



Design Review Board

July 25, 2018

5:30-7:00 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	Steven Meek
	2) Secretary Report	Dean Gunderson

Board Business:

5:35 – 5:40	3) Approve the July 11th meeting minutes .	Steven Meek
	4) Old Business	
	• Revisit June 13, 2018 meeting minutes	
	5) New Business	
	6) Changes to the agenda?	

Workshop:

5:40 – 7:00	7) Recommendation Meeting for 1307/9 1st Avenue	Dean Gunderson
	8) Collaborative Workshop for Lewis & Clark High School Addition – The Commons	
		Omar Akkari

Adjournment:

The next Design Review Board meeting is scheduled for August 8th, 2018.

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest Password: fWV7e86t**

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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 Report – Chair gives a report.
- Secretary Report – Sr. 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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Design Review Board - Meeting Minutes

July 11, 2018

Meeting called to order at 5:30 PM

Attendance

- Board Members Present: Steven Meek - Chair, Dave Buescher, Anne Hanenburg, Ted Teske, Kathy Lang (CA Liaison), Alex Maxwell, Ryan Leong
- Board Members Not Present: Charlene Kay
- Quorum present: Yes
- Staff Present: Dean Gunderson

Briefing Session:

1. **Chair Report:** No report.
2. **Secretary Report:** No report.
3. **Approval of Minutes:** Motion to approve meeting minutes for June 27, 2018 made by Dave, seconded by Anne. Approved unanimously 7/0.
4. **Old Business:** Vote to approve the Recommendation and Advisory Actions from the last meeting now that a quorum is present.
 - US Pavillion - Motion to approve made by Ted, seconded by Dave: Passed unanimously 7/0
 - Father Bach Haven V - Motion to approve made by Anne, seconded by Ted: Passed unanimously 7/0
5. No New Business
6. No Changes to Agenda

Workshop:

7. **Review of the 2 Step Review Process** - Handbook states what an applicant needs to provide at initial workshop. This is being reviewed to determine if the written process in the handbook is sufficient or if revisions need to be made to the process itself.
 - **Staff Report:** Dean Gunderson - City of Spokane
 - Presented information gathered by obtaining feedback from staff who were involved in the former single-step process and also from the two applicants that the board felt didn't provide enough information for them to make advisory actions.
 - Discussion ensued regarding the process and ways to make it most efficient for all involved.
 - Dean will talk to senior staff regarding the modifications to applications.

Meeting adjourned at 6:15 p.m.

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

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 bifurcate 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. Hoyer: 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 neighborhood 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 thoroughfares. 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 additional 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 Hearing 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 healthy urban forest canopy and supports a pedestrian friendly environment.
- The applicant shall preserve the existing alley 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 rhythm 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 neighborhood 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**

Design Review Staff Report

July 17, 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 first Design Review Board Collaborative Workshop was held on May 9, 2018.
The second Design Review Board Collaborative Workshop was held on June 13, 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*
- *Design Review Board | Collaborative Workshop Advisory Actions, June 13, 2018*
- *Design Review Board Staff Report | Program Review/Collaborative Workshop, June 5, 2018*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the last Collaborative Workshop/Program Review including any changes made in response to Advisory Actions offered by the Design Review Board on June 13, 2018 (and the prior May 9, 2018 Collaborative Workshop) as follows: *(Applicant responses in highlighted and italicized text, from June 27, 2018 submittal):*

1. The applicant shall provide additional information regarding lighting, in accordance with D-7 of the Downtown Design Guidelines.

The proposed design review package now indicates design intent for lighting related to the project. A variety of lighting is proposed, including landscape accent up-lighting, light bollards, wall lights and recessed lighting so that personal safety and security are reinforced in the immediate area, in accordance with D-7 of the Downtown Design Guidelines. Recessed lighting is being proposed in lieu of exterior wall sconces to provide opportunities for pedestrian oriented blade signs. **(See applicant submittal, page 5)**

2. The applicant shall explore signage opportunities, and how they may integrate with the building, in accordance with D-5 of the Downtown Design Guidelines.

Signage located on the building is proposed in the locations identified on the submittal package and is primarily pedestrian oriented in nature, in line with D-5 of the Downtown Design Guidelines. The signage will be located at the pedestrian level appropriate for the scale and character of the project. Signs will add interest to the street level, be cohesive in design and will be lit from other lighting sources integrated into the building. **(See applicant submittal, page 6)**

3. The applicant shall provide further articulation of the west façade, notably at the reentrants adjacent to the building core.

The proposed design has further articulated the horizontal bands associated with the other building facades. The immediate neighbor has expressed concerns with the presence of a mural so we are proposing lighter grey panels that will help softly reflect light in a manner that improves

the work environment of the adjacent building. Moments of color could also be incorporated to add visual interest. The light wells will not be seen from the public R.O.W. and only from the immediate neighbor. Considering their recessed nature the applicant is respectfully requesting that we use a cost conscious material here and place more value and attention on the larger walls. (See applicant submittal, page 7)

4. 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 proposed design is now responding to immediate neighborhood context as it relates specifically to the site furnishings. A survey has been conducted of benches present in the area, and to date, it should be noted that no bench furniture is being proposed for the park immediately north of the project. With the Streetscape Infrastructure Program technically ending at Monroe, the proposed design intent is to respond the industrial aesthetic of other furniture in the area (see submittal) as well as the industrial history of the neighborhood, to provide context sensitive and appropriate furniture without being overly modern. It should be noted that the applicant has reached out to the Riverside Neighborhood Council and will share with them the proposal, however their next regularly scheduled meeting is not anticipated to resume until August. (See applicant submittal, pages 8 & 9)

5. The applicant shall investigate opportunities to further articulate the brick façade, through an observance of the adjacent brick buildings in the neighborhood.

After a survey of neighborhood context, the proposed masonry façade has been articulated in a subtle yet intentional way as a response to the building immediately east of the project as well as detailing commonly found on buildings in the area. (See applicant submittal, pages 6 thru 8, and 11)

Additional suggested topics for discussion, by staff, based on the June 27th, 2018 submittal:

Contextuality

Character Area

Detailing

- The width of the exterior decks for the upper apartments, as seen on the front elevation, are drawn at different widths in the different illustrations in the application (some elevations show the decks being the full width of the front elevation recess, some show the decks only covering a portion of the recess' width). Since the front elevation is the prominent public face of the building and the width of the decks and their guardrail/handrail steelwork will be a major component of the elevation; what is the actual proposed width? What will be the color of the proposed steelwork?
- What articulation of brick/masonry detail is proposed? (See Historical Fit comment, below)
- The illustrations of the proposed street bulb-out indicate a prominent building signage element. This proposed sign (that reads "the parc"), shown to be erected within the public right-of-way, is prohibited by the current signage ordinance (see [SMC 17C.240.070\(I\)](#)). Evaluation of the detailing for the bulb-out should not be based on an element that cannot be constructed.
- Currently, only a single bike rack is shown to be installed at the bulb-out's carriage walk (the paved portion of the bulb-out that extends to the back of curb). Given the mixed-use nature of the proposed building (with a restaurant on the ground floor), is a single staple bike rack (sufficient to secure two bikes) appropriate or sufficient?

Materials

- The color of the ground floor brick is depicted in various hues in different illustrations in the application (some illustrations indicate the brick to be a medium gray; some indicate a tan/buff). Additionally, the application indicates that the west elevation of the proposed building would be composed of two general colors – with the base and middle full-height element being the same

color (depicted in that elevation illustration as a medium gray). Yet, some of the ground floor material is the proposed brick. Is this color (for both the brick work and the middle full-height architectural panels) to be tan/buff or the medium gray?

Massing

- If the middle full-height portion (to be clad in architectural panels) on the west elevation does not match the color of the adjacent ground floor brick work, would the (now) three color composition of the west elevation do enough to ameliorate the blank wall feel of the elevation? If the architectural panels do match the adjacent brick work, is this enough of a variation to ameliorate the blank wall feel?
- At the front elevation, the ground floor brick work and the overhead-weather-protection/awnings combined with the outside plaza setback does create an effective “base” for the building, and the different material and detailing for floors 2-6 does provide an effective “middle” for the building. Does the proposed seventh floor detailing (the partial awning at the northwest corner and the ribbed architectural panels at the penthouse) provide an effective “top” for the building?
- Does the proposed building’s seven story profile effectively enhance the Downtown Skyline while effectively transitioning the building’s bulk and scale?

Historical Fit

The current proposal is a kind of retro Mid-Century style, with no relief or differential brick/stone detailing within the proposed brickwork. All surrounding masonry warehouse/industrial and office buildings have a minimal (but, judicious) level of masonry accent detailing. This similar detailing (across styles, periods of construction, brick sizes, and brick colors) provides a unique constructed pattern that is one of the defining characteristics of the West Downtown Historic District and Carnegie Square / West 1st Avenue Character Area. Is the applicant’s absence of masonry detailing a proper level of comportment with the surrounding built pattern?

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
“Fast Forward” Downtown Plan
Downtown Design Guidelines

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

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KEY DESIGN REVIEW BOARD FEEDBACK & RESPONSES

LIGHTING

1. The applicant shall provide additional information regarding lighting, in accordance with D-7 of the Downtown Design Guidelines.

RESPONSE:
The proposed design review package now indicates design intent for lighting related to the project. A variety of lighting is proposed, including landscape accent up-lighting, light bollards, wall lights and recessed lighting so that personal safety and security are reinforced in the immediate area, in accordance with D-7 of the Downtown Design Guidelines. Recessed lighting is being proposed in lieu of exterior wall sconces to provide opportunities for pedestrian oriented blade signs.

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: C-4 Reinforce Building Entries, D-6 Provide Attractive & Appropriate Lighting, D-7 Design for Personal Safety & Security.

SIGNAGE

2. The applicant shall explore signage opportunities, and how they may integrate with the building, in accordance with D-5 of the Downtown Design Guidelines.

RESPONSE:
Signage located on the building is proposed in the locations identified on the submittal package and is primarily pedestrian oriented in nature, in line with D-5 of the Downtown Design Guidelines. The signage will be located at the pedestrian level appropriate for the scale and character of the project. Signs will add interest to the street level, be cohesive in design and will be lit from other lighting sources integrated into the building.

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: D-5 Provide Appropriate Signage.

WEST FACADE ARTICULATION

3. The applicant shall provide further articulation of the west façade, notably at the reentrants adjacent to the building core.

RESPONSE:
The proposed design has further articulated the horizontal bands associated with the other building facades. The immediate neighbor has expressed concerns with the presence of a mural so we are proposing lighter grey panels that will help softly reflect light in a manner that improves the work environment of the adjacent building. Moments of color could also be incorporated to add visual interest. The light wells will not be seen from the public R.O.W. and only from the immediate neighbor. Considering their recessed nature the applicant is respectfully requesting that we use a cost conscious material here and place more value and attention on the larger walls.

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-2 Design Facades at Many Scales, C-2 Provide Active Facades, D-3 Respect Historic Features That Define Spokane.

