSE:

The design package now includes additional details on the occupied portion of the roof of the adjacent building and identifies the second exit from the roof.

CONCEPT

The project site is located along 1st Avenue directly across from the Adam's Street CSO Tank and future park. In addition to the park, the Central City Line will provide east and west bound stops adjacent to the project. The park, in conjunction with the planned transit investments, make the project location particularly desirable.

The north/south orientation of the site limits the opportunities that the project has to interact with the public realm due to reduced frontages. Thus, added importance has been placed on the program and north/south facades to maximize the positive impact of the project.

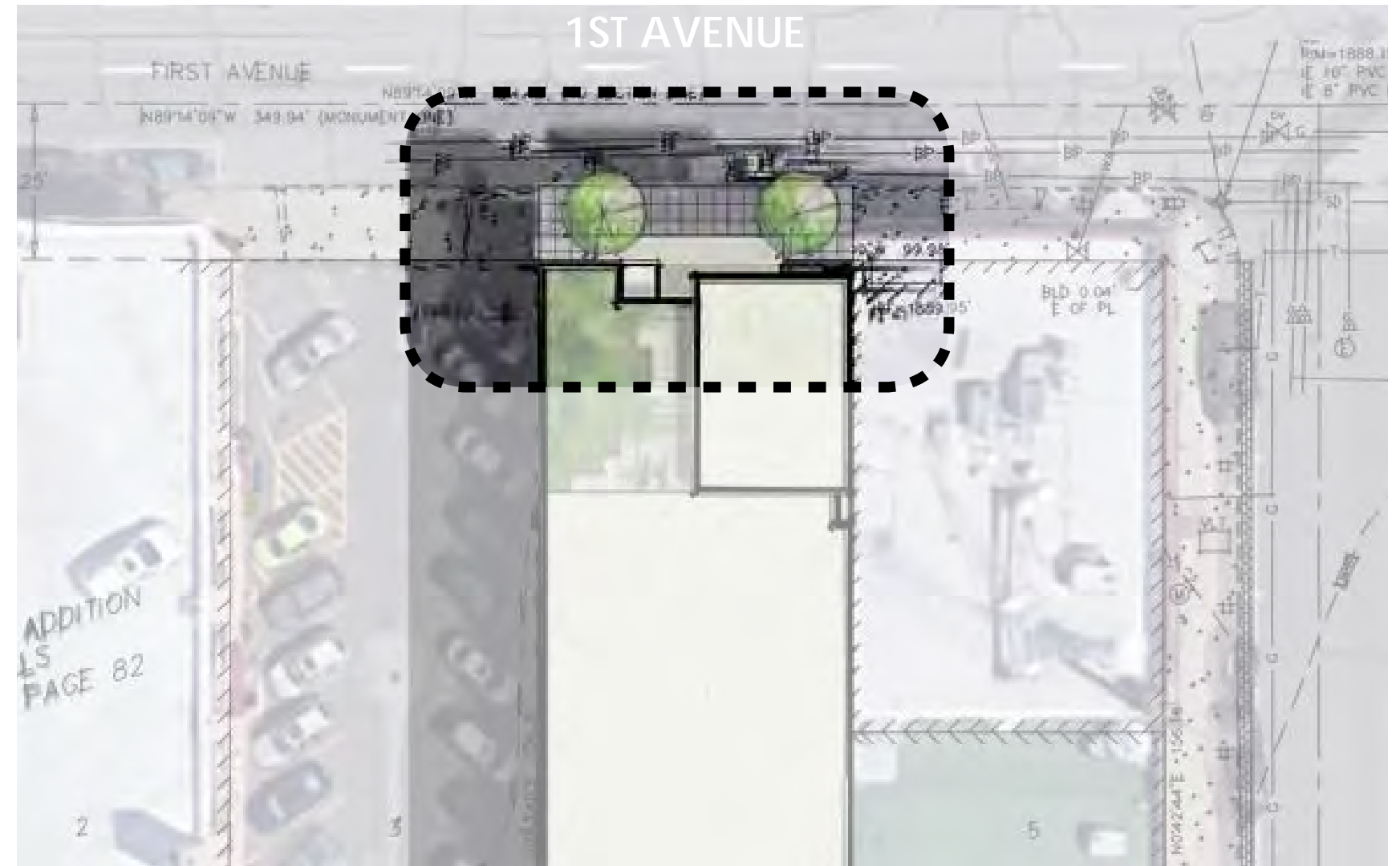
- The north and south facades will be designed with an urban response to the way the buildings meet the sidewalk and alley.
- This project will be a catalyst project for the west end of the downtown neighborhood and set the tone for other development in the area.
- The project will help activate park across the street due to the added residential units incorporated into the design and will also provide added safety for the area with "eyes on the street".



 SITE PLAN
1" = 25'-0"

1ST AVENUE FACADE/EDGE

- This will be the gateway to downtown from the western part of downtown and browns addition.
- A memorable streetscape consisting of sidewalks, street trees, landscaping and street furniture will reinforce the history of 1st Avenue.
- The project anticipates the use of materials that are appropriate for the residential and restaurant uses they enclose, and be designed to enrich enliven the 1st Avenue frontage.
- The project will be designed to complement but not compete with the historic structures of the neighborhood.



TRANSPARENT / ACTIVE FACADE



OUTDOOR DINING



ACTIVE STREETS (FURNITURE/LANDSCAPE)

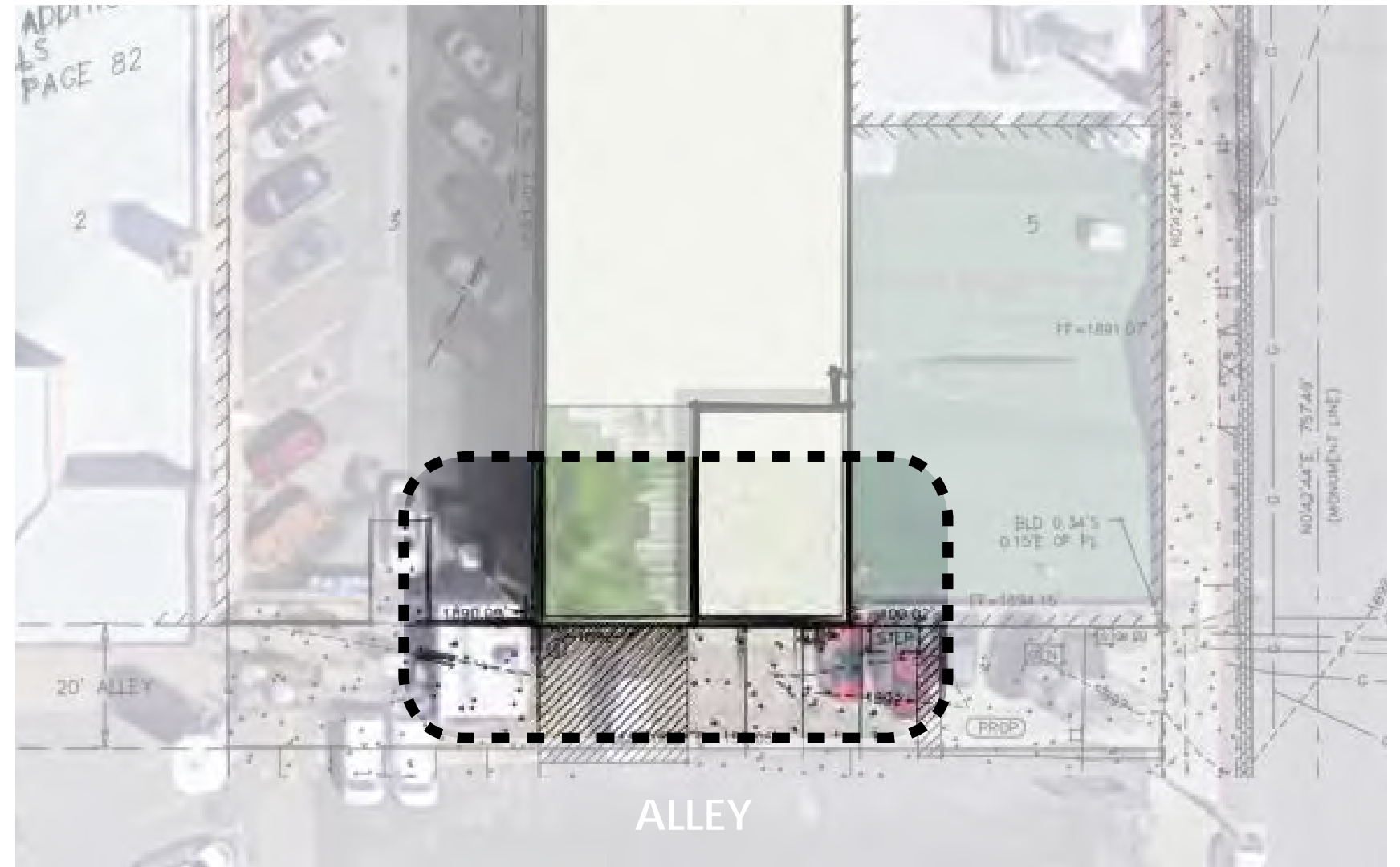


RESIDENTIAL ENTRY



ALLEY FACADE/EDGE

- South facing residential units will provide variety, scale and activate the south façade of the project.
- Access to the enclosed service zone for the project will be carefully integrated into the lower level of the south facade so that the prominence of building is not diminished or reduced to only a service role.
- We anticipate working with the owner(s) and other users of the surface parking lot to the south of the project to accommodate parking desires of the residents and restaurant.
- Due to anticipated parking desires a tenant entrance for the project will be provided with as equal importance as the "front" 1st Avenue entrance to activate the alley and provide a safe and welcoming atmosphere.
- South facing residential units will provide variety, scale and activate the façade.



REAR ENTRY ADJACENT TO SERVICE ACCESS



PROMINENT REAR RESIDENTIAL ENTRY



MASSING CONCEPTS

Initial design/massing studies are extremely early in the process, and should not be considered final, however it is anticipated the street level of the project should maintain as much openness and transparency as possible to activate the sidewalk and allow activities to spill to the exterior. This will be encouraged and accommodated by large doorways and/or openings and sidewalk seating for restaurant use. Careful and appropriate use of sidewalk furniture and landscaping will further encourage interactions with the public realm. The lower level could conceptually be recessed slightly to accommodate additional outdoor seating while the living units above reinforce the urban edge and streetscape.

Generous awnings would be provided for both the restaurant and residential entries to protect guests and residents from inclement weather. The oversized awnings would also tie into the historic patterns of awning use along 1st Avenue (The Montvale, for example).

PRELIMINARY PROGRAM

The current program includes two major conventional components (Live and Play) with additional accommodations for outdoor space/opportunities.

LIVE

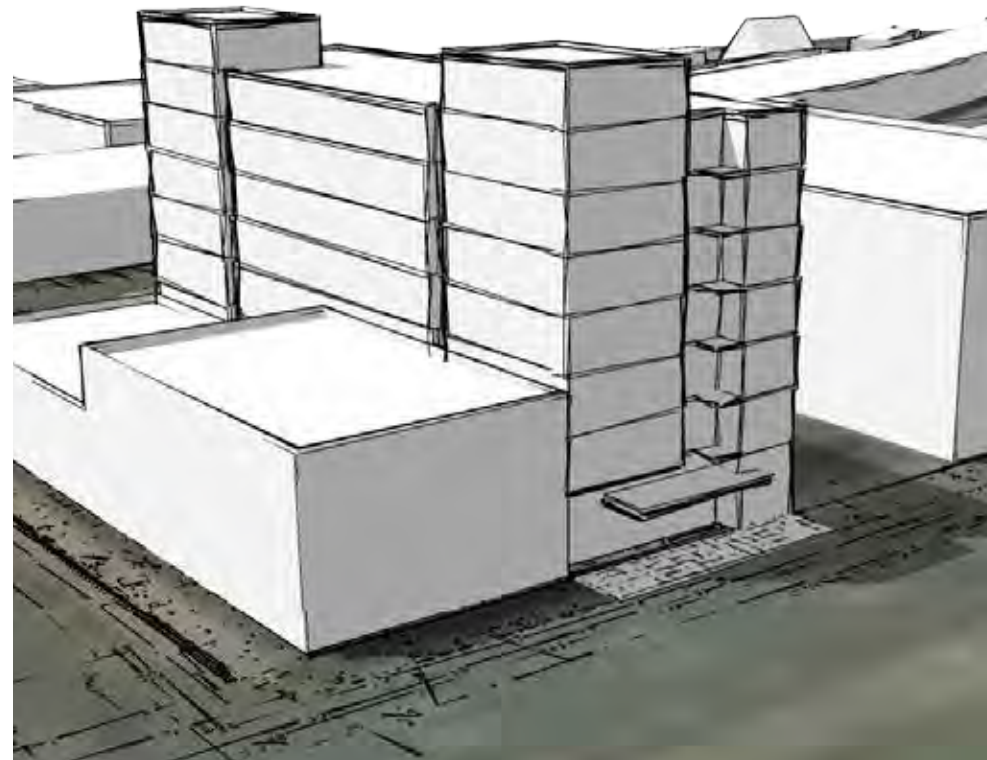
Apartments – for rent

PLAY

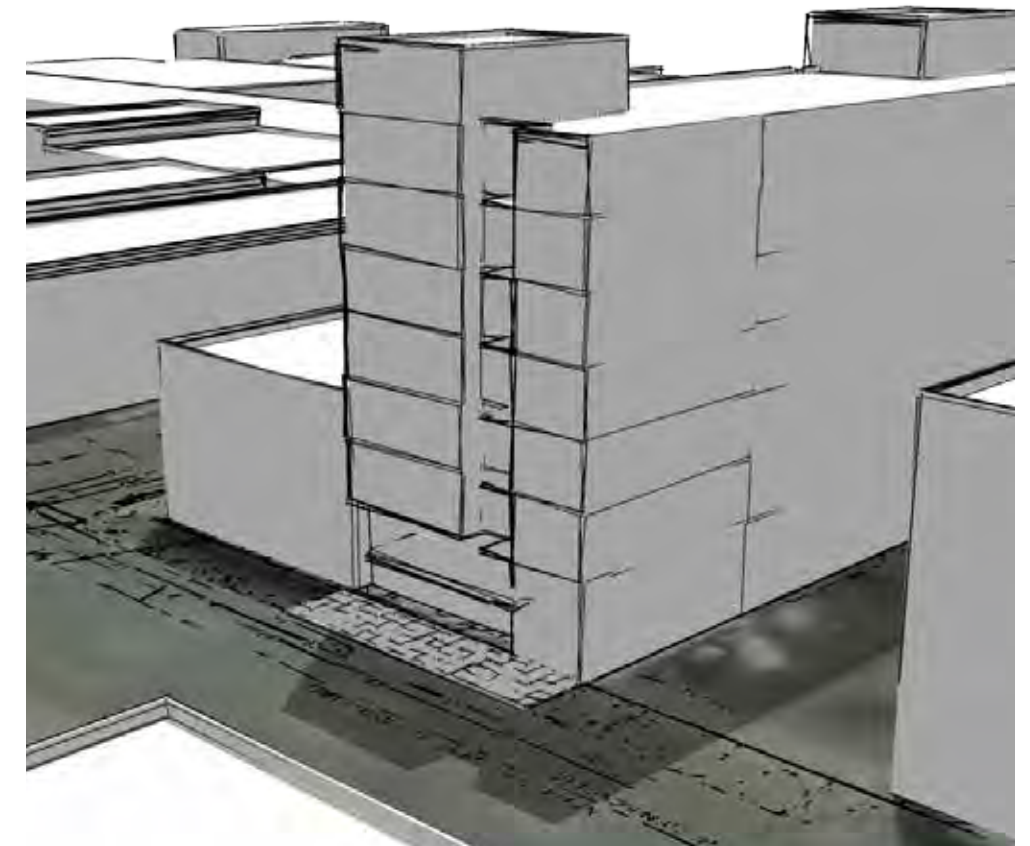
Retail (primarily food and beverage)

OUTDOOR

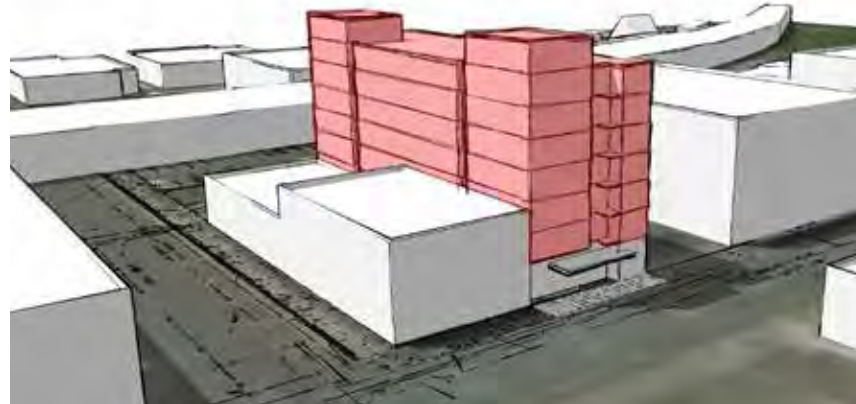
Balconies, rooftop patios.



