Design Review Board

June 27, 2018
5:30-7:40 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

Board Business:

5:35 – 5:40	**3)** Approve the June 13th meeting minutes. **4)** Old Business **5)** New Business **6)** Changes to the agenda?	Steven Meek

Workshop:

5:40 – 6:40	**7) Recommendation Meeting: '74 Expo U.S. Pavilion – Garco NAC Berger** ○ Staff Report (5-10 minutes) ○ Applicant Presentation (10-15 minutes) ○ Public Comment (3-minutes each) ○ Board Discussion and Motions	Omar Akkari
6:40 – 7:40	**8) Collaborative Workshop: Father Bach Haven V – Architecture All Forms** ○ Staff Report (5-10 minutes) ○ Applicant Presentation (10-15 minutes) ○ Public Comment (3-minutes each) ○ Board Discussion and Motions	Dean Gunderson

Adjournment:

The next Design Review Board meeting is scheduled for July 11, 2018.

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest Password: w8Nq792F**

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. Presentation will be kept to 5-10 minutes.

Applicant Presentation

- Chair invites the applicant(s) to sit at the table and invites the applicant to introduce the project team and make a 10-15 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

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

Other

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

Adjourn

- 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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Return to Agenda

Design Review Board – Meeting Minutes

June 13, 2018

Meeting called to order at 5:31 PM

Attendance

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

Briefing Session:

1. **Chair Report:** No report.

2. **Secretary Report:** The DRB had a notice that on May 9th, 2018, Ted Teske voluntarily recused himself from any further deliberations on the Garden District application.

Board Business:

3. **Approval of the May 23, 2018 meeting minutes.**
   - Call for a motion to approve minutes:

   Moved: Alex **Second**: Char **Minutes approved 3/0 (2 abstentions).**

4. **Old Business: None**
5. **New Business:** Late this afternoon we had a request for the applicant of the CSO 24 Plaza and Dog Park (NW corner of 1st and Adams), to come back with final designs for the kiosk, lighting, signage, gateway features and site furniture; and to provide a summary of his design resolutions for the unified form. He is requesting the resubmittal be handled as an administrative review that would task staff to make the analysis, and then the chair could make a recommendation to the full board.

   Motion: Approve routing the final CSO 24 Design Review through an administrative review.

   Moved: Ryan **Second:** Anne **Passed Unanimously**. 5/0 (1 abstention).

6. **Changes to the Agenda**? No.

Workshop:

7. **Collaborative Workshop: Garden District PUD Project – Omar Akkari**
   - **Staff Report: Omar Akkari - City of Spokane**

   This is the second DRB meeting for this project. We will review what the Board's advisory actions were at the first meeting; and staff had two additional advisory actions prior. The discussion going forward should be focused on those items:

   - Green space buffer: investigate opportunities to increase the greenscape between the houses on 34th and southern most detached units.
   - Preserve mature, healthy urban forest canopy.
   - Club house and town square – the applicant shall define pedestrian access, parking and circulation around the club house. (Applicant indicated they may need a sidewalk deviation, (12-foot sidewalk in some places, e.g. around mixed-use; purely residential 6-foot sidewalk with 6-feet of landscaping). Tonight, the applicant was to bring back additional material defining this departure.

- Traffic calming – investigate opportunities to optimize strategies. (Will not be discussed at this meeting.)

Tonight, the Board is tasked with discussing the following, to bring us back to the hearing examiner's decision criteria:

- Does this board find that this project demonstrates the use of the innovative, aesthetic, and energy-efficient site and architectural design?
- Do we have enough content for this Board to answer that question? If not, we need to make a determination of what the next steps are.

- **Applicant Presentation - Jim Frank from Greenstone:**

Mr. Frank gave a presentation. He addressed some issues that came up at the last meeting including.

- South boundary.
- Protection of mature trees including the Crestline Corridor.
- Retention of many of the existing nature trails.
- Napa ROW – not being vacated, and will connect to the trail and natural area there.
- Siting, massing, and scale of buildings are all part of the 'architecture'.
- Three design guidelines are important to this project: We have talked to many people in the neighborhood in a meaningful way. We feel this is a better project if Crestline does not go through. We are now focusing on the design based on this.
    - Preserve significant physical features. We would lose a lot of trees if Crestline goes through.
    - Community environment – language out of SMC. We don't want to bifercate the neighborhood.
    - Pedestrian-oriented design: Pedestrians come first in this project. Not all connectivity is vehicle connectivity.
    - There is no deviation from the CC1-guidelines besides sidewalks.
    - There is no deviation from multi-family guidelines.
    - Clubhouse – similar to Kendal Yards.
    - Architectural pallet. Some new images from previous packet were reviewed.
- Jim noted the most important design issue on this project is whether Crestline goes through or not, and is asking the DRB to take a position on that – your opinion or recommendation to the Hearing Examiner and/or City Council – from a design standpoint - is it better to put that road in or not?

- **Dave indicated to the group that the DRB cannot make a decision on whether or not the road goes through.** We understand that the majority of you do not want Crestline to go through – but we can't make a recommendation on this point – it is left to the hearing examiner, the traffic engineer and the City Council.

- **Public Comment:** Verbal and Written Comments.
    - Mr. Frank: I object to what you just said and don't believe it's true. You do have the authority to make a recommendation on the design, based on design criteria, of this project, and part of the design is whether or not that road goes through or not.
    - Mr. Hoye: The current design requires me to drive five blocks south to 32nd, in order to go north – what is the extent of this carbon footprint? The fire marshal issues are important.
    - Ms. Tomsic: I also wrote in. I like the open space design. I like the non-connecting Crestline that preserves that open space.
    - Mr. Milani: Keeping Crestline closed keeps the neighbhorhood safer.
    - Connie Scott: Please consider the elementary school on Crestline and traffic on Thurston. We are concerned about the safety of the children.
    - Mr. Puzio: A lot of people are here from the neighborhood tonight – we will miss those trees. What is more complimentary to the neighborhood - traffic on Crestline will bisect

the neighborhood. I find it unusual that someone from another neighborhood, Southgate, are weighing in, for what I believe is to solve a traffic issue on Regal.
- Ms. Ngaldea: I love the neighborhood and like seeing my children ride their bikes through the neighborhood, and like the current design.
- Mrs. Reimann: Maintain the existing roads; expand and take out planter beds and give us our four lanes back so traffic can move; keep traffic away from the school streets; don't bisect the neighborhood and ruin the community nature and feel. Support Jim Frank's current design - one way in and one way out. Don't endanger lives with traffic!
- Mr. Reimann: We like this design. Three dots connecting Crestline over to SE Blvd. We would like to see some connection for the neighborhood. Don't turn neighborhood streets into thorougfairs. Maintain the roads.
- Comment letters were read by Mr. Beuscher. The majority were opposed to opening Crestline to through-traffic.

- **Board Discussion and Motion**
  The applicant was invited to join the Board discussion to answer questions.
  - Landscape buffer concern has been addressed.
  - The current design achieves the goal of preserving the mature tree canopy - recommend to the Hearing Examiner to protect those trees.
  - Items outside the domain of the DRB will be passed on to appropriate parties.
  - Any PUD modification will bring this project back to the DRB.

Clubhouse Community Center/Town Center –

- Amenities will be stretched throughout the site and much of it will be open to the public – not just residents. Private spaces will be open to the public – rules related to them would be based with homeowners association.
- Add artwork at the end of that road to show terminus.
- Energy: Will install a solar panel in all street and pedestrian lighting, etc.
- Item #4: Looking for deviation - desirable to separate pedestrian from the street.
- Traffic calming: Napa connection creates more of an urban connection. Allow more distributed traffic pattern. Napa connection should be discussed with the neighborhood.
- #5 – we cannot comment on. A design variance on streets goes to the City engineer.

Dave Beuscher formerly closed public comment in order to move forward with Board discussion and motion with the following draft actions.

- Landscape buffer: Mature urban forestry canopy is very important to the public and Board. Economic, ecological, and aesthetic value.
- Mature tree vegetation: consideration given to adddtional conifers.
- Townsquare
- Sidewalk deviation
- Traffic calming: If the city forces Crestline then we want the applicant to come back to address change.
- Façade of the two-story mixed-use roof-line – add variation.
- Talk to the neighborhood on connectors.

Heather Trautman provided some clarification on design standards, code requirements, and other required reviews such as SEPA. She pointed out that the DRB is focusing on design standards only. The Hearings Examiner reviews all elements of the project. In crafting the advisory actions, the DRB can request reviews by other departments.

Motion:

- The Design Review Board finds that the site design and architecture as presented demonstrates the use of innovative, aesthetic, and energy-efficient design.

- The Design Review Board supports the requested design departure to provide a 6 ft. separated sidewalk with a 6 ft. planting strip.
- The project as proposed preserves the heathy urban forest canopy and supports a pedestrian friendly environment.
- The applicant shall preserve the existing allee of trees in the center of the site.
- The applicant shall consider opportunities for a terminated vista at South Crestline Street and East 32nd Avenue with an amenity or art.
- The applicant shall consider opportunities for greater variation of the roof form of the two story multifamily housing units on the south end of the site to better blend with the existing neighborhood.
- The project as proposed will better meet the buffer requirement if conifers are integrated into the southern landscape buffer.
- In the event that the City of Spokane requires that the Crestline connection be established, the applicant shall return to the Design Review Board to address traffic calming, along with any disruptions to the pedestrian friendly environment and urban forest canopy.

Motion to approve: Ryan Second: Anne Approved Unanimously 6/0.

Dean noted that the hearing examiner may determine that 'traffic calming' is outside the purview of the DRB.

8. Collaborative Workshop Meeting: 1309 West First Avenue –Trek Architecture

- **Staff Report: Dean Gunderson – City of Spokane**

Dean gave a presentation on this project. This is a seven-story mixed-use building on West 1st Avenue. The first Collaborative Workshop occurred on May 9th with members of the Landmarks Commission present. Landmarks de-listed one half of the structure which is what brought this project to the DRB. The STA Central City Line and CSO tank are located in the vicinity. He noted the Streetscape Infrastructure Program's "kit-of-parts" reflects district standards. He reviewed revisions made to the project and additional information received since the last meeting. He noted the rythmn of the architectural base of surrounding buildings and how that will tie in with the building entrance.

The applicant was invited to present how they responded to each of the requests made by the DRB at the previous meeting, sharing details of those modifications.

Public Comment:

Tracy Stromberg. We are concerned with the west façade – the rest of the building is fantastic. We like the lighter brick color. Not thrilled with the mural idea. Perhaps different materials to break up and lighten that wall would be a better option.

Jordan: Purchased the building across the street from this building. We like what they are doing to this building. The design fits with what we plan to do with our building.

Applicant was invited back:
The applicant reviewed the options, but focused on the proposed design introduced today (Option A), including brick color, windows, light-wells, recesses, balconies, street furniture, facades, etc.

- Dave asked about signage and lighting: How do you plan to address these two items? The applicant discussed various lighting element implementations they plan to use around the building.
- Signage will be minimal.
- Avoid creating an 'island' with furnishings being too distinct; perhaps make it more 'artistic'. Meet with STA and the City to collaborate on furniture.
- Material palette was discussed. They are trying to be sensitive to the district. Kathy requested more 'compatible' materials in this historic district. Look at neighbohood context and look at the depth of the brick; work to articulate the façade.

- We are trying to play down the height of the building with the playful articulation of the façade.

Motion:

- The applicant shall provide additional information regarding lighting, in accordance with D-7 of the Downtown Design Guidelines.
- The applicant shall explore signage opportunities, and how they may integrate with the building, in accordance with D-5 of the Downtown Design Guidelines.
- The applicant shall provide further articulation of the west façade, notably at the reentrants adjacent to the building core.
- The applicant shall clarify the site furnishings and consider the site context as it relates to B-1 and B-3 of the Downtown Design Guidelines. Reach out to the City of Spokane, the Riverside Neighborhood Council, and the Spokane Transit Authority to determine if a continuity of site furnishings between the Streetscape Infrastructure Program, the Central City Line, and the Plaza improvements at CSO #24 site can be accomplished.
- The applicant shall investigate opportunities to further articulate the brick façade, through an observance of the adjacent brick buildings in the neighborhood.
- The applicant shall return to the Design Review Board to present its response to the above listed Advisory Actions.