ARTICULATION

4. The applicant shall investigate opportunities to further articulate the brick façade, through an observance of the adjacent brick buildings in the neighborhood.

RESPONSE:
After a survey of neighborhood context, the proposed masonry façade has been articulated in a subtle yet intentional way as a response to the building immediately east of the project as well as detailing commonly found on buildings in the area.

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, A-2 Enhance the Skyline, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-2 Design Facades at Many Scales, D-3 Respect Historic Features That Define Spokane.

SITE FURNISHINGS

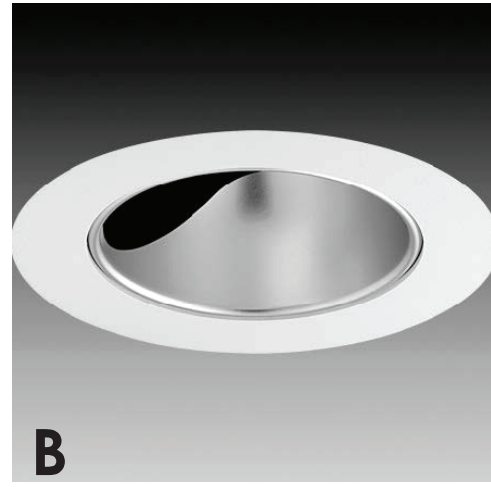
5. The applicant shall clarify the site furnishings and consider the site context as it relates to B-1 and B-3 of the Downtown Design Guidelines. Reach out to the City of Spokane, the Riverside Neighborhood Council, and the Spokane Transit Authority to determine if a continuity of site furnishings between the Streetscape Infrastructure Program, the Central City Line, and the Plaza improvements at CSO #24 site can be accomplished.

RESPONSE:
The proposed design is now responding to immediate neighborhood context as it relates specifically to the site furnishings. A survey has been conducted of benches present in the area, and to date, it should be noted that no bench furniture is being proposed for the park immediately north of the project. With the Streetscape Infrastructure Program technically ending at Monroe, the proposed design intent is to respond the industrial aesthetic of other furniture in the area (see submittal) as well as the industrial history of the neighborhood, to provide context sensitive and appropriate furniture without being overly modern. It should be noted that the applicant has reached out to the Riverside Neighborhood Council and will share with them the proposal, however their next regularly scheduled meeting is not anticipated to resume until August.

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-7 Install Pedestrian-Friendly Materials at Street Level, D-8 Create “Green Streets”.



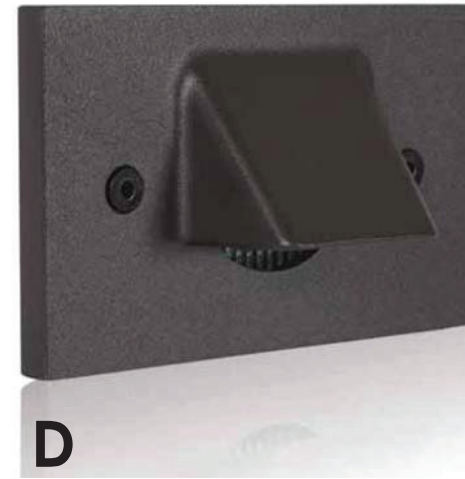
A
SITE BOLLARD



B
RECESSED LIGHT FIXTURE

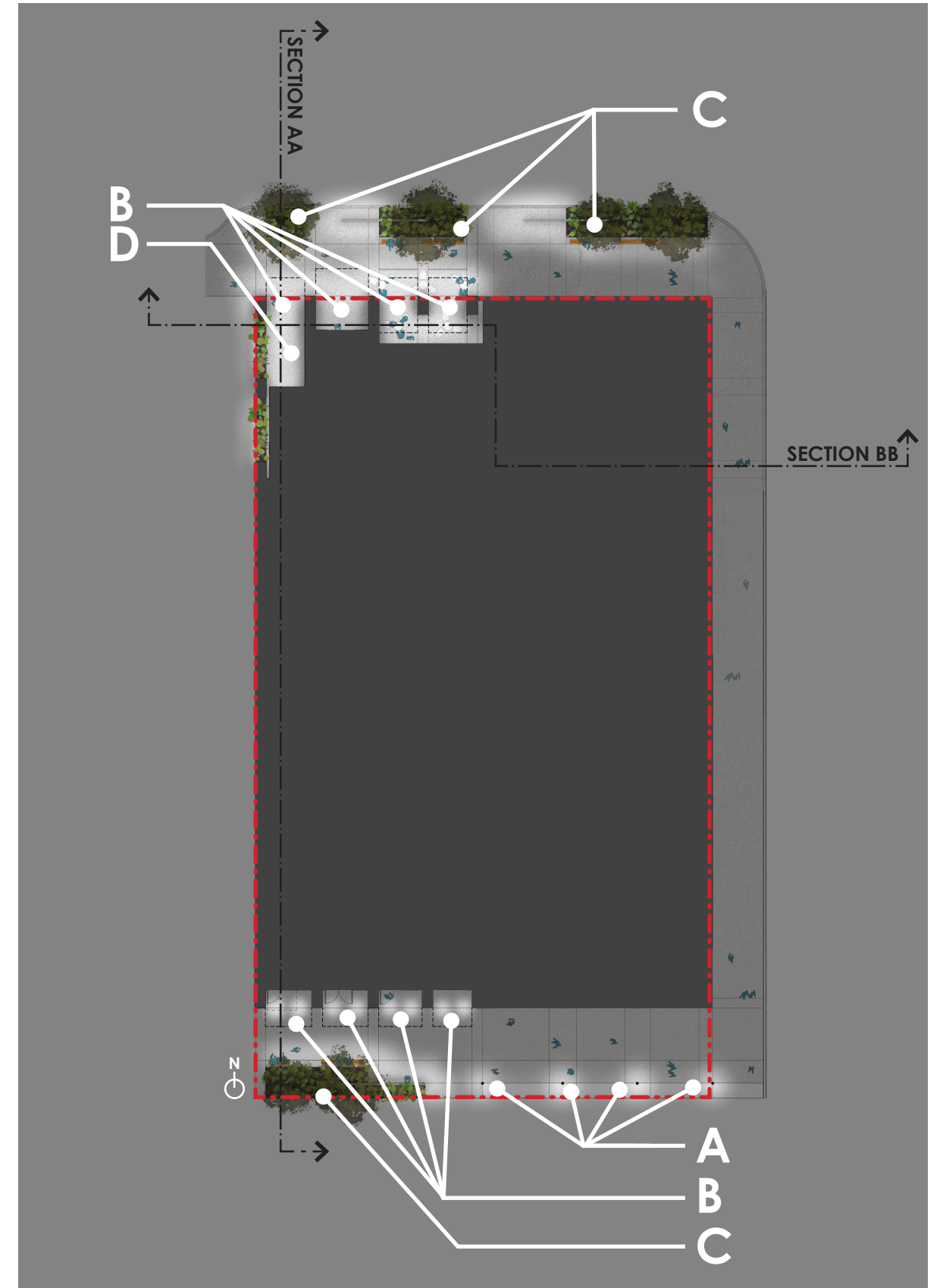


C
UPLIGHTING
USED AS ACCENT LIGHTING DIRECTED AT
THE BASE OF THE SMALL TREES LOCATED
UNDER THE BUILDING OVERHANG



D
DOWN LIGHTING

FIXTURE KEY



LIGHTING PLAN

A

**VERTICALLY-MOUNTED
ADDRESS**



B

**BUILDING / RETAIL
IDENTIFICATION**



C

BLADE SIGNS



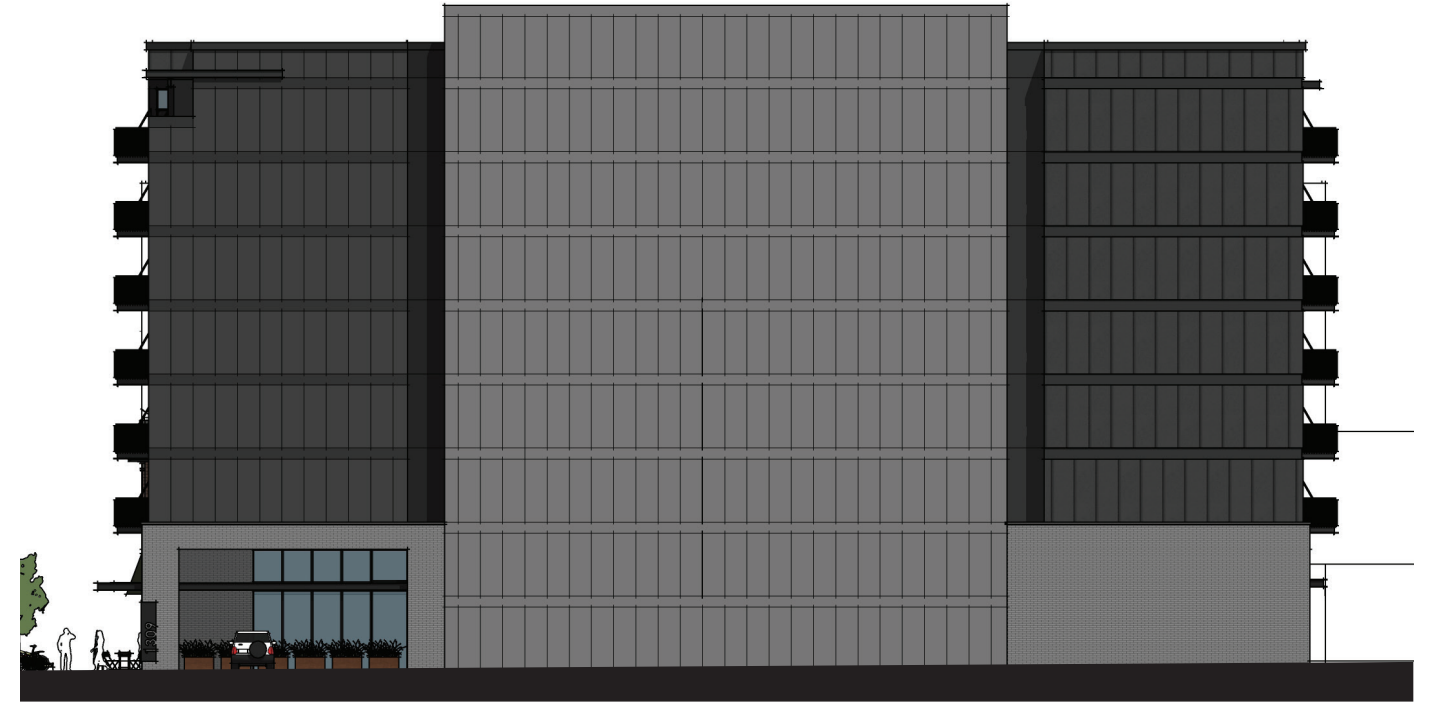
D

**WALL-MOUNTED
VERTICAL SIGNAGE**





EAST ELEVATION (OPTION A)



WEST ELEVATION (OPTION A)



CANOPIES PER PLAN

STEEL BIKE RACK

REMOVABLE STEEL/TIMBER BENCHES

REMOVABLE STEEL SIGNAGE/BUFFER

STREET TREES

SIDEWALK AERIAL



1ST AVE & WALL ST



1ST AVE & LINCOLN ST



REMOVABLE STEEL/TIMBER BENCHES

STREET PLANTING

REMOVABLE STEEL SIGNAGE/BUFFER

HARDSCAPE ELEMENTS



STREET PERSPECTIVE

DESIGN REVIEW BOARD

1307 W 1st Ave

1 - Program Review/Collaborative Workshop

FILE NO.DRB 1808

May 9, 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 :
Evan Verduin
Trek Architecture

CC :
Heather Troutman, Interim Planning
Director

Based on review of the materials submitted by the applicant and discussion during the May 9, 2018 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

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.