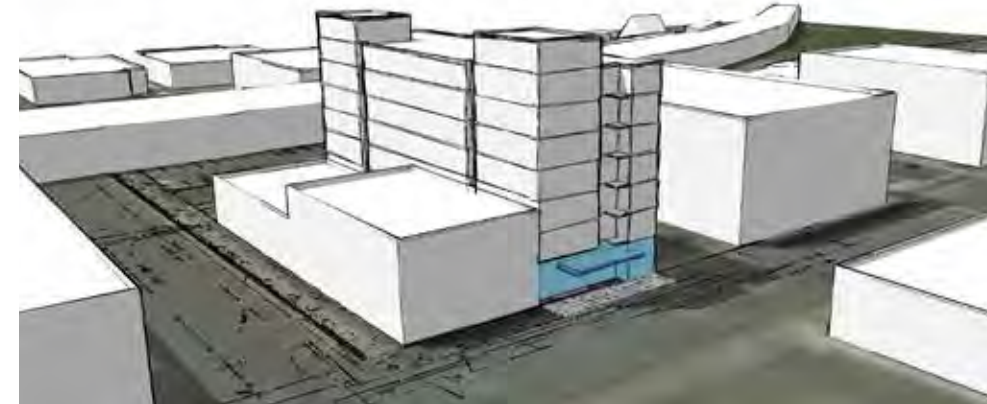
NORTHEAST AERIAL VIEW



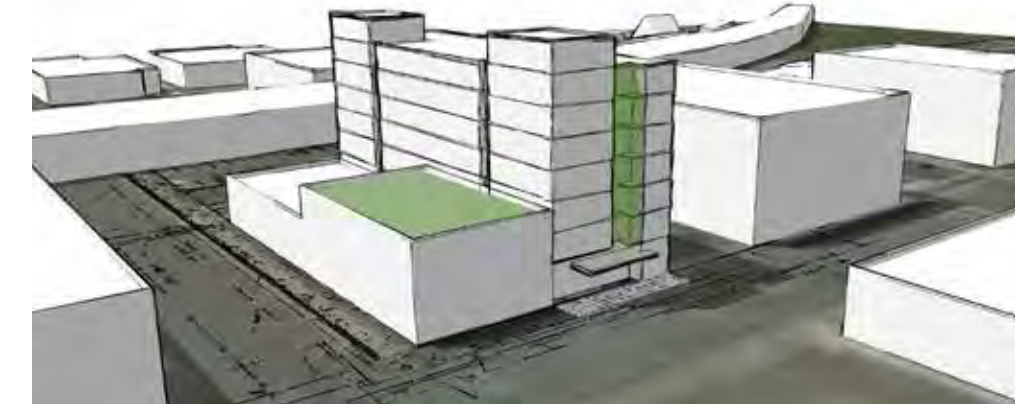
NORTHWEST AERIAL VIEW



LIVE



PLAY



OUTDOOR

MASSING CONCEPTS

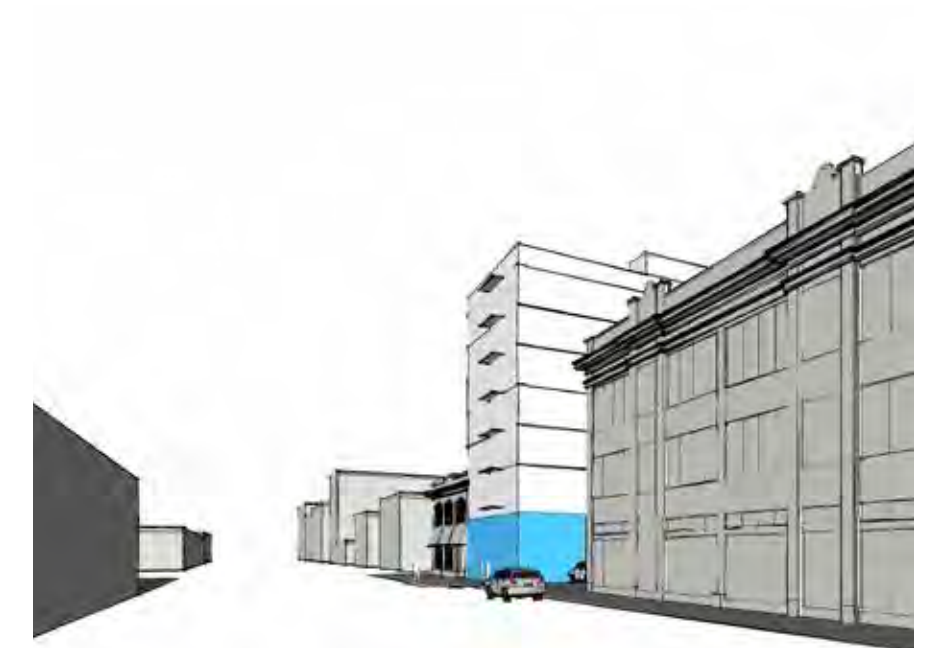
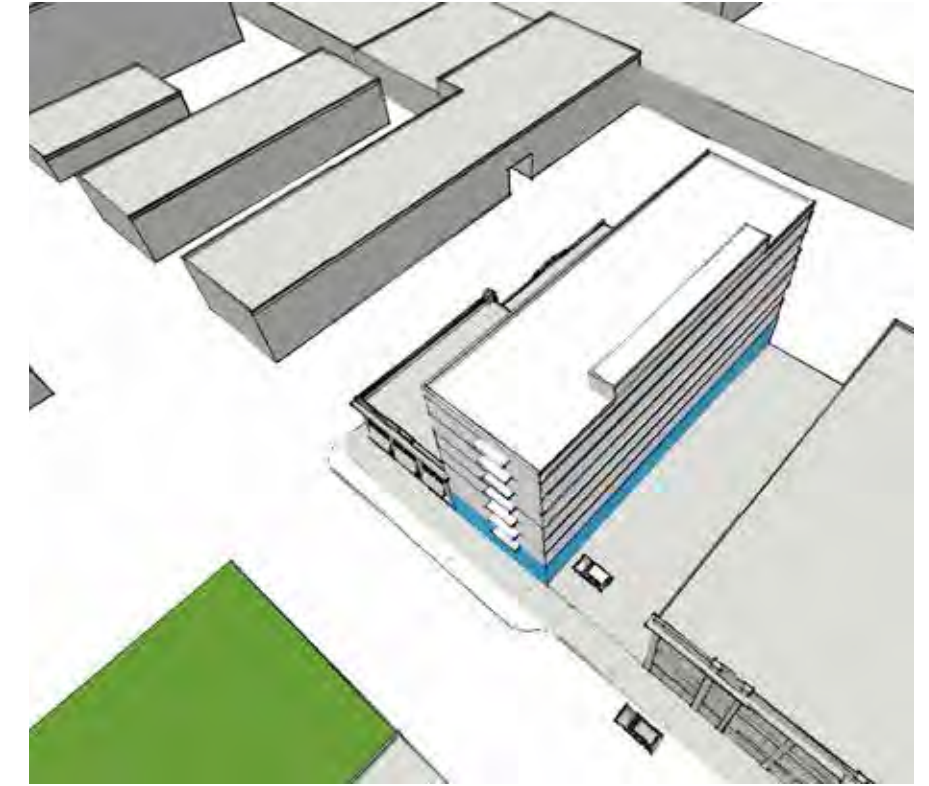
OPTION 1

PROS:

- Reinforces the urban street edge at both the ground level and the upper levels.
- Code and zoning compliant, no departures required.

CONS:

- Exterior decks lack privacy.
- The building envelope fills the site on four sides and offers no relief in massing to the blank façade facing the property to the west, or visual interest along the street.
- Lacks extra space at the ground level to accommodate sidewalk seating for restaurant.



MASSING CONCEPTS

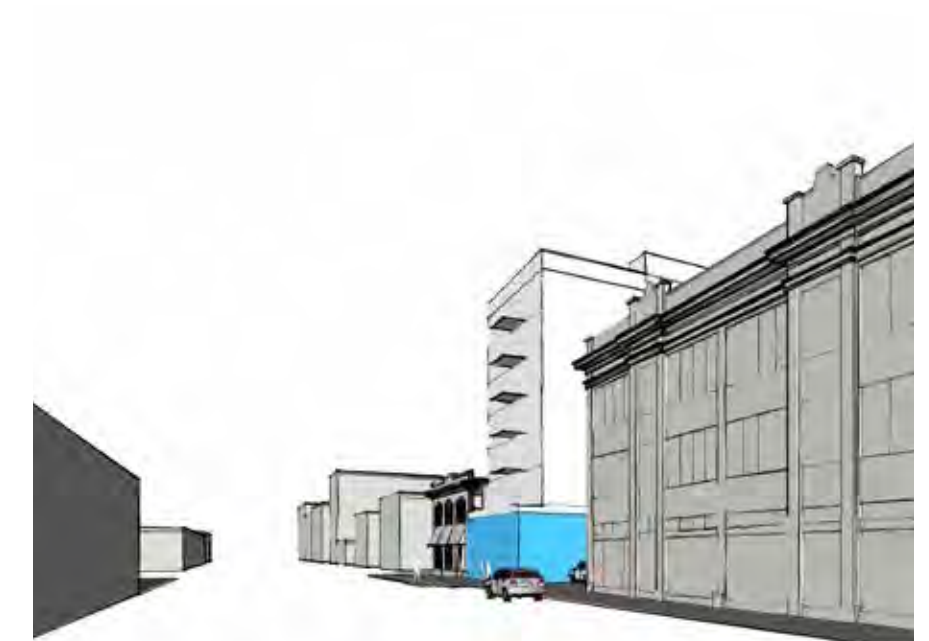
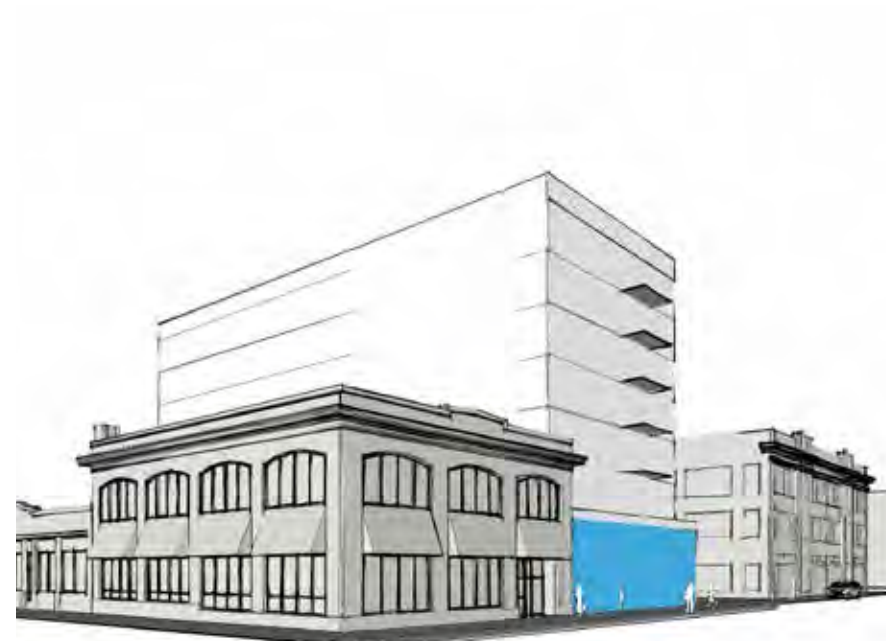
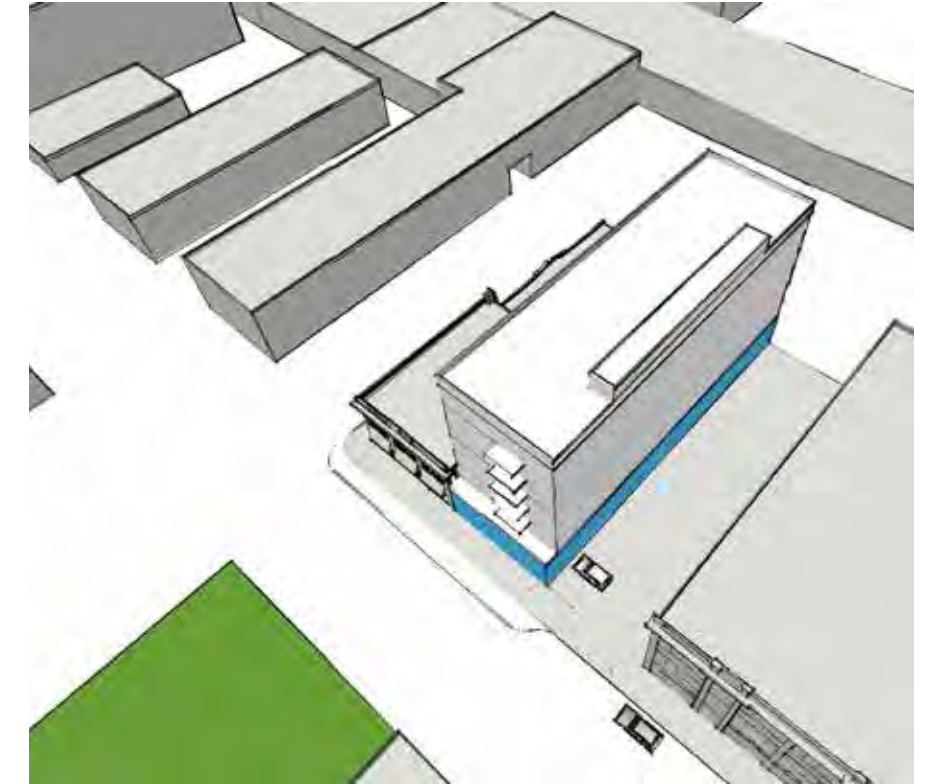
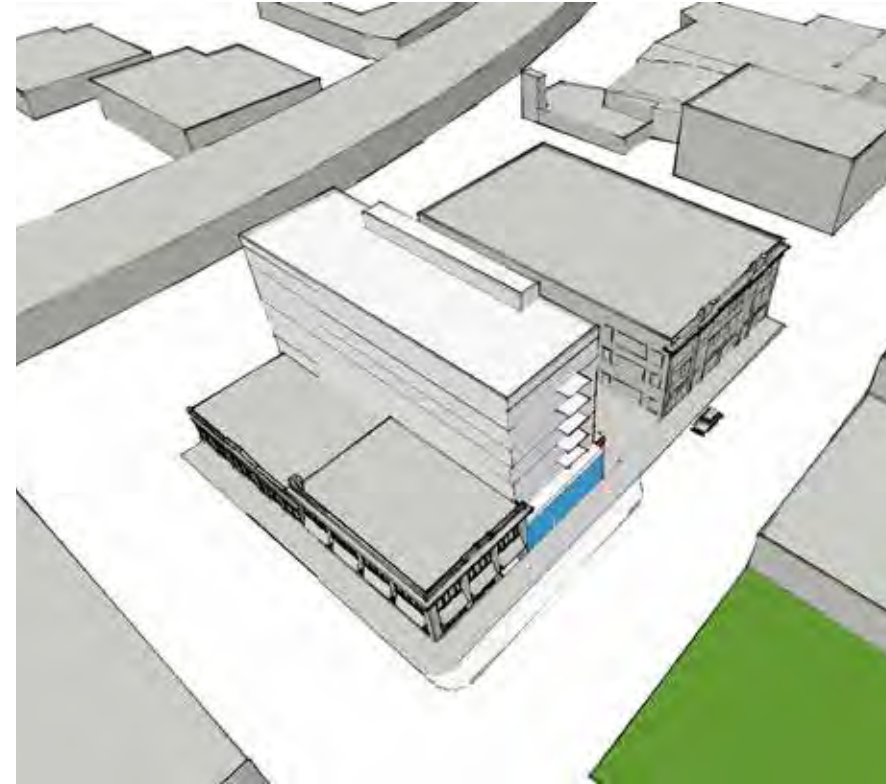
OPTION 2

PROS:

- Reinforces the urban street edge at the ground level.
- Code and zoning compliant, no departures required.

CONS:

- Reduced square footage of upper floors compromises project feasibility with net loss of units and/or bedrooms.
- Exterior decks lack privacy.
- Lacks extra space at the ground level to accommodate sidewalk seating for restaurant.
- Upper levels have less contextual relationship with regard to the adjacent building and street edge along 1st Avenue.