Motion to approve: Ryan Second: Anne Approved Unanimously 6/0.

Board Business: No board business

Meeting adjourned at 9:57 p.m.

Next Design Review Board meeting is scheduled for **June 27, 2018**

US Pavilion

1 - Program Review/Collaborative Workshop

Design Review Staff Report October 27, 2017

Staff:
Omar Akkari, Urban Designer

Planning & Development Services Department

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

Design Review Board Authority

Spokane Municipal Code Chapter 04.13 Design Review Board
A. Purpose. The design review board is hereby established to:
1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
    a. wisely allocate the City's resources,
    b. serve as models of design quality

Under SMC **Section 17G.040.020 Design Review Board Authority**, all public projects or structures and Shoreline conditional use permit applications are subject to design review Recommendations of the Design Review Board must be consistent with regulatory requirements per Section 17G.040.080 **Design Review Board**

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

Project Description

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

Information taken from the Riverfront Park Master Plan webpage is copied below.
http://riverfrontparknow.com/redevelopment/u-s-pavilion-shelters/
Pavilion Concept & Design Period FAQs

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

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

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

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

Riverfront Park Master Plan 2014
https://static.spokanecity.org/documents/parksrec/aboutus/planning/2014-riverfront-park-master-plan.pdf

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

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

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

4.3 Provide Greater Accessibility

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

4.4 Optimize Safety

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

4.5 Balance the Development of Active and Passive Spaces

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

4.6 Generate Sustainable Revenue for Adequate Ongoing Maintenance and Repair

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

4.7 Offer Affordability and Choice to All

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

4.8 Protect Natural Resources

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

Location & Context

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

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

Character Assets

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

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

Regulatory Analysis

Zoning Code Requirements

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

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

Zoning Code Downtown Design Standards

Section 17C.124.500 **Design Standards Implementation:**

The design standards and guidelines found in SMC SMC 17C.124.500 through SMC 17C.124.590 follow SMC 17C.124.015, Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. The City will expect to see how the design of a project has responded to every one of the guidelines.

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

Section 17C.124.500 Design Standards Implementation
Section 17C.124.510 Windows – Building Design
Section 17C.124.520 Base/Middle/Top – Building Design
Section 17C.124.530 Articulation – Building Design
Section 17C.124.540 Prominent Entrance – Building Design
Section 17C.124.550 Ground Level Details – Building Design
Section 17C.124.560 Roof Expression – Building Design
Section 17C.124.570 Treating Blank Walls – Building Design
Section 17C.124.580 Plazas and Other Open Spaces
Section 17C.124.590 Treatment of Blank Walls on Tall Buildings – Building Design
Section 17C.230.310 Exterior Design of Parking Structures – Building Design

Chapter 17G.030 Design Departures, Section 17G.030.040 Decision Criteria
The decision criteria for a design departure are below.

A. Has the applicant's design team thoroughly examined how the Requirement (R) and/or Presumption (P) could be applied as written?
B. Does the proposal meet the intent and the general direction set forth by the Requirement (R) and/or Presumption (P) as written?
C. Is the specific change superior in design quality to that potentially achieved by the Requirement (R) and/or Presumption (P) as written?
   Is the departure necessary to better address aspects of the site or its surroundings?

D. Is the proposed departure part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?
E. Has the applicant responded to the optional Considerations (C), if any, found within the design guideline? Including Considerations may assist in gaining acceptance for the plan.

Shoreline Regulations

The site is within the Downtown Shoreline District.

Section 17E.060.800 Design Standards Administration
Projects must address the design standards and guidelines.
Purpose. To help ensure that development compliments the unique and fragile character of the shoreline through careful consideration and implementation of site development and building design concepts. Applicants may meet each of the guidelines as written or request a departure.

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

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

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

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

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

City of Spokane Comprehensive Plan

Plan Link

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

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

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

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

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

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

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

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

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

Fast Forward Spokane – Downtown Plan Update

Plan Link

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

Chapter Six District Strategies
Riverfront Park - Riverfront Views 1.32
Attractions, activities, and trails in the park should enhance riverfront views. For example, the maintenance facility could be relocated to another area and replaced with a café that takes advantage of the riverfront views. Also, a Spokane River interpretive signage program should be implemented in order to improve wayfinding within the area.

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

Downtown Design Guidelines

Guidelines PDF Link

The Downtown Design Guidelines must be followed per Section 17C.124.500 Design Standards Implementation. While other adopted codes, plans and polices listed in this staff report may be referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets
3. Sustainability

Topics for Discussion

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

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

Neighborhood or Downtown District

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

   Please see Downtown Designs B-1 and B-3

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

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

Site

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

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

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

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

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

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

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

7. **Public Art:** Is there any public art being incorporated within this site? If so, what are the initial design concepts?

8. **Historic Context:** Are there any historic elements or nods to expo 74' being incorporated into the project other than the retaining of the West Building and the mast/net structure and the reintroduction of a green roof? Is the motto of the US Pavilion or the Expo to be featured anywhere on the site?

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

Building

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

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

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

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

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

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

Note

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

Policy Basis

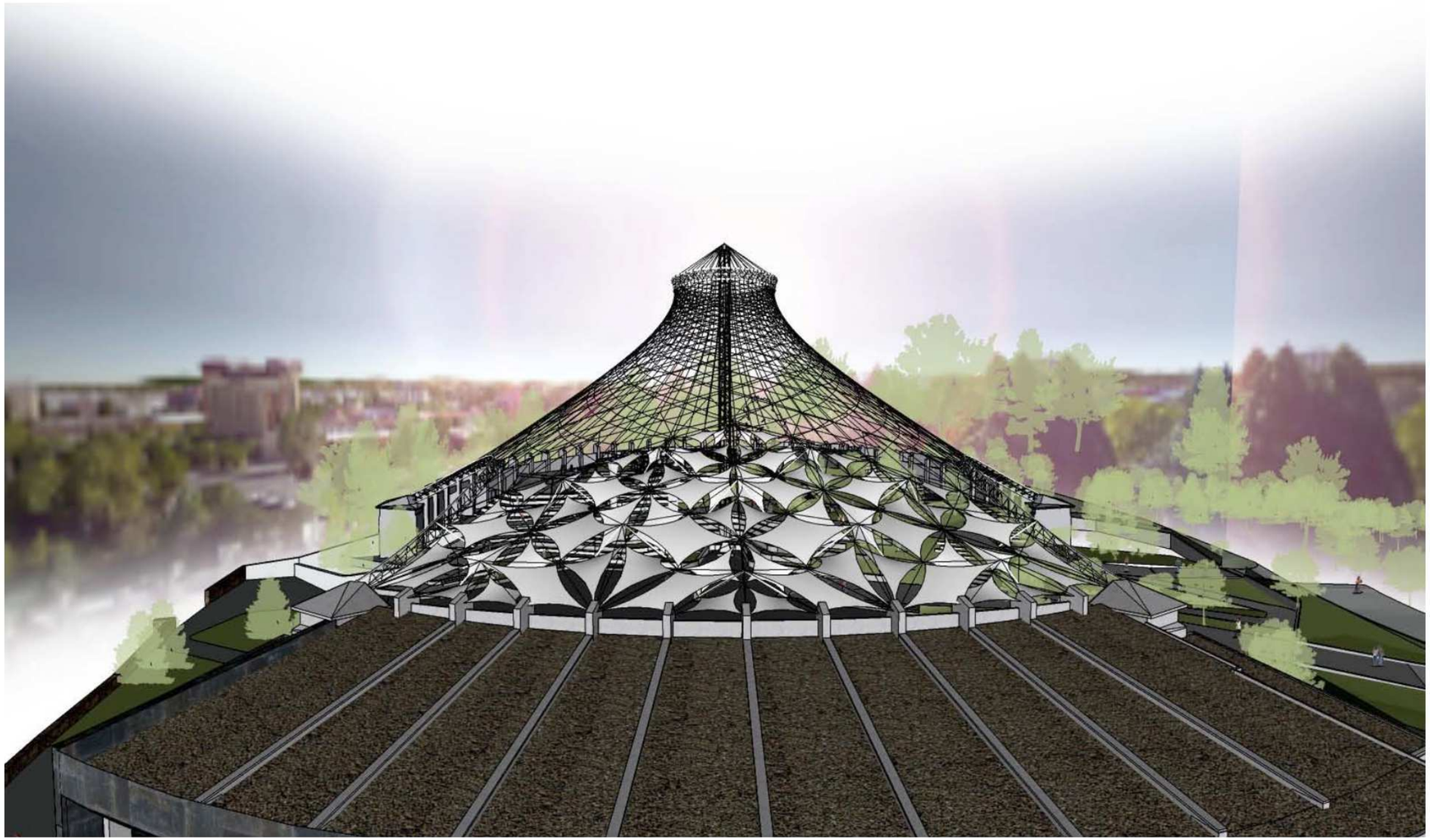
Spokane Municipal Code
City of Spokane Comprehensive Plan (2017)
Downtown Design Guidelines
Fast Forward Spokane – Downtown Plan Update (2008)
Riverfront Park Master Plan