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.

Massing

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

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.

Steven Meek, Chair, Design Review Board

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

1307 West 1st Avenue

1 - Program Review/Collaborative Workshop

Design Review Staff Report

04.xx.2018

**Staff:**

Dean Gunderson, Senior Urban Designer

Planning & Development Services Department

Applicants:

Representative:

Evan Verduin, Trek Architecture

Owner:

Charles Little, CGL Properties, Inc.

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 partial demolition of the westernmost 50-foot portion of a building located on a parcel at the SWC of the intersection of West 1st Avenue and South Adams Street, and its replacement with a multi-story, vertically integrated mixed-use building.

Historical Narrative

When the site was first developed in 1913, a single story L-shaped facility was constructed; fronting both Adams Street and W. 1st Avenue. In 1920 the open corner was infilled with a two-story building – and by 1938 the western wing of the single-story L-shaped structure (that part facing W. 1st Avenue) was significantly modified to accommodate a large overhead door into an automobile maintenance garage.

Prior to submittal to the Design Review Board, permission was granted by the Landmarks Commission to officially de-list the westernmost 50-foot portion of the building located on the site. This permits this portion to be demolished and replaced; though subjecting the replacement to the oversight of the Design Review Board. After the partial demolition, the remaining portion of the single-story building (that part

facing S. Adams Street), and the attached two-story portion at the corner, will retain their status on the historic registry.

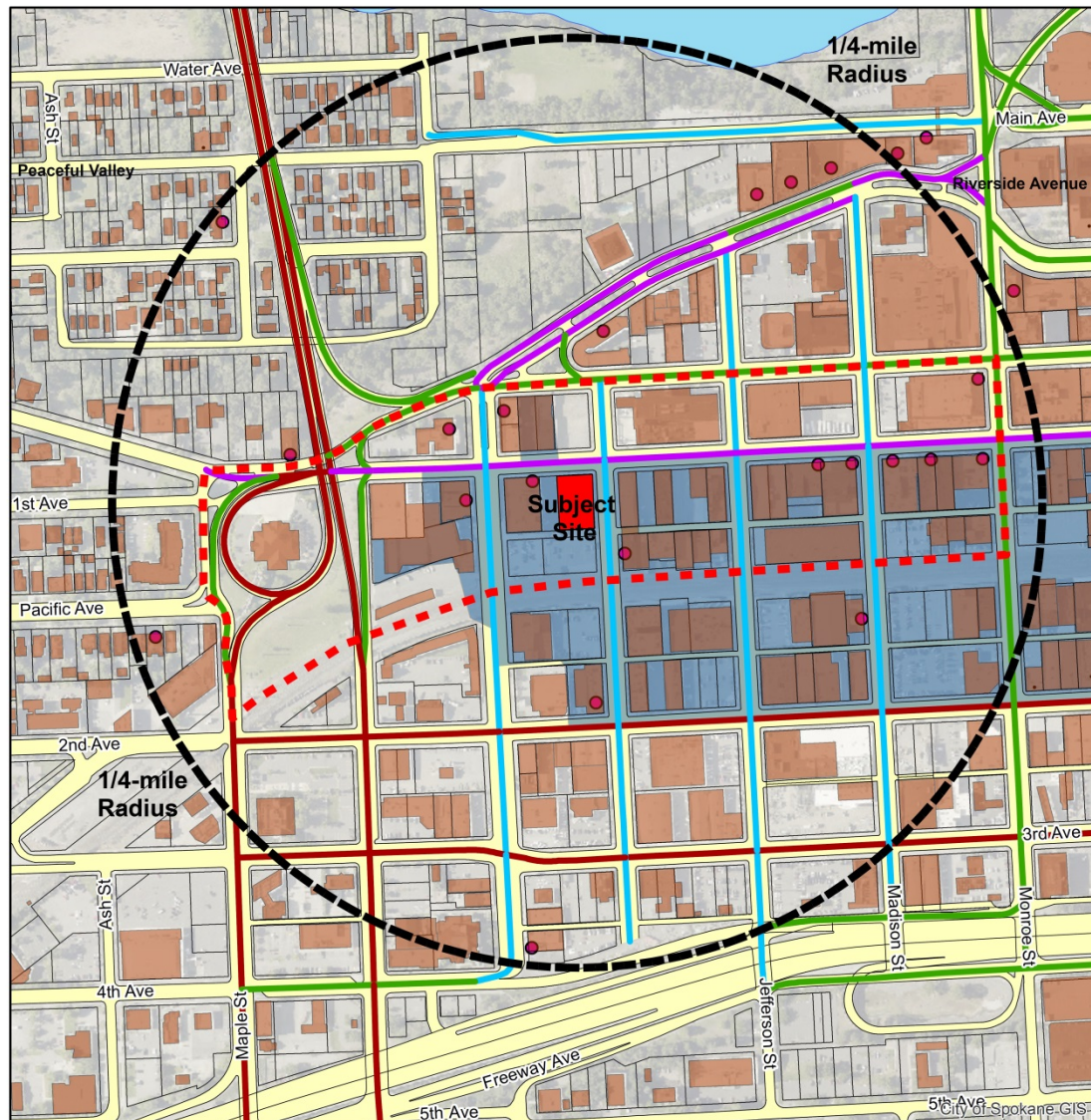
Please see applicant's submittal dated April 4, 2018 for additional information.

Location & Context

The project site rests on the westernmost 50-feet of a 100'-wide by 156'-long parcel located at the SWC of the intersection of S. Adams Street and W. 1st Avenue (parcel: 35192.1403), addressed 1307 W. 1st Avenue. The subject site backs onto a vacated, former alleyway which runs the full east/west 100-foot width of the subject site.

The entire site is located within the Riverside Neighborhood, roughly in the center of the Carnegie Square/West 1st Avenue Character Area, and within the western end of the West Downtown Historic District. Within a ¼-mile radius of the site, there are twenty-four buildings listed on the historic registry; five of which are located within a one-block radius (not counting the registered buildings that will remain on the subject site). These buildings are the Eldridge Building, Wells Chevrolet Service Building, Buena Vista Apartments, Carnegie Library (Main Branch), and the Hotel Upton. These are all finely detail masonry buildings built in a variety of historical styles (Renaissance Revival, Neo-Classical, and simplified Romanesque Revival). **See Figure 1, Analysis.**

The property is located within the Downtown's Central Area (see [SMC 17G.040 Map M1](#)). The portion of W. 1st Avenue, on which this property fronts, is a Major Arterial and classified as a Type I Complete Street, while the portion of S. Adams Street nearest the site is a Local Street and classified as a Type IV Complete Street (see [SMC 17C.124.035](#) and [Map 5.1](#)).



Legend

Character Areas

Carnegie Square / West 1st Ave.

Historic District

West Downtown

Historic Property

Building on Historic Registry

0 165 330 660 990 1,320 Feet



Complete Streets

Bike/Pedestrian Path

Pedestrian Street

Type I Complete Street

Type II Complete Street

Type III Complete Street

Type IV Complete Street



Figure 1. Analysis

The property is across the street from the site for CSO #24 upon which will be constructed a small community plaza (currently under construction). This plaza was subject to recommendations from the Design Review Board (DRB No. 1704-1631). Further, the Spokane Transit Authority is planning for the

east-bound leg of its proposed Central City Line to run along W. 1st Avenue with a transit stop (Station 6) placed adjacent to this new plaza (across the street from the subject parcel). The Central City Line's west-bound leg will have a corresponding transit stop (Station 7) on the Sprague Avenue side of the new plaza. See Figure 2. Transit and Figure 3. Central City Line Station.