MASSING CONCEPTS

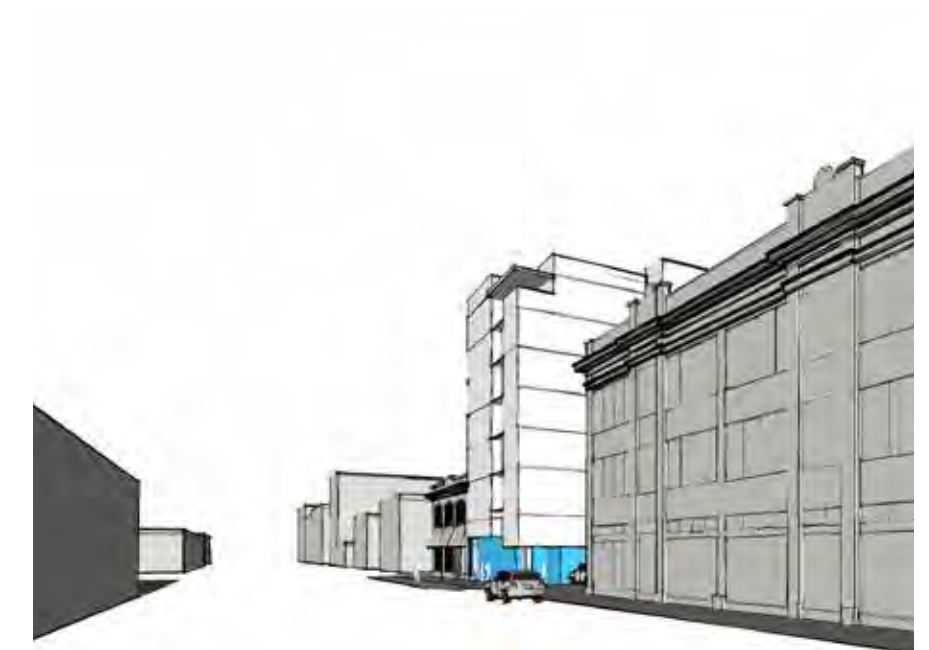
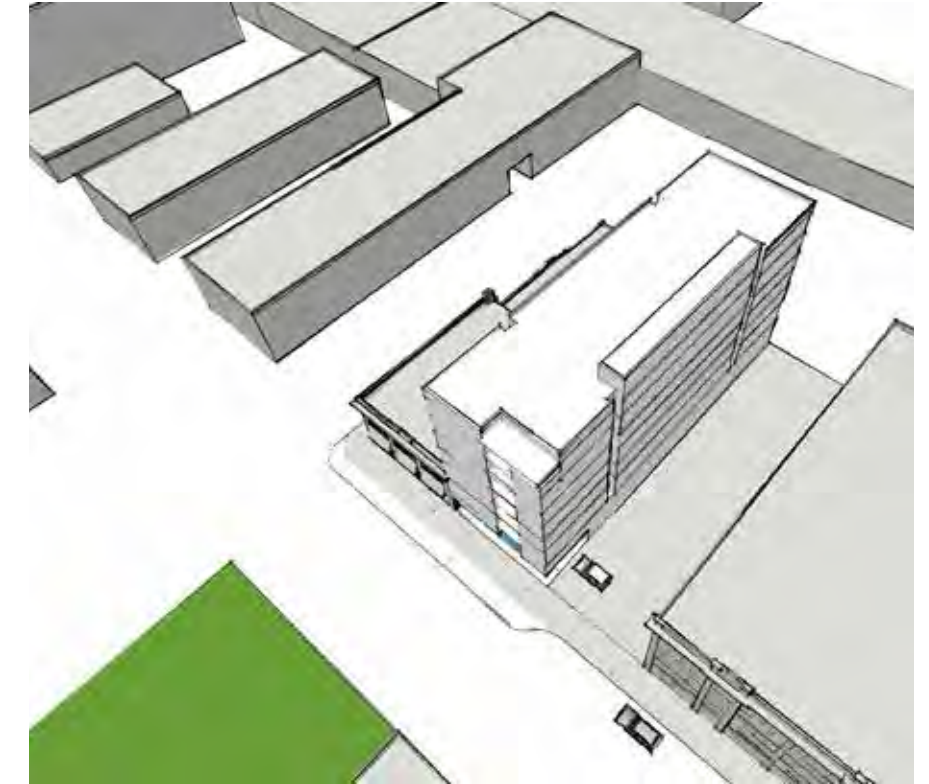
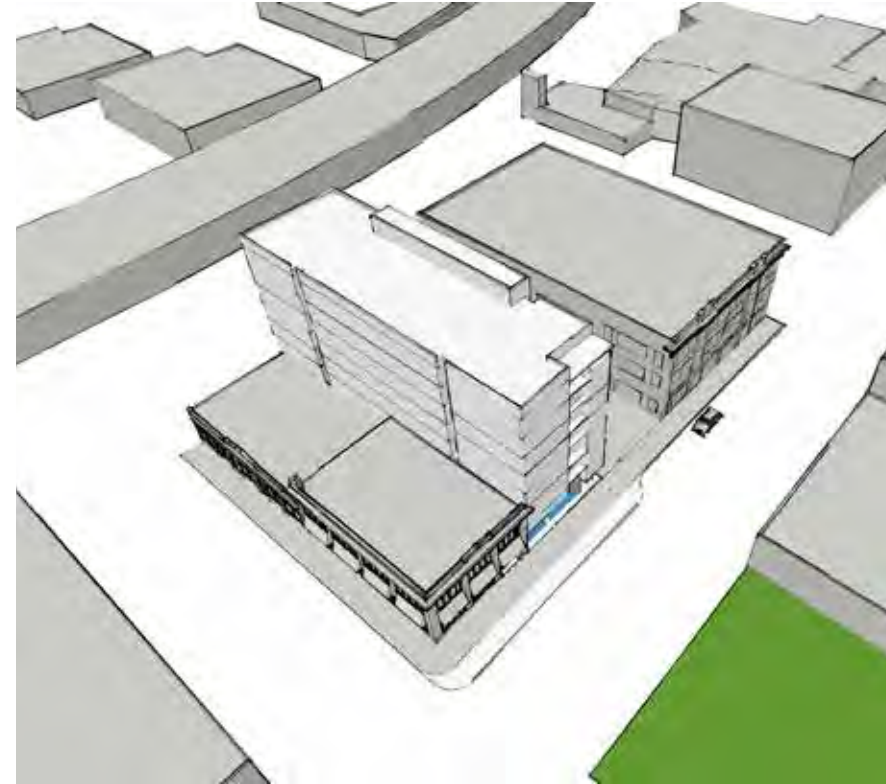
OPTION 3 (PREFERRED)

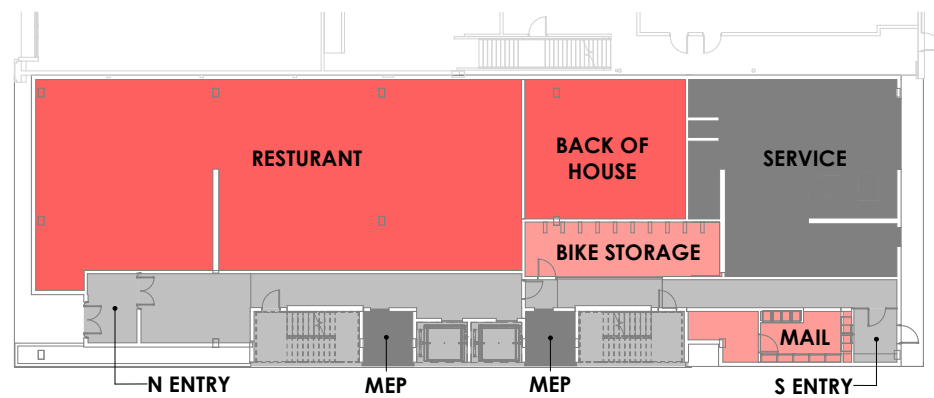
PROS:

- The upper floors are pushed to the extents of the property line to reinforce the urban edge while the facades still maintain modulation, creating visual interest from the street level.
- Exterior patios (on the north and the south facades) are recessed to provide greater privacy for residents and visual interest.
- Ground floor commercial use is slightly recessed to accommodate a more vibrant sidewalk and pedestrian experience while being primarily composed of glass to create greater engagement with the public realm.
- The ground floor residential entry is recessed more than the commercial space to bring additional light into the commercial space from the north west corner.
- Simple, elegant facade will be expressed with glazing and material patterns.
- Code and zoning compliant, no departures required.

CONS:

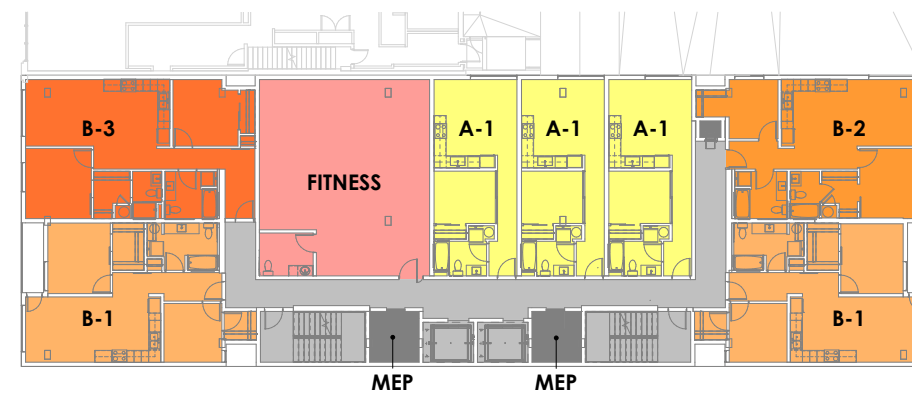
- Less contextual relationship with regard to height with adjacent building.





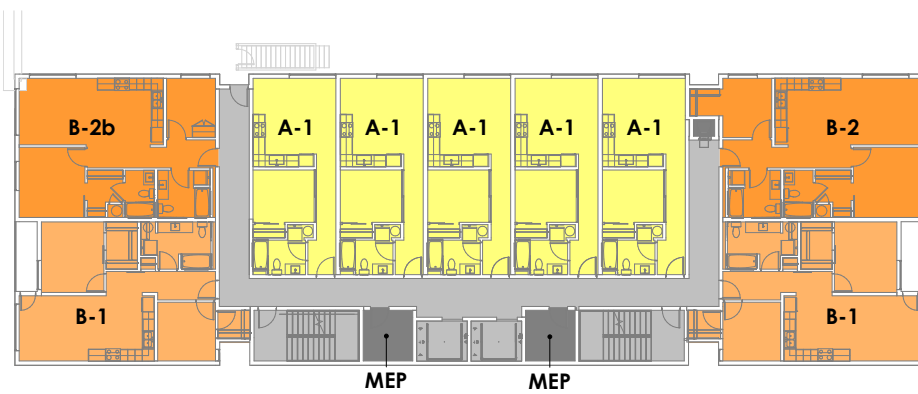
1 | 01 LEVEL PLAN
SCALE: 3/32" = 1'-0"

- AREAS**
- AMMENITY
 - CIRCULATION
 - MEP
 - RESTURANT



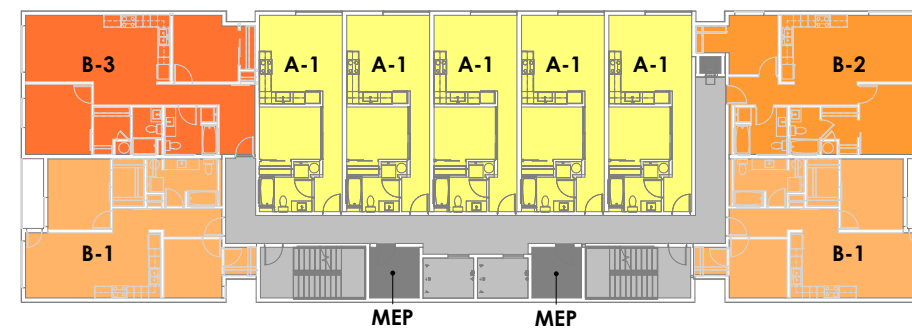
2 | 02 LEVEL PLAN
SCALE: 3/32" = 1'-0"

- AREAS**
- AMMENITY
 - CIRCULATION
 - MEP
 - SHAFT
 - UNIT A-1
 - UNIT B-1
 - UNIT B-2
 - UNIT B-3



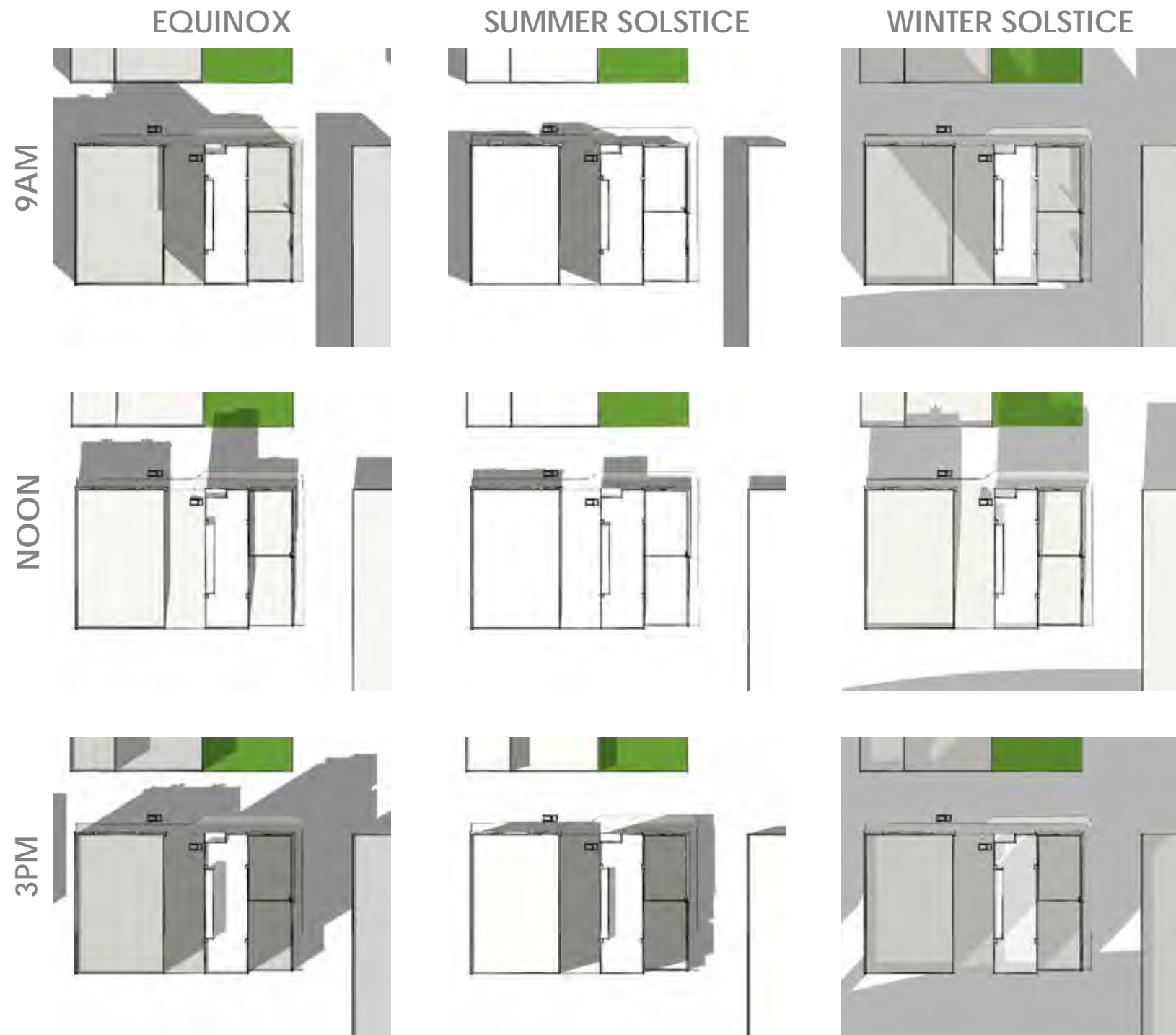
3 | 03 LEVEL PLAN
SCALE: 3/32" = 1'-0"

- AREAS**
- CIRCULATION
 - MEP
 - SHAFT
 - UNIT A-1
 - UNIT B-1
 - UNIT B-2



4 | 04-07 LEVEL PLAN
SCALE: 3/32" = 1'-0"

- AREAS**
- CIRCULATION
 - MEP
 - SHAFT
 - UNIT A-1
 - UNIT B-1
 - UNIT B-2
 - UNIT B-3



RELEVANT DOWNTOWN DESIGN GUIDELINES

A: SITE PLANNING AND MASSING

- A1 Respond to the Physical Environment
 - A.1.a -f Arranging the building Mass in response to
 - Street grids irregularities
 - Views of geography and natural resources
 - Visibility from gateways
- A-2 Enhance the skyline

B: ARCHITECTURAL EXPRESSION

- B1 Respond to the Neighborhood context
 - Natural features and Iconic landscapes
 - Neighborhood buildings
 - Elements of the pedestrian network
- B-2 Create Transitions in Bulk and Scale
 - Adjacency to neighborhood buildings
 - Distinct building base
- B-3 Reinforce the Urban Form and Architectural Attributes of the immediate area
 - Massing and setbacks
 - Scale and proportion
 - Exterior finish and detailing
 - Adding plazas and parks
 - Street furniture
- B-4 Design a well-proportioned and Unified Building
 - Forms express the uses and create distinct building volumes
 - Canopies
 - Plazas and courtyards
- B-5 Explore Opportunities for building Green
 - Use durable, sustainable materials
 - Explore efficient HVAC systems
 - Sensitive plantings