‘74 EXPO U.S. PAVILION

DESIGN REVIEW BOARD
SHADING REVIEW
RECOMMENDATION MEETING 2

Spokane Parks and Recreation
Submittal Date: 5.23.18
Workshop Date: 6.13.18

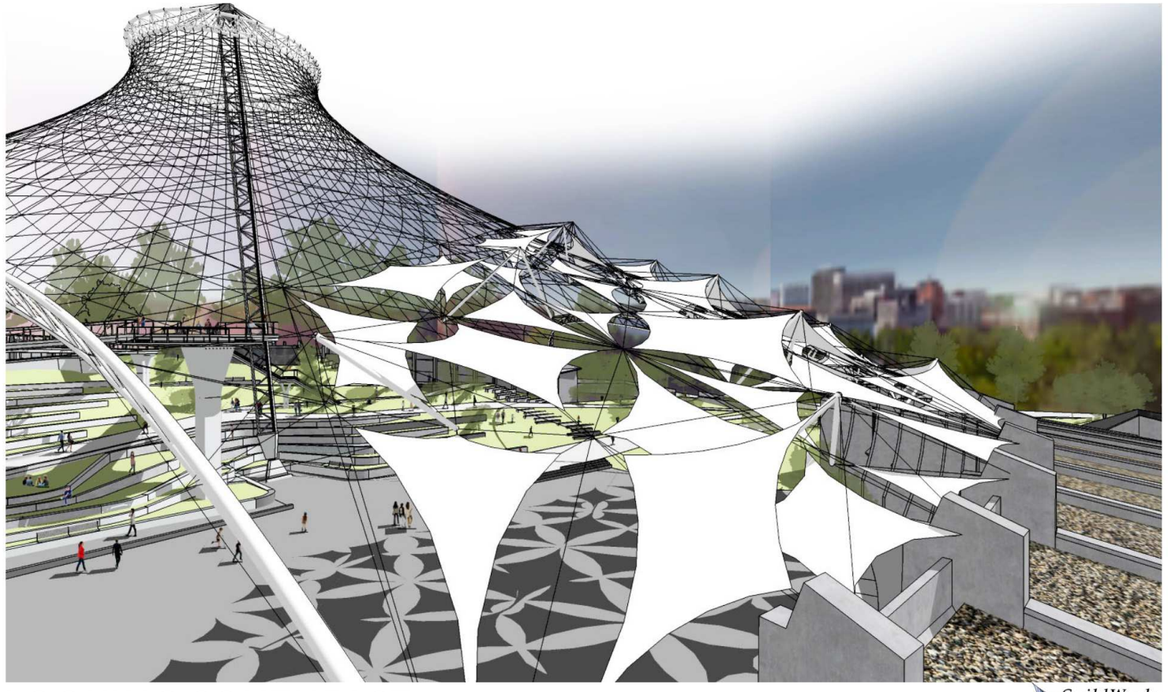
REIMAGINING THE
‘74 EXPO US PAVILION



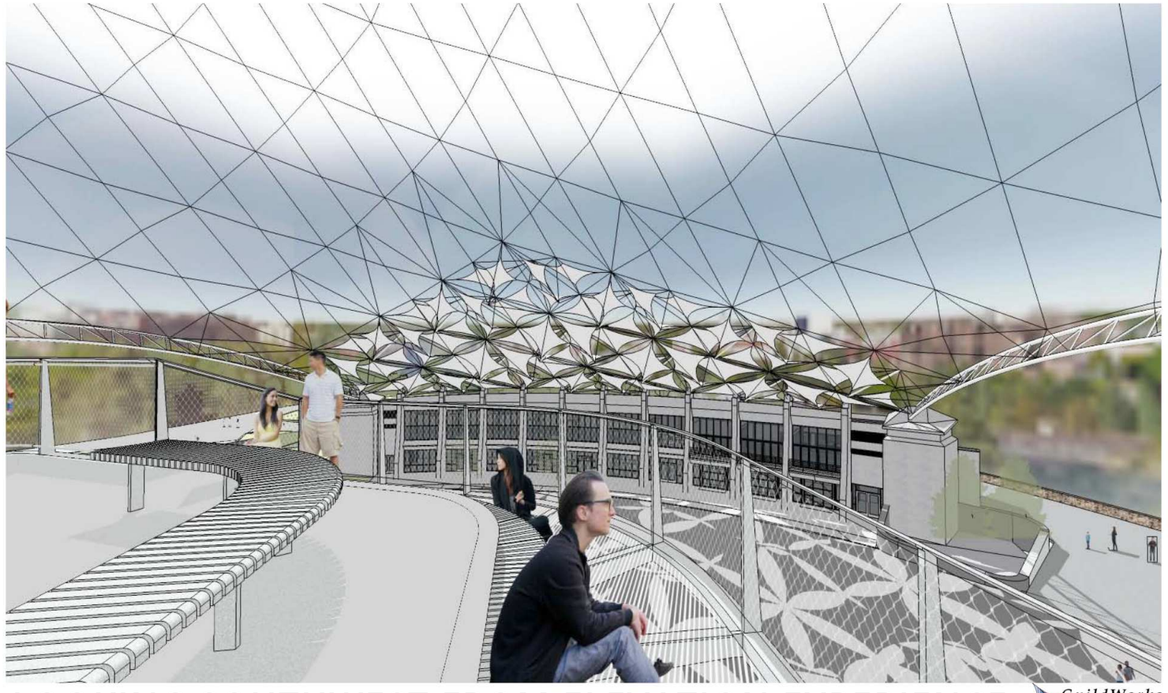
LOOKING EAST

WRITTEN SUMMARY OF PROPOSED SHADING

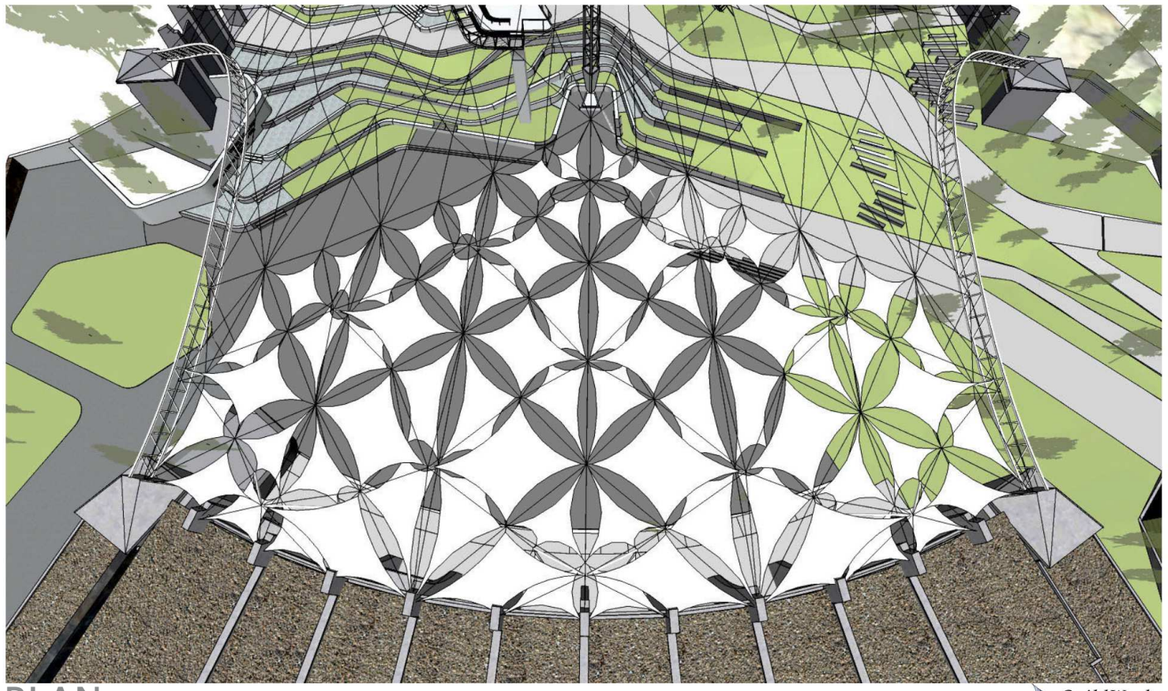
The currently proposed shading is the culmination of extensive design and engineering studies and analysis. This highly durable and permanent shading design focuses on the main floor of the pavilion where events will occur. The proposed design uses the existing cable net tensile structure as the main support. The floating “diamonds” are held in a 3-dimensional shape by use of flying struts that stabilize the entire system, ensuring safety, permanence, and beauty year-round. Great care has been taken to ensure that the existing structure is not overloaded by looking at a multitude of loading scenarios. The array nestles into the existing structure with minimal intervention to preserve and enhance the existing geometry, while providing a dynamic, beautiful geometric pattern of shade and shadow that will change throughout the day and seasons. The diamonds have been carefully placed to minimize the impact of the views to the east, while maximizing the shade to the event floor below. Standing on the elevation experience, one can just make out the horizon to the west which is sure to give an amazing sunset show. The placement of the shades will not disrupt the views to the river through the north portal or the views through the south portal to downtown Spokane. The array allows unobstructed views of the LED light blades to be from all angles and the shades can glow at night from the adjacent blades. The shades provide greater definition to the shape of the Pavilion where we believe it is needed most.