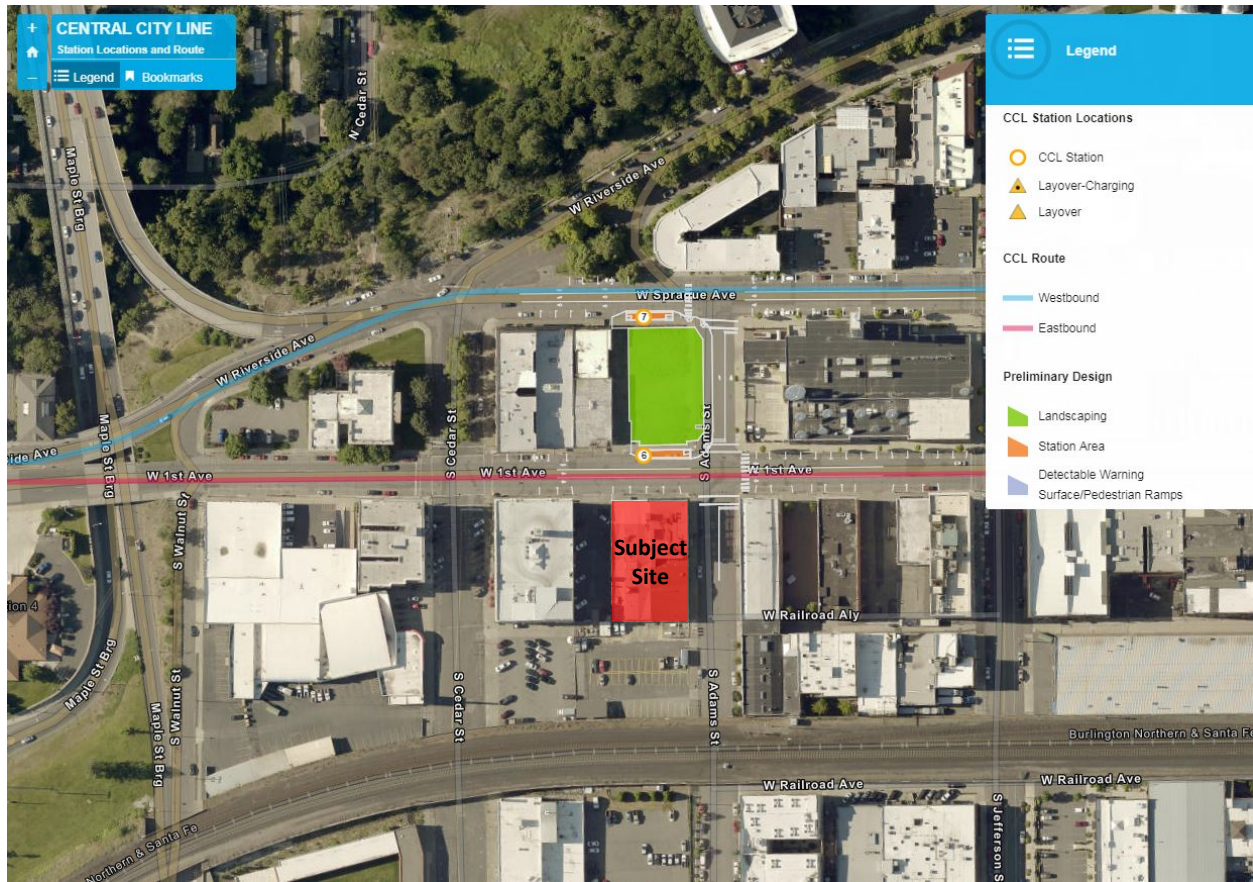


Figure 2. Transit

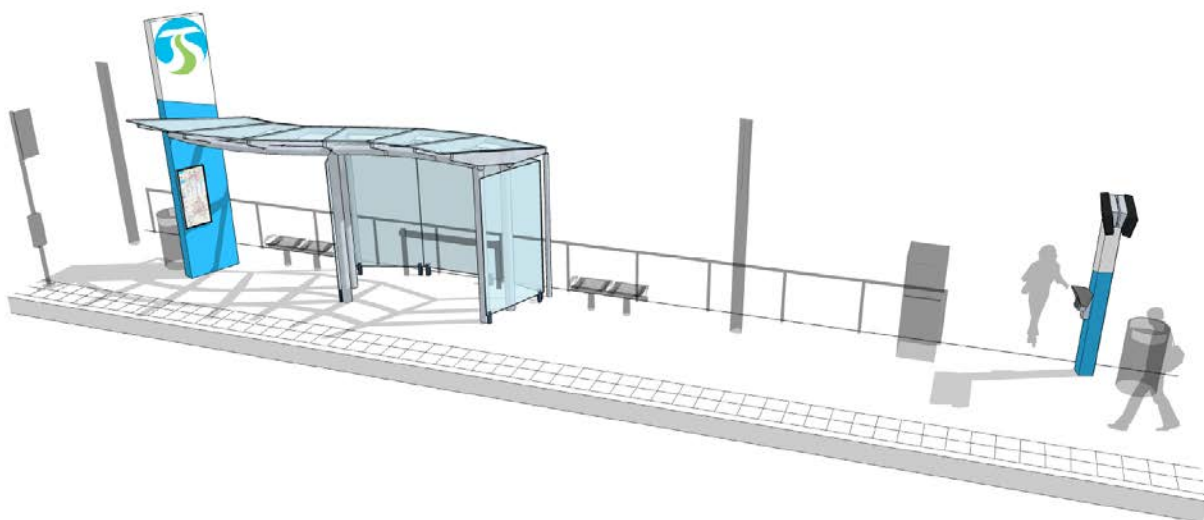


Figure 3. Central City Line Station

Character Assets

The site is located within the West Downtown Character Area; in which it is recommended that existing features that contribute to the positive character of the area serve as inspiration for new development. For infill projects these features include:

Building Materials

- Poured concrete or basalt foundations,
- Brick, reinforced masonry or concrete for exterior walls, and
- Terracotta, stone, and metal accents and trims for architectural details

Massing

- Building heights at a minimum of three-stories at the sidewalk edge, and
- Flat roofs

Detailing

- Minimal detail, trims, and accents on buildings (consistent with warehouse context), and
- Traditional commercial storefront elements, composed of:
 - Two bays,
 - Recessed entries at each bay, and
 - Separate ground-floor entries for upper floors

Given the close relationship to the adjacent historic property (the subject site having been formerly part of the listed property at 1303 W. 1st Avenue), some character-giving features reserved for renovations and additions *may* be pertinent:

- Commercial storefronts that approximate their original condition
- Historically appropriate window patterning at storefront, with careful attention to window trim and frames (shaded or reflective glass should not be used), and
- Historic warehouse details such as loading docks, large opening with roll-up doors, and small, double-hung windows on the upper floors.

Regulatory Analysis

Zoning Code Requirements

The site is zoned Downtown General (DTG) and is located within the Downtown No Parking Required overlay (see [SMC 17C.124.030](#) and [17C.230 – Map 1](#)).

The applicant will be expected to meet zoning code requirements.

Land Use Designation: The site land use is Downtown.

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 property is located with the No Required parking zone for the Downtown.

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 I – Community Activity Streets (*W 1st Avenue*)

Such streets are intended to be slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.

Type IV – Neighborhood Streets (*South Adams Street*)

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.

Structure Setbacks, Sidewalks, and Street Trees (see [SMC 17C.124.030](#))

While, the default setbacks for the DTS zone are 0'-0" from the property line, this is subject to the following requirement:

Structure Setback and Required Sidewalk Width Standards

When the existing sidewalk width is less than twelve feet structures shall be allowed no closer than twelve feet from the back of curb (see [SMC 17C.124.030](#).B.1). All sidewalks are required to be constructed at least twelve feet in width and contain a clear walking path at least seven feet wide (in addition to a pedestrian buffer zone and planting zone for street trees per [SMC 17C.200.050](#)). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be measured from back of curb to building facades or parking lot screening and other landscaping.

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

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.

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

DP 1 PRIDE AND IDENTITY

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

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

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 2.7 Historic District and Sub-Area Design Guidelines

Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.

DP 2.12 Infill Development

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

DP 3 PRESERVATION

Goal: Preserve and protect Spokane's historic districts, sites, structures, and objects.

DP 3.12 Reuse of Historic Materials and Features

Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.

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.

City of Spokane Downtown Plan

[Downtown Plan “Fast Forward Spokane” link](#)

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*

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-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

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

Contextual Fit

While the proposed massing studies are not of sufficient detail to determine issues of architectural compatibility with surrounding structures, there are numerous guidelines and goals that provide guidance for developers of new buildings within the Downtown.

What particular architectural elements and details (and/or proportions) of existing nearby buildings should either be incorporated or referenced in the proposed building? What character-imbuing building materials, found throughout the character area and historic district, should be utilized in the proposed building?

Please see City of Spokane Comprehensive Plan Goals and Policies: DP 1 PRIDE AND IDENTITY, DP 1.1 Landmark Structures, Buildings, and Sites, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.5 Character of the Public Realm, DP 2.7 Historic District and Sub-Area Design Guidelines, DP 2.12 Infill Development, DP 3 PRESERVATION, DP 3.12 Reuse of Historic Materials and Features, DP 4 DOWNTOWN CENTER VIABILITY, and DP 4.2 Street Life.

Please see Downtown “Fast Forward Spokane” Plan: 2.2 BUILT FORM AND CHARACTER, 2.5 HOUSING AND NEIGHBORHOOD, and 2.6 ENVIRONMENTAL STEWARDSHIP.

Please see Downtown Design Guidelines: A-1 Respond to the Physical Context, A-2 Enhance the Skyline, B-1 Respond to Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, D-3 Respect Historic Features That Define Spokane, and D-4 Provide Elements That Define The Place

Given the proposed building's presence within an existing Historic District, and its immediate adjacency to a listed historic resource, what building material, architectural detailing, horizontal & vertical elements, or overall building form can be incorporated within the design to ensure a contextual fit?

Please see City of Spokane Comprehensive Plan Goals and Policies: DP 1 PRIDE AND IDENTITY, DP 1.1 Landmark Structures, Buildings, and Sites, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.7 Historic District and Sub-Area Design Guidelines, DP 2.12 Infill Development, DP 3 PRESERVATION, DP 3.12 Reuse of Historic Materials and Features, DP 4 DOWNTOWN CENTER VIABILITY, and DP 4.2 Street Life.

Please see Downtown “Fast Forward Spokane” Plan: 2.2 BUILT FORM AND CHARACTER, 2.5 HOUSING AND NEIGHBORHOOD, and 2.6 ENVIRONMENTAL STEWARDSHIP.

Please see Downtown Design Guidelines: A-1 Respond to the Physical Context, A-2 Enhance the Skyline, B-1 Respond to Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-1 Promote Pedestrian Interaction, C-4 Reinforce Building Entries, C-5 Consider Providing Overhead Weather Protection, C-6 Develop the Alley Façade, C-7 Install Pedestrian-Friendly Materials at Street Level, D-3 Respect Historic Features That Define Spokane, and D-4 Provide Elements That Define The Place.

Building

Given that the building will essentially have two frontages (the 1st Ave. frontage and the private entrance for the residential units facing the rear parking area), how might the required plaza square footage be incorporated into the building/site to best suit the needs of residents and business customers?

Please see City of Spokane Comprehensive Plan Goals and Policies: DP 2 URBAN DESIGN, DP 2.5 Character of the Public Realm, DP 2.12 Infill Development, DP 4 DOWNTOWN CENTER VIABILITY, and DP 4.2 Street Life.

Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING, and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see Downtown Design Guidelines: B-1 Respond to Neighborhood Context, B-2 Create Transitions in Bulk and Scale, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-1 Promote Pedestrian Interaction, C-1 Promote Pedestrian Interaction, C-2 Design Facades of Many Scales, C-4 Reinforce Building Entries, C-5 Consider Providing Overhead Weather Protection, C-6 Develop the Alley Façade, D-1 Provide Inviting & Usable Open Space, D-2 Enhance the Building with Landscaping, D-4 Provide Elements That Define The Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety & Security, and D-8 Create “Green Streets”.

Given the height of the proposed building, what can be done to address the appropriate transitioning of the building’s massing and bulk? How might the proposed building best enhance the downtown skyline?

Please see City of Spokane Comprehensive Plan Goals and Policies: DP 1 PRIDE AND IDENTITY, and DP 1.2 New Development in Established Neighborhoods.

Please see Downtown Design Guidelines: A-1 Respond to the Physical Context, A-2 Enhance the Skyline, B-1 Respond to Neighborhood Context, B-2 Create Transitions in Bulk and Scale, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, and C-2 Design Facades of Many Scales.

Given the wholly new construction of the proposed building, site, and streetscape, how might the design incorporate sustainable, “green” elements?

Please see Downtown “Fast Forward Spokane” Plan: 2.6 ENVIRONMENTAL STEWARDSHIP.

Please see Downtown Design Guidelines: B-5 Explore Opportunities for Building Green, and D-8 Create “Green Streets”.

Pedestrian

Given the proposed building’s prominence along a Type I Community Activity Complete Street, how might the frontage best address/accommodate the hoped-for engagement of the public realm?

Please see City of Spokane Comprehensive Plan Goals and Policies: DP 1 PRIDE AND IDENTITY, DP 1.1 Landmark Structures, Buildings, and Sites, DP 2 URBAN DESIGN, DP 2.5

Character of the Public Realm, DP 2.12 Infill Development, DP 4 DOWNTOWN CENTER VIABILITY, and DP 4.2 Street Life.

Please see Downtown “Fast Forward Spokane” Plan: 2.2 BUILT FORM AND CHARACTER, 2.3 MULTI-MODAL CIRCULATION AND PARKING, 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES, and 2.6 ENVIRONMENTAL STEWARDSHIP.