C: THE PEDESTRIAN ENVIRONMENT

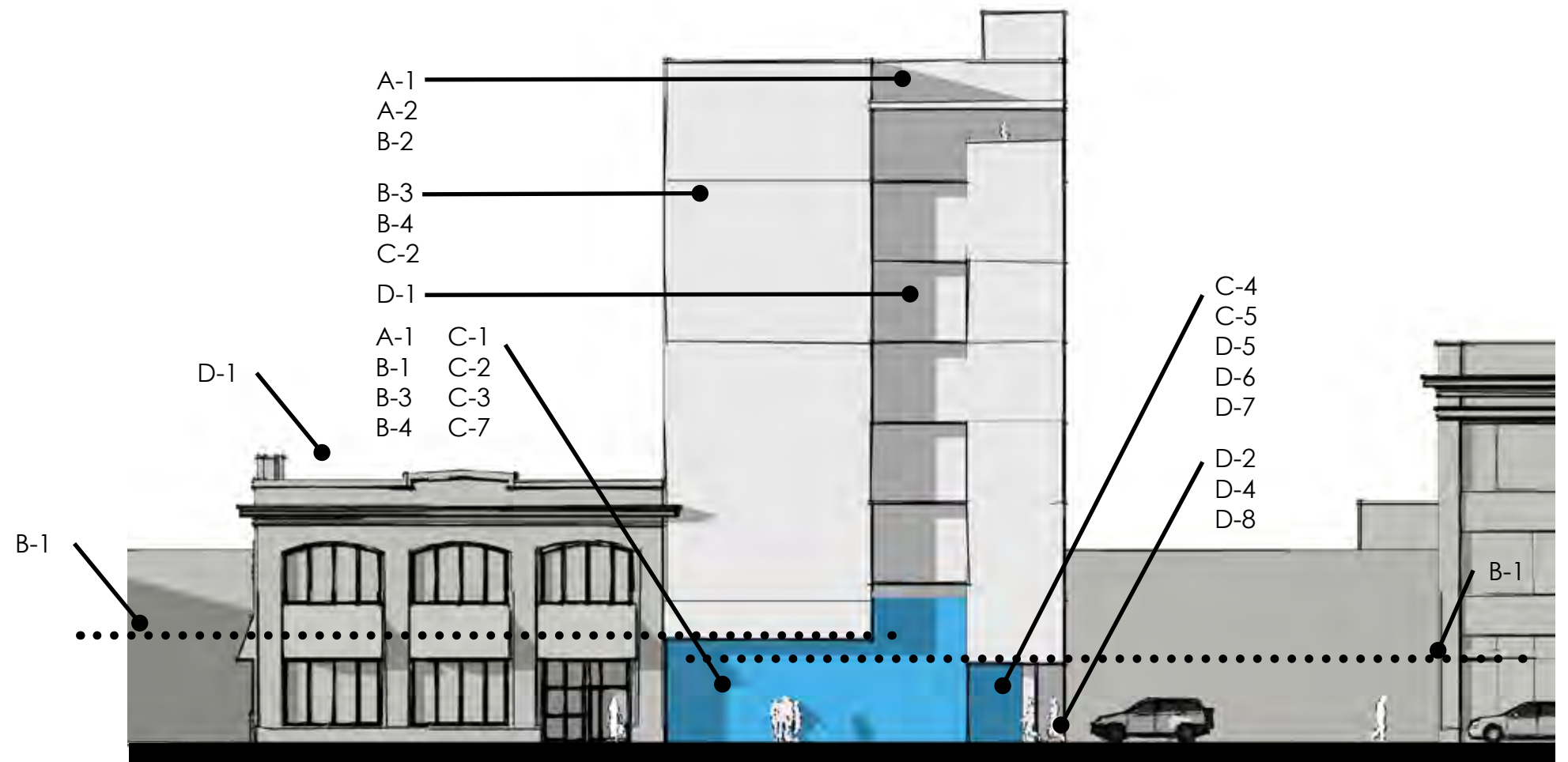
- C-1 Promote Pedestrian Interaction
 - Uses accessible to general public
 - Uses spill out onto sidewalk
- C-2 Design Facades at many scales
 - Materials, window patterns, rooflines
- C-3 Provide Active facades
 - Windows where possible
 - Landscaping to soften blank walls
 - Textures and detailing
 - Seating
- C-4 Reinforce entries
 - Tall lobbies
 - Distinctive canopy
 - Recessed entry
- C-5 Overhead weather protection
 - Transparent preferred

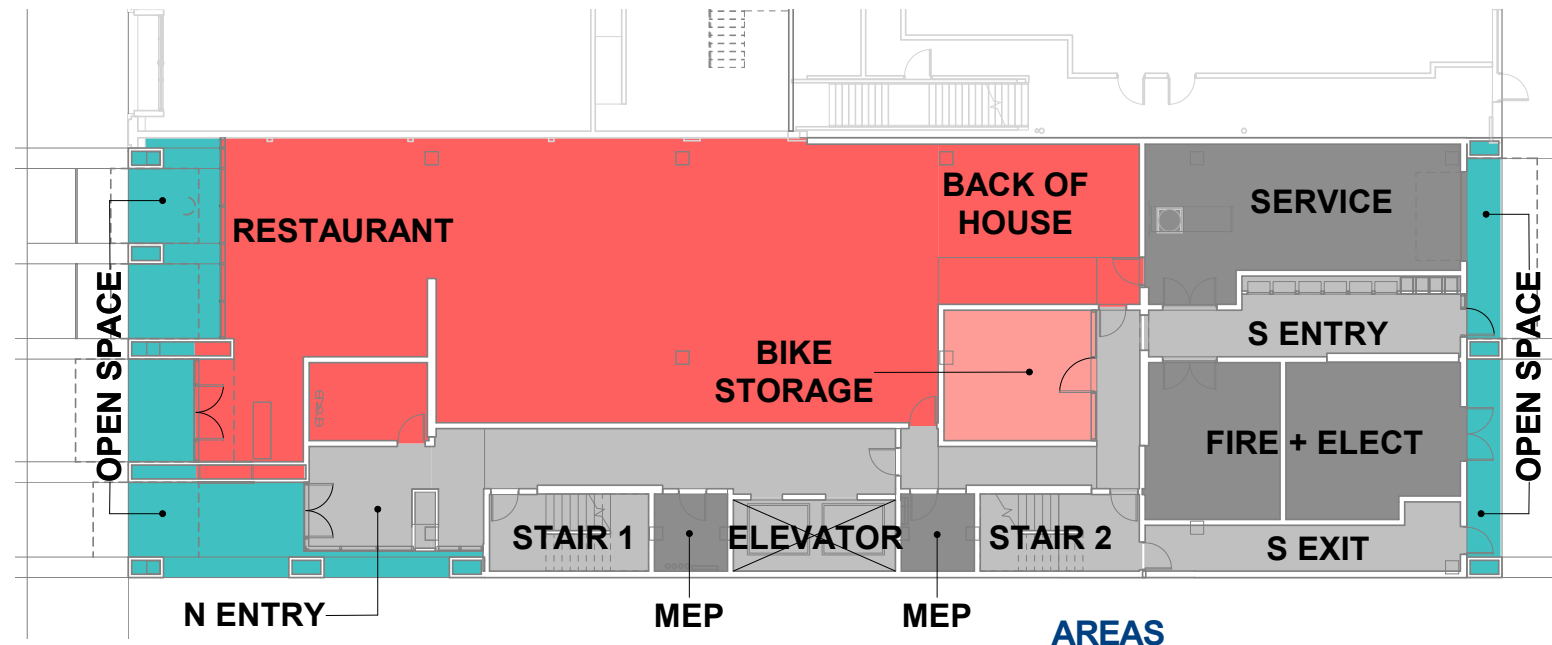
C-7 Install Pedestrian Friendly materials at Street Level

- Outdoor balconies
- Brick, stone, etc.
- Landscaping
- Lighting

D: PUBLIC AMENITIES

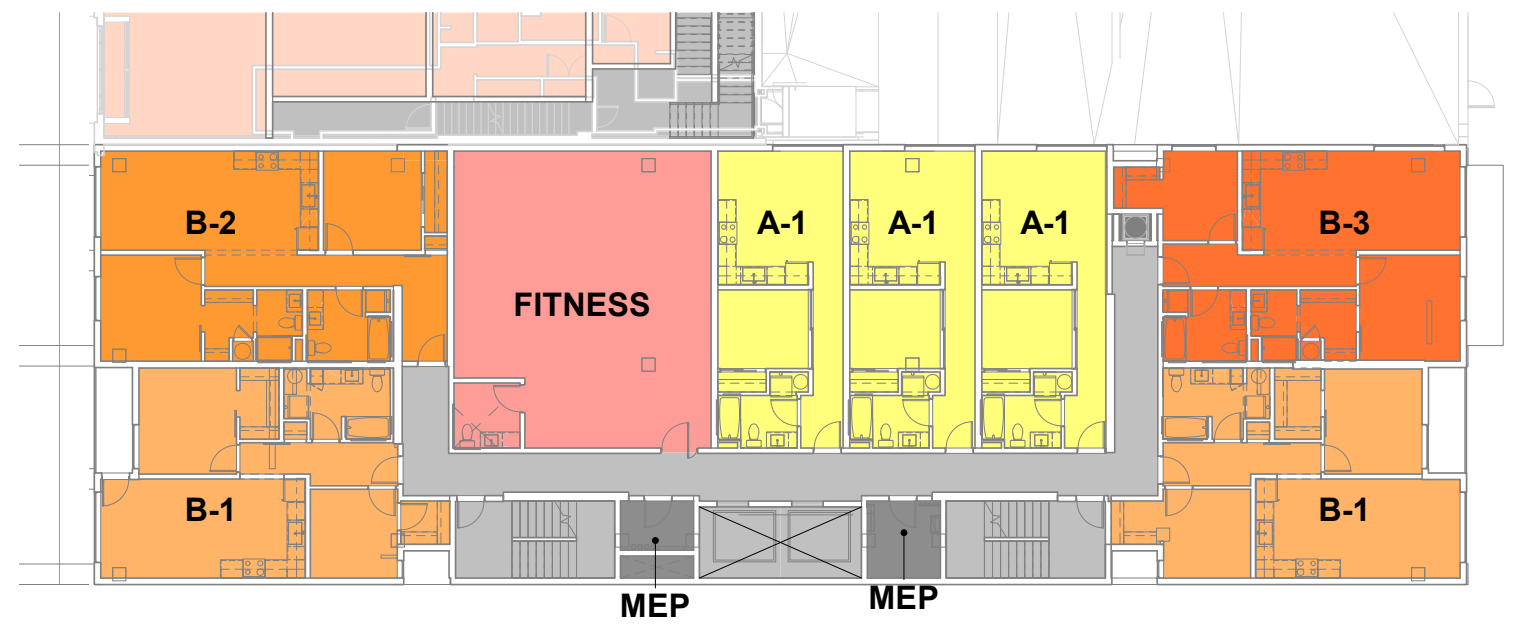
- D1. Provide inviting and Usable Open Space
 - Pedestrian oriented
 - Landscaping
 - Lighting
 - Visual and barrier free access
- D2 Enhance the Building with Landscaping
- D3 Respect historic features
- D4 Provide elements that define the place
- D5 Provide appropriate signage
- D6 Provide attractive and appropriate lighting
- D7 Design for Personal Safety and security
- D8 Create Green Streets





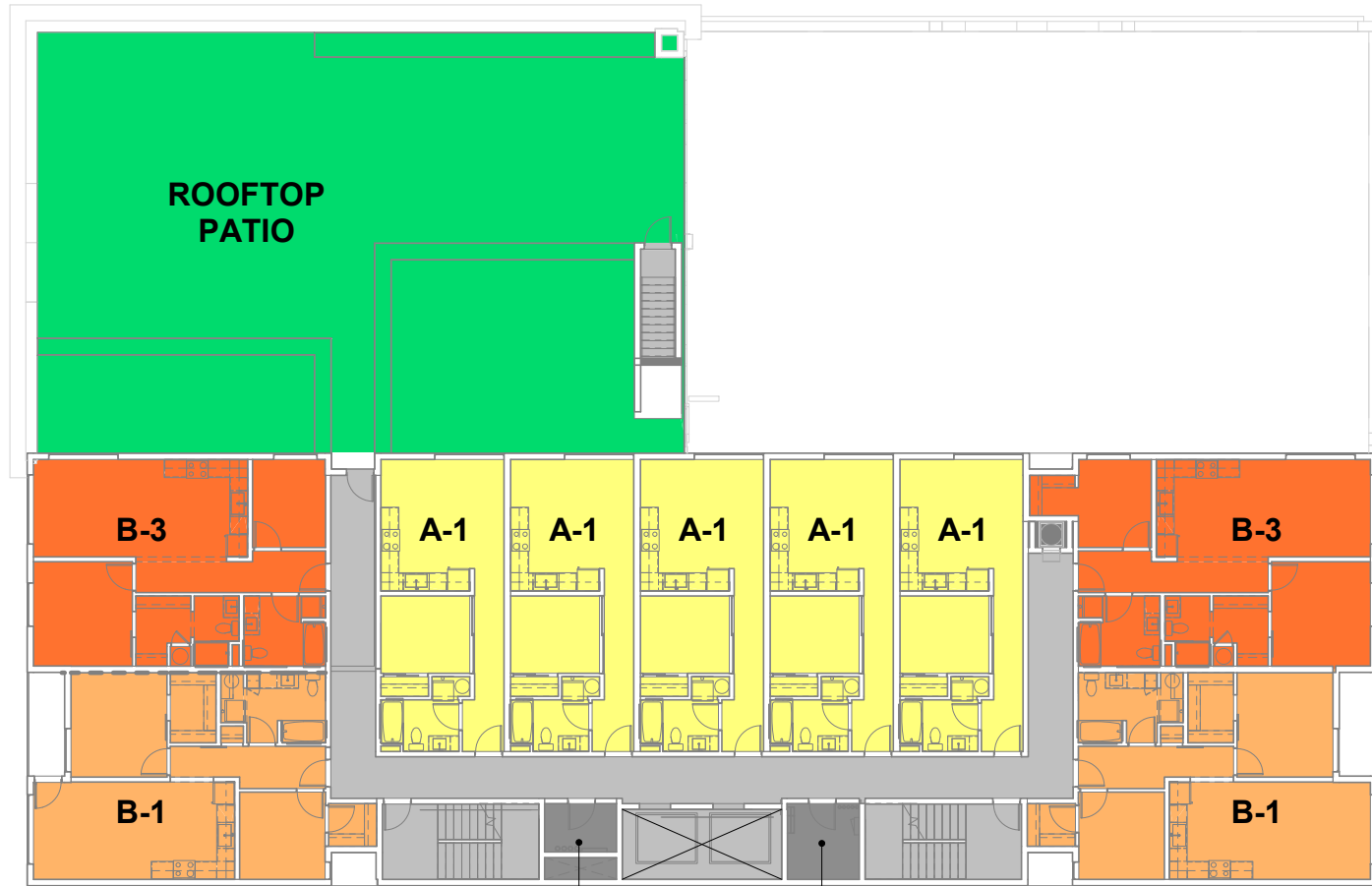
- AREAS**
- AMMENITY
 - OPEN SPACE
 - CIRCULATION
 - RESTAURANT
 - MEP

N 01 LEVEL PLAN
3/16" = 1'0"



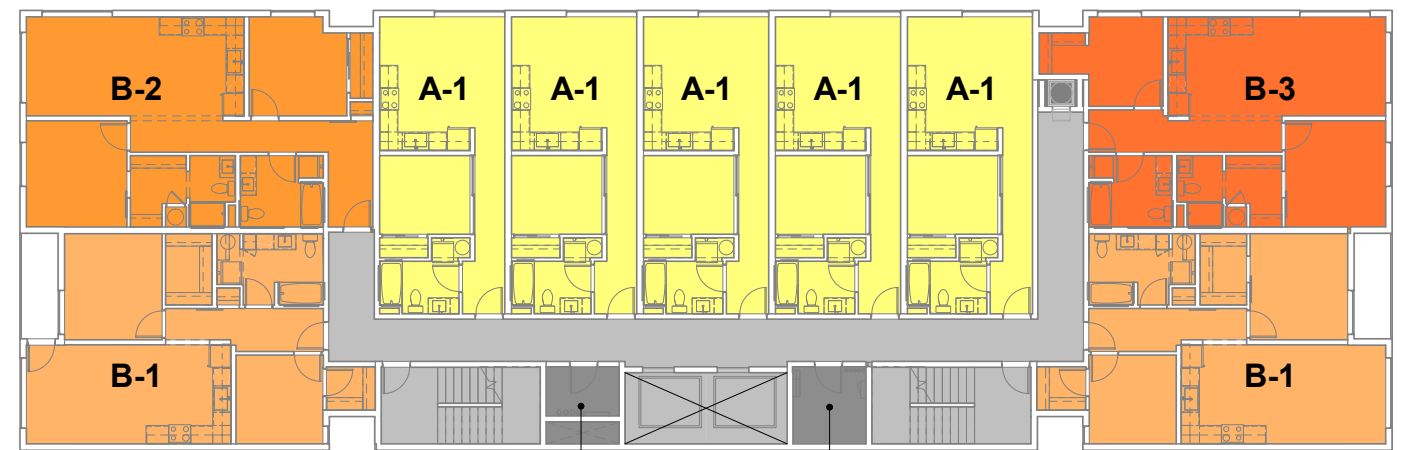
- AREAS**
- AMMENITY
 - CIRCULATION
 - MEP
 - SHAFT
 - UNIT A-1
 - UNIT B-1
 - UNIT B-2
 - UNIT B-3
 - UNIT FUTURE