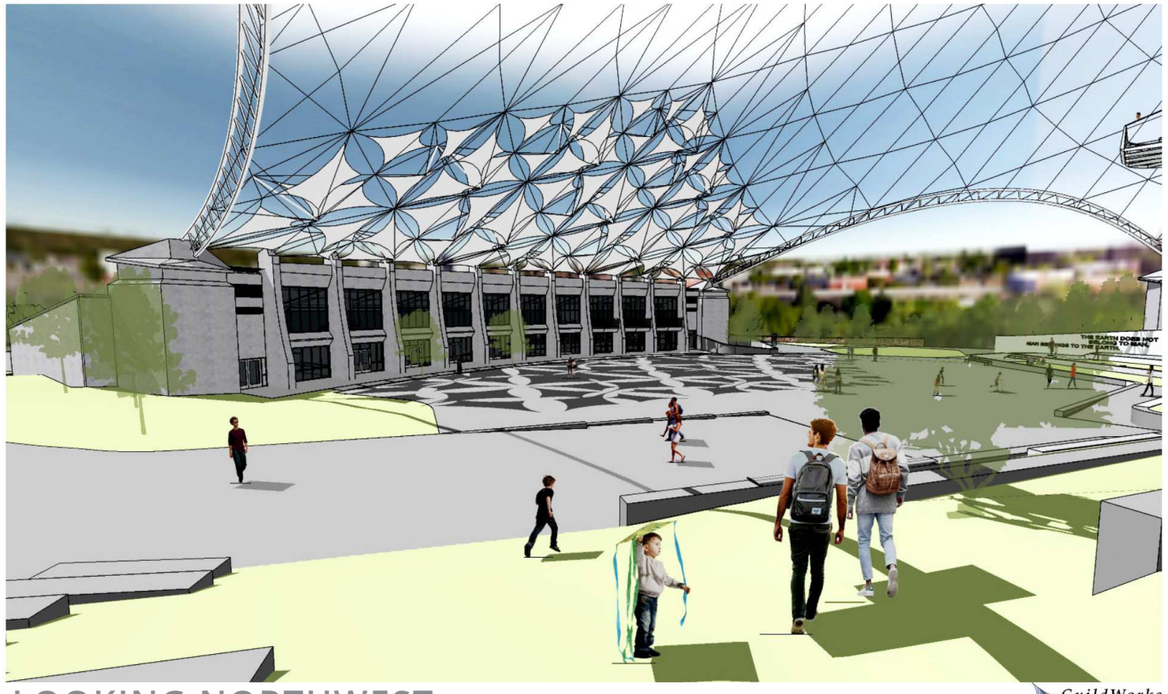
LOOKING SOUTHEAST



LOOKING SOUTHWEST FROM ELEVATION EXPERIENCE

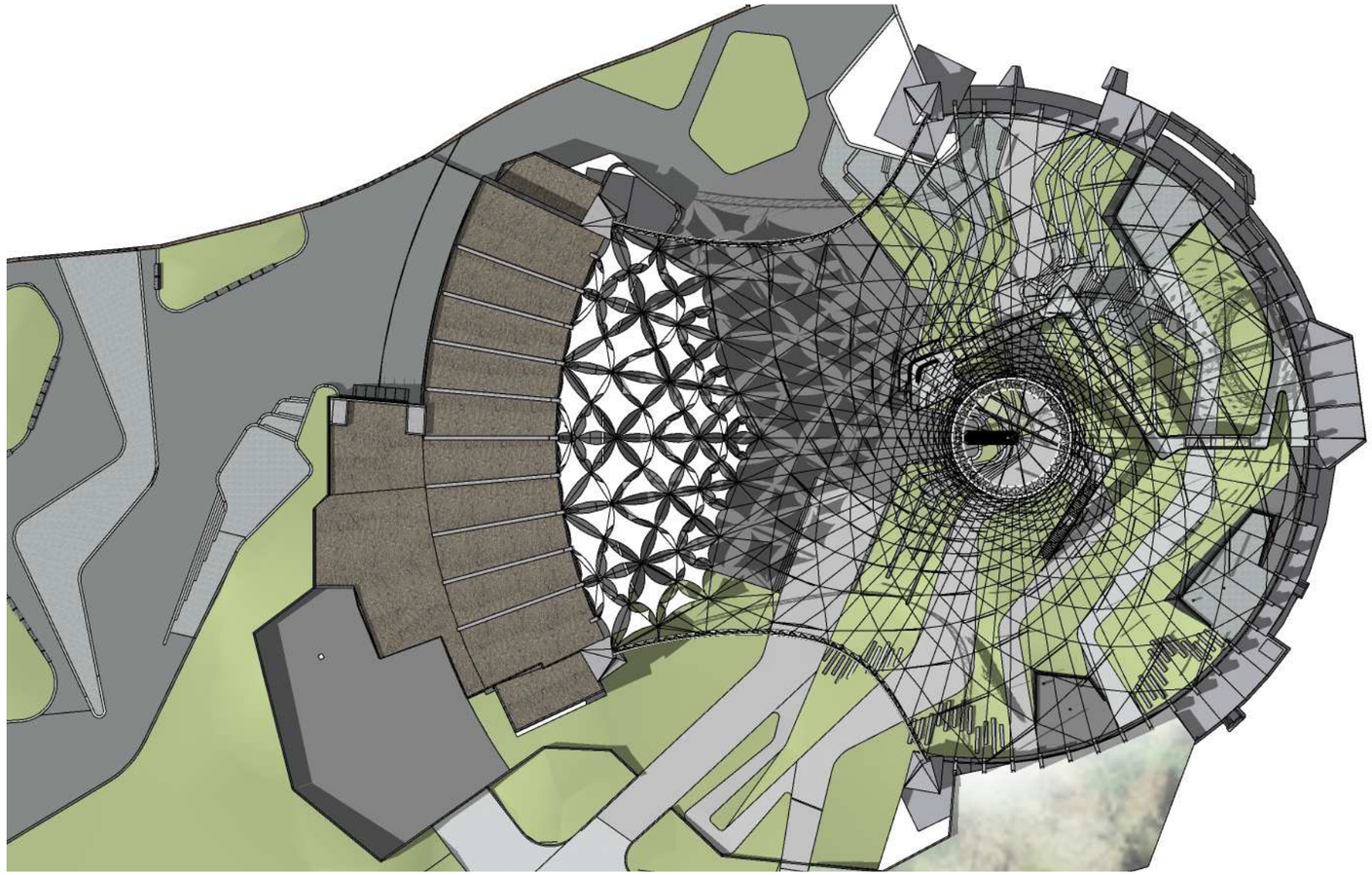


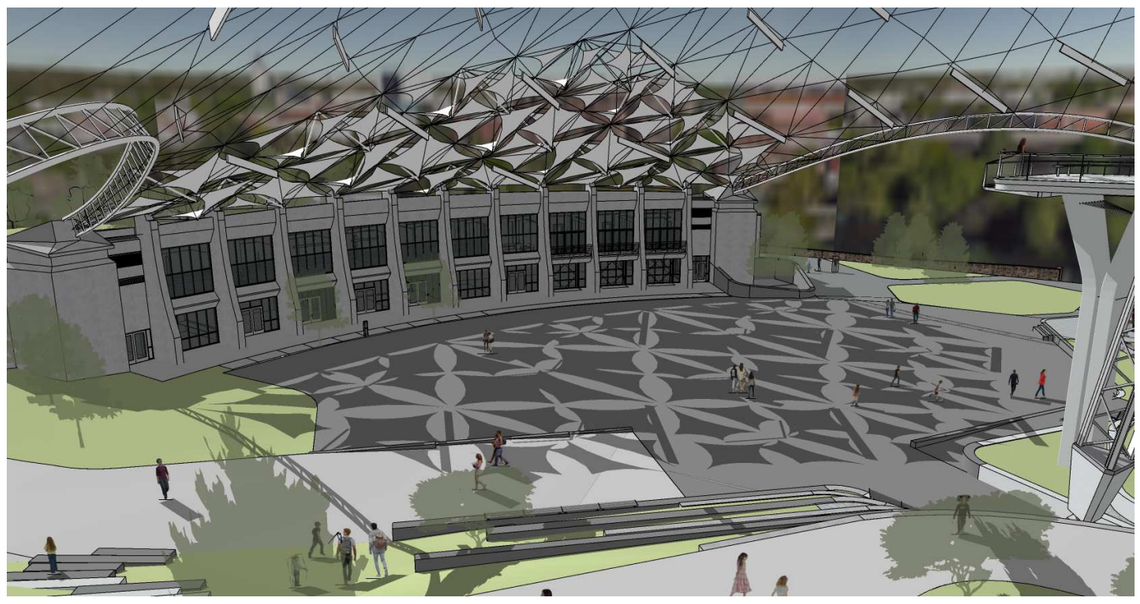
PLAN

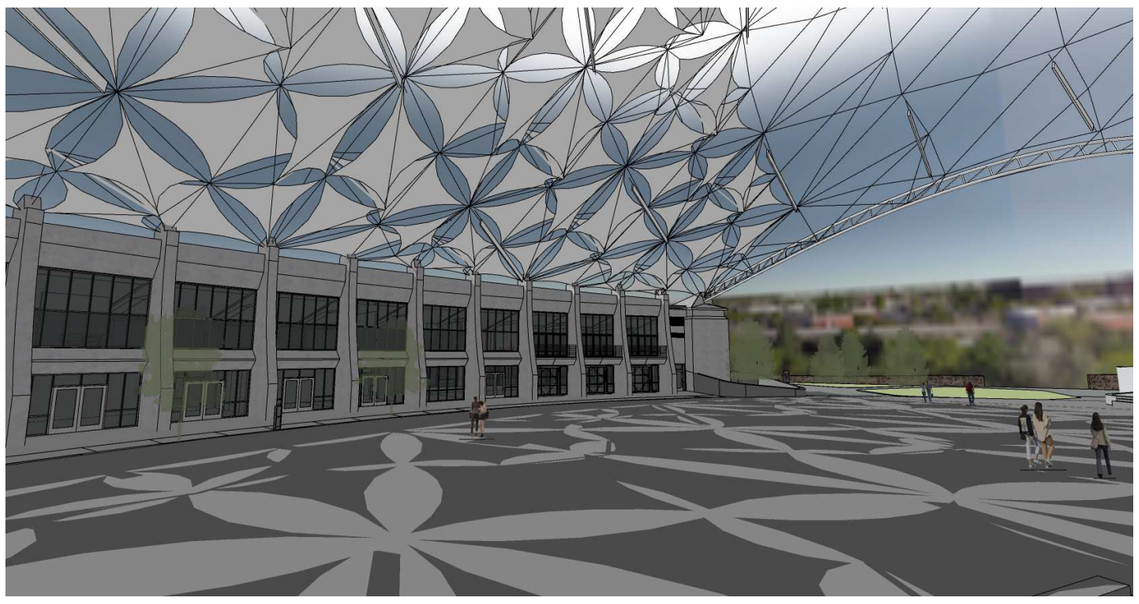


LOOKING NORTHWEST

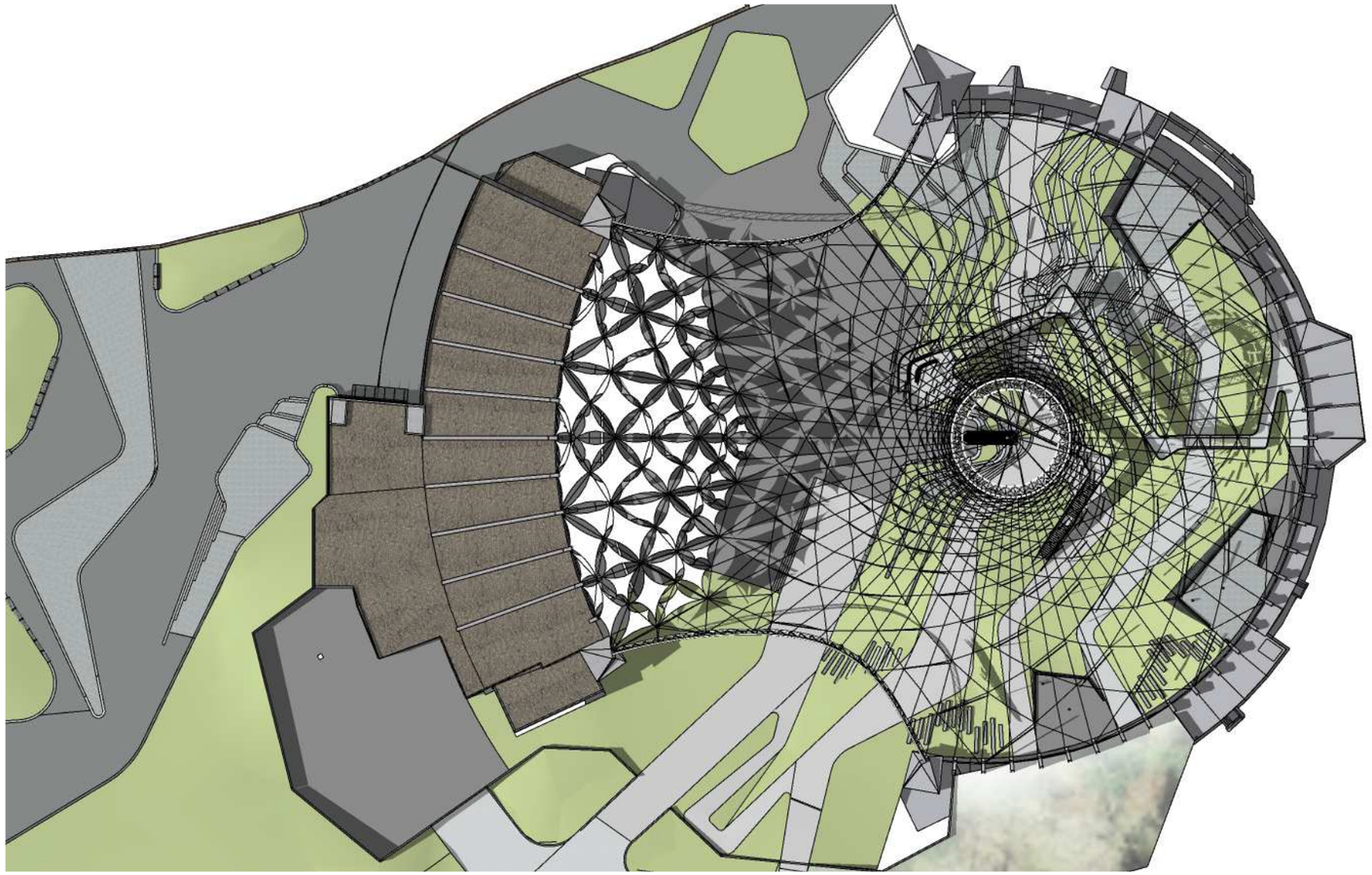
SHADOW STUDY
BLOOMSDAY WEEKEND • 3 PM

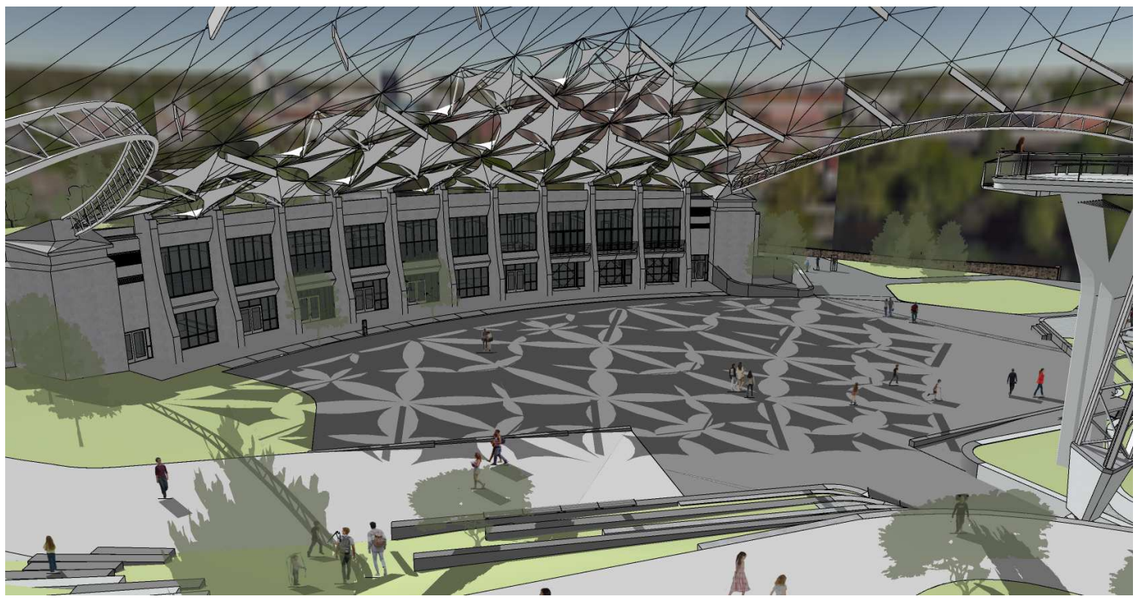


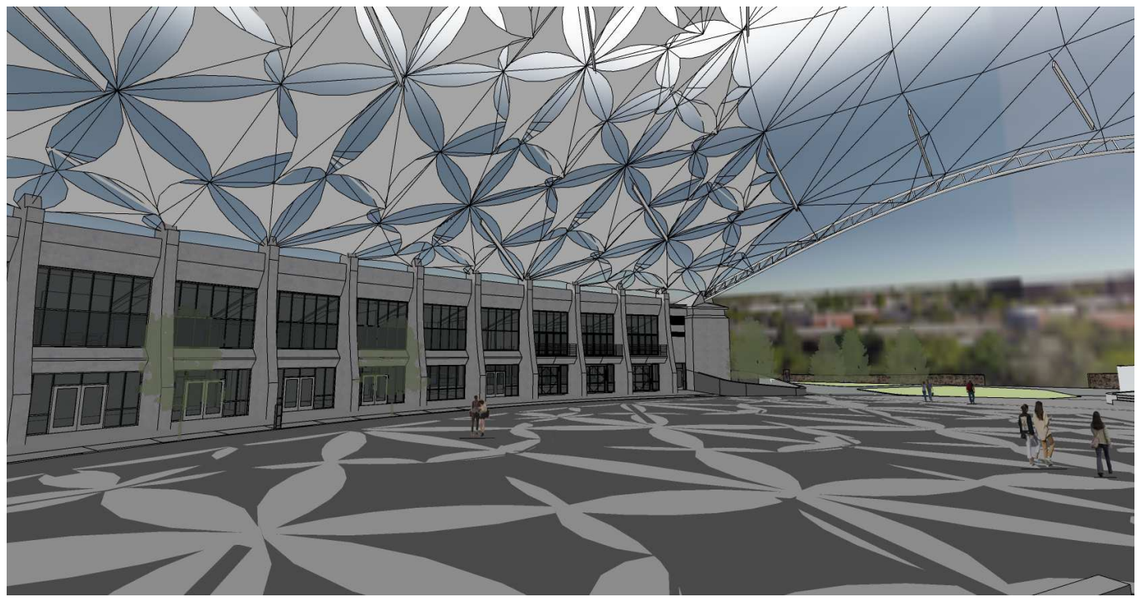




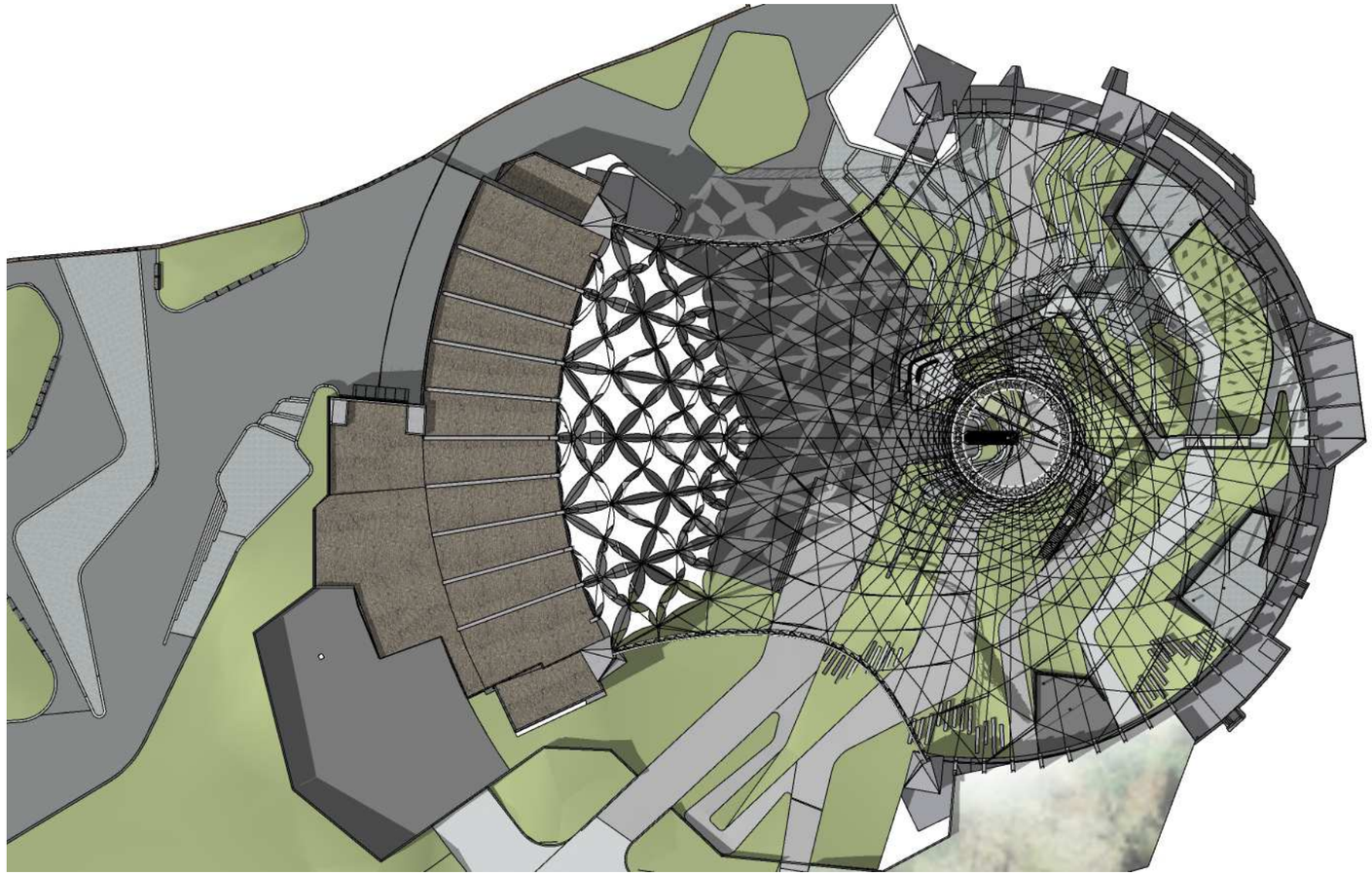
SHADOW STUDY
HOOPFEST WEEKEND • 3 PM

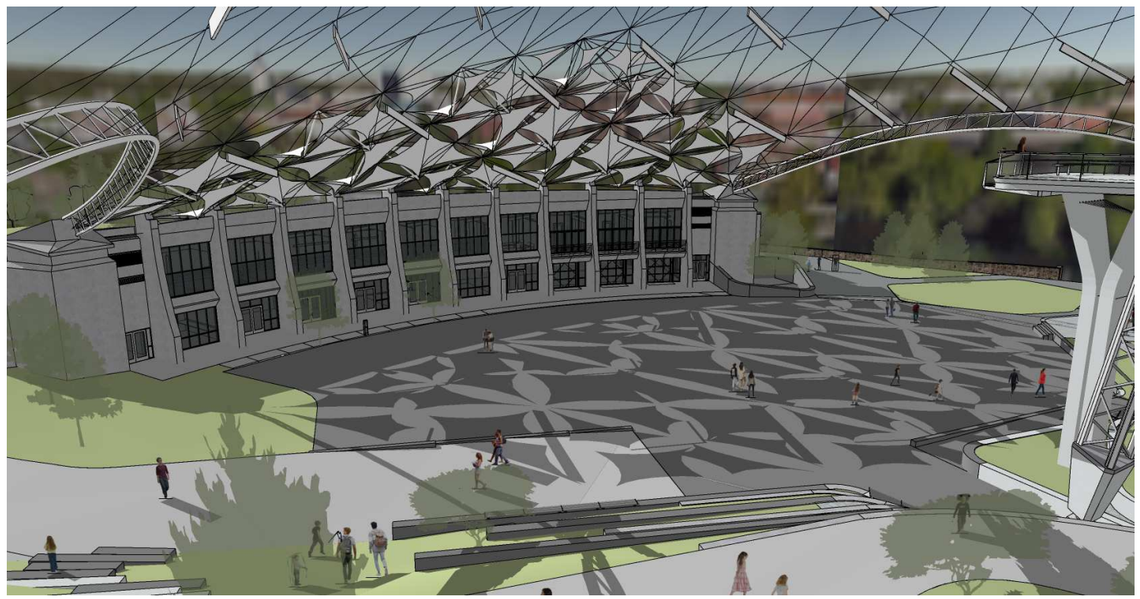


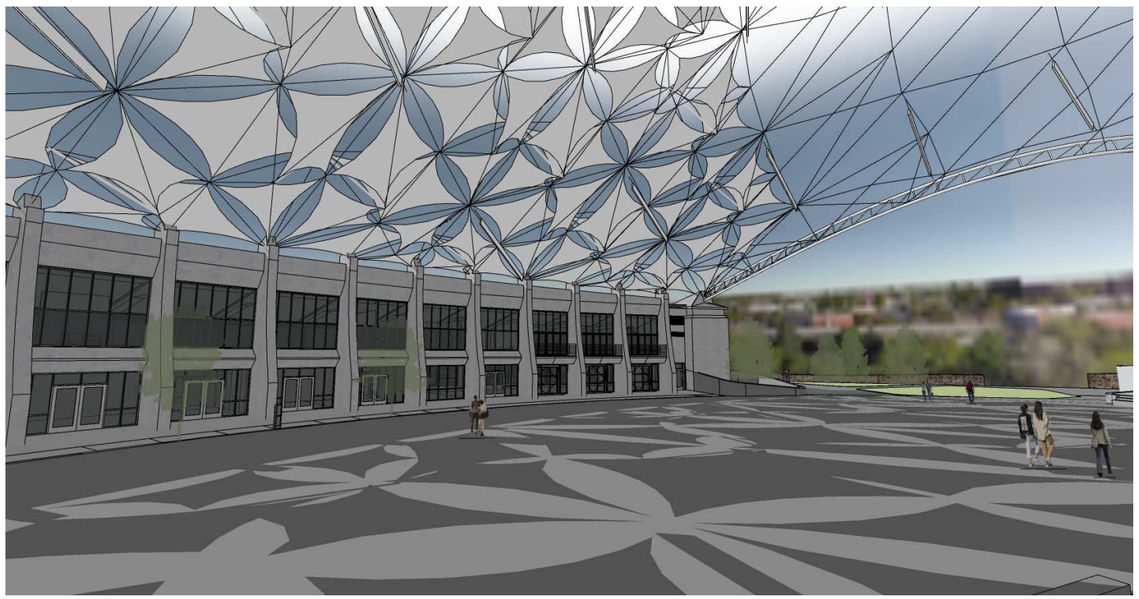




SHADOW STUDY
PIG OUT WEEKEND • 3 PM







DESIGN REVIEW BOARD FILE NO.DRB 1814

Father Bach Haven V Apartment Building

1 - Program Review/Collaborative Workshop

Design Review Staff Report June 19, 2018

Staff:
Dean Gunderson, Sr. Urban Designer

Planning & Development Services Department

Applicants:
Representative:
Chris Weiland, Architect
Architecture All Forms

Owner:
Catholic Charities of Eastern Washington

Design Review Board Authority

Spokane Municipal Code Chapter 04.13 Design Review Board
A. Purpose. The design review board is hereby established to:
1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
    a. wisely allocate the City's resources,
    b. serve as models of design quality

Under SMC **Section 17G.040.020 Design Review Board Authority**, all new buildings or structures within a Downtown Gateway Area are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per Section 17G.040.080 **Design Review Board**

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

Project Description

The project will entail the redevelopment of a currently vacant parcel to accommodate a 4-story apartment building. The 37,000 square foot building will house 51 apartments (a mix of one-bedroom and studio apartments), and an approximately 1,400 square foot, gated, open-air courtyard.

Location & Context

The subject site is located at the northeast corner of S. Division Street & E. 1st Avenue (currently unaddressed, parcel number: 35202.0708). The parcel is bounded on the south by E. 1st Avenue (a Type IV Complete Street, Neighborhood Street), on the west by S. Division Street (a Type III Complete Street, City-Regional Connector), on the north by E Sprague Avenue (a Type II Complete Street, Community Connector), and on the east by a private parcel (addressed 30 E. Sprague Avenue).

The parcel is generally flat, sloping slightly towards the west, but all three bordering streets are below the finish grade of the site – with E. 1st Avenue approaching the closest to the site elevation at the

easternmost parcel line). The streets were historically lowered in grade to accommodate the underpass below the BNSF viaduct, exposing significant basalt outcroppings along both Division and Sprague.

The parcel rests within the East Central Neighborhood boundaries, adjacent to the Riverside Neighborhood (the dividing line is the center of Division). The elevated BNSF viaduct runs along the northern diagonal edge of property (separated by the Sprague Ave. merge lane). See Figure 1.

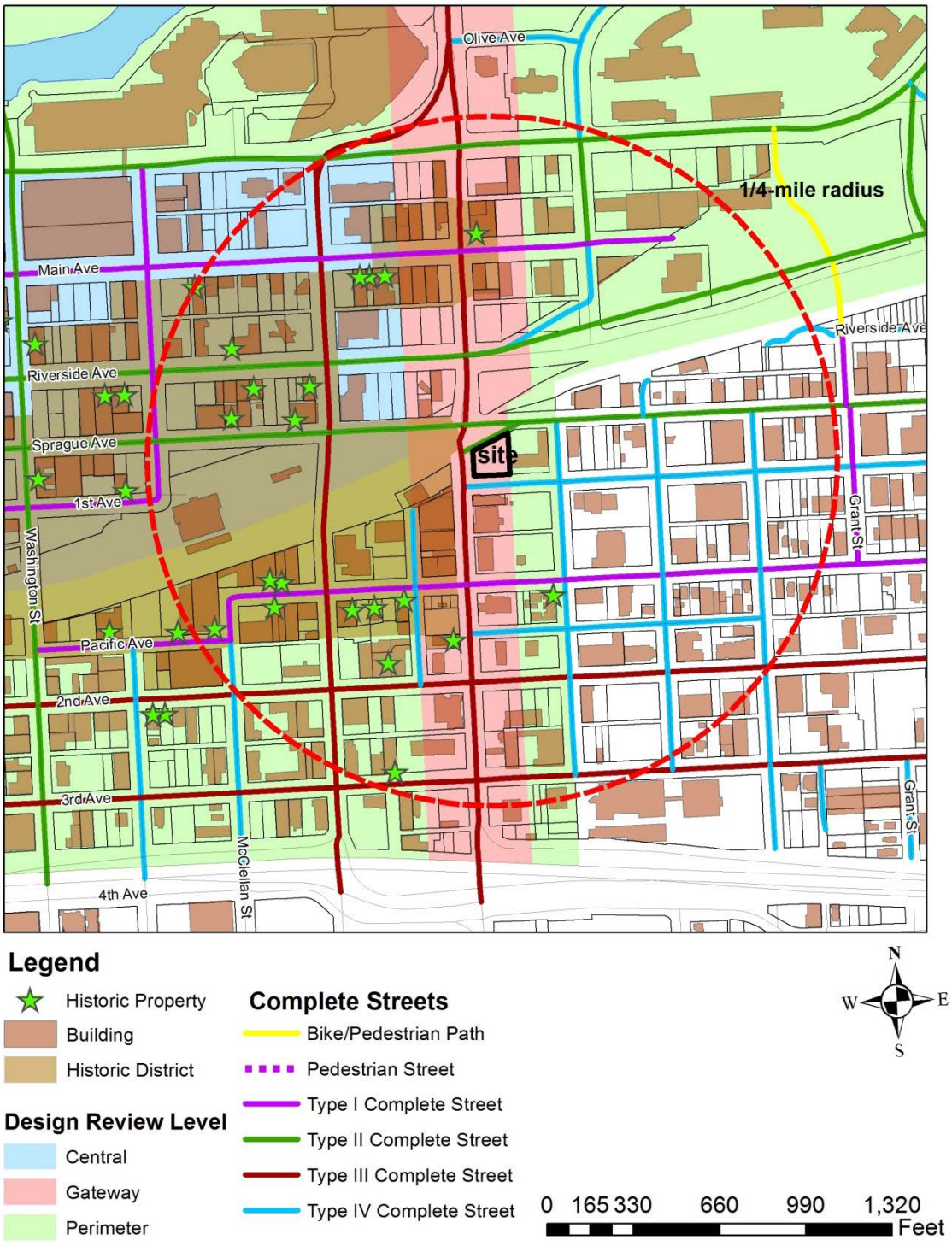


Figure 1. Local Context Analysis Map

Character Assets

While the subject site does not rest within any identified Character Area within the downtown, it is located within the Division Street Gateway Corridor. The applicant has noted that the proposed building will draw upon the finely detailed masonry construction of the building located across Division Street (addressed 104 S. Division Street). The site is also located within the Streetscape Infrastructure Program's District #5 (University District), and any required streetscape furnishings (benches, refuse cans, bike racks, and tree grates) and any new street lighting should conform to the University District standards.

Regulatory Analysis

Zoning Code Requirements

The subject site is zoned DTG (Downtown General). The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

Parking and Loading (see SMC 17C.124.340)

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

The applicant has indicated that the owner will request a reduction in the number of on-site vehicle parking spaces required per code. This request will be processed through the Current Planning process.

Characteristics of Downtown Complete Street Designations (see SMC 17C.124.035)

The downtown zones are complemented by the complete streets designations map (described in detail in the downtown plan) that further guides public and private development within the downtown. The different complete streets designations set different street standards and desired amenities based upon the intended use and desired qualities of the street. The complete streets designations are depicted on Map 5.1 "Streetscape Improvements" in the downtown plan and zoning layer. Right-of-ways found on the complete streets map shall not be vacated as the space is needed to incorporate the elements described in the complete street designation. Curb to property line and the sidewalk width shall not be reduced in order to allow for future complete street elements. See Figure 1: Analysis.

Type II – Community Connector Streets (E. Sprague Avenue)
Such streets move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.

Type III – City-Regional Connector (S. Division Street)
Such streets move auto traffic through downtown and provide connections to the rest of the City and region. These attractive, landscaped arterials are to be improved with street trees, sufficient sidewalks for pedestrian circulation and pedestrian buffer areas, and safe pedestrian crossings.

Type IV – Neighborhood Streets (E. 1st Avenue)
Such streets carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.

The applicant is requesting a design departure for the sidewalk width and landscaping for the portion of sidewalk along E. Sprague Avenue adjacent to the basalt outcroppings. Given the cost associated with excavating the basalt to construct a 12'-wide sidewalk, and the associated tree planting wells, this appears to be a reasonable request – as long as the sidewalk constructed maintains a minimum width of 5'-0"

Zoning Code Downtown Design Standards
Design Standards Implementation (see SMC 17C.124.500):
The design standards and guidelines found in SMC SMC 17C.124.500 through SMC 17C.124.590 follow SMC 17C.124.015, Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. The City will expect to see how the design of a project has responded to every one of the guidelines.

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

Section 17C.124.500 Design Standards Implementation
Section 17C.124.510 Windows – Building Design
Section 17C.124.520 Base/Middle/Top – Building Design
Section 17C.124.530 Articulation – Building Design
Section 17C.124.540 Prominent Entrance – Building Design
Section 17C.124.550 Ground Level Details – Building Design
Section 17C.124.560 Roof Expression – Building Design
Section 17C.124.570 Treating Blank Walls – Building Design
Section 17C.124.580 Plazas and Other Open Spaces
Section 17C.124.590 Treatment of Blank Walls on Tall Buildings – Building Design
Section 17C.230.310 Exterior Design of Parking Structures – Building Design

Chapter 17G.030 Design Departures, Section 17G.030.040 Decision Criteria
The decision criteria for a design departure are below.

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

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

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

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.

DP 2 URBAN DESIGN

Goal: Design new construction to support desirable behaviors and create a positive perception of Spokane.

DP 2.5 Character of the Public Realm

Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

DP 2.12 Infill Development

Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

DP 4 DOWNTOWN CENTER VIABILITY

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

DP 4.1 Downtown Residents and Workers

Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

DP 4.2 Street Life

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

DP 4.3 Downtown Services

Support development efforts that increase the availability of daily needed services in downtown Spokane.

2.2 BUILT FORM AND CHARACTER

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

Objectives:

- *Preserve and enhance historic building stock*
- *Promote local identity and unified character with a focus on unique districts throughout Downtown*
- *Design complementary infill and restrict surface parking lots with limited exceptions*
- *Encourage increased density and smaller building footprints*
- *Strive to reasonably protect solar-access in key areas as well as views of key amenities*

2.3 MULTI-MODAL CIRCULATION AND PARKING

Goal: Improve circulation and parking in and around Downtown for all users

Objectives:

- *Increase parking supply in high demand areas and develop parking incentives*
- *Reduce the supply of off-street surface parking through higher and better uses of available land*
- *Increase modal share of alternative transportation*
- *Improve pedestrian and bicycle connections*
- *Convert key streets from one-way to two-way*
- *Encourage use of public transportation*

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Objectives:

- *Develop pedestrian- and bicycle-friendly streetscape improvements*
- *Improve access to Riverfront Park and Spokane River for all modes of travel*
- *Designate bicycle boulevards leading into Downtown*
- *Link Downtown with a series of green space amenities*
- *Upgrade existing underpasses and consider pedestrian/bike bridges where appropriate*
- *Establish gateways at key intersections signifying the entrance to Downtown and special districts*

2.5 HOUSING AND NEIGHBORHOOD

Goal: Increase housing options Downtown and protect existing neighborhood character

Objectives:

- *Develop mixed-use neighborhoods and buildings within Downtown*
- *Maintain an adequate inventory of affordable housing within Downtown…*
- *Increase mid-range housing for rent and for sale within and adjacent to Downtown*
- *Strengthen connections between Downtown and surrounding neighborhoods…*
- *establish strong links to Downtown Core*

2.6 ENVIRONMENTAL STEWARDSHIP

Goal: Incorporate sustainable practices in redevelopment efforts

Objectives:

- *Improve live/work balance by promoting Downtown living*
- *Increase availability of locally-produced foods*
- *Encourage LEED® certification for new construction*
- *Preserve and/or adaptively re-use historic buildings*
- *Mitigate stormwater (i.e. increase permeable surfaces)*
- *Support a thriving and functionally sustainable street tree system*

Return to Agenda

Downtown Design Guidelines

Downtown Design Guidelines link

The Downtown Design Guidelines must be followed per Section 17C.124.500 Design Standards Implementation. While other adopted codes, plans, and policies listed in this staff report may be referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets, and
3. Sustainability

A: Site Planning & Massing
Responding to the Larger Context

A-1 Respond to the Physical Context

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

A-2 Enhance the Skyline

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

B: Architectural Expression
Relating to the Neighborhood Context

B-1 Respond to Neighborhood Context

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

B-2 Create Transitions in Bulk and Scale

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

B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area

Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-4 Design a Well-Proportioned & Unified Building

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-5 Explore Opportunities for Building Green

Promote "green" buildings by choosing sustainable building and design practices whenever possible.

C: Pedestrian Environment
Defining the Pedestrian Environment

C-1 Promote Pedestrian Interaction

The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-2 Design Facades of Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to

the human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The building façade should create and reinforce a "human scale" not only at the street level, but also as viewed from farther away.

C-3 Provide Active Facades

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

C-4 Reinforce Building Entries

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

C-5 Consider Providing Overhead Weather Protection

Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 Develop the Alley Façade

To increase pedestrian safety, comfort, and interest; develop portions of the alley facade in response to the unique conditions of the site or project.

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D: Public Amenities
Enhancing the Streetscape and Open Space

D-1 Provide Inviting & Usable Open Space

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

D-2 Enhance the Building with Landscaping

Enhance the building and site with generous landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Respect Historic Features That Define Spokane

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

D-4 Provide Elements That Define The Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D-5 Provide Appropriate Signage

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

D-6 Provide Attractive and Appropriate Lighting

To promote a sense of security for people Downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Personal Safety & Security

Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create "Green Streets"

Enhance the pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site and reducing the area of heat island.

E: Vehicular Access and Parking
Minimize Adverse Impacts

E-1 Minimize Curb Cut Impacts

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

E-3 Minimize the Presence of Service Areas

Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible; screen from view those elements which cannot be located to the rear of the building.

Topics for Discussion

Pedestrian Friendly Environment

South Division Street

The streetscape along Division Street has recently been upgraded and no specific sidewalk hardscape/landscape modifications will be required as part of this redevelopment. Due to the grade change between Division Street and the site (which varies from 3 to 5 feet) and the exposed basalt outcropping along this property line, the applicant is proposing that the new building be setback from the western property line. As such, it seems reasonable to not require continuous overhead weather protection along the Division Street frontage.

Is there an opportunity to provide a softer landscaped edge at this location?

East Sprague Avenue

Similar to the basalt outcropping and grade differential conditions along Division Street, the applicant is proposing that building will be setback from the East Sprague Avenue frontage. In addition, due to the proximity and scale of the basalt outcropping the sidewalk will likely be reduced in width (to no less than 5 feet) and no street trees will be required by the Streets Department. It also seems reasonable to not require continuous overhead weather protection along the Sprague Avenue frontage.

Is there an opportunity (similar to the Division Street setback) to provide a softer landscape treatment within the proposed setback?

East 1st Avenue

Given the likely reductions in pedestrian friendly accommodations along the property's Division Street and Sprague Avenue frontages, should special consideration be given to proposed building's 1st Avenue elevation and public realm components?

Given the CPTED obligations (between Spokane Police Department and Catholic Charities' other housing facilities), seating opportunities will be limited around the building, outside the secured, open-air courtyard. Is there an opportunity to increase the proposed pedestrian friendly amenities along the 1st Avenue frontage?

The applicant is currently proposing a limited amount of overhead weather protection along 1st Ave. (restricted to the building's primary entrance). Can this be expanded to encompass a longer continuous portion of this Neighborhood Street (Type IV Complete Street) frontage?

Base/Middle/Top

The applicant has indicated a horizontal banding on the proposed building elevations (first floor base, second & third floor middle, and fourth floor top). Does this relate to a material and/or color change (brick, cementitious panel siding)?

The applicant has cited the building located at 104 South Division Street as a contextual influence, this building's heavy cornice is located between the third and fourth floors – providing a more human-scaled elevation to the street. Can the applicant provide a more well refined concept for how the building's base/middle/top will be articulated? How will this proposed treatment vary (or remain the same) at the three thoroughfare frontages?

Open Space

The proposed building will have a secured, open-air courtyard for residents. The applicant has presented an undifferentiated "Landscape Area" north of the building along the E. Sprague Ave. frontage.

Given the grade change and the basalt outcropping immediately behind the narrower sidewalk along Sprague Ave., is there an opportunity to provide a more well-refined landscape design for this portion of the parcel?

N o t e

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.

P o l i c y B a s i s

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

Father Bach Haven V

Program Review / Collaborative Workshop

Development Objectives

Catholic Charities of Eastern Washington plan to develop the vacant property that they own located at the NE corner of S. Division Street and East First Avenue into Affordable / Transitional Housing for the homeless. The project includes 51 dwelling units of studio and 1-bedroom apartments with shared amenity spaces and staffed resources for the residents. The building is 4 stories in height and approximately 37,000 gross s.f. The building will also comply with the Evergreen Sustainable Development Standards as required for all affordable housing projects receiving capital funds from the Washington State Housing Trust Fund.

Design Goals

This project will be built upon the success of the previous projects built by Catholic Charities (Father Bach Haven II – Buder Haven, Father Bach Haven III – Donna Hanson Haven, and Father Bach Haven IV which is currently being designed). The programmatic elements will be identical to previous projects and will also include outdoor amenities including a secure courtyard with lockable outdoor bike parking and a fenced dog run. The previous projects have provided housing for the homeless in clean, modern facilities that include shared amenities and staffed resources with the goal of transitioning residents to their own independent housing.

The project site is approximately 0.42 acres in area and is trapezoidal in shape. S. Division Street bounds the site on the west side as a major traffic corridor and the turnoff to eastbound Sprague Avenue and railroad viaduct bound the site to the north on an angle.
There is an adjacent property to the east and E. First Avenue bounds the site to the south.

Buildings near the project site range in height from 1 story to 4 stories. Brick is a dominant cladding material used in the neighboring buildings; however stucco and metal siding are also used. Dominant nearby built elements include the 4 story brick cladded self-storage facility building located across Division Street at 104 S. Division Street and the steel railroad viaduct located at the intersection of S. Division Street and Sprague Avenue.

It is the goal for this project to appropriately relate to the dominant elements and buildings listed above. Proposed building cladding materials for this project include brick, composite siding (Nichiha), and wood or wood simulated heavy timber frames.

There are sloped basalt rock outcroppings located near the sidewalk along S. Division Street and along the turnoff to eastbound Sprague Avenue. The building will sit back from these outcroppings to allow them to remain with little disturbance and to minimize construction costs associated with integrating concrete footings into the rock. Landscaping will be integrated at these areas to enhance the site and pedestrian experience. As discussed during the Pre-Development conference, a sidewalk will be added along the Sprague turnoff. This sidewalk will be limited in width due to the location of the rock outcropping in this area.

The proposed building will be located approximately 10’ east of the west property line with rock outcroppings and landscaping between the sidewalk and the building. The building will step along the north property line but be held back from the rock outcroppings allowing the rock outcropping to remain undisturbed and provide additional landscaping. The building will be approximately 10’ west of the east property line to accommodate ample window openings and will be held tight to the south property line. The building wraps around a southern exposure courtyard along E. First Avenue to allow abundant light and to shield the space from railroad noise.

Comprehensive Plan + Downtown Spokane Guidelines

This project wil address the Comprhensive Plan and specifically the key points in the Downtown Spokane Design Guidlines as follows:

Site Plan & Massing

A-1: Respond to the Physical Environment

The building steps to correspond to the site shape as defined by the eastbound Sprague access to the north

Access to direct sunlight / natural light is provided to all spaces within the building (with the exception of utilitarian / service spaces). The courtyard has the southern exposure providing abundant direct sunlight.

The project site is within the “Gateway Corridor” with predominant views of the site from northbound auto traffic along S. Division Street and from the University District / East Martin Luther King Jr. Way.

A-2: Enhance the Skyline

The building will have a flat roof parapet.

The modern cornice will terminate portions of the fourth floor. Additionally, metal trim will enhance transitions between materials (brick and composite siding).

Roof mounted mechanical equipment will be hidden by the parapet.

Architectural Expression

B-1: Respond the Neighborhood Context

Adjacent iconic or noteworthy buildings, as noted above, include the self-storage facility building located at 104 S. Division Street and the railroad viaduct located at the intersection of S. Division Street and Sprague Avenue. The proposed building will relate to these buildings / elements by incorporating brick cladding, a similar color palette, and by being comparable in scale to the self-service building.

The proposed building will address the “Gateway Corridor” (Division Street) by including ample windows at the ground floors and upper floors to provide a visual connection from the street and a highly visible main building entry located at the corner of S. Division and E. First Avenue.

B-2 Create Transitions in Bulk and Scale

Street-level elements to be included in the proposed design include abundant windows, the main building entry located at the corner of S. Division Street and E. First Avenue, building signage, metal awnings for solar gain protection, building overhangs and articulated wall surfaces, and metal trim for cladding transitions.

The building base will be distinct by providing building overhangs and façade articulation to provide a datum at the transition between the ground floor and upper floors. Window types / styles will vary between the ground floor and upper floors for further distinction.

The building parapet remains stepped back from the furthest building façade projections.

B-3: Reinforce the Urban Form and Architectural Attributes of the Immediate Area

As noted above, the main building entry is orientated toward the intersection of S. Division Street and E. First Avenue.

Patterns of the massing and façade composition will be relevant to the dominant nearby built elements include the 4 story brick cladded self-storage facility building located across the street at 104 S. Division Street and the steel railroad viaduct located at the intersection of S. Division Street and Sprague Avenue. This will be accomplished with overall building scale, incorporating brick cladding, and using a similar color palette.

Architectural Expression Cont.

B-4: Design a Well-Proportioned & Unified Building

The proposed building will incorporate setbacks and projections, be relatable in roof height to the self-service facility located across the street at 104 S. Division Street, include façade modulation and articulation, include varied window types and fenestration patterns, have corner features including building signage and abundant storefront glazing, include metal awnings for solar gain protection, and include varied but compositionally unified cladding transitions.

The building will also include exterior finish materials and colors that will be complementary to adjacent buildings / elements, architectural / exterior lighting to accentuate the building and provide a well-lit, safe environment, building signage addressing northbound Division auto traffic, downspouts that are hidden from predominant views, and wood or wood simulated heavy timber frames along Division Street which relate to the context of old storage buildings and the railroad.

B-5: Explore Opportunities for Building “Green”

The building will comply with the Evergreen Sustainable Development Standards as required for all affordable housing projects receiving capital funds from the Washington State Housing Trust Fund. These rigorous standards ensure that the proposed building will meet and exceed Washington State Energy Code.

The building will include highly durable materials, some of which are available locally (Mutual Materials has a masonry plant located in Mica, Washington).

Solar panels will likely be added to the building rooftop as part of the Evergreen Sustainable Development Standards requirements.

Enhanced glazing will be provided where required to mitigate noise from the railroad viaduct.

Metal awnings will provide protection from solar gain on the ground floor of the west building façade.

Pedestrian Environment

C-1: Promote Pedestrian Interaction

Treatment of pedestrian access is unique for this project due to the type / population that will use this building. However, ample windows at the ground floor and upper floors and a highly visible main building entry located at the corner or S. Division Street and E. First Avenue will provide a visual connection from the street.

C-2: Design Facades of Many Scales

As previously noted, the building will include a variety of fenestration patterns and sizes and will include varied, but compositionally unified, exterior finish materials (including brick, composite siding (Nichiha), and wood or wood simulated heavy timber frames. Architectural / exterior lighting will correlate to the building form. Upper floor design elements include abundant windows, transitions in material for visual interest, and cornice lines at building projections.

C-3: Provide Active Facades

Building facades along dominate pedestrian views incorporate abundant street level windows for visual connection to the spaces inside the building, landscaping either at ground level or in raised planters.

C-4: Reinforce Building Entries

The building’s entry will be reinforced by providing distinctive doorways / storefront window system, a distinctive entry canopy, recessed entry to provide further weather protection, building name and logo located prominently above the entry canopy, secure entry for residents and staff while maintaining visual connections between the exterior and interior of the building.

C-5: Consider Providing Overhead Weather Protection

As previously noted, overhead weather protection will be provided at the main building entry by incorporating an entry canopy and by recessing the ground floor at the entry point. Because the building will be set back from the S. Division Street sidewalk, no other overhead weather projection is proposed.

Pedestrian Environment Cont.

C-5: Consider Providing Overhead Weather Protection

As previously noted, overhead weather protection will be provided at the main building entry by incorporating an entry canopy and by recessing the ground floor at the entry point. Because the building will be set back from the S. Division Street sidewalk, no other overhead weather projection is proposed.

C-6: Develop the Alley Façade

Not applicable. The property is not located along an alley.

C-7: Install Pedestrian-Friendly Materials at Street-Level

The ground floor building cladding material will be predominantly brick. The courtyard will be enclosed by a brick wall with “window” openings filled with metal mesh for security. Black vinyl coated chain link fence may be incorporated to enclose the dog run area which is anticipated to be on the east side of the building along the property line.

Public Amenities

D-1: Provide Inviting & Usable Open Space

As previously noted, a secure courtyard will be provided for residents along East First Avenue. The courtyard will have southern exposure for abundant direct sunlight. The courtyard will be enclosed by a brick wall approximately 8’ in height with “window” openings filled with metal mesh for security. The courtyard will also feature secure bike parking and a bench for smokers, both of which will have a flat metal roof overhead for weather protection.

D-2: Enhance the Building with Landscaping

As previously noted, the site includes basalt rock outcroppings along the west and north property lines. The building will sit back from these outcroppings to allow them to remain with little disturbance and to minimize construction costs associated with integrating concrete footings into the rock. Landscaping will be integrated at these areas to enhance the site and pedestrian experience. Street trees will be provided as required.

D-3: Respect Historic Features That Define Spokane

Not applicable. The project site is vacant and historic features do not exist on the site.

D-4: Provide Elements That Define The Place

As previously noted, a secure courtyard with amenities will be provided for resident use. However, due to the nature of this project and the population that will use this building, and in the interest of providing a safe and secure environment for the residents, the Owner in conjunction with Spokane Police, wish to minimize seating / waiting areas that may be used by non-residents.

D-5: Provide Appropriate Signage

Building signage will be situated above the entry canopy near the corner of S. Division Street and E. First Avenue. This signage will address the northbound Division auto traffic and be consistent in design with previous “Father Bach” projects.

Public Amenities Cont.

D-6: Provide Attractive and Appropriate Lighting

Energy-efficient lighting will be provided to accentuate the building form and provide a well-lit, safe environment at the building exterior.

D-7: Design for Personal Safety & Security

The proposed building and site design will incorporate adequate lighting as previously noted, provide clear lines of sight into and out of entries and open spaces, limit blank or windowless walls, landscaping that maintains visibility, and abundant windows to provide “eyes on the street”.

D-8: Create “Green Streets”

Street trees with sidewalk grates will be provided as required and abundant landscaping will be provided on the west side of the building to help mitigate solar gain and stormwater runoff.

Vehicular Access and Parking

E-1: Minimize Curb Cut Impacts

The only proposed curb cut proposed is along E. First Avenue away from the intersection with S. Division Street to accommodate municipal trash and recycling pickup.

E-2: Integrate Parking Facilities

Not applicable. This project is seeking a variance from on-site parking requirements. No on-site parking is being proposed.

E-3: Minimize the Presence of Service Areas

A trash room will be located along E. First Avenue away from the intersection with S. Division Street. An overhead coiling door will be provided to allow dumpsters to be wheeled out for municipal trash and recycling pickup. The trash room will be integrated in the overall design and composition of the building to minimize its presence.

E-4: Design “Green” Parking

Not applicable. This project is seeking a variance from on-site parking requirements. No on-site parking is being proposed.

Proposed Departures From Design Standards

As noted in the Pre-Development conference for this project which took place on May 10, 2018, the site property is located on the east side of Division Street, the boundary for the Downtown Parking Requirement Map. The Owner is working on a letter to propose a parking variance based on similar properties they own. The population that occupies the facility rarely own vehicles. No on-site parking is being proposed.

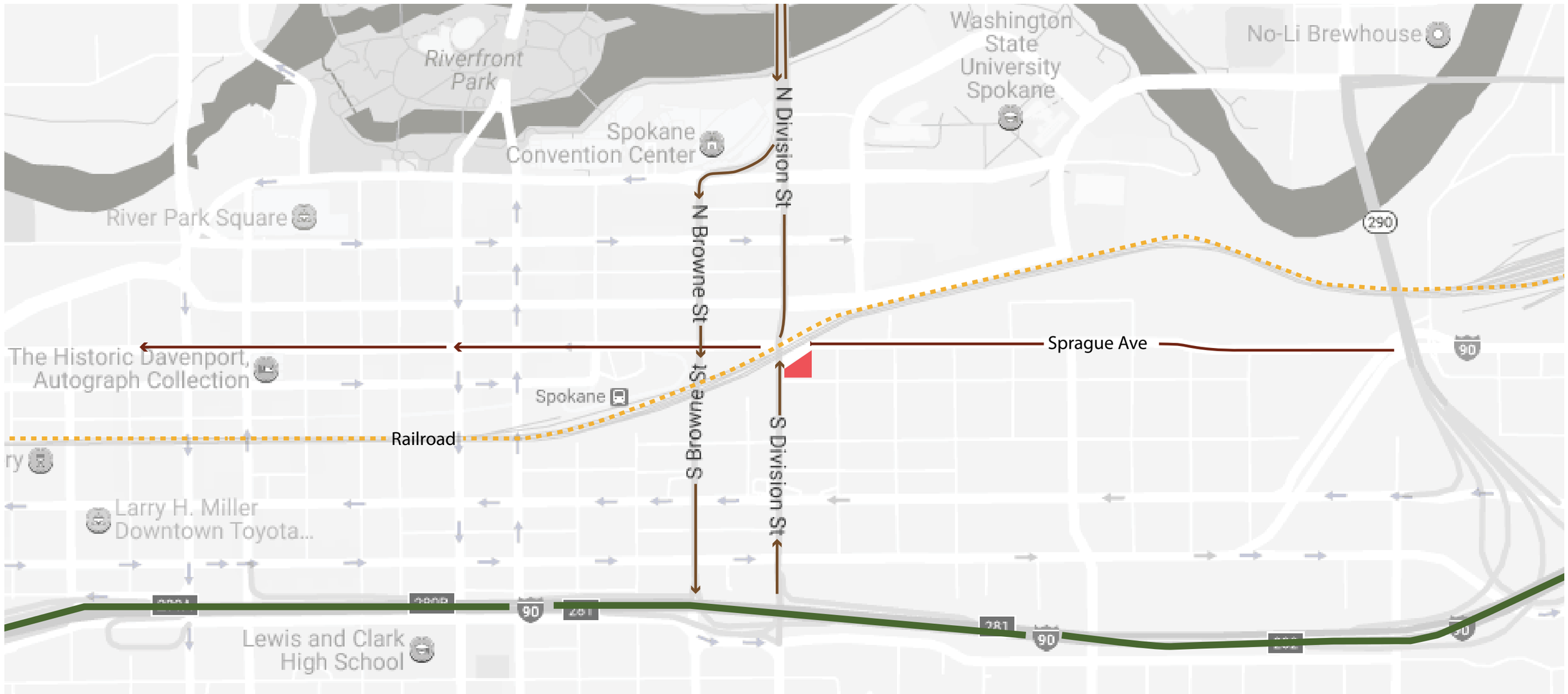
Description of Design Evolution

As previously noted, the project site is approximately 0.42 acres in area and is trapezoidal in shape. S. Division Street bounds the site on the west side as a major traffic corridor and the turnoff to eastbound Sprague Avenue and railroad viaduct bound the site to the north on an angle.

There are sloped basalt rock outcroppings located near the sidewalk / property line along S. Division Street and along the turnoff to eastbound Sprague Avenue. The initial building design located the building very close to the west property line at Division and to the north property line along the eastbound Sprague Avenue turnoff. However, it was determined that sitting the building back from these outcroppings would be advantageous by allowing them to remain with little disturbance and to minimize construction costs associated with integrating concrete footings into the rock.

Return to Agenda

Vicinity Map



Adjacent Properties & Streetscape

East First Avenue

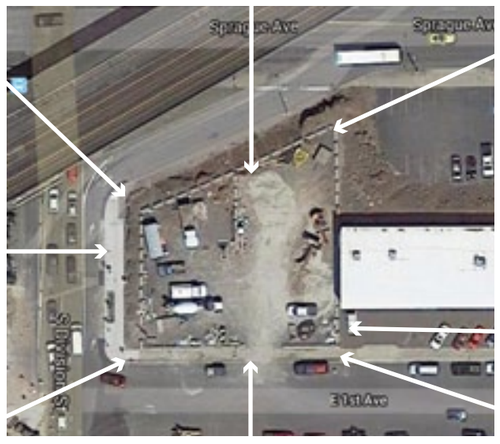
Sprague Avenue

Division Street

Aerial Photo

Site Analysis

Site Photos



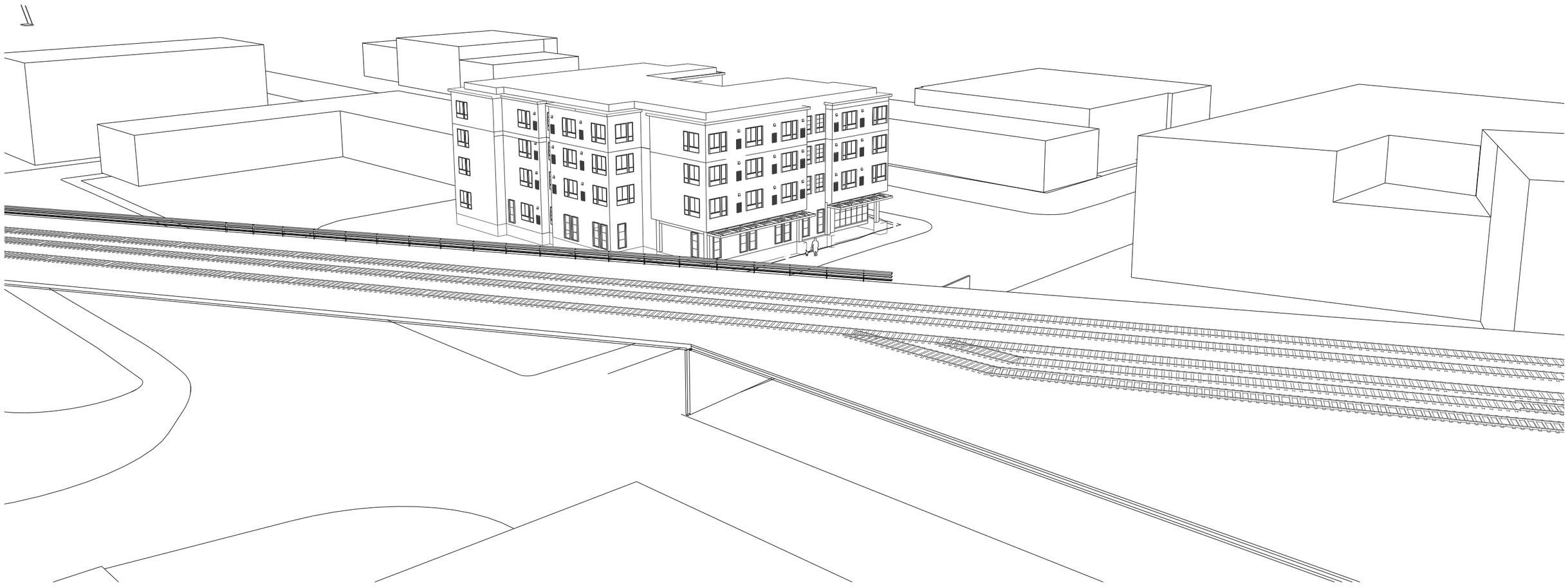
Concept Plan

1/32” = 1’-0”

N

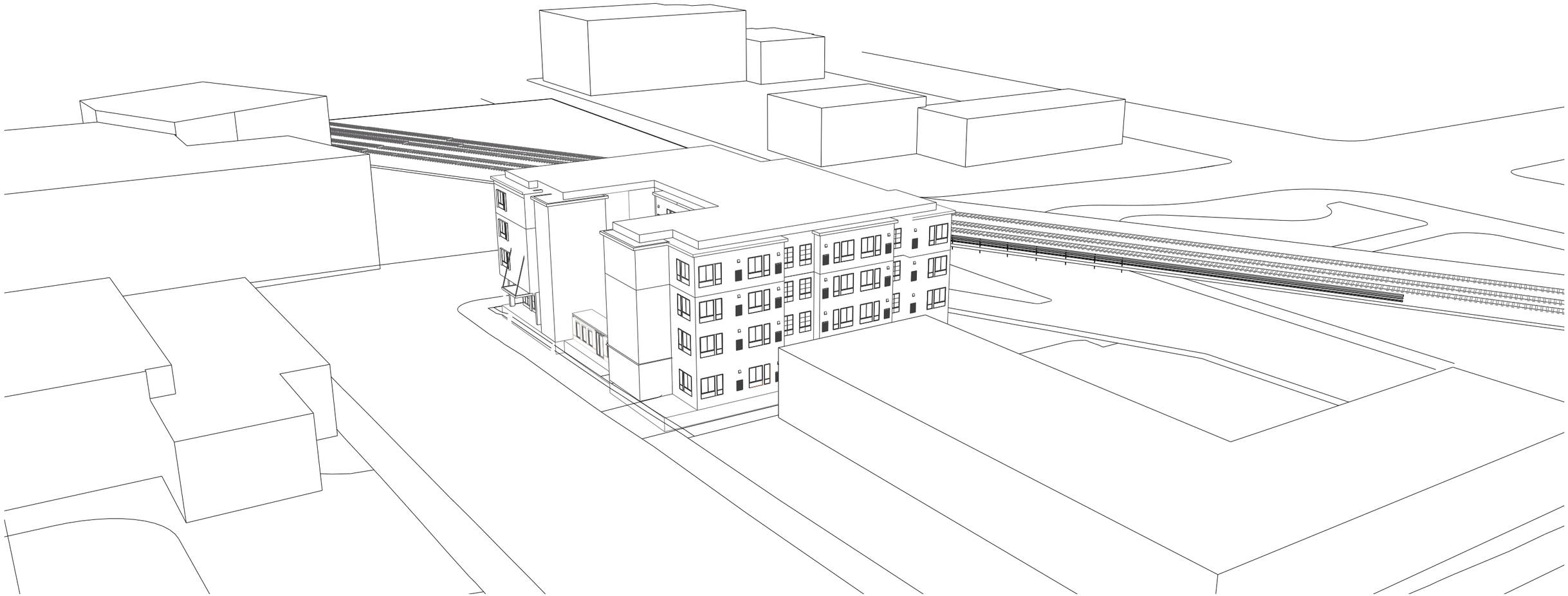
Massing / Orientation

View Looking Toward SE



Massing / Orientation

View Looking Toward NW



Architecture All Forms

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Return to Agenda