Please see Downtown Design Guidelines: B-1 Respond to Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-1 Promote Pedestrian Interaction, C-2 Design Facades of Many Scales, C-4 Reinforce Building Entries, C-5 Consider Providing Overhead Weather Protection, C-6 Develop the Alley Façade, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting & Usable Open Space, D-2 Enhance the Building with Landscaping, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety & Security, D-8 Create “Green Streets”, E-1 Minimize Curb Cut Impacts, and E-3 Minimize the Presence of Service Areas

Note

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

Policy Basis

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

1307 W 1st Ave**1 - Program Review/Collaborative Workshop**

June 13, 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 :
 Evan Verduin
 Trek Architecture

C C :
 Heather Troutman, Interim Planning
 Director

Based on review of the materials submitted by the applicant and discussion during the June 13, 2018 Collaboration Meeting the Design Review Board recommends the following Advisory Actions:

- 1. The applicant shall provide additional information regarding lighting, in accordance with D-7 of the Downtown Design Guidelines.**

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: C-4 Reinforce Building Entries, D-6 Provide Attractive & Appropriate Lighting, D-7 Design for Personal Safety & Security.

- 2. The applicant shall explore signage opportunities, and how they may integrate with the building, in accordance with D-5 of the Downtown Design Guidelines.**

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: D-5 Provide Appropriate Signage.

- 3. The applicant shall provide further articulation of the west façade, notably at the reentrants adjacent to the building core.**

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-2 Design Facades at Many Scales, C-2 Provide Active Facades, D-3 Respect Historic Features That Define Spokane.

- 4. 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.**

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-7 Install Pedestrian-Friendly Materials at Street Level, D-8 Create "Green Streets".

5. **The applicant shall investigate opportunities to further articulate the brick façade, through an observance of the adjacent brick buildings in the neighborhood.**

Please see Comprehensive Plan Goals: LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.6 Building and Site Design, DP 2.12 Infill Development, N 1 THE DOWNTOWN NEIGHBORHOOD, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, A-2 Enhance the Skyline, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, C-2 Design Facades at Many Scales, D-3 Respect Historic Features That Define Spokane.

6. **The applicant shall return to the Design Review Board to present its response to the above listed Advisory Actions.**

David Buescher, Vice Chair, Design Review Board

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

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 imposts 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

Lewis and Clark High School

1 - Program Review/Collaborative Workshop

Design Review Staff Report

July 17, 2018



Staff:
Omar Akkari, Urban Designer

Planning & Development Services Department

Applicants:
Greg Forsyth, Spokane Public Schools

Randall Wilson, NAC Architecture

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 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

Please see applicant's submittal information.

Location & Context

The proposed school addition is located to the west of the historic Lewis and Clark High School at 521 W 4th Avenue. The school is within the Cliff-Cannon neighborhood. I-90 is located directly north of the school and Deaconess Hospital to the west. There are bike lanes along 4th Ave and Howard St and a shared roadway along Stevens Street. STA Route 42 has two stops at the corner of 4th Ave and Wall St and route 44 has a stop at 4th Ave. and Stevens St.

Character Assets

Historic Building: The original Lewis and Clark High School building constructed in 1912 has a distinct architectural character and has been a point of pride for the community. The proposed school addition should take design cues from the existing historic structure with respect to materials and contextual continuity.

“Despite alterations to the original building after an addition in 2001, the school retains its historic integrity. What remains of the building’s exterior continues to be one of the finest examples of the Collegiate Gothic Style in Spokane and is an outstanding example of the work of prominent Spokane architect Loren L. Rand.

Lewis and Clark High School was originally added to the National Register of Historic places in 1990. The register listing was updated in 2001 after the renovations and additions were completed.”

– Spokane City | Historic Preservation Office Website



Urban Canopy: The site has a number of mature ponderosa and deciduous shade trees around the perimeter of the site. Many of the mid-sized trees were planted as part of the 2001 addition project. These trees are an important asset and should be protected and maintained to the greatest extent possible.

Regulatory Analysis

Zoning Code Requirements

Zoning District: Commercial, Office Retail (OR– 150)

The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

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

Section 17C.120.500 Design Standards Implementation

The design standards and guidelines found in [SMC 17C.120.500](#) through [17C.120.580](#) follow [SMC 17C.120.015](#), 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. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

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 and requesting a recommendation from the DRB that the proposal still meets the intent of a given code design standard. Please note that a design departure will require a Type II Conditional Use Permit which is a 120 day process. Please see [Chapter 17G.030 Design Departures](#).

Commercial Design Standards

[Section 17C.120.510](#) Ground Floor Windows – Building Design

[Section 17C.120.520](#) Base/Middle/Top – Building Design

[Section 17C.120.530](#) Articulation – Building Design

[Section 17C.120.540](#) Prominent Entrance – Building Design

[Section 17C.120.550](#) Ground Level Details – Building Design

[Section 17C.120.560](#) Roof Expression – Building Design

Department of Engineering Services Design Standards | 3.4-5 Driveways and
[Section 17H.010.220](#) Driveways

Driveways shall be designed in accordance with SMC 17H.010.220. Generally, driveways shall be no less than 12 feet nor greater than 30 feet wide. A deviation may be granted for truck movements in commercial areas.

The approximately 80 ft. driveway width along Wall St should be discussed with City engineering staff.

City of Spokane Comprehensive Plan
[Comprehensive Plan link](#)

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

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

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 2.6 Building and Site Design | Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features including topography, hydrology, and microclimate and considers intensity of use.

DP 2.15 Urban Trees and Landscape Areas | Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

BMP 3 | Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

NE 2.1 Water Conservation | Support a water conservation program that decreases

household, commercial, industrial, and agricultural water use.

Land Use Policy 6.12 - Neighborhood Compatibility | Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding areas.

TR 2.12 Pedestrian and Bicyclist Access to Schools - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking environment for children.

NE 1.2 Stormwater Techniques | Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

NE 18 ENERGY CONSERVATION | Goal: Promote the conservation of energy in the location and design of residential, service, and workplaces.

NE 17.3 Environmental Education for Children | Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.

NE 18 ENERGY CONSERVATION | Goal: Promote the conservation of energy in the location and design of residential, service, and workplaces.

SH 6.1 Crime Prevention Through Environmental Design Themes | Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.

N 2.5 Neighborhood Arts | Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

Topics for Discussion

The Collaborative Workshop is an opportunity to discuss the project while it's still at an early stage of design and before decisions on major program elements have been finalized. The conversation may focus on concept alternatives and elements such as circulation, functional relationships, views, orientation, and/or massing. Project details such as lighting, fencing, colors, materials, landscape or paving patterns are typically discussed at the Recommendation Meeting.

To address adopted design standards and policies cited in this report, staff would offer the following suggestions and topics for discussion at the Collaborative Workshop. The Design Review Board may decide to offer other, or additional, recommendations for meeting applicable criteria.

Neighborhood:

How does the proposal contribute to building a unified campus design?

How will thoughtful design of the project contribute to community's character?

[Comprehensive Plan Policy DP 2.5 Character of the Public Realm and DP 1.2 New Development in Established Neighborhoods]

Site:

Bike Parking Where will bike parking be located on the site?
[Spokane Municipal Code [Section 17C.230.200](#) Bicycle Parking and Bicycle Master Plan Policy BMP 3]

Street Trees There is currently a series of power poles and wires along Wall Street, are these utilities able to be moved below ground to allow for larger street trees?
[Comprehensive Plan Policy DP 2.15 Urban Trees and Landscape Areas]

Driveways The driveway along Wall St. is approximately 80 ft. long. This driveway greatly reduces the number of potential street trees and degrades the walkability of the streetscape. Could a smaller driveway be used in conjunction with a larger on street loading zone area for delivery trucks?

[SMC [Section 17H.010.220](#) Driveways]

Stormwater Are there opportunities for on-site infiltration or stormwater treatment?
Are there creative opportunities to highlight stormwater infiltration and treatment as an educational tool?
[SMC [Section 17C.200.060](#) Stormwater Drainage and Spokane Comprehensive plan Policy NE 17.3 Environmental Education for Children]

CPTED Safety is always paramount on school campuses. What can be done to limit places on the campus where one can easily be hidden? One potential hiding place is the small space between the northwest flex classroom and the utility yard fence. Could the proposed fence be extended to the corner of the commons building or could the space be activated in some way?
[Comprehensive Plan Policy SH 6.1 Crime Prevention Through Environmental Design Themes]

Plazas

What are the functional and programmatic differences between the front and rear plaza spaces? How can each of these plaza spaces be activated so that they are used throughout the day by students and shared with the community during the evenings and weekends?
[Comprehensive Plan Policy N 7.1 Gathering Places]

Public Art

What opportunities are there for public art within the addition, in the landscape or plaza spaces?
[Comprehensive Plan Policy N 2.5 Neighborhood Arts]

***Screening**

Will proposed screening for trash, recycling, and loading areas be of similar materials and integrate with the building design?
[SMC [Section 17C.120.250](#) Screening]

**Building:
Massing**

The E.L. Hunter Field House addition constructed in 2001 has nicely detail façades and prominent base, middle, and top. The design uses strong contemporary details that emulate the historic Lewis and Clark High School without replicating the design. A similar approach to detailing the commons addition is recommended.



What opportunities are there to more clearly define a clear sense of base and top for the new school addition?

[SMC [Section 17C.120.520](#) Base/Middle/Top – Building Design and DP 1.1 Landmark Structures, Buildings, and Sites]

***Roof** The majority of the roof appears to be a dark color which would have a low albedo causing solar gains and increased cooling costs. What opportunities are there to increase the roof's albedo or provide some other energy reducing or energy producing facility on the roof surface?
[Comprehensive Plan Goal NE 18 ENERGY CONSERVATION]

***Historical Context** Consider what architectural details other than the use of brick could reinforce the link between the new addition and the historic context of the original school building? Are there masonry details from the historic structure that can be used for inspiration in the new facility?

Are there any opportunities to highlight the stories or artifacts of Lewis and Clark's past within the buildings or out in the landscape areas?

Please give special consideration to the design cues and style of the existing historic school when determining the architectural form of the proposed addition. The Secretary of the Interior's Standards offers some good advice about new additions to Historic Buildings such as:

- Size, scale and massing of the new addition should be visually subordinate to the historic building.
- Use materials in the same color range.
- Size, rhythm and alignment of the new addition's window and door openings should be based on the historic structure.
- A new addition should also respect the architectural expression of the historic building type.

For more information please see: <http://www.nps.gov/tps/standards/applying-rehabilitation/successful-rehab/additions.htm>

[Spokane Comprehensive Plan Goal DP 1.1 Landmark Structures, Buildings, and Sites]

***Blank Walls:** How does the building design adequately embellish the façade on its blank walls? The applicant describes the methodology for the east facing façade but fails to show any elevations or rendering of how the blank walls are being addressed in the submittal.

Visualizations of the southern façade area not included in this submittal so no determination can be made by staff on the presence of blank walls along this façade.