N PARTIAL PLAN - NORTH FACADE
3/16" = 1'0"



N 03 LEVEL PLAN
3/16" = 1'0"

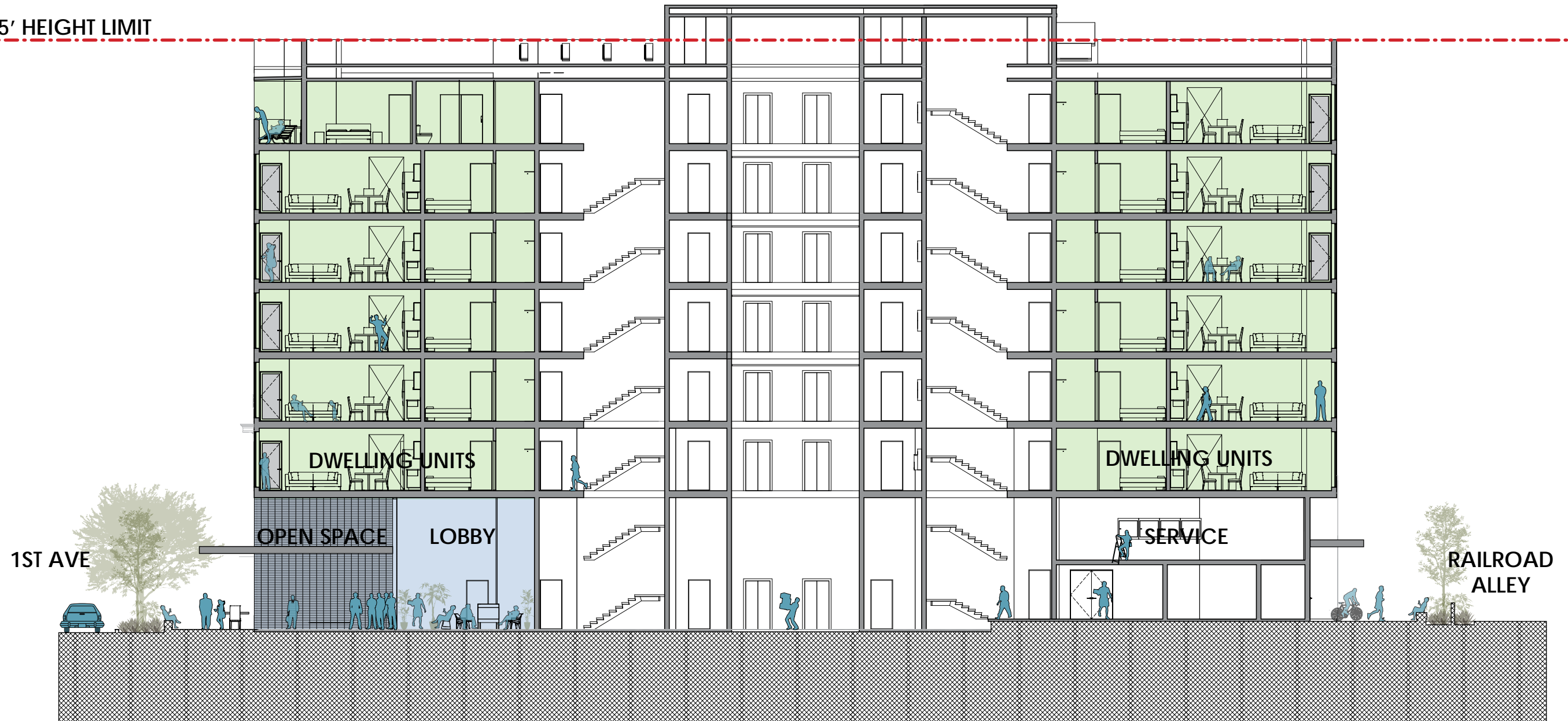
- AREAS**
- CIRCULATION
 - MEP
 - ROOFTOP PATIO
 - SHAFT
 - UNIT A-1
 - UNIT B-1
 - UNIT B-3



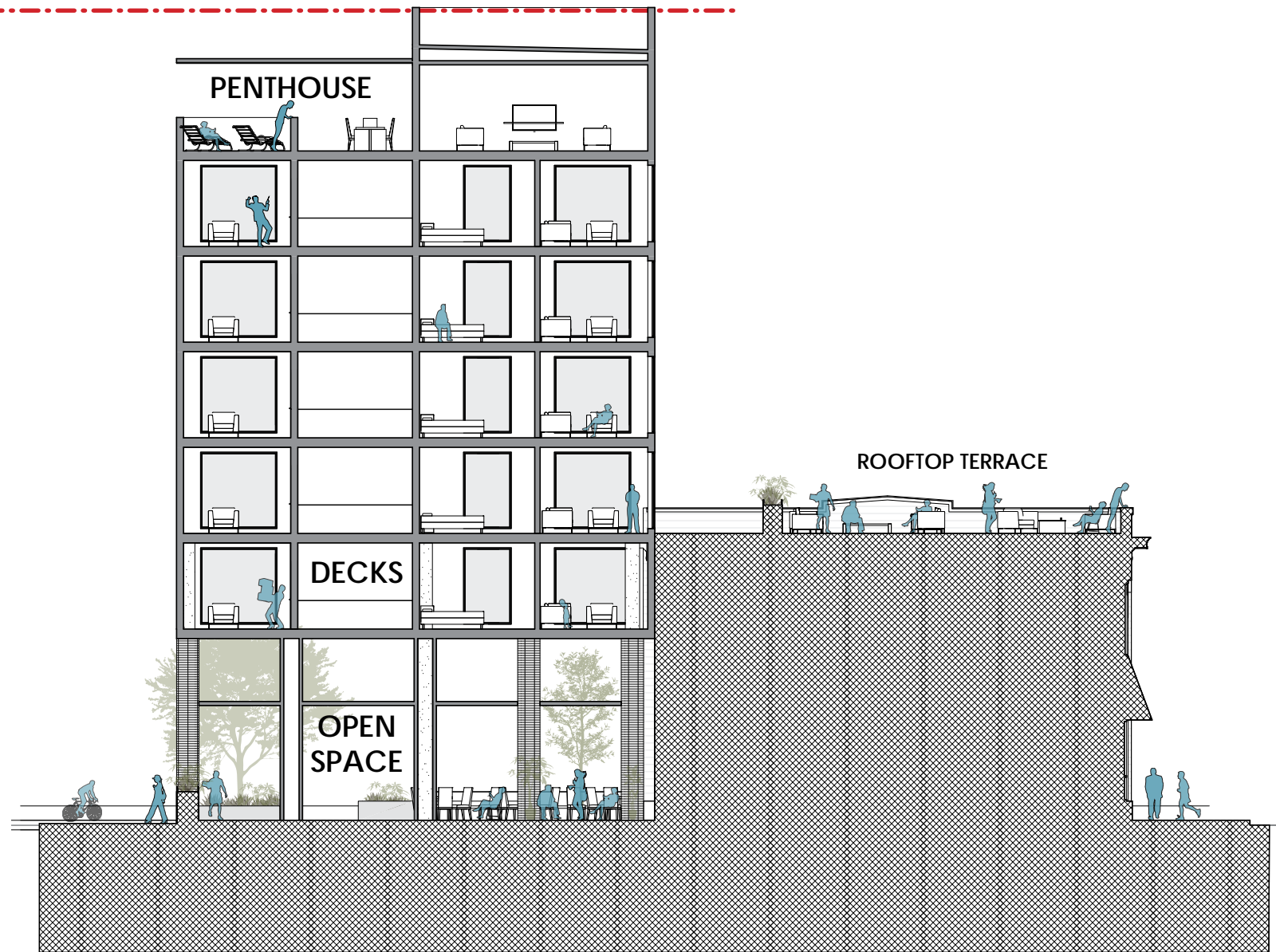
N 04-07 LEVEL PLAN
3/16" = 1'0"

- AREAS**
- CIRCULATION
 - MEP
 - SHAFT
 - UNIT A-1
 - UNIT B-1
 - UNIT B-2
 - UNIT B-3

85' HEIGHT LIMIT

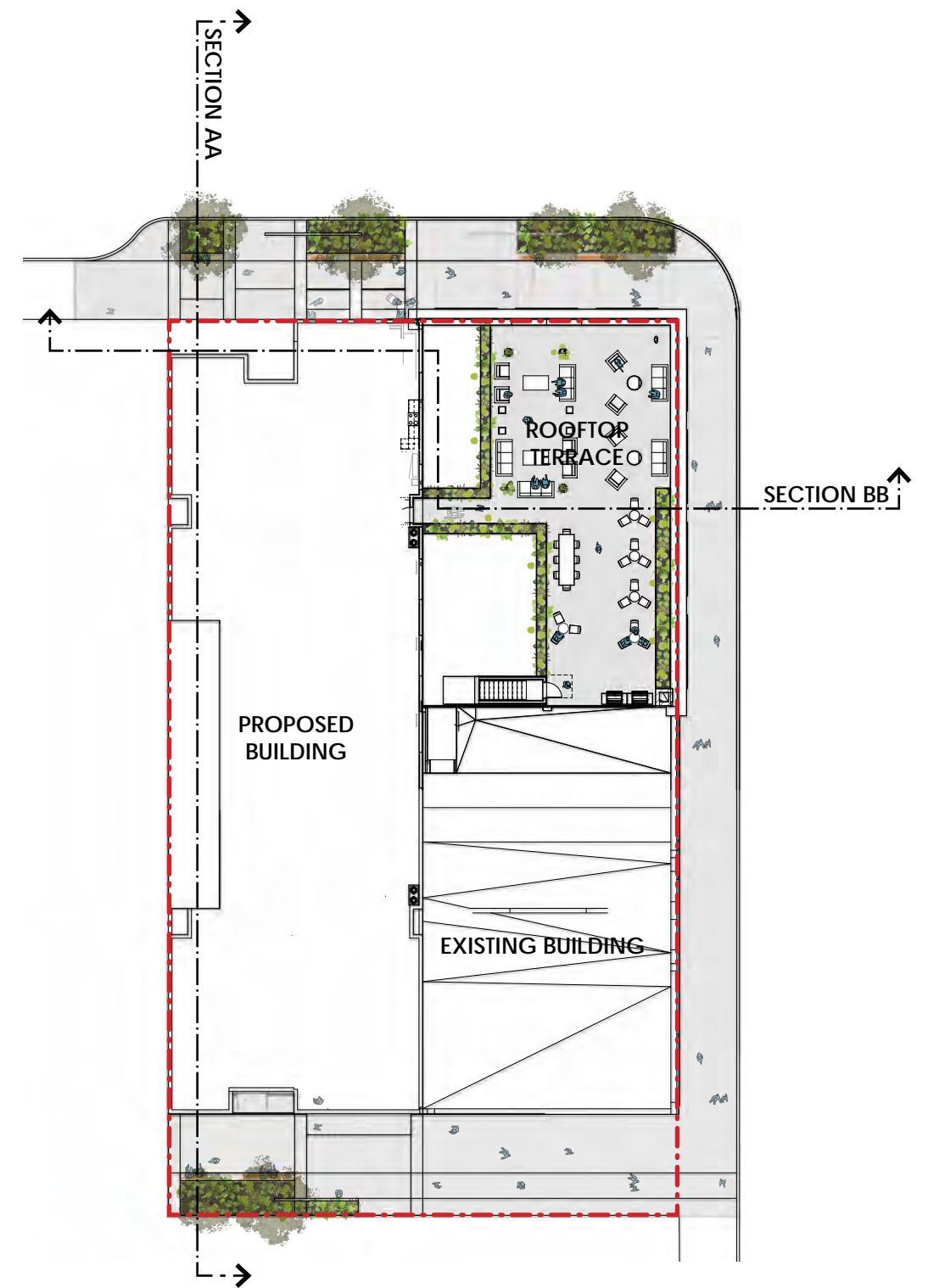


SECTION AA - OPEN SPACE

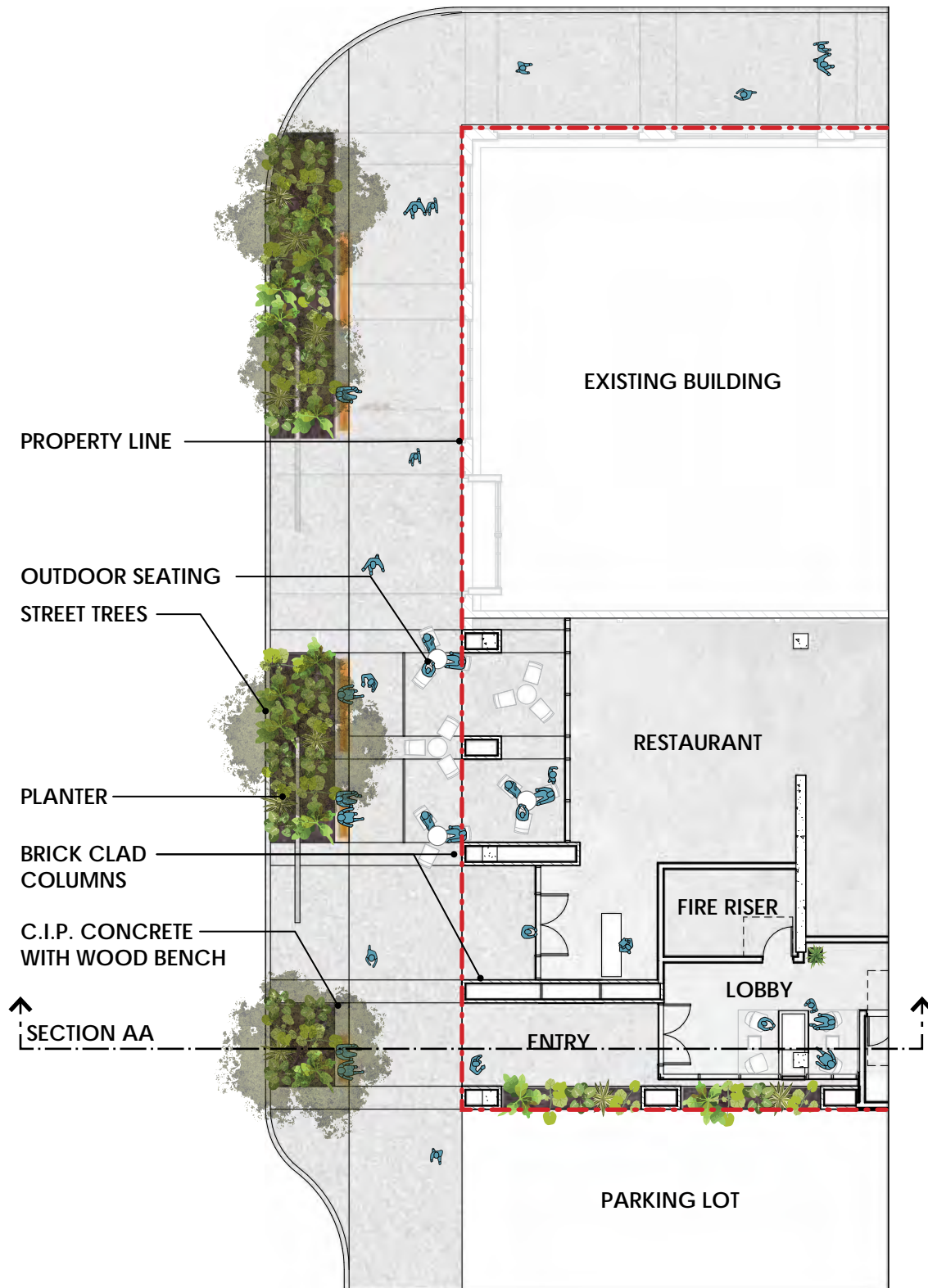


SECTION BB - ROOFTOP TERRACE

BUILDING DEVELOPMENT
SECTIONS



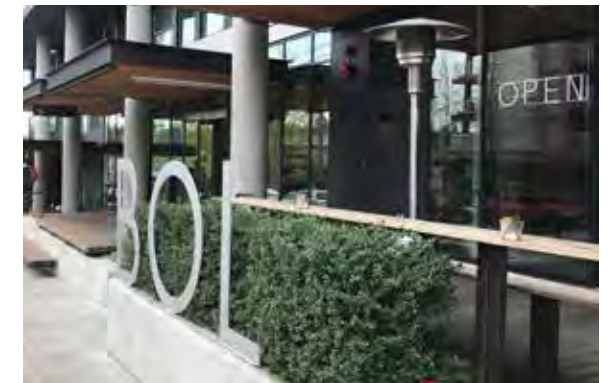
N
SITE PLAN



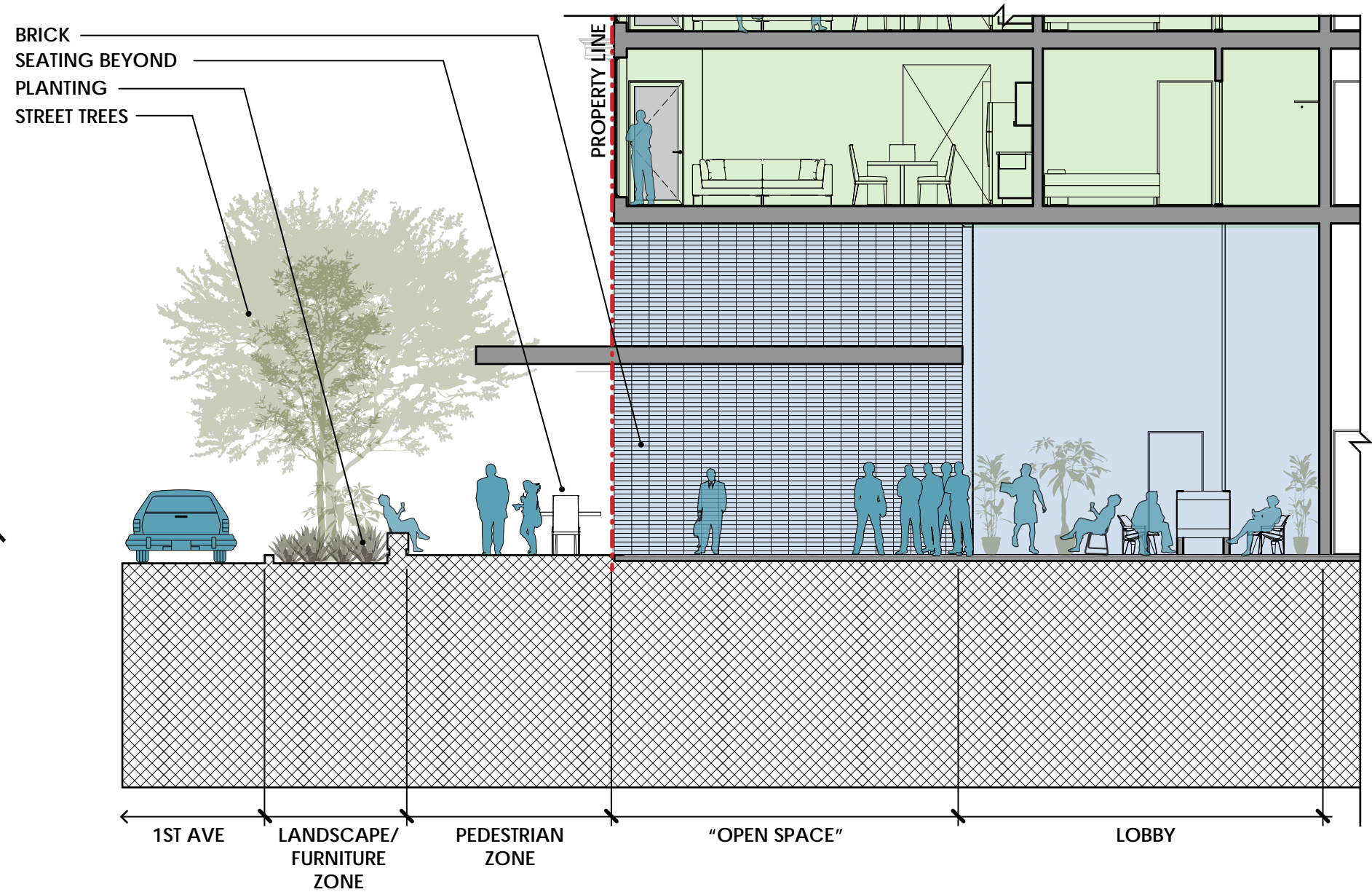
SEATING & TRANSPARENCY



OUTDOOR DINING



ACTIVE STREETS



PARTIAL SECTION AA - NORTH FACADE

N ⊖ PARTIAL PLAN - NORTH FACADE



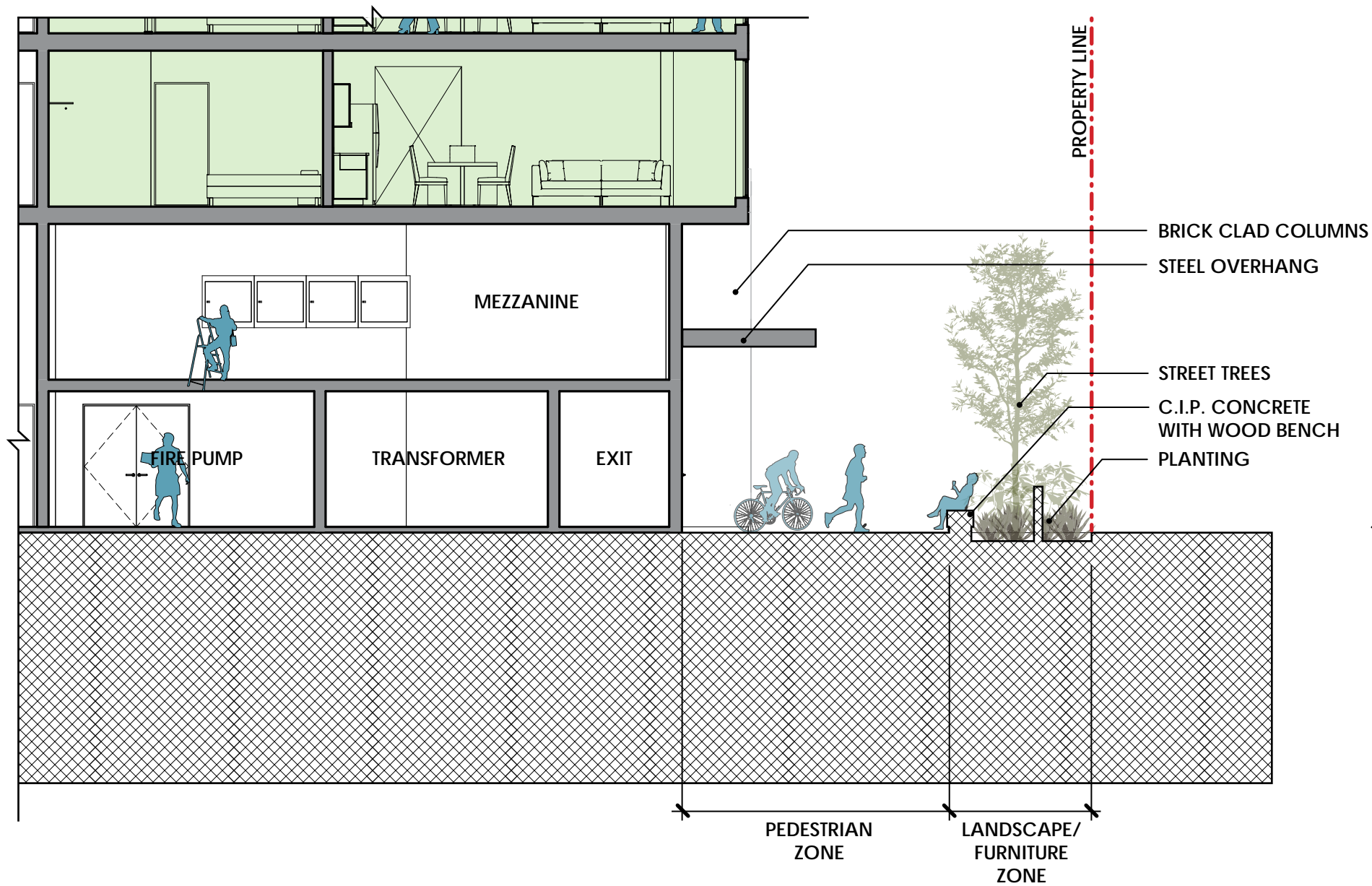
REAR ENTRY ADJACENT TO SERVICE



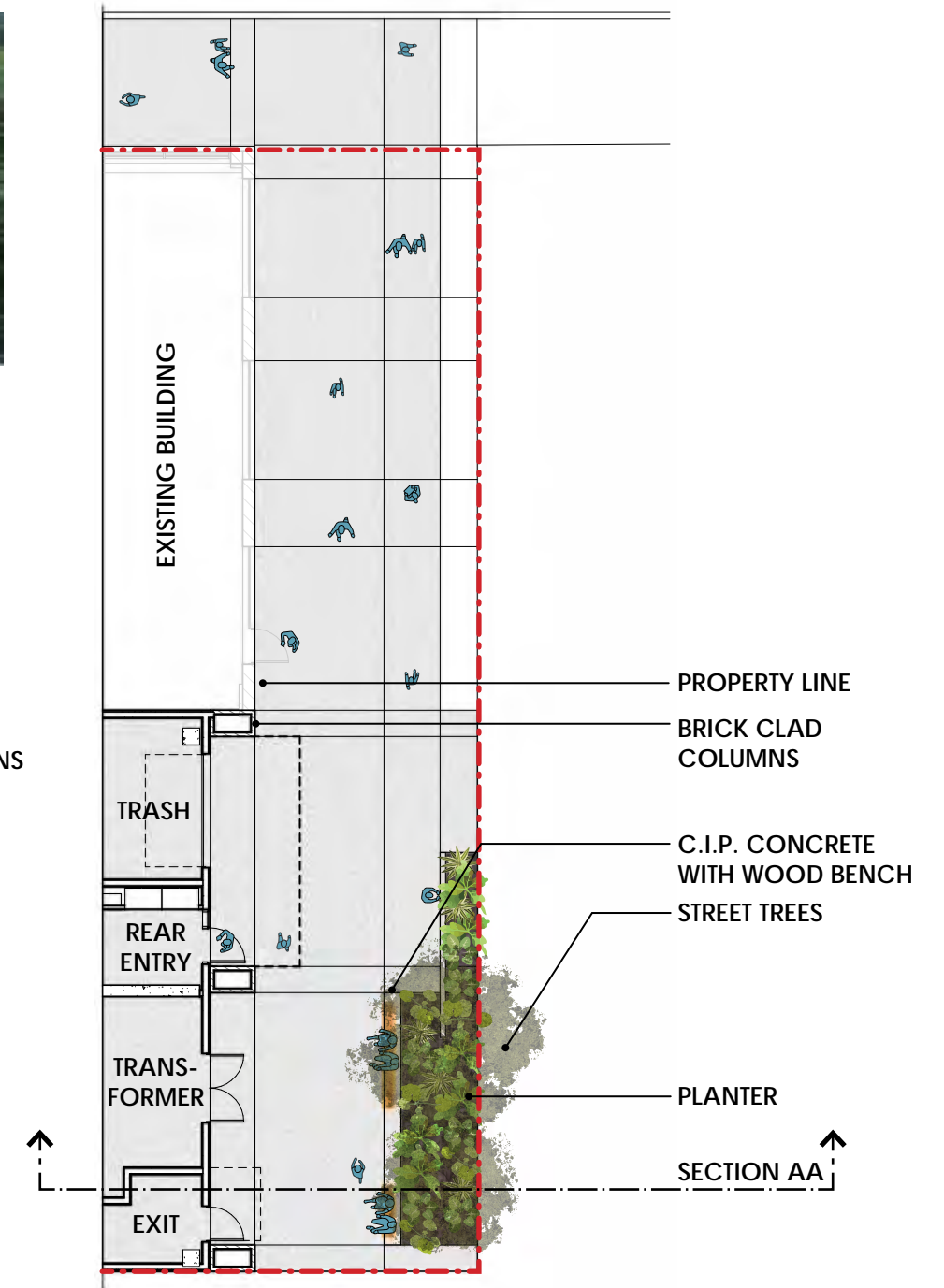
PROMINENT REAR RESIDENTIAL ENTRY



CONCRETE PLANTER/WOOD BENCH



PARTIAL SECTION AA - SOUTH FACADE



PARTIAL PLAN - SOUTH FACADE



N PARTIAL PLAN - ROOFTOP TERRACE



CORTEN STEEL PLANTERS



BIKE RACKS



PEDESTAL PAVERS AT ROOF TERRACE



GRILL AREA AT ROOF TERRACE



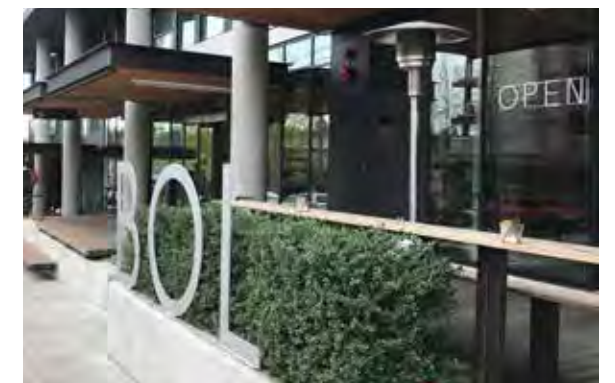
EXTERIOR FURNITURE



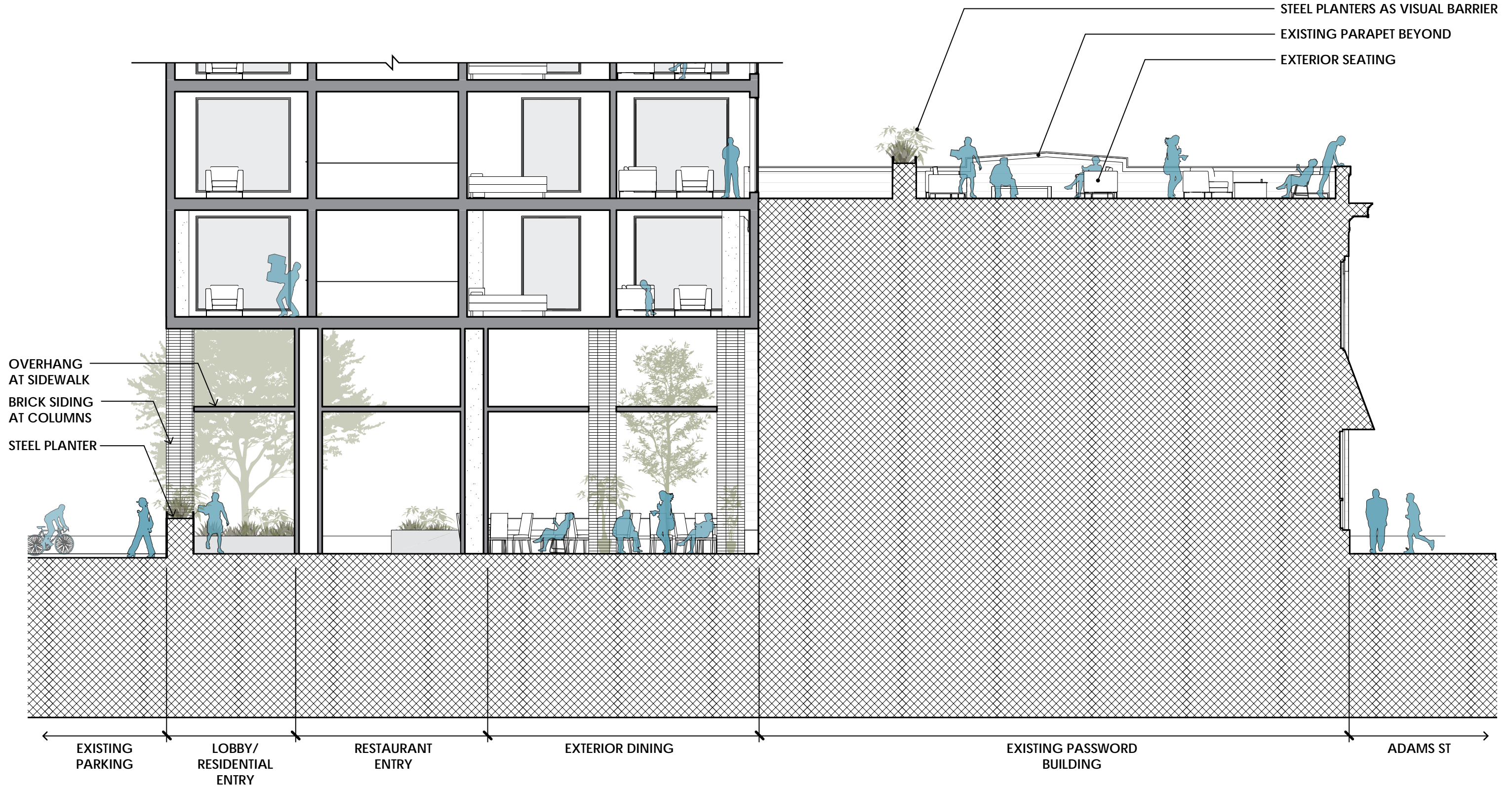
OUTDOOR DINING



FIREPLACE AT ROOFTOP TERRACE



OVERHANGS AT STREET LEVEL



SECTION BB - ROOFTOP TERRACE

FACADE TREATMENT

MASSING/FENESTRATION

The skin of the building has been designed with regulating lines to promote contextual harmony to solidify the relationship between new and old buildings, and lead the eye down the street. The project fenestration takes its cues from the predominant facade elevation on 1st Avenue. There are three distinct proportions in the existing adjacent buildings that have informed the fenestration.

PROPORTIONAL KEY

A/B/C/D = FACADE BAY WIDTHS

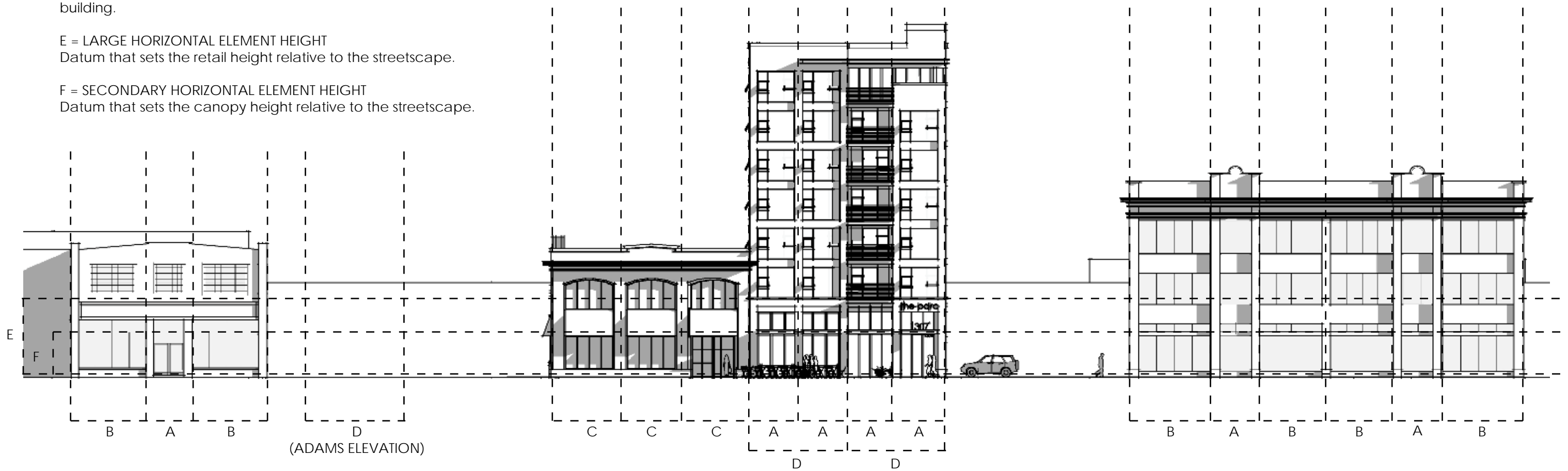
Regulating lines that reinforce vertical structural elements to the building.

E = LARGE HORIZONTAL ELEMENT HEIGHT

Datum that sets the retail height relative to the streetscape.

F = SECONDARY HORIZONTAL ELEMENT HEIGHT

Datum that sets the canopy height relative to the streetscape.



STRUCTURAL RHYTHM OF 1ST AVE IN CONTEXT



NORTHEAST PERSECTIVE (OPTION A)



NORTH ELEVATION (OPTION A)



NORTHEAST PERSECTIVE (OPTION B)

MASONRY VENEER
 ACCENT FIBER CEMENT
 PANELS

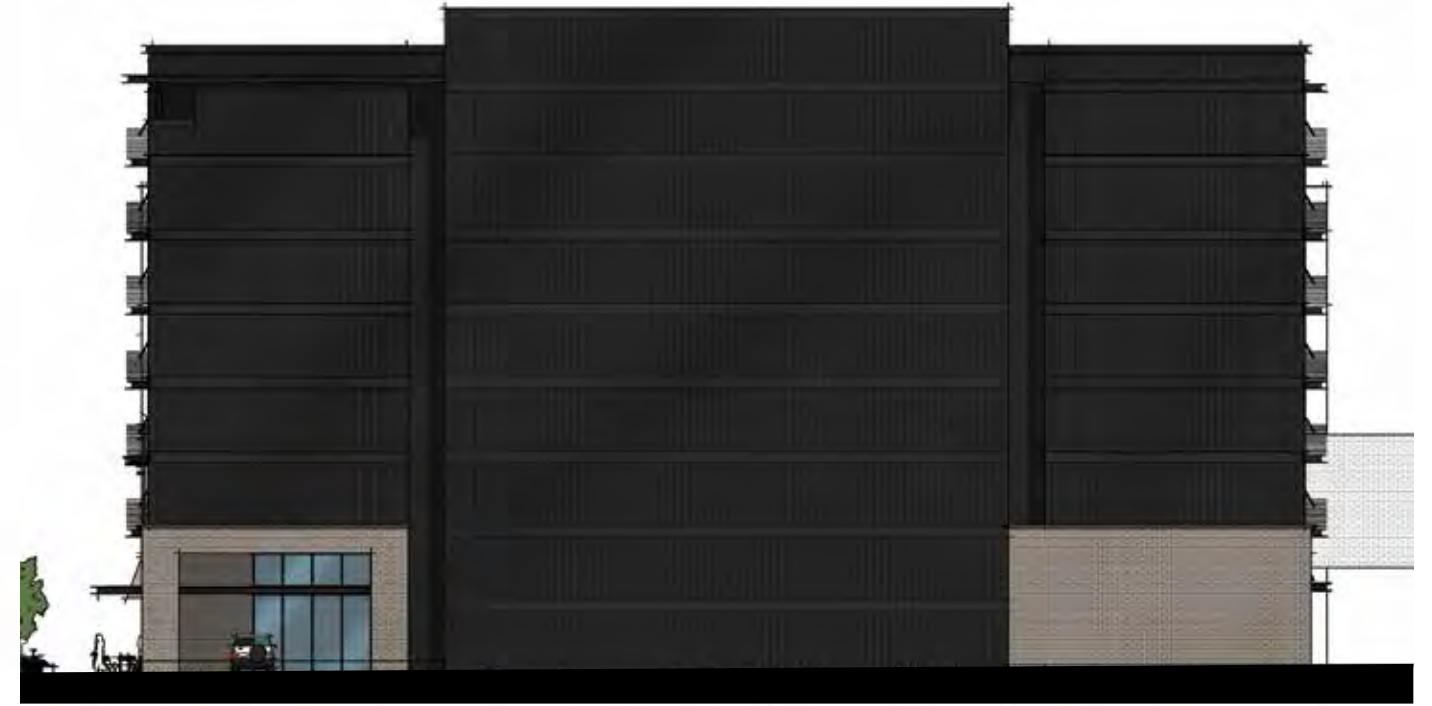
ACRYLIC COATED VINYL
 WINDOW (BLACK)
 STEEL CANOPY
 MASONRY



NORTH ELEVATION (OPTION B)



EAST ELEVATION (OPTION A)



WEST ELEVATION (OPTION A)



EAST ELEVATION (OPTION B)



EAST ELEVATION (OPTION B)



SIDEWALK AERIAL (OPTION A/B)

APPENDIX

CONTEXT ANALYSIS

- Zoning + Overlay Designations
- Surrounding Uses
- Traffic Flow + Siting Patterns
- Existing & Proposed Prominent Locations

SITE CONDITIONS

- Site Photography
- Potential Views
- Streetscape Photomontage

34

ZONING SUMMARY

- DTG Building Envelope Study

42







DESIGN EVOLUTION

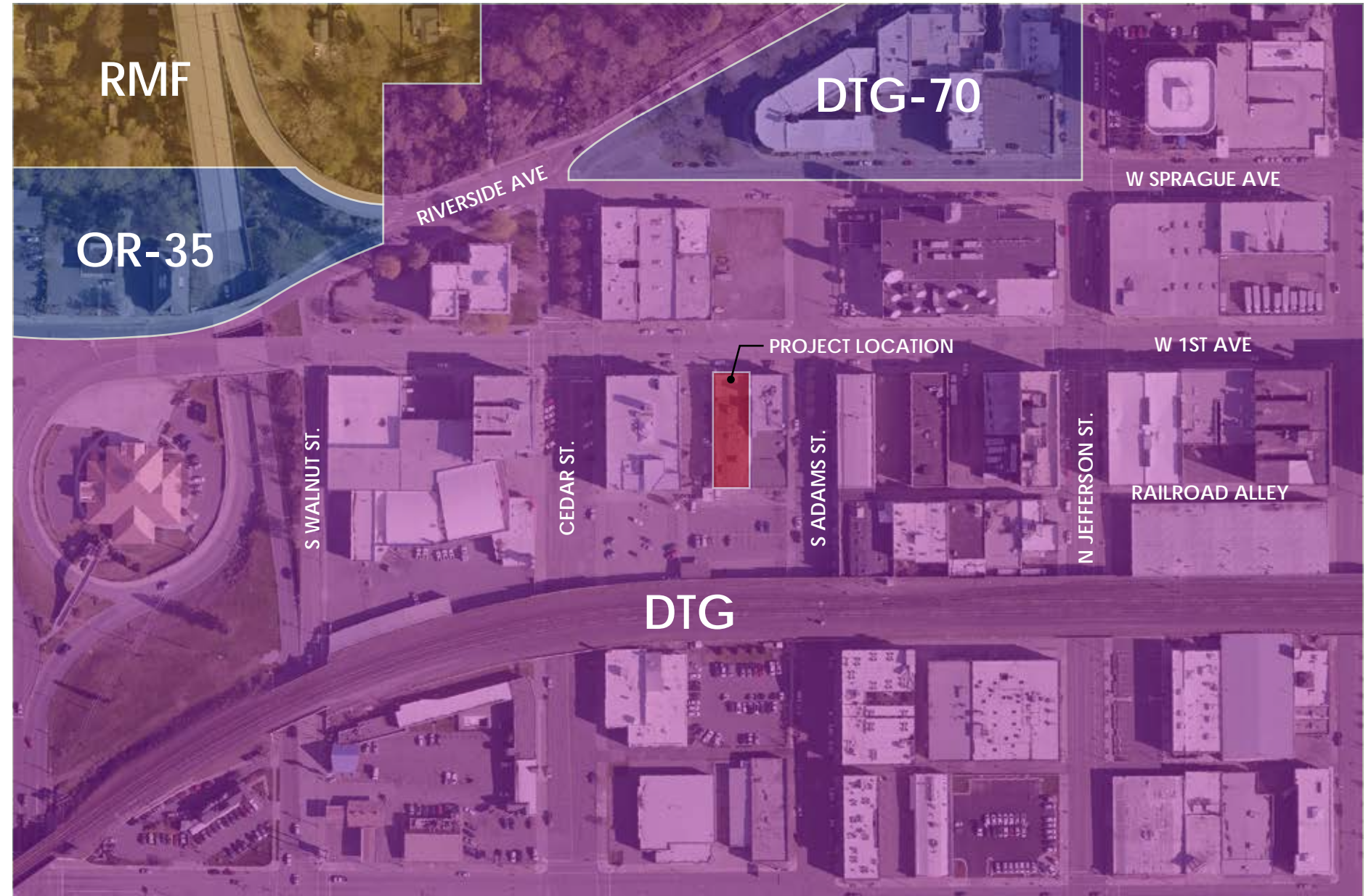
- Low / Mid / High Rise

43

39

MAP KEY

-  **DTG**
Downtown General
-  **DTG-70**
Downtown General - 70
-  **DTS**
Downtown South
-  **RMF**
Residential Multifamily
-  **OR-35**
Office Retail
-  **PROJECT LOCATION**
Proposed Project Location



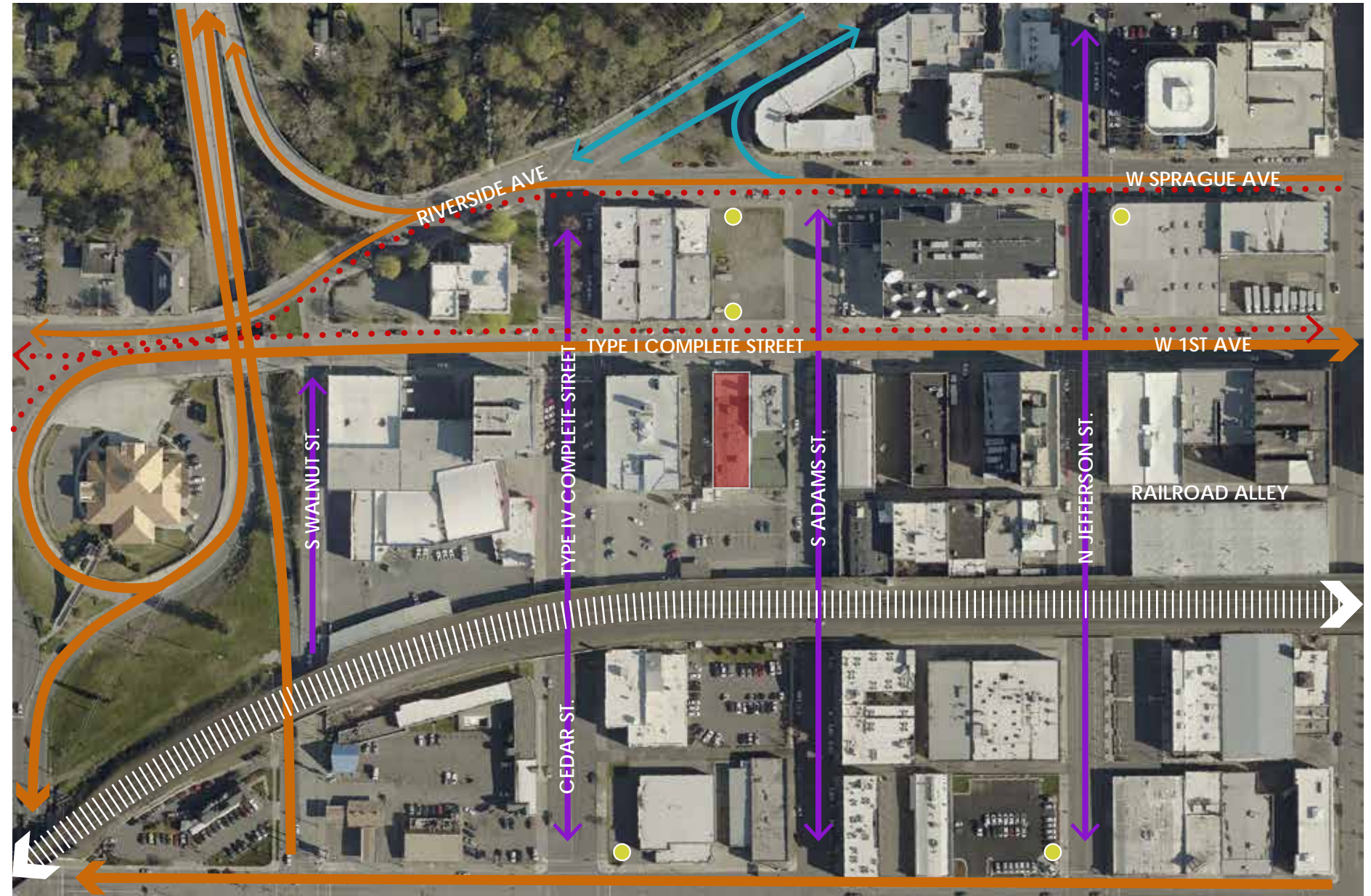
MAP KEY

- OFFICE/COMMERCIAL
- FIRE STATION/PUBLIC
- MIXED USE/RESIDENTIAL/RETAIL
- RESTAURANTS/HOSPITALITY
- PROJECT LOCATION
- OPEN SPACE/PARKS
- SURFACE PARKING/STRUCTURE



MAP KEY

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ARTERIAL
- CENTRAL CITY LINE
- BUS STOPS
- RAILROAD
- PROJECT LOCATION



MAP KEY

■ PROJECT LOCATION

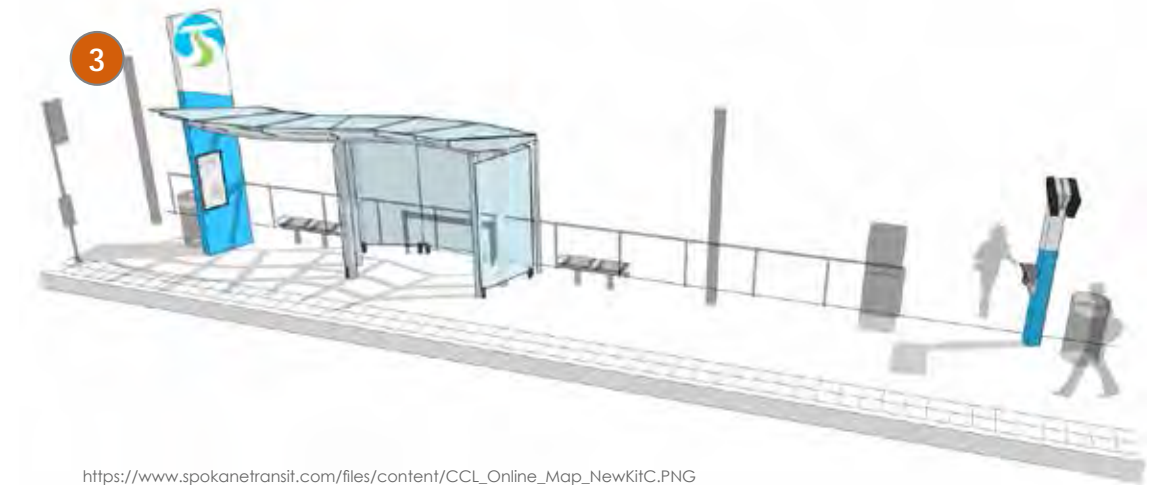
EXISTING PROMINENT LOCATIONS

- 1 FIRE STATION NO. 4
- 2 INTEGRUS ARCHITECTURE
- 3 ELDRIDGE BUILDING
- 4 RAILROAD
- 5 SAN MARCO BUILDING
- 6 CATHEDRAL PLAZA APARTMENTS
- 7 THE PARSONS
- 8 OTIS HOTEL

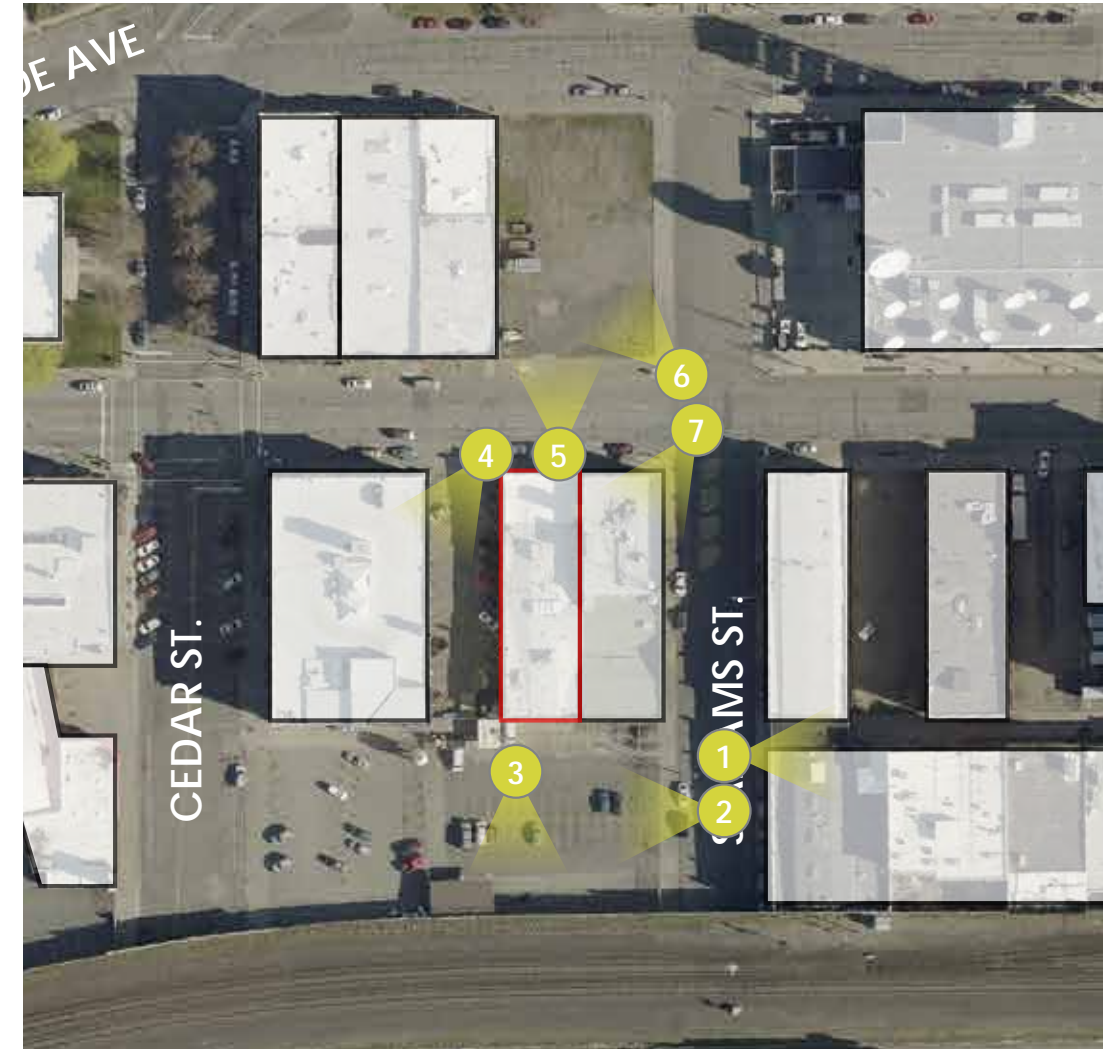
FUTURE PROMINENT LOCATIONS

- 1 CITY OF SPOKANE CSO TANK/PUBLIC PARK
- 2 HOTEL INDIGO
- 3 CENTRAL CITY LINE BUS STOP





https://www.spokanetransit.com/files/content/CCL_Online_Map_NewKitC.PNG



VIEW ANALYSIS

- 1 NEIGHBORING CONTEXT & VIEWS NORTH SPOKANE
- 2 FUTURE PARK & MT SPOKANE
- 3 DOWNTOWN & RIVERFRONT PARK
- 4 SOUTH HILL & RAILROAD VIADUCT
- 5 SOUTH HILL & RAILROAD VIADUCT
- 6 HWY 2 & RAILROAD VIADUCT



1ST AVE STREETSCAPE - FACING SOUTH



1ST AVE STREETSCAPE - FACING NORTH



ZONING SUMMARY

ZONE:

DTG

DOWNTOWN COMPLETE STREET DESIGNATION:

1ST AVE: TYPE I COMPLETE STREET
ADAMS: TYPE IV COMPLETE STREET

MAXIMUM FAR (FLOOR AREA RATIO):

6 (EXCEPTIONS FOR RESIDENTIAL DWELLING UNITS)

MAXIMUM HEIGHT:

12 STORIES

MINIMUM SETBACK FROM STREET LOT LINE:

0 FEET

BUILDINGS FACING THE STREETS DESIGNATED IN TABLE 17C.124.-3 AND NOT CONTAINING RESIDENTIAL UNITS ON THE GROUND FLOOR, AT LEAST SEVENTY PERCENT OF THE FIRST FLOOR OF THE FRONT OF BUILDINGS MUST COME UP TO THE EDGE OF THE PROPERTY LINE.

MINIMUM SETBACK FROM LOT LINES:

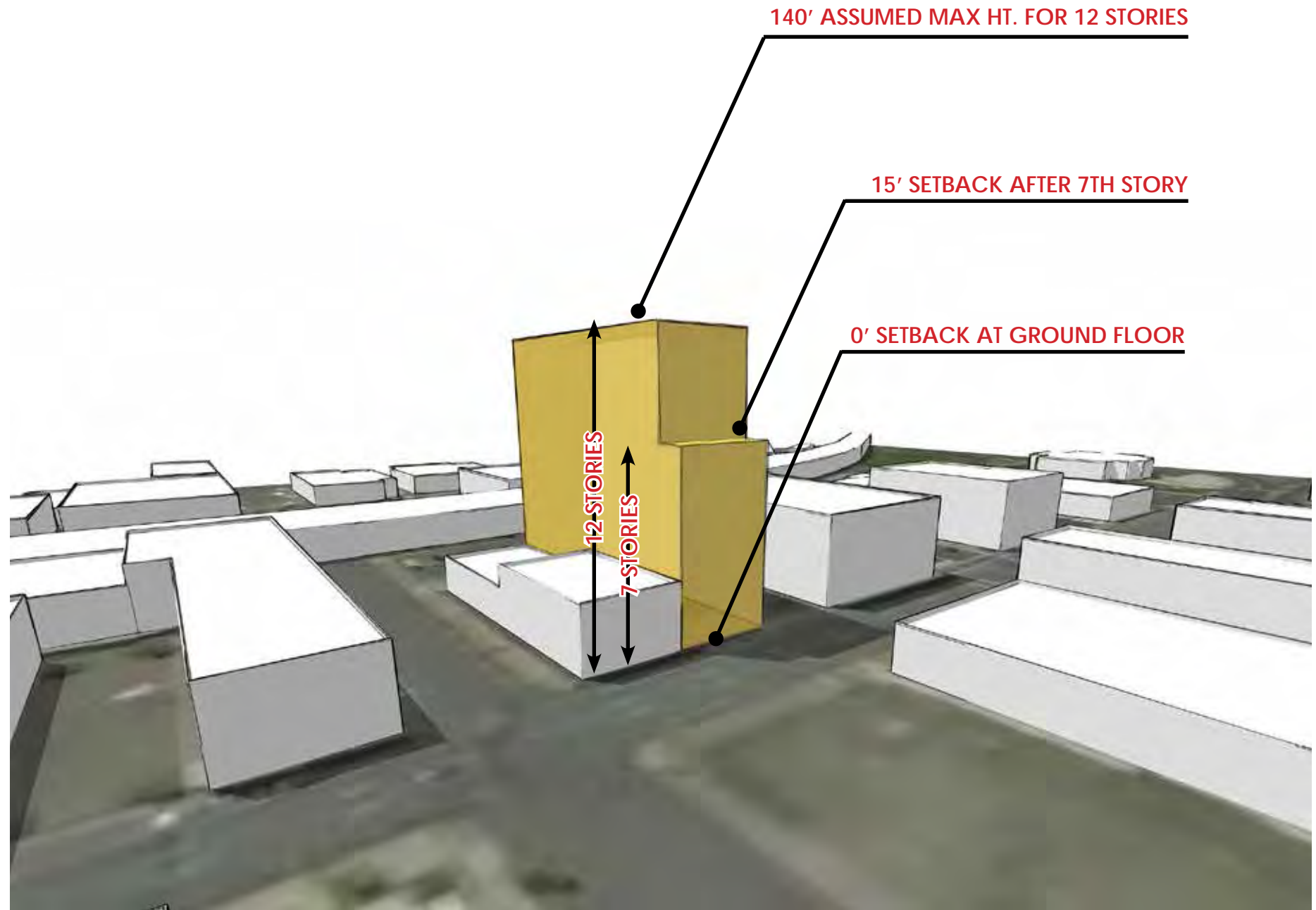
0 FEET

LANDSCAPING REQUIRED:

ALONG ALL DOWNTOWN, CC1, CC2, CC4, AND FBC ZONED PROPERTIES EXCEPT WHERE BUILDINGS ARE BUILT WITH NO SETBACK FROM THE PROPERTY LINE, OR ALONG A TYPE 1 STREET OF THE FBC: A FIVE-FOOT WIDE PLANTING AREA OF L2 SEE-THROUGH BUFFER, INCLUDING STREET TREES AS PRESCRIBED IN SMC 17C.200.050, STREET TREE REQUIREMENTS.

PARKING REQUIRED:

NO



DESIGN EVOLUTION

The current preliminary study has been developed through an exploration of building heights, site capacity, building orientation and response to the layout of the property. Initial studies explored low, medium and high-rise development in conjunction with budget constraints and site capacity (how much development can the site accommodate), resulting in the study of several options.

LOW-RISE

Initial studies reviewed the appropriateness of a low-rise development. Low-rise development would allow for the least costly construction types and methods overall reducing the project budget. However, it was quickly determined the program necessary for the project to be financially feasible, even with the reduced construction costs, was not attainable. Furthermore, the low-rise nature of the project had other physical constraints that would reduce flexibility to accommodate various ground level tenants and also limited the ability to take advantage of views.

HIGH-RISE

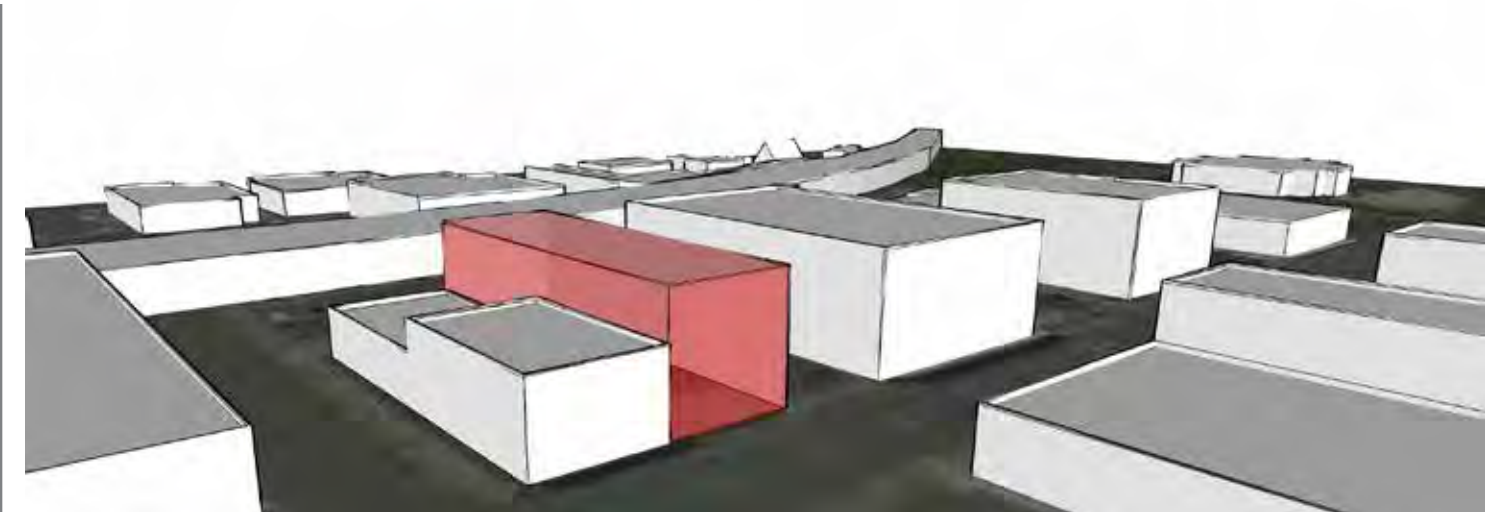
A high-rise solution taking advantage of the maximum height requirements of the downtown zone was explored to determine if such a solution would be a viable alternative to low-rise development of the site. While the living unit program would be attainable, building code requirements that restrict construction types to strictly concrete and/or steel were deemed to costly for the project budget. Additional requirements triggered by the building code for projects in this height (high-rise) category also became financially difficult to overcome.

MID-RISE

The design team determined that a project mid-rise in height can accommodate the program in the most logical and efficient way, maximizing views from the building toward the north, east and south. Provisions in the building code can accommodate a hybrid of construction types that allow for flexibility of the lowest floors to accommodate various tenants and commercial uses while traditional wood frame construction can be implemented for the upper 5 stories. This proved to both be the most economically viable solution while still accommodating the minimum required program. The current option orients the dwelling units along the perimeter of the building with the long axis north-south.

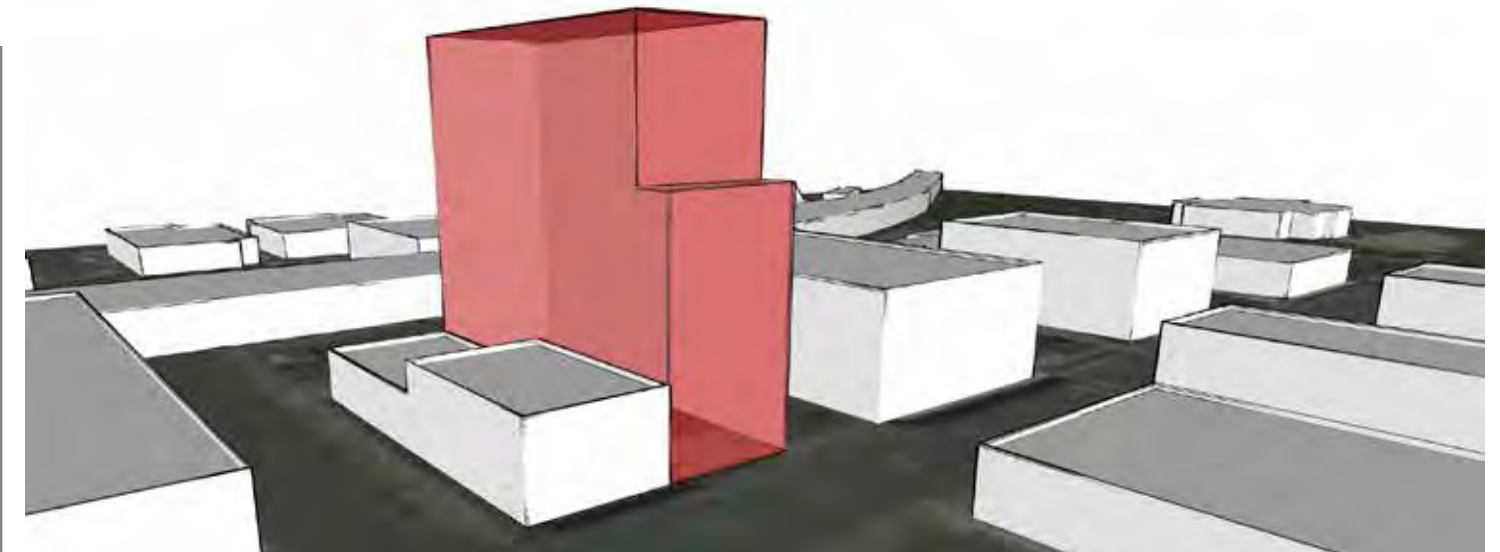
LOW-RISE

- Reduced living units does not meet minimum required program.
- Reduced program limits construction type options due to costs.
- Construction types create less flexibility for main floor tenant.
- Views not maximized.



HIGH-RISE

- More program than needed.
- Limits construction type to expensive concrete or steel.
- Triggers High-rise requirements that are cost prohibitive for program.



MID-RISE

- Satisfies living unit program.
- Cost effective construction type (podium construction) takes advantage of maximum heights without triggering costly code requirements.
- Construction type on the main floor provides for the greatest flexibility to accommodate commercial tenants.
- Views maximized.