[SMC [Section 17C.110.550](#) Treatment of Blank Walls]

**Please note that the applicant submitted detail above and beyond what was required for the collaborative workshop. Some of the items for discussion listed below are questions that are expected to be answered later in the design process and, should be addressed with the applicants Recommendation Meeting submittal. These topics have been listed here to help the applicant anticipate questions to be answered in the Recommendation Meeting.*

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

US Department of the Interiors | New Additions to Historic Buildings



PROJECT SUMMARY:



DEVELOPMENT OBJECTIVES:

Program: Lewis and Clark High School (LC) currently has a shortage of classrooms relative to the total number of students enrolled at the school. LC also is unique compared to all other high schools in the Spokane area in that it doesn’t currently have a large Commons where a large number of students (up to 800) can gather for lunch at one time. Commons also typically serve other extra-curricular functions which now have to be accommodated elsewhere at LC. LC also lacks good ADA accessibility that is easily supervised and controlled creating security and safety issues. This proposed project will rectify these short-comings by:

- Adding nine new classrooms to the campus
- Adding a new 10,500 square foot commons with full preparation kitchen and serving lines
- Creating a new ADA accessible entry that is more easily monitored

To accommodate these new functions, a 36,000 square foot addition is being planned on the lawn area currently owned by Spokane Public Schools west of the historic main building. The main building is on the National Register of Historic Buildings, a designation that was applied for after it was renovated and added to in 2000.

Building Site: The existing site is a green lawn area with a few mature trees, planter walls, and a stage platform all which are used by LC students. The lawn area slopes down approximately 9 feet from south to north. The site has extensive trees around the perimeter and the entire perimeter of the site is used for school bus pick-up and drop off of LC students. The site is bounded by raised Interstate 90 with surface parking below to the north across 4th Avenue, the historic main LC building to the east, a 5-story medical office building to the south across 5th Avenue, and Deaconess Hospital’s Women and Children’s Center and Deaconess Hospital parking garage to the west across Wall Street. The historic front entrance to the school and the entrance to the field house is on 4th Avenue.

DESIGN GOALS:

Respect the Main Building: The main building is truly an architectural gem and the proposed addition must respect its historic character as well as compliment the architecture of the fieldhouse addition and skywalk over Stephens Street. The field house addition completed in 2000 takes cues from the main building using similar colored brick and concrete relative to the brick and terra cotta of the main building, but does so as a re-interpretation of the main building – a building built in its own time rather than a copy of the original. Just as the fieldhouse architecture takes cues from the original building incorporating a strong base, expressing vertical columns, etc., the proposed addition should take similar cues from the main building and fieldhouse, but do so in a manner that once again makes its own statement about when it was built in the continuum of architecture that defines Lewis and Clark High School. When viewed from 4th Avenue – the front of the school – there will now be symmetry about the classically symmetrical main building with the existing fieldhouse connected to the east via the existing skywalk and the new classroom/commons addition connected to the west via a new glass connector. Unlike the fieldhouse, the new classroom/commons addition is designed with the front face along 4th Avenue to sit south or behind the front face of the historic main building in deference to the importance of the main building’s historic importance to Spokane’s architectural heritage.

Glass Connector: To respect the historic character of the main building, the proposed design solution includes a two-story glass connector that lightly touches the main building’s west façade. The intent is to respect and celebrate the existing architrave on the west façade leaving it intact. The glass connector allows views through it to the beautifully restored west façade of the main building with minimal impact to this side of the building; and creates a new courtyard between the new classroom/commons addition and the main building. The glass connector will likely take cues from the existing skywalk across Stephens Street that connects the main building to the fieldhouse addition using exposed steel, steel rod bracing and similar colors of glass, but would likely be less ornate than existing arched skywalk structure.

Site Design Goals: Site design priorities include creating better ADA accessibility to entire LC school through a new on-grade access at the front (4th Avenue side) of the classroom/commons building. Also important to the site design, is maintaining a large area of green space on the site for outdoor student use, and to make this outdoor space more secure. To accommodate outdoor space, the building is positioned to the north side of the site maintaining as much of the field as possible on the south side of the site, which has better solar access for outdoor student use. Because of the 9 feet of grade change, there will likely be terracing that occurs from 5th Avenue down to an outdoor terrace at grade with the commons where students will have easy access to the outdoor space from the commons. The yet to be designed outdoor space with its terraces offers unique design opportunities for the project. An ornamental fence similar to the fence to the south of the main building is envisioned to create a secure student environment. The row of mature trees parallel to the main building’s west façade will be evaluated. If an arborist determines they are healthy, the design team intends to protect and save the trees, incorporating them into the design of the outdoor student courtyard. The west side of the site will house a utility yard for mechanical/ electrical equipment and a dumpster for refuse from the commons. This utility yard will be screened the length of Wall Street.

PROJECT SUMMARY:



ADDRESS COMPREHENSIVE PLAN, DOWNTOWN PLAN AND DESIGN GUIDELINES:

Downtown Central: The project site is not within the 2018 downtown plan boundary.

Design Guidelines SMC Section 17C.120: See accompanying renderings illustrating the following:
Section 17C.120.510.A Ground Floor Windows: There will be ample windows on the ground floor with the exception of the food service kitchen area, (see response to section 17C.120.570.
Section 17C.120.510.B Required Amounts of Window Area: Item 2 applies where the building is more than 20’ but less than 60’ from an arterial: The façade facing the street will have at least 30% windows.
Section 17C.120.520 Base/Middle/Top: The building will have a distinct base, with an elegant parapet cap at the roof line and a more dramatic roof line/clerestory for the Commons/ Cafeteria.
Section 17C.120.530 Articulation: The building is articulated in a pattern of walls to complement the existing historical structure. This results in piers at approximately 30’-0” OC.
Section 17C.120.540 Prominent Entrance: The entrance to the addition is delineated by a recess in the building facade. It is the intent to make the entrance be noticeable but not to compete with the main entry of the historical building.
Section 17C.120.550 Ground Level Details: The building will have visual interest including the existing bus drop off canopy along the front and other details that give the building interest and pedestrian scale.
Section 17C.120.560 Roof Expression: The Commons Cafeteria roof is a significant feature that gives the building a distinct profile.
Section 17C.120.570 Treating Blank Walls: The exterior wall of the food service kitchen area is such that windows are not feasible, the wall will have some masonry, metal panel siding, louvers and be screened by an ornamental fence.
Section 17C.120.580 Plazas and Other Open Spaces:
Section 17C.120.580.B, Items 1&2: The addition is under 40,000 SF, a pedestrian plaza however, is envisioned at the new entry that will exceed 350 SF.
Section 17C.120.580.B, Item 3: Landscape will include pedestrian scale accent lighting, artwork and seating.

City of Spokane Comprehensive Plan, (Adopted June, 2017):
LU 1.12 Public Facilities and Services: Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.
Discussion: LCHS is currently over-crowded, this addition alleviates the enrollment pressure to create adequate services and systems.
LU 2.1 Public Realm Features: Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.
Discussion: The new Commons will likely serve as a community asset and is designed to create space for LC students and after-hours users to socialize both indoors as well as outdoors.
LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.
Discussion: The intent of the design is to create a place that interacts with the outdoors, the historical school building and, at the same time protects that activity from the noise and dirt of the freeway.
LU 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.
Discussion: The design creates a large student used courtyard that faces south for solar access and views through landscape of the lower south hill.
LU 5.3 Off-Site Impacts: Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.
Discussion: No new off-street parking is proposed. A new loading area is envisioned on South Wall Street for food service delivery. This will make early morning food service delivery easier for the school on this non-residential street moving it away from apartments on 5th Avenue.
LU 6.3 School Locations: Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.
Discussion: The addition enhances accessible pedestrian access to the campus by providing a new main accessible entrance to the addition and existing historical building.
LU 6.5 Schools as a Neighborhood Focus: Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.
Discussion: LCHS is one of the first public high schools in Spokane and has been an icon for many decades. The addition helps LC continue that long legacy.
LU 6.6 Shared Facilities: Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.
Discussion: The addition will enhance shared use by providing a large commons for after-hours use and serving for break out functions for the library or theater. The accessible entrance will enhance after-hours use by serving those requiring an accessible entrance.
LU 6.9 Facility Compatibility with Neighborhood: Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.
Discussion: The intent is that the addition be compatible with the historic school building and at the same time complying with the Secretary of the Interior’s Standards for historic buildings.
LU 7.3 Historic Reuse: Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.
Discussion: Preservation of historic structures includes updates such as this addition in order to allow the continued use of the historic building with a modernized program and uses.

PROJECT SUMMARY: DESIGN EVOLUTION

The first goal for this project was to create a Master Plan for the LCHS campus that will alleviate the current need for additional teaching spaces and allow for future growth. The second goal was to create a central Commons space for the campus to serve as the student cafeteria and also to hold events. The third goal is to improve the ADA accessibility for students and visitors to the administration offices. SPS and NAC worked together to create multiple options for consideration as described below and on the following page.

CONCEPT: SOUTH ADDITION TO FIELDHOUSE



FLOOR PLAN RENDERING LOOKING SOUTH



FLOOR PLAN RENDERING LOOKING NORTH

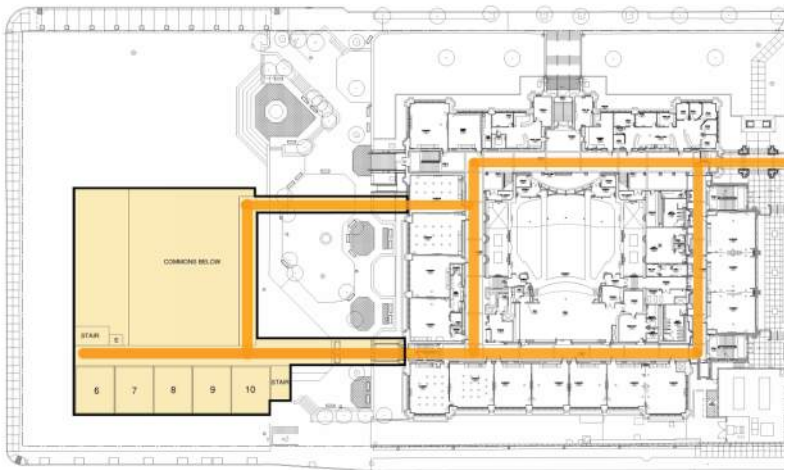


CONCEPT FLOOR PLAN

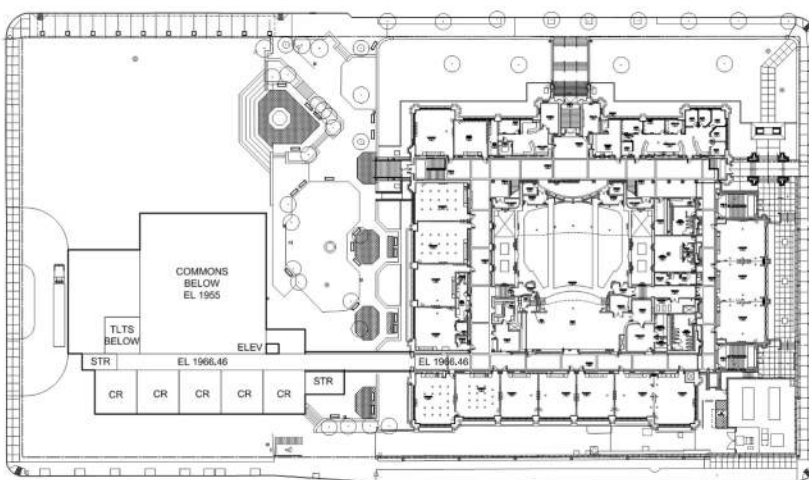
This early concept locates the classroom and commons addition on the south side of the existing fieldhouse building in an empty grass field. This concept was attractive because it would leave the green space on the west side of the main building untouched, but it's flaws outweighed the advantages. This concept would require an additional, expensive, long-span bridge across Stevens Street that connects the second floor levels. It would locate the commons too remotely from the activity centers within the school. It also does not address the ADA concerns at the main building.

This concept locates the classroom and commons addition in the green space to the west of the main historic building. The classrooms are located on the south side of the site with the commons to the north of them, leaving green space on the north side of the site that could be enclosed as a secure area for students. Two connections were originally shown between the main building and the addition, but that quickly became cost prohibitive and chopped up the courtyard. The revised floor plan of this concept shows one connection to the main building. The advantages to this scheme include keeping the northwest corner of the historic building untouched and more exposed to view. The disadvantages include the following: the courtyard becomes north facing and shaded by the addition, therefore making it much less inviting during most of the school year; the commons becomes much more visible from the main points of view to the site, potentially making it a target for vandalism; this concept adds an accessible entrance, but it is far away from the main entry and if the courtyard is secure, then visitors would have to enter from the south, which could be cumbersome when it comes to accessing the administration in its current location.

CONCEPT: ADDITION TO WEST OF MAIN BUILDING



CONCEPT FLOOR PLAN - TWO CONNECTIONS TO MAIN BLDG



REVISED CONCEPT FLOOR PLAN - ONE CONNECTION TO MAIN BLDG

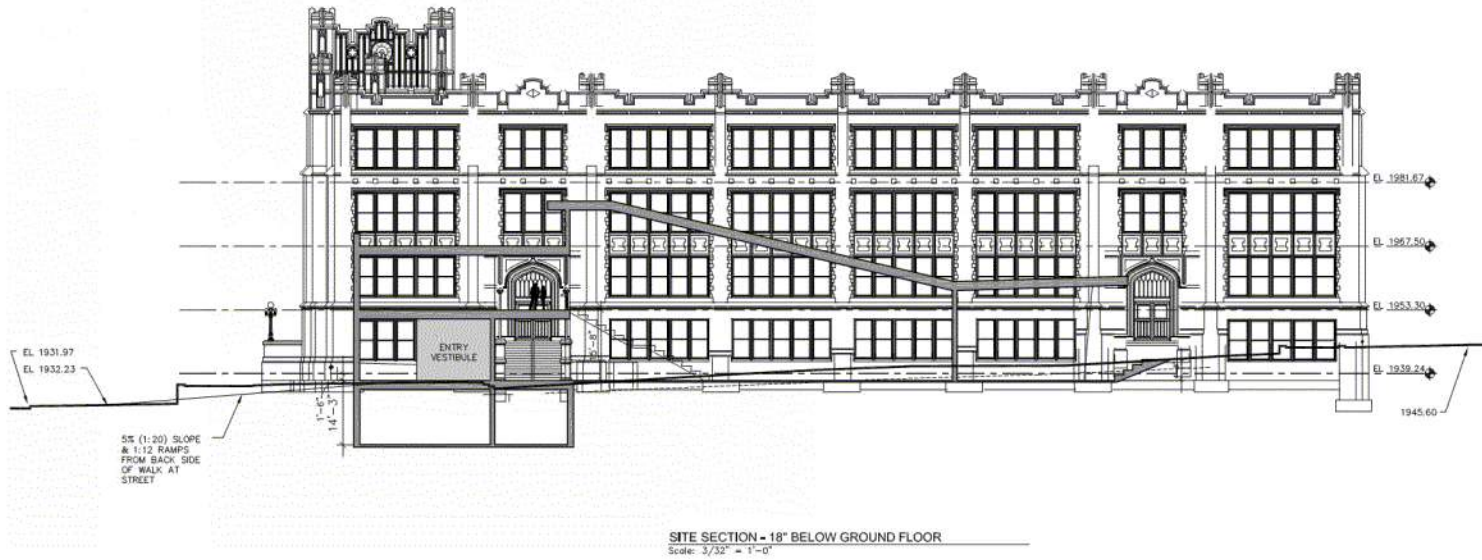
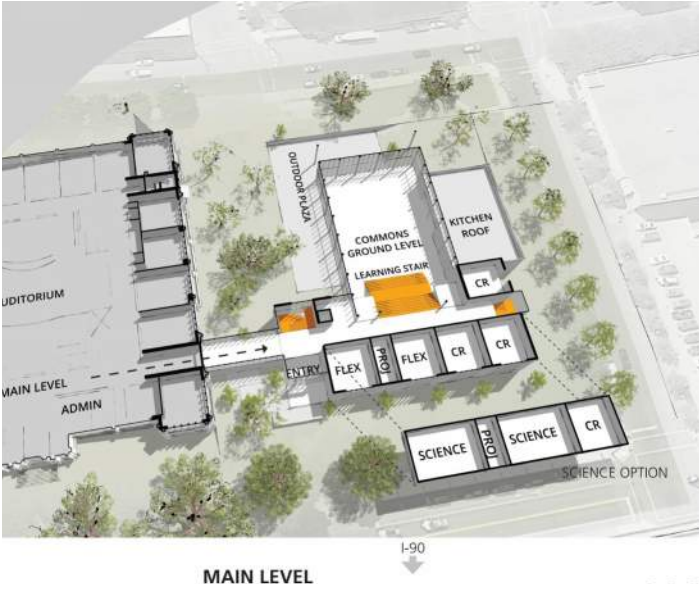


FLOOR PLAN RENDERING LOOKING SOUTH



FLOOR PLAN RENDERING LOOKING NORTH

PROJECT SUMMARY: DESIGN EVOLUTION

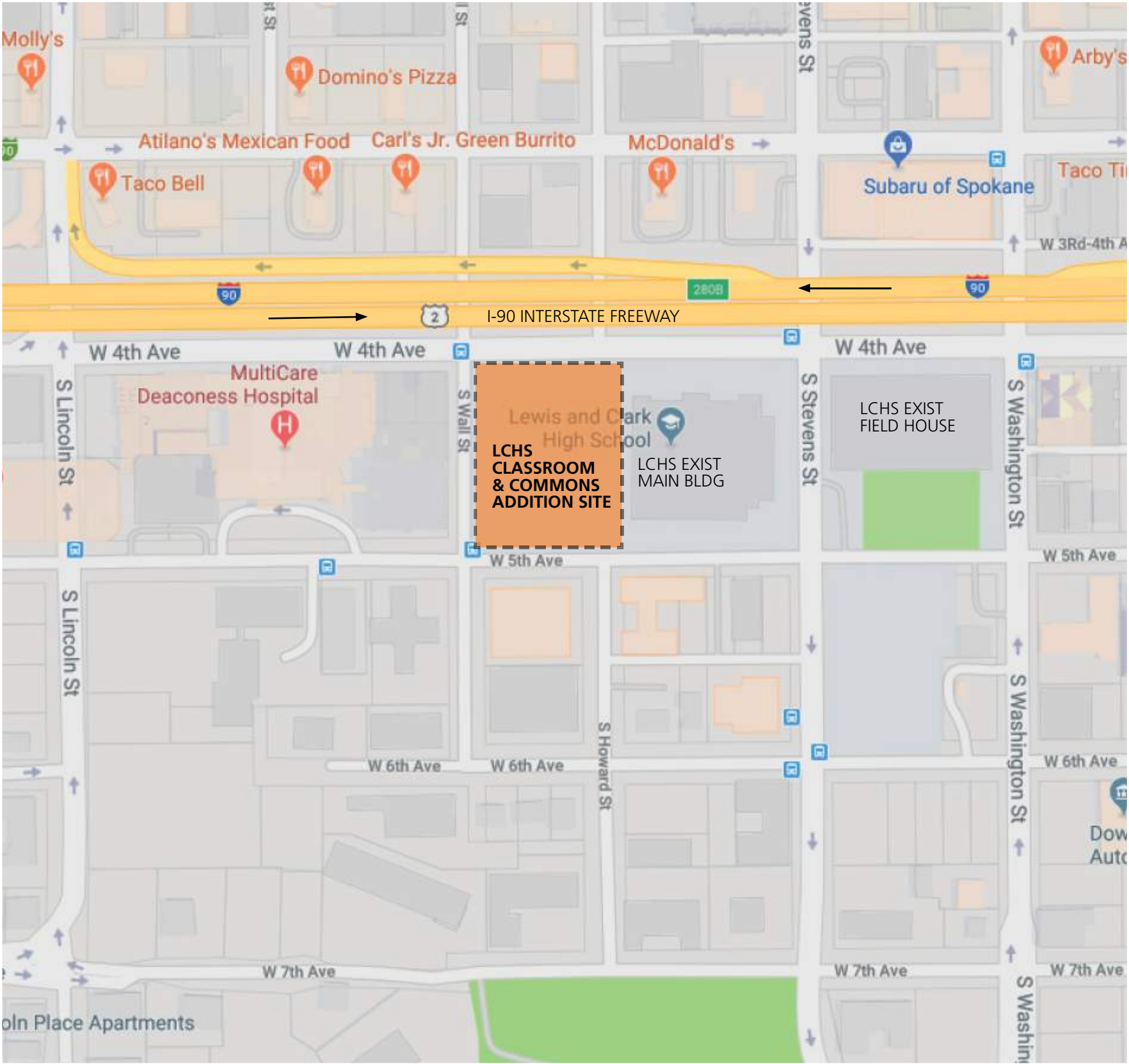


CONCEPT: ADDITION TO WEST OF MAIN BUILDING (I-90 SCHEME)

This concept is an evolution from the previous concept and has gained a lot of favor with the design team and the school district. The idea here was to mirror the previous plan and locate the classrooms to the north and the commons to the south. This orientation of the plan opens up the courtyard, green space and the commons to a southern exposure which will make them much more inviting spaces during the school year months. With the classrooms on the north side of the site, facing the freeway and other main thoroughfares, it will present a more academic expression to this facade which will be more consistent with the language of the existing main building and fieldhouse elevations along 4th Avenue. Moving the hallway connection to the north offers an opportunity to connect to and continue the main internal circulation path that spans from the fieldhouse, through the bridge over Stevens, through the main building and into the new addition. Locating the accessible and secure entry vestibule on this part of the site will allow students and visitors to easily navigate their way from the addition to the administration or theater events on the first floor of the main building. The the renderings to the right of the page illustrate a number of design iterations that studied the appropriate length of the new glassy hallway connection to maintain views to the main building historic facades as well as maximizing the outdoor spaces on the site.

CONTEXT ANALYSIS:

The **Lewis & Clark High School Classroom & Commons Addition** site is located to the west of the main historic building on the existing campus. The new addition will be high visible, to residents and visitors alike, from the **I-90** elevated free-way. **4th Avenue** to the north of the site is the most prominent surface street, followed by **Wall Street** to the west and **5th Avenue** to the south. Although **Howard Street** does not pass through this block any longer, there are prominent viewpoints from the north and the south as travellers stop at the intersections of Howard and 4th and Howard and 5th.



VICINITY MAP



View from Eastbound I-90/US-2



View from Eastbound I-90/US-2



View from Westbound I-90/US-2

CONTEXT ANALYSIS:

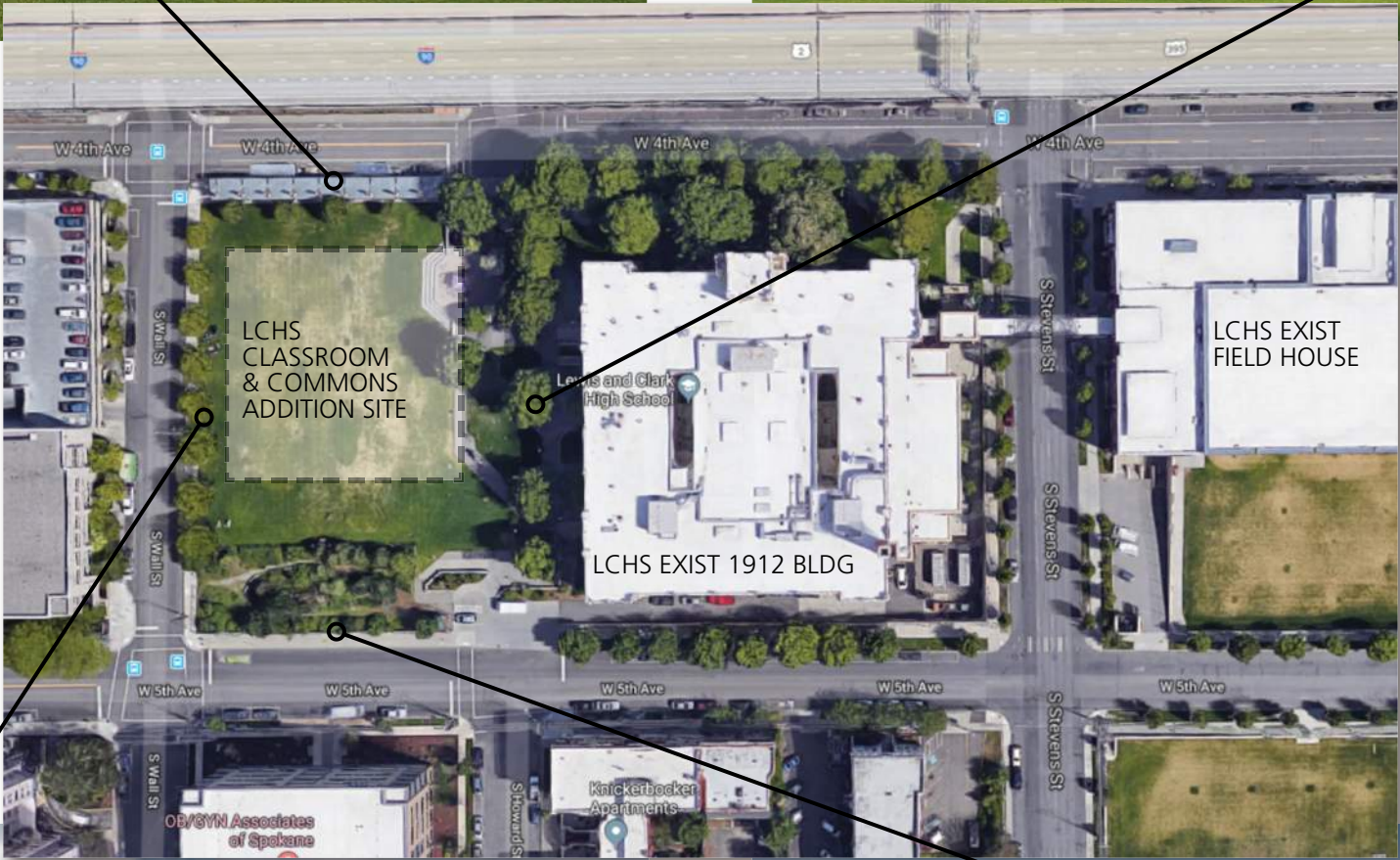
ADJACENT PROPERTIES & STREETSAPES



(2) View to North -
LCCHS canopy structure, raised freeway
with parking lot below & views to
Downtown buildings beyond



(3) View to East -
Historic 1912 LCCHS Main Bldg
with large mature trees



(1) View to West -
Deaconess Hospital & Parking Garage



(4) View to South -
Knickerbocker Apts., Deaconess Medical
Plaza, Cooper George Apts.



CONTEXT ANALYSIS:

ADJACENT PROPERTIES & STREETSCAPES



Looking northwest from corner of 5th and Wall Street



Looking southwest from corner of 4th and Wall Street



Looking east from corner of 5th and Wall Street



Looking southeast from corner of 5th and Wall Street



Looking north from corner of 4th and Wall Street



Looking west from corner of 4th and Howard Street



Looking south from corner of 4th and Howard Street



Looking west from the intersection of 4th and Howard Street



Looking east from the intersection of 4th and Howard Street



Looking east toward Historic LCHS building from LCHS west plaza



Looking east from the intersection of 5th and Howard Street



Looking south from the intersection of 5th and Howard Street

SITE ANALYSIS: AERIAL PHOTO

PEDESTRIAN CANOPY BUILT DURING 2000 RENOVATION PROJECT

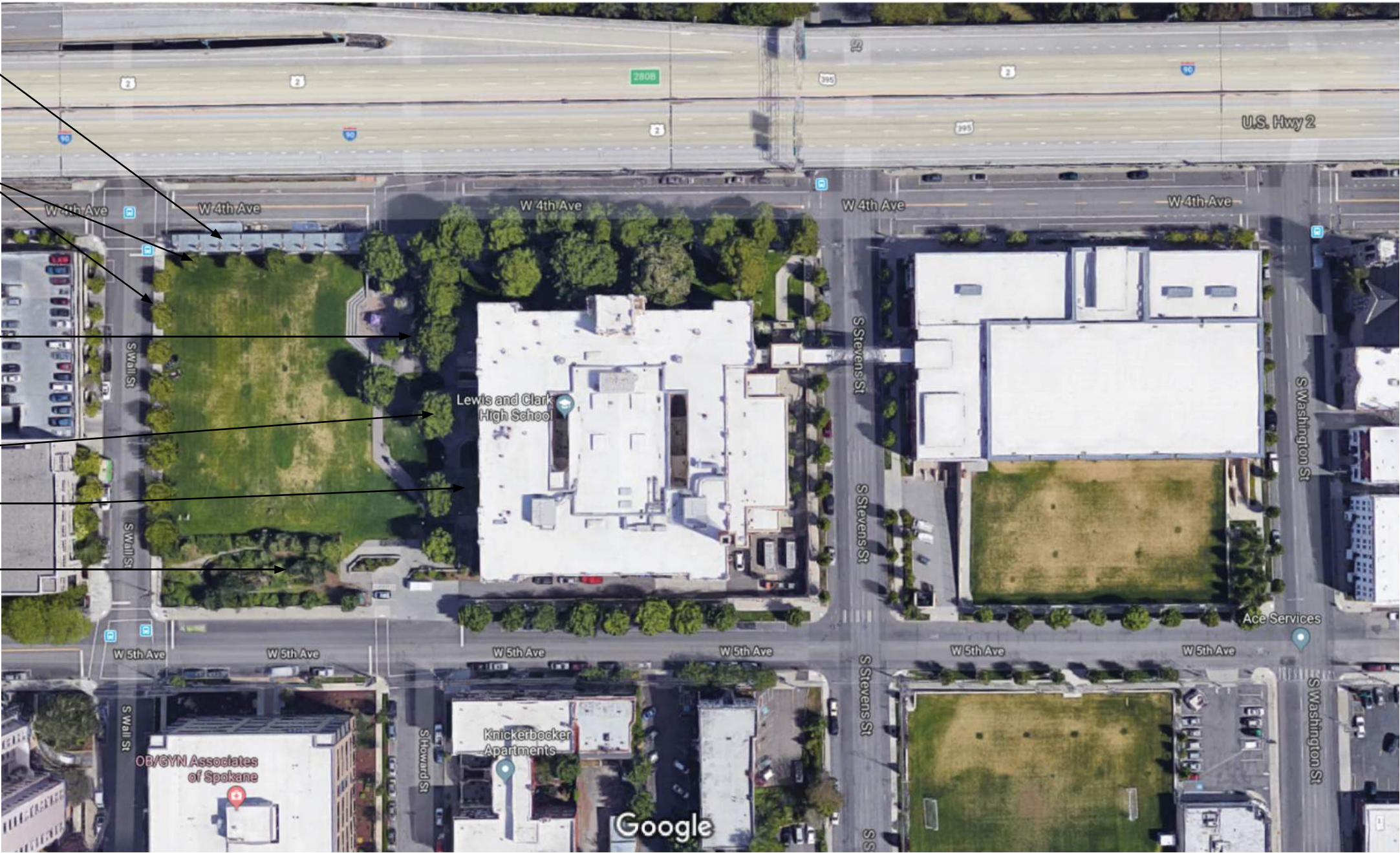
MAPLE TREES ALONG SIDEWALK WALL ST AND 4TH AVE PLANTED DURING RENOVATION COMPLETED IN 2000

HOWARD STREET UTILITIES BELOW GRADE

MATURE HISTORIC TREES ALONG WEST AND SOUTH OF MAIN BUILDING TO BE MAINTAINED IF DETERMINED HEALTHY BY ARBOR SPECIALIST

HISTORIC STONE WALLS TO BE MAINTAINED, PAVING TO BE REPLACED

HEALTHY PONDEROSA PINES TO BE MAINTAINED



SITE ANALYSIS: SITE PHOTOS



Street trees along Wall on west side of site



Looking north from 5th street across LCHS plaza



Fencing on south side of site



South side of site - trees & landscaping



Ponderosa Pines at south side of site



LCHS plaza looking toward 1912 Bldg



Existing plaza steps



Plaza steps and stone walls



Hardscape and landscape along west side of 1912 Bldg



Looking across LCHS plaza field toward the north



Hardscape and landscape from north side of site looking south



Looking southeast from north side of site

CONCEPT RENDERINGS:



View from I-90 looking southeast



View from 4th Avenue looking southwest



View from above 4th Avenue and I-90 looking southeast



Birds eye view of roof plan and plaza

CONCEPT FLOOR PLANS:

