



Design Review Board

August 8, 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 | <ol style="list-style-type: none">1) Chair Report2) Secretary Report<ul style="list-style-type: none">• Update on Joint Meeting with Plan Commission – regarding process, development/design standards, and design guidelines modifications | Steven Meek
Dean Gunderson |
|-------------|--|-------------------------------|

Board Business:

- | | | |
|-------------|--|-------------|
| 5:35 – 5:40 | <ol style="list-style-type: none">3) Approve the July 25th meeting minutes.4) Old Business<ul style="list-style-type: none">• Ratify vote to approve June 13th meeting minutes• Ratify vote to approve July 11th meeting minutes• Ratify vote to approve Recommendations for 1307/9 1st Avenue development• Ratify vote to approve Advisory Actions for Lewis & Clark High School Addition – The Commons development5) New Business6) Changes to the agenda? | Steven Meek |
|-------------|--|-------------|

Workshop:

- | | | |
|-------------|---|----------------------------------|
| 5:40 – 7:00 | <ol style="list-style-type: none">7) Recommendation Meeting for Wonder Parking Garage8) Recommendation Meeting for Father Bach Haven V | Dean Gunderson
Dean Gunderson |
|-------------|---|----------------------------------|

Adjournment:

The next Design Review Board meeting is scheduled for August 22nd, 2018.

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest Password: 96638NaC

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

Meeting Rules of Procedure - Spokane Design Review Board

Call to Order

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

Board Briefing

- Chair 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

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

- 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.

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

Design Review Board - Meeting Minutes

July 25, 2018

Meeting called to order at 5:34 PM

Attendance

- Board Members Present: Steven Meek - Chair, Dave Buescher, Anne Hanenburg, Ted Teske
- Board Members Not Present: Alex Maxwell, Charlene Kay, Kathy Lang (CA Liaison), Ryan Leong
- Quorum present: No
- Staff Present: Dean Gunderson, Heather Trautman

Briefing Session:

1. **Chair Report:** No report.
2. **Secretary Report:** Update on pending board departures given. Dave Buescher, Ryan Leong, and Char Kay will be leaving the board by the end of the calendar year.
3. **Approval of Minutes:** Motion to approve meeting minutes for July 11th, 2018 made by Anne, seconded by Dave. Approved unanimously 4/0. *(Due to no quorum present, motion will be ratified at next meeting).*
4. **Old Business:** June 13, 2018 meeting minutes incorrectly identified the Garden District discussion. Motion made to amend the minutes to say Recommendation Meeting instead of Collaborative Workshop made by Dave, seconded by Anne. Ted Teske recused himself. Approved unanimously 3/0. Motion made to approve the minutes with the amendment made by Dave, seconded by Anne. Approved unanimously 3/0. *(Due to no quorum present, motion will be ratified at next meeting).*
5. **New Business:** Establishment of a sub-committee that will look at processes of the DRB was discussed. Heather Trautman discussed how the Plan Commission could partner with the DRB through an ad hoc committee and suggested a meeting between the two groups. *(Note: Heather Trautman left meeting after discussion)*
6. **Changes to the Agenda:** No

Workshop:

7. **Recommendation Meeting for 1307/9 1st Avenue:**
 - Staff report: Dean Gunderson; Planning & Development
 - Applicant Report: Evan Verdun; Trek
 - Public Comment: Two members of the public provided comment.
 - Questions asked and answered

Motion to Approve Recommendations made by Anne, seconded by Ted. Approved unanimously 3/0. *(Applicant notified this is not official until ratified by a quorum. Note, Dave Buescher left meeting prior to the crafting of the Recommendations, and subsequent vote).*

8. **Collaborative Workshop for Lewis & Clark High School Addition - The Commons:**

- Staff report: Dean Gunderson; Planning & Development
- Applicant Report: Dana Harbaugh; NAC, Greg Forsyth; Spokane Public Schools
- Public Comment: None
- Questions asked and answered

Motion to Approve Advisory Actions made by Anne, seconded by Ted. Approved unanimously 3/0. *(Applicant notified this is not official until ratified by a quorum).*

Meeting adjourned at 8:36 p.m.

Next Design Review Board meeting is scheduled for **August 8, 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 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**

Wonder Parking Garage

3 – RECOMMENDATION MEETING

Design Review Staff Report

08.01.2018

**Staff:**

Dean Gunderson, Senior Urban Designer
Planning & Development Services Department

Applicants:

Adam Rouns, Wolfe Architecture Group

Pete Mounsey and Nick Mounsey, Owners

Meeting Goals

At the August 8, 2018 Design Review Board (DRB) Recommendation Meeting, the DRB should:

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

Background

For the prior parking garage design, the Design Review Board held a Collaborative Workshop on January 24, 2018 and a final Recommendation Meeting February 14, 2018.

The following materials are supplemental to this report:

- *Design Review Staff Report | Program Review/Collaborative Workshop, January 12, 2018;*
- *Design Review Board | Collaborative Workshop Recommendation (Advisory Actions), January 24, 2018;*
- *Design Review Board | Recommendation Meeting Recommendation, February 14, 2018*

Regulatory Analysis

See the Staff Report prepared for the Collaborative Workshop, January 12, 2018

Project Description

The project consists of a multi-level addition to a previously approved & permitted integral ramp parking structure. In the earlier project's submittal and applicant presentation, the applicant had indicated that the owner may desire to add two additional parking levels to the structure in the future – and to that end, the building would be designed to accommodate these additional levels (the applicant provided a single perspective rendering of what this larger facility might look like). It was determined by the DRB that any future enlargement of the structure would be subject to a separate DRB review process.

The parking structure's construction has commenced, but it has not yet been completed. The owner has determined to proceed with the two-level enlargement at this time. This enlargement is subject to a separate construction permit review process, and the prior-determined DRB review. The applicant has asked, and staff has concurred, that a Collaborative Workshop/Program Review would not be necessary since all pertinent codes and plans are unchanged since the prior Recommendation.

The proposed additional levels are somewhat different from the conceptual rendering provided in the applicant's original submittal, in that it is not as large (the upper-most parking level being smaller, without a prominent eastern parking tier visible from Mallon Avenue).

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

City of Spokane Comprehensive Plan
(pertinent sections) [Comprehensive Plan PDF Link](#)

LU 2 PUBLIC REALM ENHANCEMENT

Encourage the enhancement of the public realm.

LU 2.1 Public Realm Features

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

LU 3.8 Shared Parking

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

LU 5.5 Compatible Development

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

TR 1.1 Transportation Priorities

Make transportation decisions based on prioritizing the needs of people as follows:

- *Design transportation systems that protect and serve the pedestrian first.*
- *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
- *Then consider the needs of automobile users after the two groups above.*

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

TR 7 Neighborhood Access

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

DP 2.13 Parking Facilities Design

Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

DP 3 FUNCTION AND APPEARANCE

Goal: Use design to improve how development relates to and functions within its surrounding environment.

DP 5 DOWNTOWN CENTER VIABILITY

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

DP 5.2 Street Life

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

DP 6.3 Transit and Pedestrian-Oriented Development

Encourage attractive transit and pedestrian-oriented development.

NE 5.6 Barrier Free Environments

Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.

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

CHAPTER III: VISION, GOALS, AND CONCEPT

2.2 Built Form and Character

Foster and improve upon the unique, Downtown “sense of place”

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

2.3 Multi-Modal Circulation and Parking

Improve circulation and parking in and around Downtown for all users

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

2.4 Open Space, Public Realm, and Streetscapes

Improve the Downtown environment for pedestrians and bicyclists

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

2.6 Environmental Stewardship

Incorporate sustainable practices in redevelopment efforts

- Support a thriving and functionally sustainable street tree system.

Downtown Design Guidelines

(pertinent sections) [Design Guidelines PDF Link](#)

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

The three overarching principles supported throughout the guidelines are: 1) Contextual Fit, 2) Pedestrian Friendly Streets, and 3) Sustainability

B-1 Respond to the Neighborhood Context

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

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

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

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

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

B-4 Design a Well-proportioned & Unified Building

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

- a. Setback or arcades, projections, and open space
- e. Windows and fenestration patterns
- h. Building porticos and canopies

- j. Building base and top
- l. Exterior finish materials

C-1 Promote Pedestrian Interaction

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

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

C-2 Design Facades at Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The building façade should create and reinforce a “human scale” not only at the street level, but also as viewed from farther away.

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

C-3 Provide Active Facades

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

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

C-4 Reinforce Building Entries

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

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

C-5 Consider Providing Overhead Weather Protection

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

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

C-6 Develop the Alley Facade

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

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

D-4 Provide Elements That Define the Place

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

E-2 Integrate Parking Facilities

Minimize the visual impact of parking by integrating parking facilities with surrounding development; and incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-3 Minimize the Presence of Service Areas

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

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

Topics for Discussion

During the Recommendation Meeting, the applicant is encouraged to please describe changes to the design since the prior Recommendation review on February 14, 2018.

Additional suggested topic for discussion by staff based on the July 18, 2018 submittal:

1. **Building Top:** In the prior review the DRB had unanimously recommended the placement of additional sections of trellis elements on the north (Mallon) elevation to ameliorate the prominent saw-toothed profile of the integral ramp and deck configuration. With the proposed enlargement, and the elimination of the earlier-proposed eastern-most upper parking tier, the north (Mallon) elevation no longer has a saw-toothed configuration (see applicant's submittal, page 10).

Given that the applicant is conserving the earlier proposed, semi-random trellis components along both street frontages, do the proposed elevations meet the intent of the adopted plans and codes?

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

2. **Green Wall Foliage:** At the prior DRB review, questions were asked about the proposed vine species that would climb the trellis work. At the time, the applicant's landscape architect was not available to answer these specific questions. The construction documents submitted for permit indicate that the proposed vine species is English Ivy (*Hedera Helix*). It should be noted that the Washington State Noxious Weed Control Board has determined that three cultivars of English Ivy (*Baltica*, *Pittsburgh*, and *Star*) are Class C Noxious Weeds. It's not known whether Spokane County has established any control measures for these cultivars, though (absent such local prohibitions) the State does discourage their planting.

What is the proposed cultivar of English Ivy to be planted? If it is one of the listed Class C Noxious Weed cultivars, what measures are being taken to limit its spread beyond the planting beds?

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 Spokane Downtown Plan Update
Downtown Design Guidelines

DESIGN REVIEW BOARD

Wonder Site Parking Garage

1 - Recommendation Meeting

February 14, 2018



From :
Design Review Board
 Steven Meek, Chair

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

To :
 Adam Rounds, Wolfe Architecture
 Group

Pete Mounsey and Nick Mounsey,
 Owners

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

Based on review of the materials submitted by the applicant and discussion during the February 14, 2018 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:

- 1. The applicant shall work with the Spokane Arts Commission to incorporate artwork in the area located between David's Pizza and the Parking Structure, in an effort to enhance the civic use of the space.**

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

- 2. The applicant shall utilize the "green wall" screen to develop the appearance of a horizontal edge to the roof line on the Mallon Avenue façade elevation, to reduce the angled appearance of the parking ramp.**

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

Steven Meek, Chair, Design Review Board

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

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

January 24, 2018

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

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

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

Please see Comprehensive Plan Goal TR 7 Neighborhood Access

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

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

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

- a. Including clarity in the pedestrian connections between the Wonder Building and the Parking Structure.**

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

Steven Meek, Chair, Design Review Board

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

Wonder Parking Garage

1 - Program Review/Collaborative Workshop

Design Review Staff Report

01.12.2018



Staff:

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

Applicants:

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

Design Review Board Authority

Spokane Municipal Code [Chapter 04.13](#) Design Review Board

A. Purpose. The design review board is hereby established to:

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

Under SMC [Section 17G.040.020](#) **Design Review Board Authority**, new buildings and structures greater than fifty thousand square feet within downtown zone perimeter area are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Recommendations.

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

Project Description

This project is a four floor ~97,000 sq. ft. integral ramp parking structure. The first floor of parking is only accessed off of Post Street and will be utilized by the market tenants and David's Pizza. The first floor has the potential to be closed off for special events to allow expanded market stalls. The finish grade of the pedestrian plaza, along the structure's south façade, allows for pedestrian movement from the Wonder Building to the first floor of the garage. Vehicular access to the upper floors of the garage is only via the Mallon Avenue ingress.

Please see applicant's submittal and attached email correspondence for additional information.

Location & Context

The building address is 211 W Mallon Avenue and the project site is at the northwest corner of the block, flanked by David's Pizza to the east and the former Wonder Bread Bakery to the south. The full block is under single ownership. The site is in the Riverside Neighborhood Council area. Directly south of the block is the YMCA site (The Falls Project); which came before the Design Review Board in 2017. North of

the site is a brick warehouse owned by the Public Facilities District, Ticketwest offices, and the Veterans Memorial Arena. To the west of the block is a two-story brick engine repair shop and surface parking lot. To the east are the Upper Falls Condominiums and a surface parking lot. The dramatic Spokane upper falls are accessible from the Corner of N Post Street and W Broadway Avenue via a pedestrian walkway and bridge.

STA Bus Route 1 travels along Broadway Ave and Post Street with stops located on both streets across from the site.

Character Assets

Historic Brick Structures

The surrounding buildings are primarily two to three story brick office and industrial buildings. The project should seek to fit within the existing context of these structures. The adjacent Wonder Building, as a simplified Romanesque Revival brick building, has masonry detailing that can be drawn from to blend the new parking structure into the surrounding context. These details include: horizontal banding at the water table/plinth and building base, square panels at the cornice band between the second and third floors, closely spaced windows providing a regular vertical rhythm, brick window sills, flat arch window details, and cornices with fine brick dentil and modillion detailing at both the Broadway Avenue and Post Street roof lines.

Other buildings adjacent to the site also have similar masonry detailing that can be drawn from. The adjacent Upper Falls Condominium Building is a good example of a structure that blends in details from the surrounding architecture into a contemporary aesthetic. While the warehouse located immediately north of the site provides simplified brick pilasters and concrete lintels in a mid-century industrial aesthetic.

Regulatory Analysis

Zoning Code Requirements

Zoning Designation: The site is zoned Downtown General (DTG) and is within the North River Overlay District (NRO).

Chapter 17C.160 North River Overlay District

This special overlay addresses the public's value of the views and access to the Spokane River Gorge, Riverfront Park, and the Downtown core from the north side of the Spokane River. The amenity of the river and the public investment in the Spokane River Gorge should be widely shared, not limited to those properties immediately adjacent. The intent of these visual and pedestrian access standards and guidelines are to ensure that buildings and other constructed objects do not create barriers that wall off the Spokane River Gorge, Riverfront Park, or the Downtown Core.

The applicant will be expected to meet zoning code requirements.

Land Use Designation: The sites land use is Downtown.

Applicants should contact Current Planning Staff with any questions about these requirements.

Section 17C.124.340 Parking and Loading

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

- A. Parking structures and structures where the primary use is storage of any kind adjacent to Type I or Type II complete streets must include street-level retail, office or civic uses along at least fifty percent of the street frontage not devoted to vehicular access areas. The spaces for these uses must have a minimum depth of fifteen feet, a minimum finished ceiling height of ten feet and provisions for loading and trash.

NOTE: Several Director's Decisions have been made to count the full block as one development for the proposed of meeting the intent of this section of the code.

Section 17C.124.035 Characteristics of Downtown Complete Street Designations

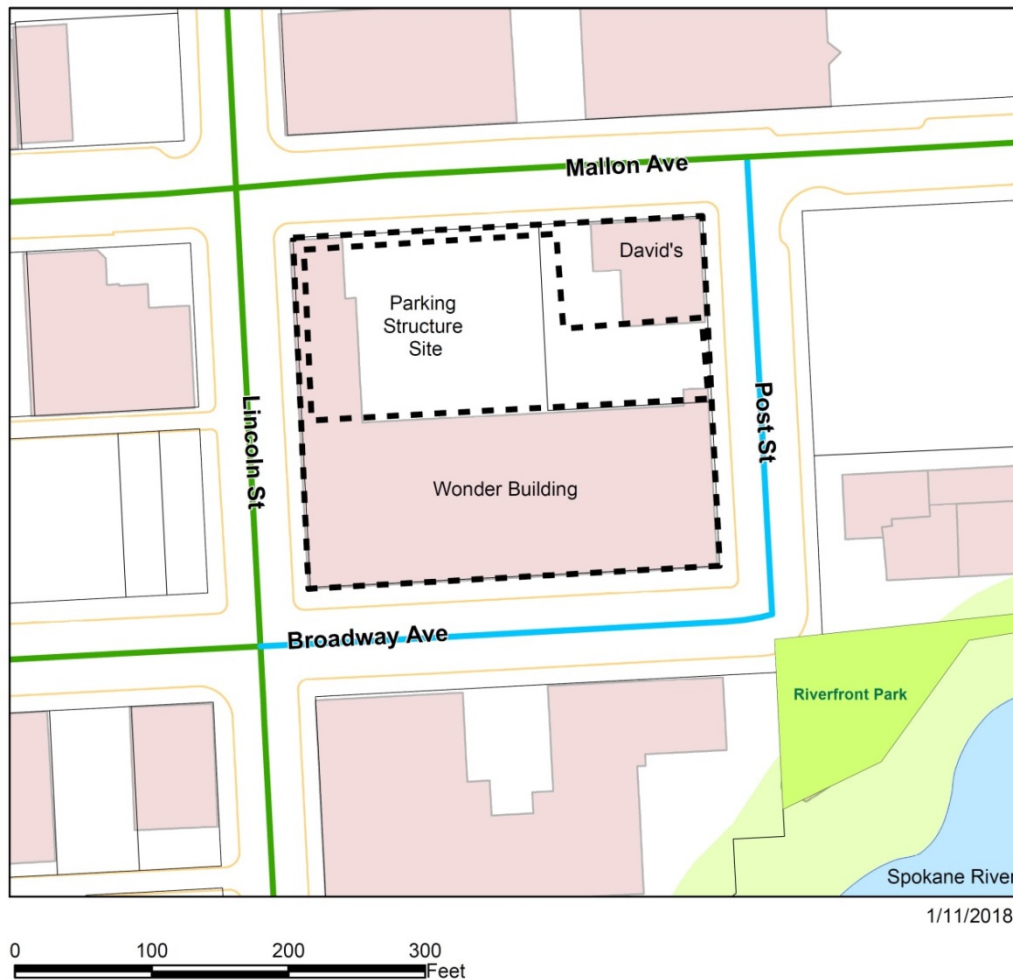
Type II – Community Connector (*Lincoln St and Mallon Ave are Type II complete streets*)

Type II streets move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.

Type IV – Neighborhood Streets (*Broadway Ave and Post St are Type IV Complete Streets*)

Type IV streets carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.

Complete Streets Map



Map Legend

Complete Streets

- Bike/Pedestrian Path
- Pedestrian Street
- Type I Complete Street
- Type II Complete Street
- Type III Complete Street
- Type IV Complete Street

Topography

- City Park
- Parcel
- Building
- Riparian Habitat Area
- Curb Line



Section 17C.124.230 Structure Setbacks, Sidewalks, and Street Trees

Sidewalks are required to be 12 feet wide and shall consist of a clear walking path at least seven feet wide (in addition to a minimum five-foot wide pedestrian buffer zone and planting zone for street trees). Part of the sidewalk may be located on private property.

Zoning Code Downtown Design Standards

Section 17C.124.500 Design Standards Implementation:

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

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

Chapter 17G.030 Design Departures, Section 17G.030.040 Decision Criteria

The decision criteria for a design departure are provided below.

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

Downtown Design Standards

[Section 17C.124.510](#) Windows – Building Design

[Section 17C.124.520](#) Base/Middle/Top – Building Design

[Section 17C.124.530](#) Articulation – Building Design

[Section 17C.124.540](#) Prominent Entrance – Building Design

[Section 17C.124.550](#) Ground Level Details – Building Design

[Section 17C.124.560](#) Roof Expression – Building Design

[Section 17C.124.570](#) Treating Blank Walls – Building Design

[Section 17C.124.580](#) Plazas and Other Open Spaces

Chapter 17C.230 Parking and Loading

Section 17C.230.310 Exterior Design of Parking Structures – Building Design

- A. Purpose.
To reduce the visual impact of structured parking located above grade.
- B. Exterior Design of Parking Structures Implementation.
 1. The street-facing facades of parking levels within a building shall be treated in such a way as to seem more like a typical floor, rather than open slabs with visible cars and ceiling lights. This may be accomplished by two or more of the following. (P)
 - a. Square openings, rather than horizontal.
 - b. Planting designed to grow on the façade.
 - c. Louvers.
 - d. Expanded metal panels.
 - e. Decorative metal grills.
 - f. Spandrel (opaque) glass.
 - g. Other architectural devices may be proposed that will accomplish the intent.
 2. Free-standing parking structures shall incorporate the above features on portions of the façade above the ground level. At ground level, they shall comply with guidelines addressing ground level details, transparency and weather protection. (R)

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

City of Spokane Comprehensive Plan

LU 2 PUBLIC REALM ENHANCEMENT

Encourage the enhancement of the public realm.

LU 2.1 Public Realm Features

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

LU 3.8 Shared Parking

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

LU 5.5 Compatible Development

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

TR 1.1 Transportation Priorities

Make transportation decisions based on prioritizing the needs of people as follows:

- *Design transportation systems that protect and serve the pedestrian first.*
- *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
- *Then consider the needs of automobile users after the two groups above.*

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

TR 7 Neighborhood Access

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

DP 2.13 Parking Facilities Design

Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

DP 3 FUNCTION AND APPEARANCE

Goal: Use design to improve how development relates to and functions within its surrounding environment.

DP 5 DOWNTOWN CENTER VIABILITY

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

DP 5.2 Street Life

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

DP 6.3 Transit and Pedestrian-Oriented Development

Encourage attractive transit and pedestrian-oriented development.

NE 5.6 Barrier Free Environments

Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.

Downtown Design Guidelines

[Guidelines PDF Link](#)

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

The three overarching principles supported throughout the guidelines are:

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

Topics for Discussion

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

Neighborhood

1. **Responding to the Neighborhood Context:** The buildings surrounding the site are primarily two to three story brick office and industrial buildings of historical vintage. Both the older and newer buildings have finely articulated facades. How might this structure better fit within the existing context of these buildings?

Please see Downtown Design Guidelines B-1

Site

- 2. Architectural Attributes of the Immediate Area:** Given that the project is being reviewed as a block-wide development for the purpose of façade composition, how can façade details of the on-site historic Wonder Building façade inform the design of this parking structure?

Please see Downtown Design Guidelines B-3

- 3. Connectivity:** The current breezeway/plaza design provides no accessible access into the garage structure's first floor. There are three potential access points, though they are either blocked by landscape beds, or are located at dedicated loading/unloading zones for accessible parking stalls (or blocked by raised planters and a bench). Are there opportunities to make an easily identifiable and dedicated pedestrian connection from the Wonder Building across the 15 ft. breezeway/plaza into the parking structure?

Please see Downtown Design Guidelines B-3, C-4, and E-2.

Building

- 4. Base, Middle, Top:** The proposed structure has no discernable base or top elements, with the exception of the stairway structure, and planters located where the façade-mounted trellis structures meet the ground plane. What opportunities exist to bring the façade design into compliance with the base/middle/top requirements in [Section 17C.124.520](#)?

Please see Spokane Municipal Code (SMC) [Section 17C.124.520](#) Base/Middle/Top, [Section 17C.124.560](#) Roof Expression and Downtown Design Guidelines B-3, B-4, C-2 and C-3

- 5. Façade Design:** The street-facing facades of parking levels within a building shall be treated in such a way as to seem more like a typical floor, rather than open slabs with visible cars and ceiling lights. Currently, the design only incorporates one (Planting designed to grow on the façade) of the two required elements in code [Section 17C.230.310](#) Exterior Design of Parking Structures to mitigate the appearance of the integrated ramps. What other opportunities are there to lessen the prominence of the sloped parking decks?

The ground level of the structure must comply with guidelines addressing ground level details, transparency, and weather protection found in [Section 17C.124.550](#) Ground Level Details. What opportunities exist to bring the design into compliance with [Section 17C.124.550](#) Ground Level Details and [Section 17C.230.310](#) Exterior Design of Parking Structures?

Please see SMC [Section 17C.124.550](#) Ground Level Details and [Section 17C.230.310](#) Exterior Design of Parking Structures and Downtown Design Guidelines B-3, B-4, C-2, C-3, D-4

- 6. Trellis Structure:** How can the trellis structure design better reinforce the architectural character of the Wonder Building and the surrounding architectural context?

Please see Downtown Design Guidelines B-1, B-3, D-3

- 7. Retail Space Frontage:** [Section 17C.124.340 \(A\)](#) Parking and Loading states that parking structures and structures where the primary use is storage of any kind adjacent to Type I or Type II complete streets must include street-level retail, office or civic uses along at least fifty percent of the street frontage not devoted to vehicular access areas.

A Directors Decision was made to count the full block as one development for the purpose of meeting the intent of this code; which greatly reduced the amount of new retail, office, or civic uses that would need to be located within the parking structure's Lincoln and Mallon frontages. Counting the length of the existing façade of the Wonder Building and the portion of new retail contained within the parking structure, the Lincoln frontage provides approximately 10 ft. **more** street-level retail, office, or civic use than is required. Counting the length of existing façade of David's Pizza and the portion of new retail contained within the parking structure (and excluding the portion of the parking structure dedicated for vehicle access), the Mallon frontage provides approximately 10 ft. **less** than the

required street-level retail, office, or civic use than is required. How does the applicant propose to meet this standard for the Mallon frontage?

Please see SMC [Section 17C.124.340](#) Parking and Loading and Downtown, SMC [Section 17C.124.550](#) Ground Level Details, and Design Guidelines C-1 Promote Pedestrian Interaction and C-5 Consider Providing Overhead Weather Protection

- 8. Retail Space Ground Level Detailing:** [Section 17C.124.550](#) Ground Level Details – Building Design requires that the entire ground level of the parking structure provide the greatest amount of visual interest and reinforce the character of the streetscape. This need is further accentuated, given that both Lincoln and Mallon are Type II Context Sensitive Streets.

The façade of both the structure’s retail use and multistory parking deck does not appear to meet the requirements found in [Section 17C.124.550](#) Ground Level Details. How does the applicant intend to meet this requirement?

Please see SMC [Section 17C.124.340](#) Parking and Loading and Downtown, SMC [Section 17C.124.550](#) Ground Level Details, and Design Guidelines C-1 Promote Pedestrian Interaction and C-5 Consider Providing Overhead Weather Protection

- 9. West Stairway:** Below the west stairway is an underutilized space, which if not occupied by another use will likely be used by transients for temporary encampments. What other uses could occur in this location to deter a non-desirable use?

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

- 10. Accessible pathway to Lincoln Street:** In reviewing the building permit set for the Wonder Building, it appears that there is a new ramp to be constructed at the NWC of the building within the breezeway/plaza. The new stairs and planter box, to be constructed as part of the parking structure project at the west end of the breezeway/plaza, is in addition to this ramp (though the ramp is left unlabeled in the DRB submittal package). This re-affirms the necessity of creating a fully accessible pathway up to, and into, the parking structure and its first level.

Please see Comprehensive Plan Goal TR 7 Neighborhood Access

Note

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

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Downtown Design Guidelines

WONDER DEVELOPMENT

821 West Mallon, Spokane, Washington

WAG

Wolfe Architectural Group

1015 N. Calispel, Suite B

Spokane, WA 99201

509.455.6999

Contact: Adam Rouns, arouns@wagarch.com



DESIGN REVIEW (Project Expansion Discussion) | August 2018

PROJECT INFORMATION

PROJECT DESCRIPTION

Per our previous design review meeting, we discussed the potential for future expansion to the parking garage. Due to the popularity of the Wonder project our Owner would have requested to add an additional 1.5 parking tiers to increase the parking count by 115 stalls.

BUILDING INFORMATION

Building Area:	24,500 sf / level
Building Height:	53'-0" , 4 stores, 5.5 parking tiers
Building Occupancy:	S-2 Parking, B Business (Incidental)
Construction Type:	2-B
Allowable Area:	32,500 sf / floor
Occupant Load:	395 stalls
No. of Exits:	2
Fully Sprinklered:	No
Fire Alarm:	No

ZONING INFORMATION

Parcel No:	35182.4303
Parcel Area:	60,480 sf
Zoning:	DTG (Downtown General)
Setbacks:	Front: 0'-0" Side: 0'-0" Rear: 0'-0"
Parking REQ:	N/A

DESIGN PROPOSAL

STATEMENT OF DEVELOPMENT OBJECTIVES

The Wonder Adaptive Re-use began in the late fall of 2016 with the new owner Wonder Spokane LLC. Early in the design process and in conversations with future tenants it was apparent that the proposed 11,000 SF Market and 70,000 SF professional office development would need additional parking to support the occupants in order to make the project financially viable. They now understand the need for additional parking above their previous goals to accommodate all tenants in the Wonder Building and provide Event parking for the Arena.

DESIGN GOALS

The site design including the plaza approved by the DRB will remain unchanged still providing a human scale, landscaping, artwork, and pedestrian connections from Lincoln street and West Mallon Ave.

The Goal for the additional 1.5 tiers of parking would be to continue the aesthetic values defined during our previous 2 DRB review sessions.

These values include the following:

Provide a Base/Middle/Top to the building massing

- a plinth and brick course detailing at the columns and retail space define the base. Roof elements tie directly to the existing Wonder Building which incorporates only flat roofs and no pitched elements, but creates interest architecturally through the use of a hierarchy of scale. At the Top Brick details tie to the existing wonder building, and screening elements on the facade hide the internal building sloped massing and create a consistent top datum.

Review overall building massing in relation to the Wonder Building

- By adding 1.5 tiers instead of 2 tiers as previously discussed the overall highest point on the garage will only increase by 10'-6" keeping the scale of the Garage relevant to the Wonder building and surrounding building heights.

CITY COMPREHENSIVE PLAN, DOWNTOWN GUIDELINES

The Comprehensive Plan encourages urban growth to reduce sprawl while maintaining access to open space and a connection to natural features. It encourages the re-use of existing historic buildings and development of mixed use projects that create social interaction and a connection to downtown area while celebrating the unique character of Spokane.

The Wonder project will be a vibrant mixed use project that will renovate an underdeveloped site and building into an active place where people can shop, work, eat and socialize at a location embedded into the Spokane Downtown. It will extend the urban grid and provide a landmark at the entry to Spokane Falls and Riverfront Park providing a Public Market and Plaza that encourage public use.

Some of the comprehensive plan policies that the project will support include:

- Creating a neighbourhood mixed use mini-center
- Encouraging shared parking facilities
- Coordinating bicycle and pedestrian planning
- Requiring the adaptive reuse of existing buildings
- Recognizing and preserving unique landmark buildings
- Minimizing the impact of surface parking
- Creating new plaza design for public gathering
- Denoting space for public art

(see summary of Comprehensive policies at the end of this booklet)

CURRENT DESIGN

**DOWNTOWN DESIGN GUIDELINES**

The Wonder project will be a vibrant mixed-use project that will renovate an underdeveloped site and building into an active place where people can shop, work, eat and socialize at a location embedded into the Spokane Downtown. It will extend the urban grid and provide a landmark at the entry to Spokane Falls and Riverfront Park providing a Public Market and Plaza that encourage public use.

SITE PLANNING AND MASSING

The project responds to the building site by becoming an extension of the Wonder Adaptive Reuse project and taking full advantage of the available footprint, while supporting the restaurant to the East, David's Pizza.

The ground/grade level is roughly 4.' below the grade of the side walk on Mallon. The Finish Floor of the 11,000 Square Foot Market is flush at this level. The parking garage is separated from the Market Bays to allow for a strong plaza/pedestrian access. The grade level of the parking structure being flush with the Market also allows the Market to expand into the garage area for outdoor seasonal events off of the proposed plaza. Structurally the Wonder Building also includes a none reinforced masonry wall along the north facade. By keeping the foundation system for the garage away from this wall we protected this turn of the century building.

ARCHITECTURAL EXPRESSION

The parking garage expression ties directly to the Wonder Adaptive Reuse building utilizing similar materials of brick, concrete, and metal wall panels. The garage responds directly to the neighbourhood providing a pedestrian scale through its connection at the street level with landscape planting, trellis overhangs, and seating benches. The Garage itself provides a green screen allowing vines to fill the exterior facade evoking a sense of nature tying back to the surrounding park just across the river.

CURRENT DESIGN

**PEDESTRIAN ENVIRONMENT**

The Wonder projects includes a 16' wide by 200' deep plaza which connects the garage to the market at the exterior. The Plaza begins at the East end of the building site starting at North Post Street directly adjacent to the main entrance to the parking garage. This plaza connection to the street will be visibly seen from pedestrians as they visit from the park. As pedestrians make their way into the plaza they will experience the extension of the market spilling out into the plaza and filling the lower half of the parking structure.

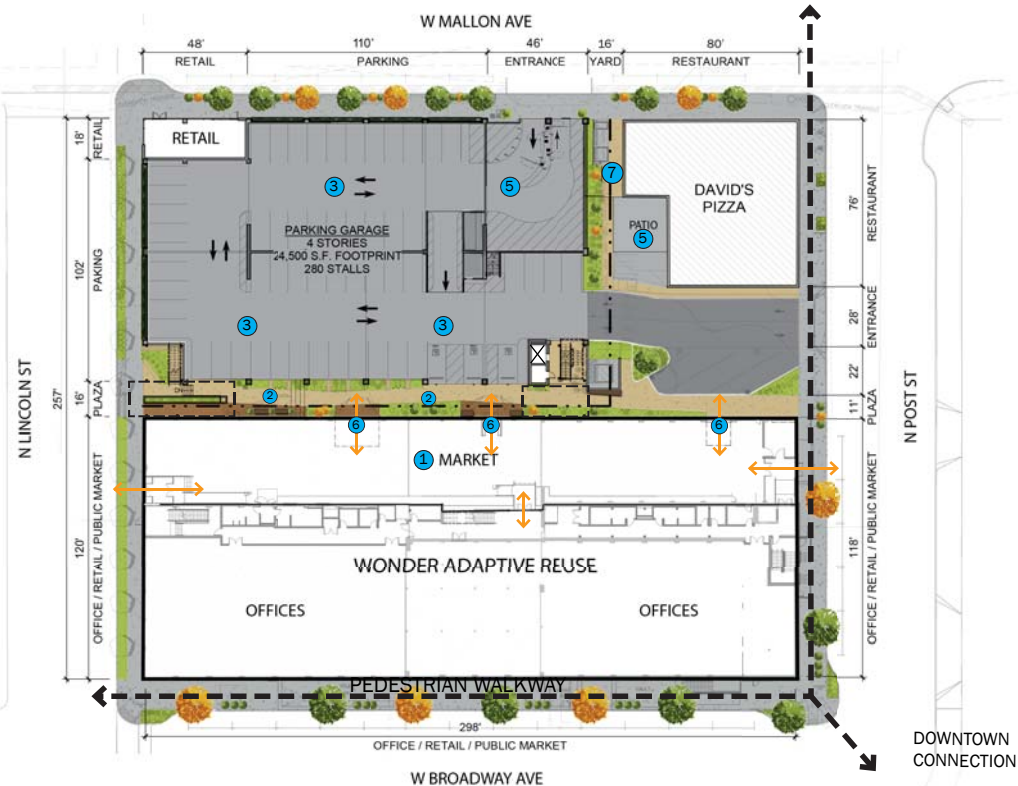
PUBLIC AMENITIES

The Plaza will provide a variety of plantings with a main concrete walkway which extends from North Post Street to North Lincoln Avenue. Entrance points and sitting areas will be emphasized by pavers and basalt rock chip mulch. Integrated seating benches and outdoor tables and chairs will provide pedestrians relief from the active plaza to relax, talk, hangout, and enjoy this great new area of Spokane. The pedestrian scaled atmosphere will be complimented by light and an open trellis canopy. The lights which will be strung between the parking garage and wonder building, which may be used for night events creating an urban alley Plaza. It is also our intent to provide some form of art created by local artists, which will complement the sale of local artwork during the market and create a true pedestrian friendly space in the summer evenings.

VEHICULAR ACCESS AND PARKING

Parking access will be available at 2 locations, one along North Post Street and one at West Mallon Avenue allowing for easy access to the facility. Unique to this parking garage will be its ability to close off parking at the lowest level to allow for the market to expand to the exterior.

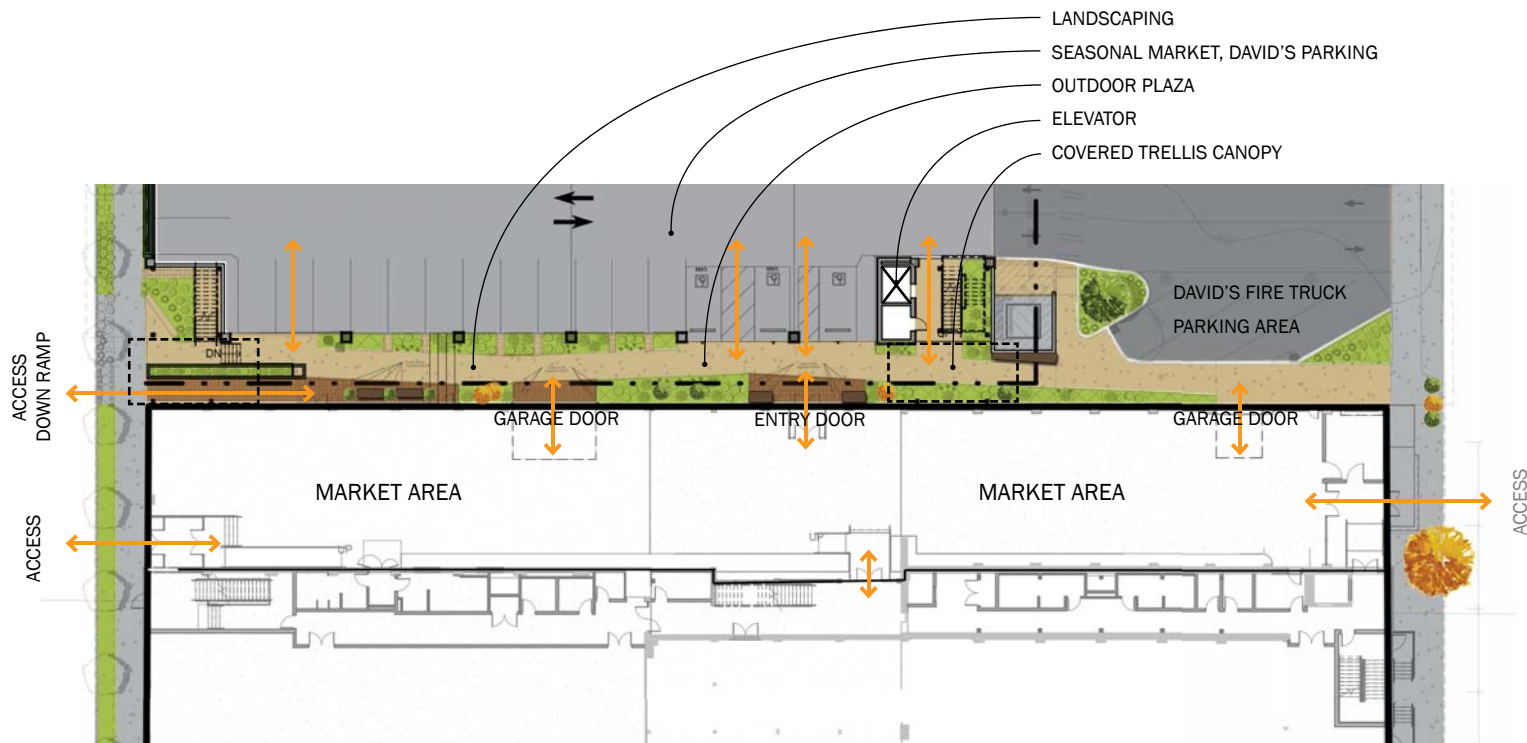
SITE PLAN



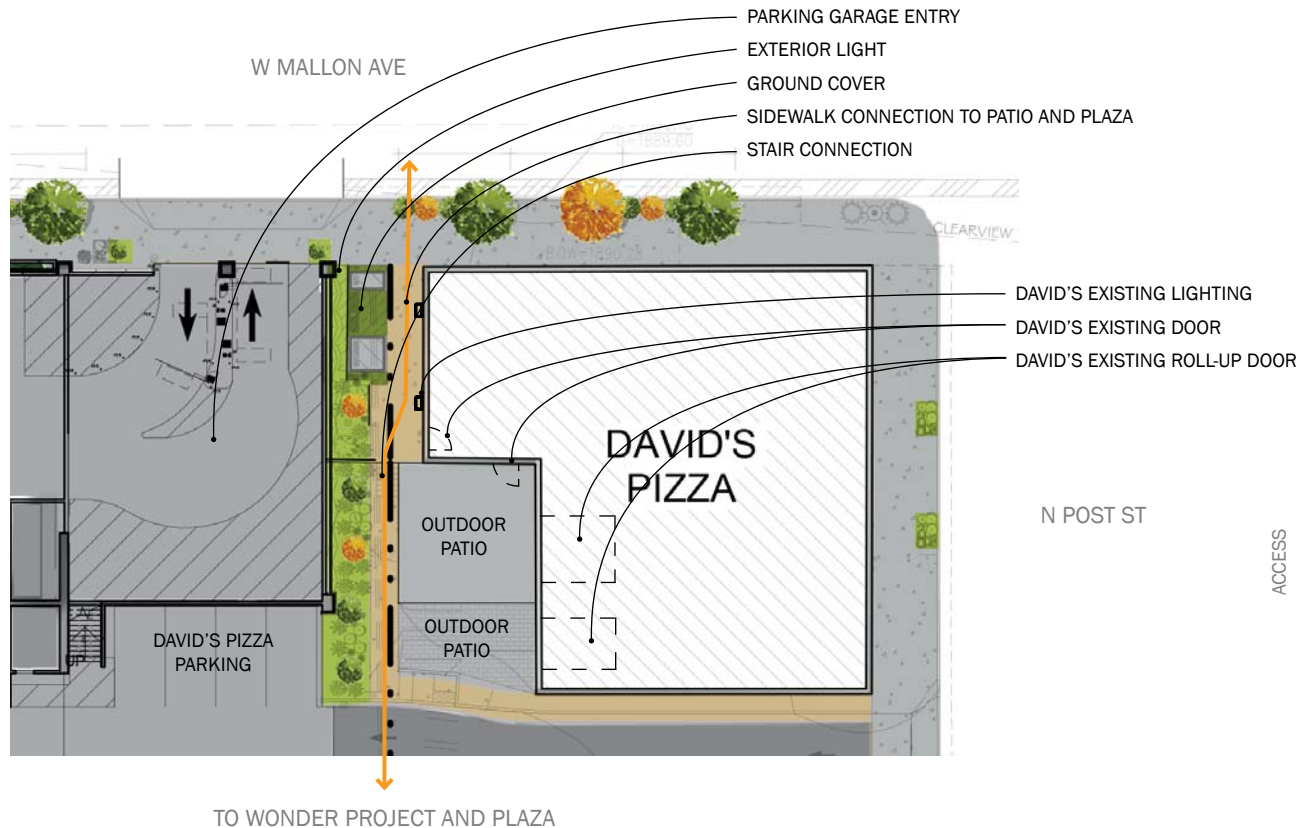
WONDER SITE PLAN

1" = 40'-0"

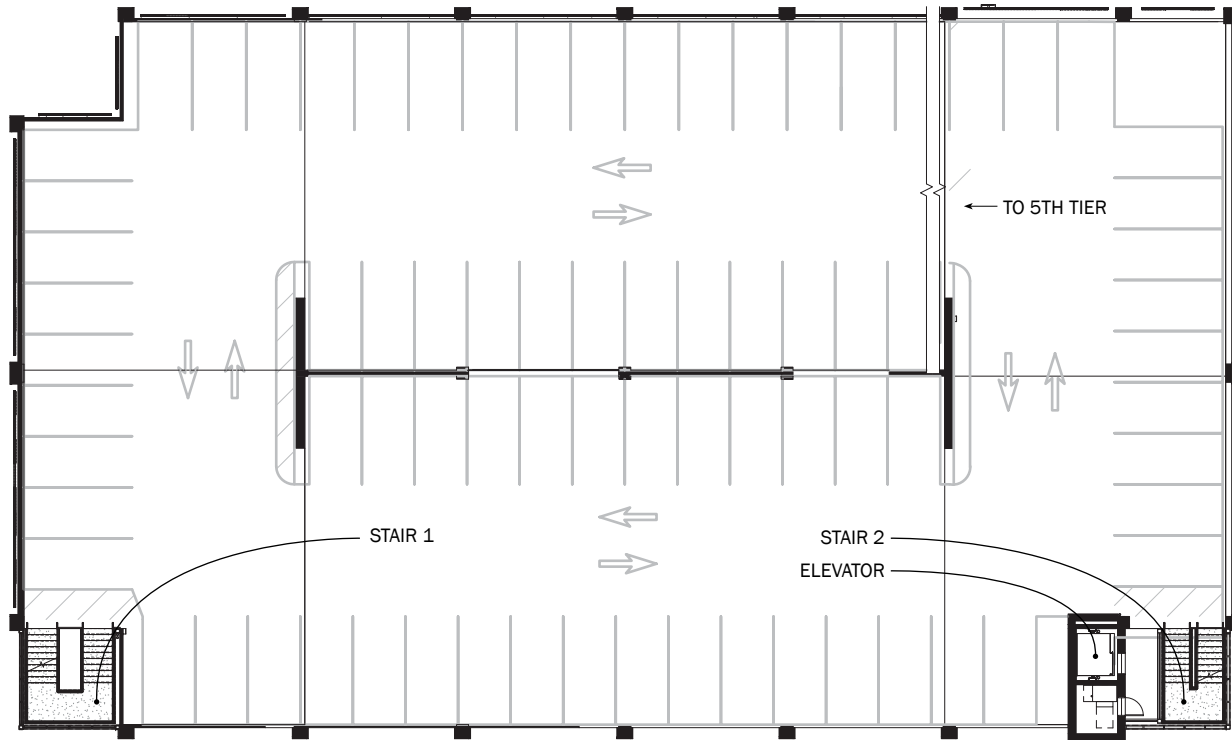
SITE PLAN PLAZA AND MARKET DESIGN



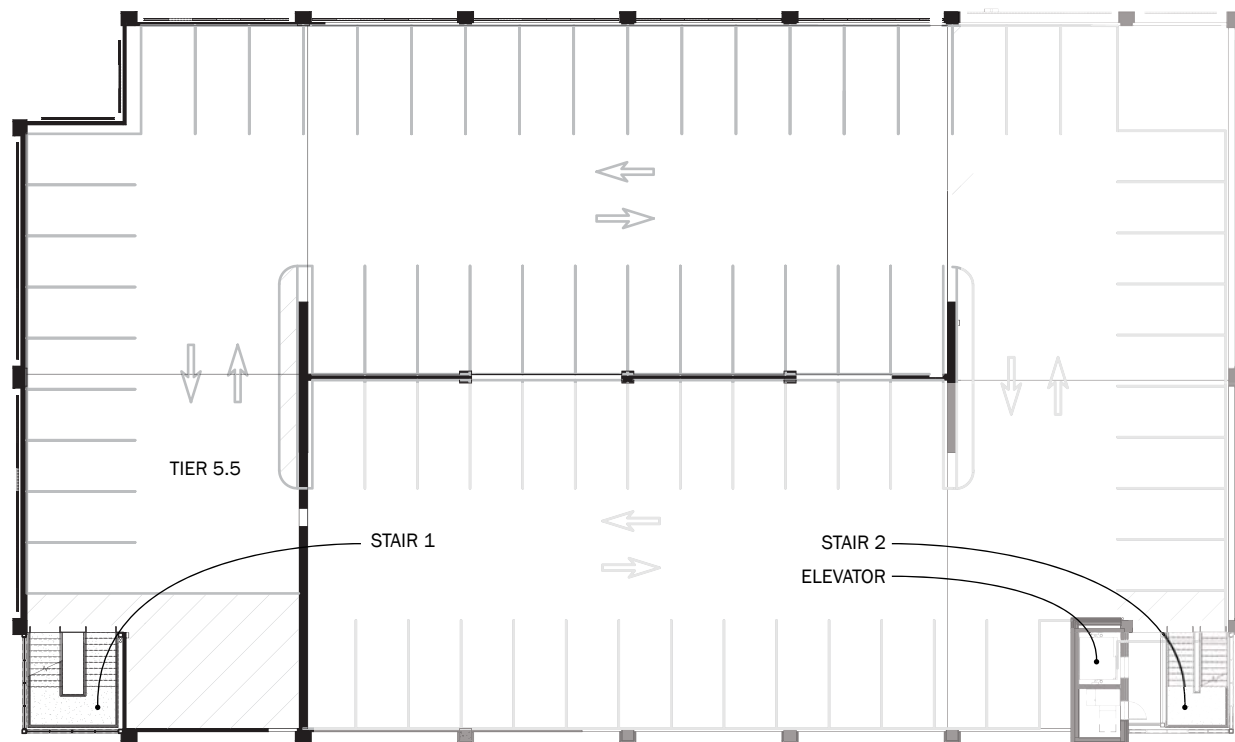
CONNECTIVITY FROM THE NORTH SIDE



LEVEL 5 - FLOOR PLAN



LEVEL 5.5 - FLOOR PLAN



EXTERIOR ELEVATIONS - EAST



EXTERIOR ELEVATIONS - NORTH



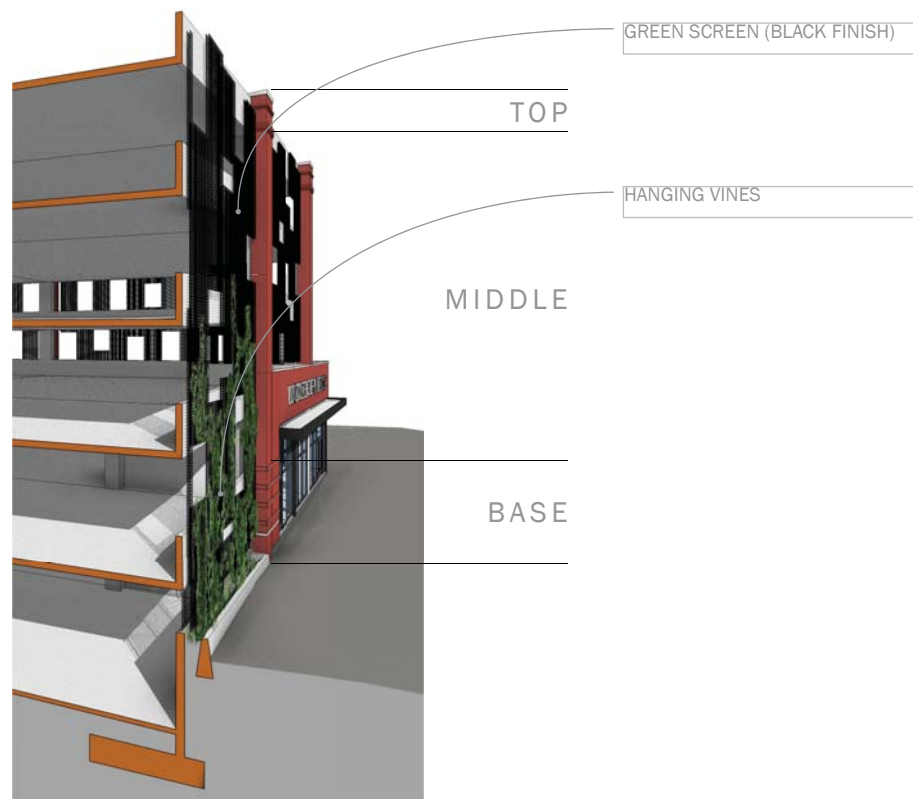
EXTERIOR ELEVATIONS - WEST



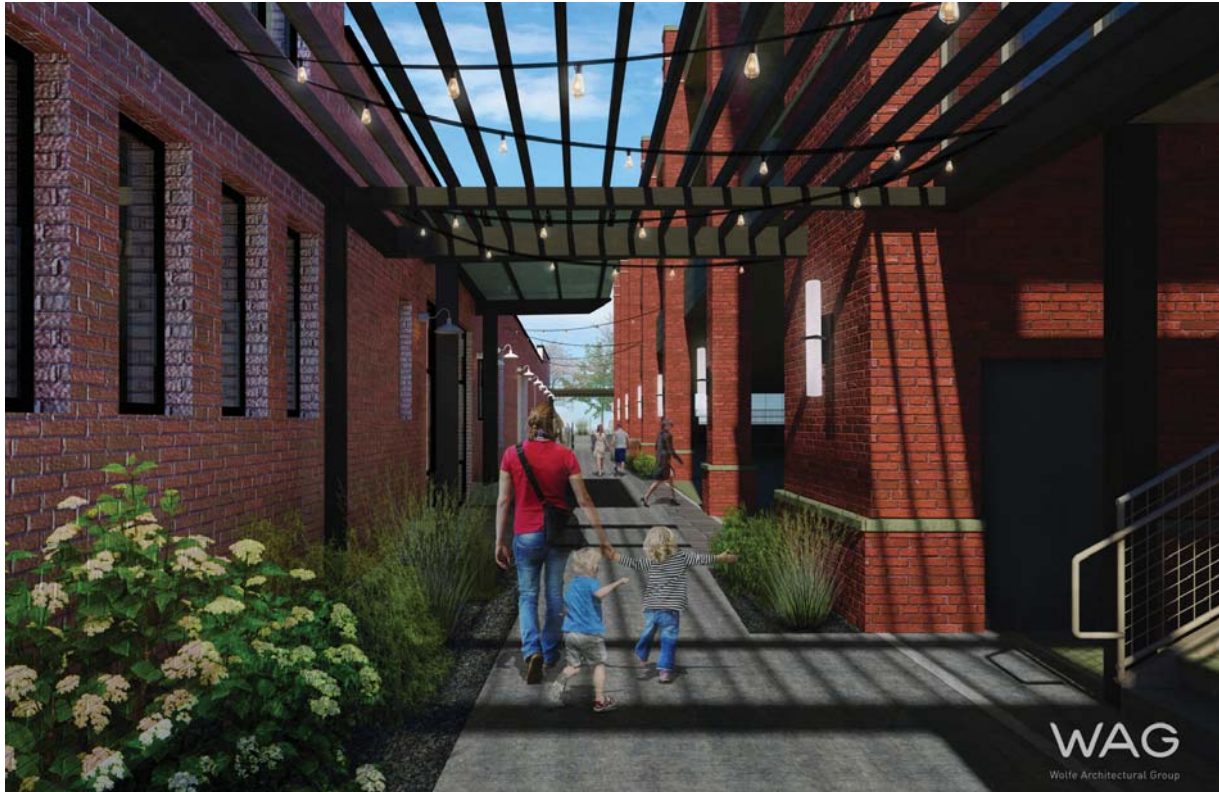
EXTERIOR ELEVATIONS - SOUTH



SECTION - TYPICAL



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RELEVANT COMPREHENSIVE PLAN ITEMS

LU 2 PUBLIC REALM ENHANCEMENT

Encourage the enhancement of the public realm.

LU 2.1 Public Realm Features

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

LU 3.8 Shared Parking

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

LU 5.5 Compatible Development

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

TR 1.1 Transportation Priorities

Make transportation decisions based on prioritizing the needs of people as follows: • Design transportation systems that protect and serve the pedestrian first. • Next, consider the needs of those who use public transportation and non-motorized transportation modes; • Then consider the needs of automobile users after the two groups above.

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

TR 7 Neighbourhood Access

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

DP 2.13 Parking Facilities Design

Minimize the impacts of surface parking on the neighbourhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

DP 3 FUNCTION AND APPEARANCE

Goal: Use design to improve how development relates to and functions within its surrounding environment.

DP 5 DOWNTOWN CENTER VIABILITY

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

DP 5.2 Street Life

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

DP 6.3 Transit and Pedestrian-Oriented Development

Encourage attractive transit and pedestrian-oriented development.

NE 5.6 Barrier Free Environments

Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.

Father Bach Haven V

1 - Recommendation Meeting

Design Review Staff Report

August 1, 2018



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

Applicants:
Representative:
Chris Weiland
Architecture All Forms

Owner:
Catholic Charities of Eastern Washington

Background

The first Design Review Board Collaborative Workshop was held on June 27, 2018.

The following materials are supplemental to this report:

- *Design Review Board | Collaborative Workshop Advisory Actions, June 27, 2018*
- *Design Review Staff Report | Program Review/Collaborative Workshop, June 19, 2018*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to Advisory Actions offered by the Design Review Board on June 27, 2018 as follows: *(Applicant responses in highlighted and italicized text, from July 17, 2018 submittal):*

1. **The applicant shall provide a more well-refined landscaping concept, addressing both the frontages and side/rear yard areas.**

Plantings and crushed rock mulch will be provided on all sides of the building. New street trees will be added along E. 1st Ave. The existing street tree and plantings in the sidewalk planter on S. Division will remain. New plantings along S. Division Street will be consistent with that along the rest of S. Division Street. These Plantings will be located in a tiered planter.

(See applicant submittal, page 9 - figure 5)

2. **The applicant shall provide a more well-refined concept for solar shading at windows and first story awnings.**

Metal louvered awnings will provide protection from solar heat gain on the ground floor storefront systems on the west building façade. These awnings were used on Father Bach Haven 3 (Donna Hanson Haven) along the south building façade to help reduce solar gain at the first floor storefront system. Sun shading devices will not be used at upper floor windows. These windows are low-e / low u-factor to minimize solar heat gain. The purpose of the 6" deep metal fins that are shown in the building renderings are to create texture to the building façade and to create shadow lines. The technique was also used on Father Bach Haven 3 (Donna Hanson Haven).

(See applicant submittal, page 5 - figure 1, pages 11 thru 16 – figures 7 thru 12, and page 21 – figure 17)

3. **The applicant shall provide additional information regarding the articulation of all the proposed building's facades, especially in regards to the significant grade changes along both S. Division Street and E. Sprague Avenue.**

The building's finish floor elevation has been established based on the highest point of the project site which is the southeast corner. A stair and accessible ramp have been added at the building entry to meet the adjacent sidewalk grade. The concept of base / middle / top has been maintained from the Collaborative Workshop. Brick will be used at the building base around the entire building. At portions where the building doesn't have cantilevers, brick extends from the ground floor up to the third floor. These areas are topped with a dark gray composite siding. At the portions of the building, the second floor through fourth floor cantilever over the first floor. These projections are clad in a medium gray composite siding. By breaking up the building façade with deliberate material breaks and cantilevers, the building is well-proportioned with a unified building concept.

(See applicant submittal, pages 5 thru 6 – figures 1 thru 12)

4. The applicant shall provide additional information regarding the streetscape landscaping along the frontage streets, especially along E. 1st Avenue.

As noted during the Collaborative Workshop, treatment of pedestrian access is unique for this project due to the type / population that will use this building. However, ample windows at the ground floor and upper floors and a highly visible main building entry located at the corner of S. Division Street and E. First Avenue will provide a visual connection from the street. Views into the courtyard through woven wire mesh are provided from the sidewalk. A stepped planter with basalt face will be provided along S. Division St. Landscaping along S. Division Street will be consistent with that along the rest of S. Division Street. Street trees and landscaping is also provided along the south building façade. Additional landscaping is provided around the other sides of the building.

(See applicant submittal, page 5 – figure 1, pages 9 thru 16 – figures 5 thru 12)

5. The applicant shall provide additional information regarding the proposed lighting and public safety components of the site.

As noted during the Collaborative Workshop, energy-efficient lighting will be provided to accentuate the building entry form at cantilevers and will provide a well-lit, safe environment at the building exterior. Lighting will be provided at the underside of the building cantilevers, at the building entry, and at exterior doors.

(See applicant submittal, page 5 – figure 1, pages 16 & 17 – figures 13 & 14, and page 21 – figure 16)

6. The applicant shall explore opportunities to create a more pedestrian friendly environment along E. 1st Avenue, to include (but not limited to): overhead weather protection, façade articulation/fenestration, material change, art work, etc.

The building design has been modified to create a more pedestrian friendly environment along E. 1st Avenue where feasible. Since the Design Review Workshop, the building has been modified based on programmatic needs at the southeast corner of the building. These programmatic needs include a trash room with roll-up door, a trash chute, and relocation of the stair tower. Windows have been added to the south building elevation at floors 2 - 4 above the ground floor trash room to provide additional fenestration. Because the stair towers must maintain two hour fire resistance rating, windows are not provided at these walls. Modifications of these facades have included façade articulations and material changes to help break down the scale of some of these walls. The building's brick base is maintained to help create a pedestrian scale along these walls.

The entry canopy has been extended to be 7'-6" in depth beyond the upper floor cantilever. This provides weather protection for residents, staff, and visitors. The building is stepped back at this location to provide a ramp and stair up to the finish floor level of the building from the adjacent sidewalk grade. As indicated in the Collaborative Workshop, the Owner in conjunction with Spokane Police (CPTED), are very sensitive to past and on-going instances at other low-income /

homeless housing properties where loitering and other negative activities happen where covered areas are provided. Catholic Charities does not wish to have this activity or the public's perception of this activity adjacent to the main entry of this building at a high traffic street corner.

As a compromise, overhead weather protection has been offered along the trash room with a metal canopy that is 6' in depth from the building façade over the sidewalk. This element will also help provide human scale along the south building elevation at this portion of the building.

(See applicant's submittal, page 5 – figure 1, pages 12 & 13 – figures 8 & 9, and page 15 – figure 11)

- 7. The DRB appreciates the applicant's willingness to provide solar panels, and encourages consideration of a "solar ready" building in the event solar panel array is not, at the onset, feasible.**

The building will be designed to be "solar ready" at a minimum.

Additional suggested topics for discussion, by staff, based on the July 17, 2018 submittal:

Staff has no additional topics for discussion

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

Father Bach Haven V**1 - Program Review/Collaborative Workshop**

June 27, 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 :
Chris Weiland
Architecture All Forms

Catholic Charities of Eastern
Washington

C C :
Heather Troutman, Interim Planning
Director

Based on review of the materials submitted by the applicant and discussion during the June 27, 2018 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

- 1. The applicant shall provide a more well-refined landscaping concept, addressing both the frontages and side/rear yard areas.**

Please See Downtown Design Guideline D-2 Enhance the Buildings with Landscaping

- 2. The applicant shall provide a more well-refined concept for solar shading at windows and first story awnings.**

Please See Downtown Design Guideline C-5 Consider Providing Overhead Weather Protection

- 3. The applicant shall provide additional information regarding the articulation of all the proposed building's facades, especially in regards to the significant grade changes along both S. Division Street and E. Sprague Avenue.**

Please See Downtown Design Guideline Design a Well-proportioned & Unified Building

- 4. The applicant shall provide additional information regarding the streetscape landscaping along the frontage streets, especially along E. 1st Avenue.**

Please See Downtown Design Guidelines C-1 Promote Pedestrian Interaction and D-2 Enhance the Buildings with Landscaping

- 5. The applicant shall provide additional information regarding the proposed lighting and public safety components of the site.**

Please See Downtown Design Guidelines D-6 Provide Attractive & Appropriate Lighting and D-7 Design for Personal Safety & Security

- 6. The applicant shall explore opportunities to create a more pedestrian friendly environment along E. 1st Avenue, to include (but not limited to): overhead weather protection, façade articulation/fenestration, material change, art work, etc.**

Please See Downtown Design Guidelines C-3 Provide Active Facades, D-1 Provide Inviting & Useable Open Space, and D-4 Provide Elements that Define the Place

- 7. The DRB appreciates the applicant's willingness to provide solar panels, and encourages consideration of a "solar ready" building in the event solar panel array is not, at the onset, feasible.**

Please See Downtown Design Guideline B-5 Explore Opportunities for Building "Green"

A handwritten signature in black ink, appearing to read 'DB', with a long horizontal stroke extending to the right.

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.

Father Bach Haven V Apartment Building

1 - Program Review/Collaborative Workshop

Design Review Staff Report

June 19, 2018



Staff:

Dean Gunderson, Sr. Urban Designer

Planning & Development Services Department

Applicants:

Representative:

Chris Weiland, Architect
Architecture All Forms

Owner:

Catholic Charities of Eastern Washington

Design Review Board Authority

Spokane Municipal Code [Chapter 04.13](#) Design Review Board

A. Purpose. The design review board is hereby established to:

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

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

Recommendations.

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

Project Description

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

Location & Context

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

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

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

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

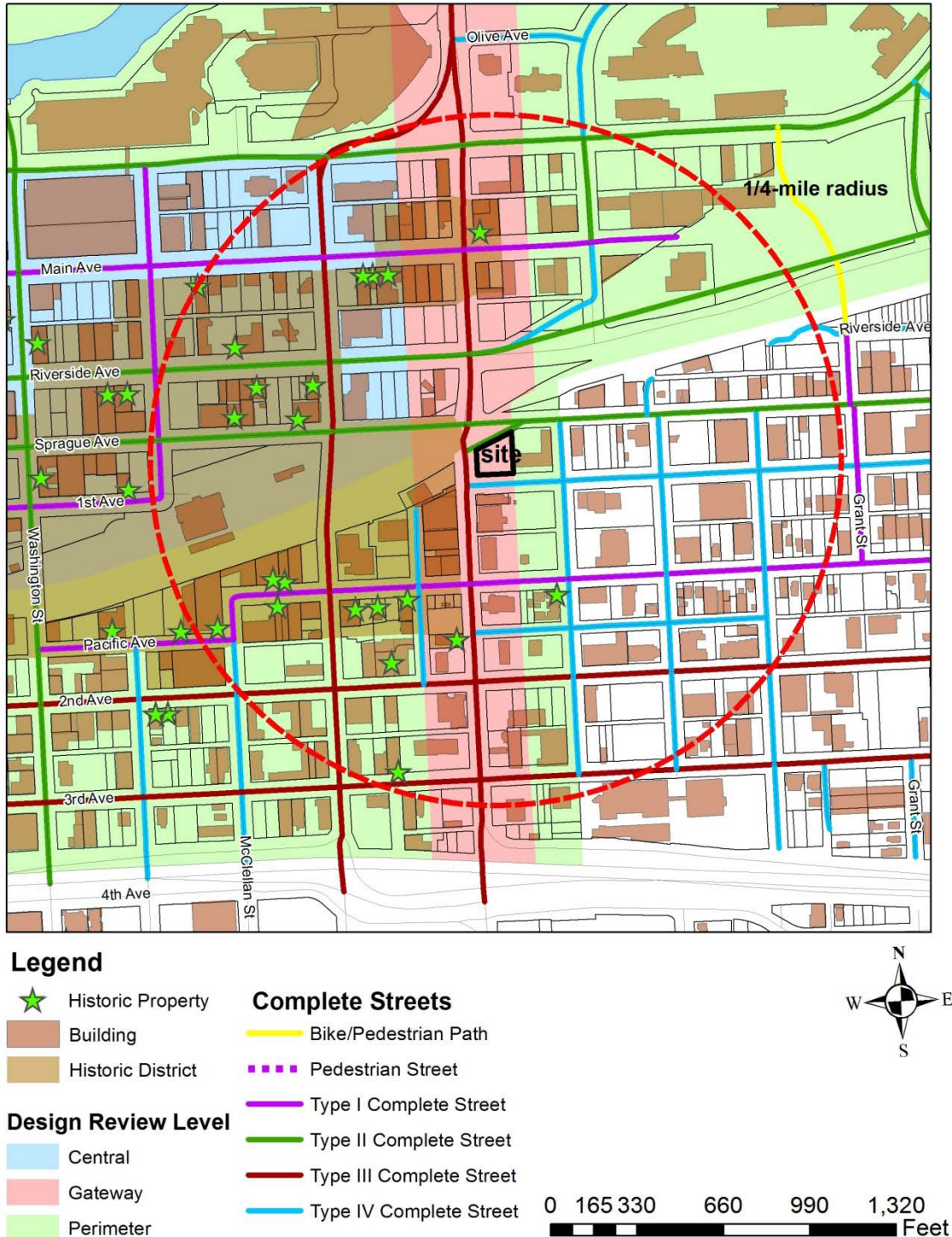


Figure 1. Local Context Analysis Map

Character Assets

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

Regulatory Analysis

Zoning Code Requirements

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

Parking and Loading (see SMC 17C.124.340)

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

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

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

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

Type II – Community Connector Streets (E. Sprague Avenue)

Such streets move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.

Type III – City-Regional Connector (S. Division Street)

Such streets move auto traffic through downtown and provide connections to the rest of the City and region. These attractive, landscaped arterials are to be improved with street trees, sufficient sidewalks for pedestrian circulation and pedestrian buffer areas, and safe pedestrian crossings.

Type IV – Neighborhood Streets (E. 1st Avenue)

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

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

Zoning Code Downtown Design Standards

Design Standards Implementation (see [SMC 17C.124.500](#)):

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

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

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

[Section 17C.124.510](#) Windows – Building Design

[Section 17C.124.520](#) Base/Middle/Top – Building Design

[Section 17C.124.530](#) Articulation – Building Design

[Section 17C.124.540](#) Prominent Entrance – Building Design

[Section 17C.124.550](#) Ground Level Details – Building Design

[Section 17C.124.560](#) Roof Expression – Building Design

[Section 17C.124.570](#) Treating Blank Walls – Building Design

[Section 17C.124.580](#) Plazas and Other Open Spaces

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

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

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

The decision criteria for a design departure are below.

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

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

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 1.2 New Development in Established Neighborhoods

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

DP 2 URBAN DESIGN

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

DP 2.5 Character of the Public Realm

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

DP 2.12 Infill Development

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

DP 4 DOWNTOWN CENTER VIABILITY

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

DP 4.1 Downtown Residents and Workers

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

DP 4.2 Street Life

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

DP 4.3 Downtown Services

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

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-5 Provide Appropriate Signage

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

D-6 Provide Attractive and Appropriate Lighting

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

D-7 Design for Personal Safety & Security

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

D-8 Create “Green Streets”

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

E: Vehicular Access and Parking

Minimize Adverse Impacts

E-1 Minimize Curb Cut Impacts

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

E-3 Minimize the Presence of Service Areas

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

Topics for Discussion

Pedestrian Friendly Environment

South Division Street

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

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

East Sprague Avenue

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

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

East 1st Avenue

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

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

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

Base/Middle/Top

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

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

Open Space

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

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

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

Father Bach Haven V
Recommendation Meeting

Changes to the project since the Collaborative Workshop

Changes to the project have been relatively minor since the Collaborative Workshop. The buildings's finish floor elevation has been established on the highest point of the building entry to meet the adjacent sidewalk grade. A stair and accessible ramp have been added to the building's main entry to accommodate the grade change.

The building has also been modified based on revised programmatic needs at the southeast corner of the building. These programmatic needs include a trash room with roll-up door, a trash chute, and relocation of the stair tower. Windows have been added to the south building elevation at floors 2-4 above ground floor trash room to provide additional fenestration.

A fenced dog enclosure was added on the north side of the building. This enclosure will be made of welded wire fabric mesh (similar to the courtyard wall openings) with metal posts.

Direction given by the DRB at the Collaborative Workshop

1. Comment: The applicant shall provide a more well-refined landscape concept, addressing both the frontages and side / rear yard areas.

Please see the Downtown Design Guidelines D-2 Enhance the Buildings with Landscaping.

Response: Plantings and crushed rock mulch will be provided on all sides of the building. New street trees will be added along E. 1st Ave. The existing street tree and plantings in the sidewalk planter on S. Division will remain. New plantings along S. Division Street will be consistent with that along the rest of S. Division Street. These Plantings will be located in a tiered planter.

Please refer to Figure 5 - Landscaping for detailed information.

2. Comment: The applicant shall provide a more well-refined concept for solar shading at windows and first story awnings.

Please see Downtown Design Guideline C-5 Consider Providing Overhead Weather Protection.

Response: Metal louvered awnings will provide protection from solar heat gain on the ground floor storefront systems on the west building façade. These awnings were used on Father Bach Haven 3 (Donna Hanson Haven) along the south building façade to help reduce solar gain at the first floor storefront system. Sun shading devices will not be used at upper floor windows. These windows are low-e / low u-factor to minimize solar heat gain. The purpose of the 6" deep metal fins that are shown in the building renderings are to create texture to the building façade and to create shadow lines. The technique was also used on Father Bach Haven 3 (Donna Hanson Haven).

Please refer to Figures 1,7,9, and 10

3. Comment: The applicant shall provide additional information regarding the articulation of all the proposed building's facades, especially in regards to the significant grade changes along both S. Division Street and E. Sprague Avenue.

Please see Downtown Design Guideline B-4 Design a Well-proportioned & Unified Building.

Response: The building's finish floor elevation has been established based on the highest point of the project site which is the southeast corner. A stair and accessible ramp have been added at the building entry to meet the adjacent sidewalk grade. The concept of base / middle / top has been maintained from the Collaborative Workshop. Brick will be used at the building base around the entire building. At portions where the building doesn't have cantilevers, brick extends from the ground floor up to the third floor. These areas are topped with a dark gray composite siding. At the portions of the building, the second floor through fourth floor cantilever over the first floor. These projections are clad in a medium gray composite siding. By breaking up the building façade with deliberate material breaks and cantilevers, the building is well-proportioned with a unified building concept.

Please refer to Figures 1 through 4 and Figures 7 through 10

4. Comment: The applicant shall provide additional information regarding the streetscape landscaping along the frontage streets, especially along E. 1st Avenue.

Please see Downtown Design Guidelines C-1 Promote Pedestrian Interaction and D-2 Enhance the Buildings with Landscaping.

Response: As noted during the Collaborative Workshop, treatment of pedestrian access is unique for this project due to the type / population that will use this building. However, ample windows at the ground floor and upper floors and a highly visible main building entry located at the corner of S. Division Street and E. First Avenue will provide a visual connection from the street. Views into the courtyard through woven wire mesh are provided from the sidewalk. A stepped planter with basalt face will be provided along S. Division St. Landscaping along S. Division Street will be consistent with that along the rest of S. Division Street. Street trees and landscaping is also provided along the south building façade. Additional landscaping is provided around the other sides of the building.

Please refer to Figures 1, 5, and Figures 7 through 10

5. Comment: The applicant shall provide additional information regarding the proposed lighting and public safety components of the site.

Please see Downtown Design Guidelines D-6 Provide Attractive & Appropriate Lighting and D-7 Design for Personal Safety & Security.

Response: As noted during the Collaborative Workshop, energy-efficient lighting will be provided to accentuate the building entry form at cantilevers and will provide a well-lit, safe environment at the building exterior. Lighting will be provided at the underside of the building cantilevers, at the building entry, and at exterior doors.

Please refer to Figure 1, (which identifies lighting locations), Figures 13 and 16

6. Comment: The applicant shall explore opportunities to create a more pedestrian friendly environment along E. 1st Avenue, to include (but not limited to): overhead weather protection, façade articulation / fenestration, material change, art work, etc.

Please see Downtown Design Guidelines C-3 Provide Active Facades, D-1 Provide Inviting & Useable Open Space, and D-4 provide Elements that Define the Place.

Response: The building design has been modified to create a more pedestrian friendly environment along E. 1st Avenue where feasible. Since the Design Review Workshop, the building has been modified based on programmatic needs at the southeast corner of the building. These programmatic needs include a trash room with roll-up door, a trash chute, and relocation of the stair tower. Windows have been added to the south building elevation at floors 2 - 4 above the ground floor trash room to provide additional fenestration. Because the stair towers must maintain two hour fire resistance rating, windows are not provided at these walls. Modifications of these facades have included façade articulations and material changes to help break down the scale of some of these walls. The building's brick base is maintained to help create a pedestrian scale along these walls.

The entry canopy has been extended to be 7'-6" in depth beyond the upper floor cantilever. This provides weather protection for residents, staff, and visitors. The building is stepped back at this location to provide a ramp and stair up to the finish floor level of the building from the adjacent sidewalk grade. As indicated in the Collaborative Workshop, the Owner in conjunction with Spokane Police (CPTED), are very sensitive to past and on-going instances at other low-income / homeless housing properties where loitering and other negative activities happen where covered areas are provided. Catholic Charities does not wish to have this activity or the public's perception of this activity adjacent to the main entry of this building at a high traffic street corner.

As a compromise, overhead weather protection has been offered along the trash room with a metal canopy that is 6' in depth from the building façade over the sidewalk. This element will also help provide human scale along the south building elevation at this portion of the building.

Please refer to Figures 1, 8, 9

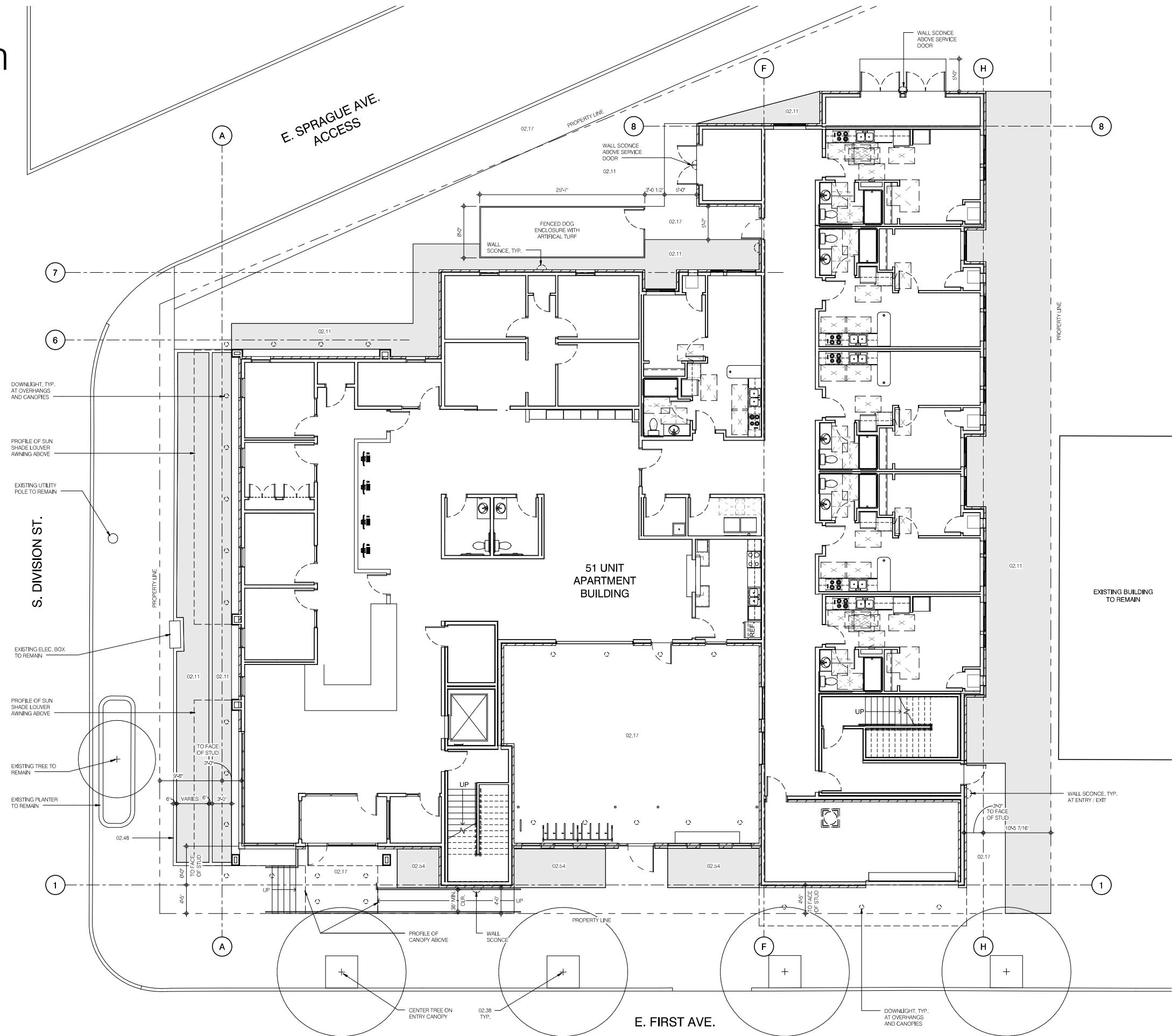
7. Comment: The DRB appreciates the applicant's willingness to provide solar panels, and encourages consideration of a "solar ready" building in the event solar panel array is not, on the onset, feasible.

Please see Downtown Design Guideline B-5 Explore Opportunities for Building "Green".

Response: The building will be designed to be "solar ready" at a minimum.

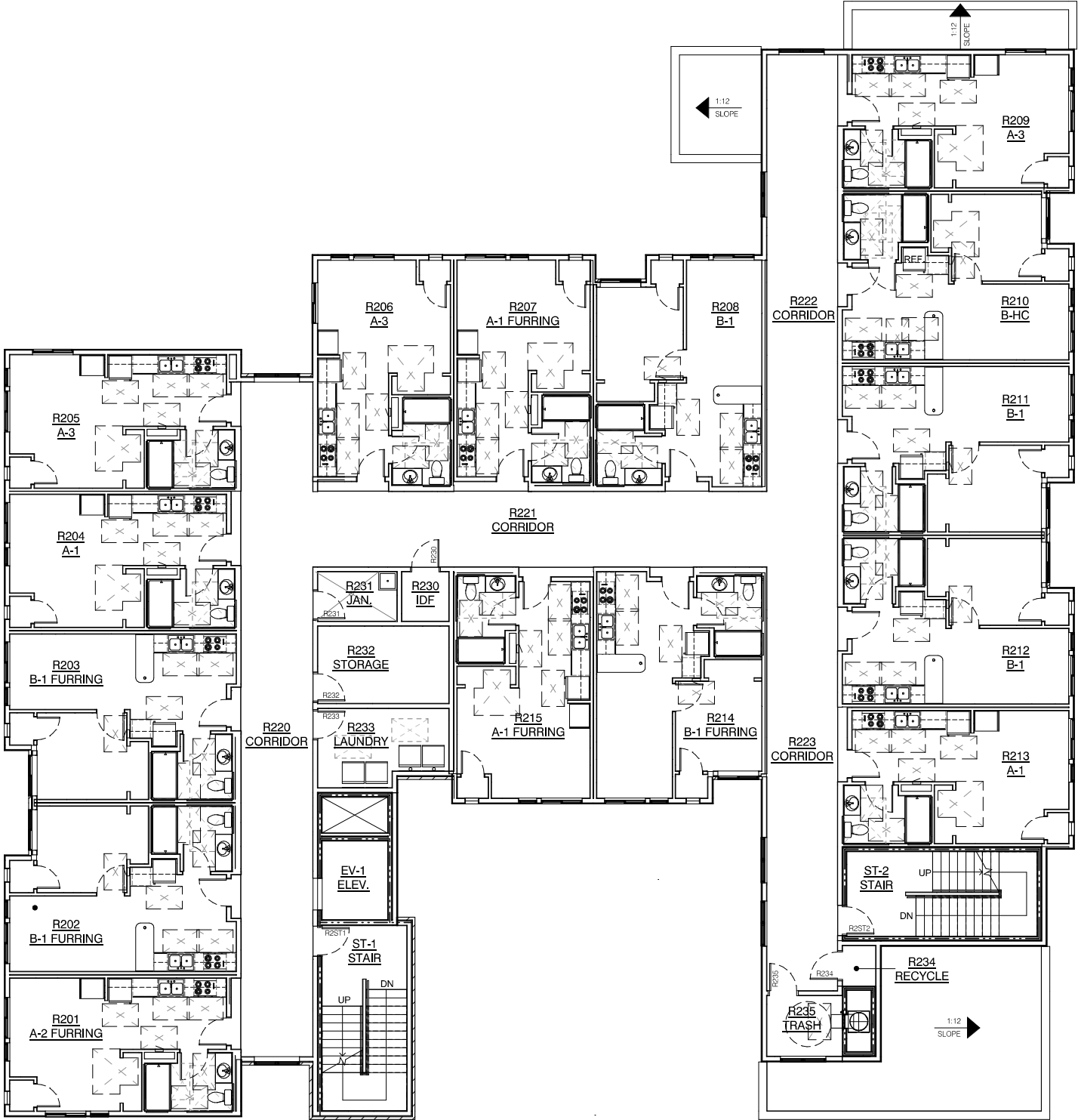
Site Plan/Floor Plan

Figure 1



N
○
—————
1/16" = 1'-0"

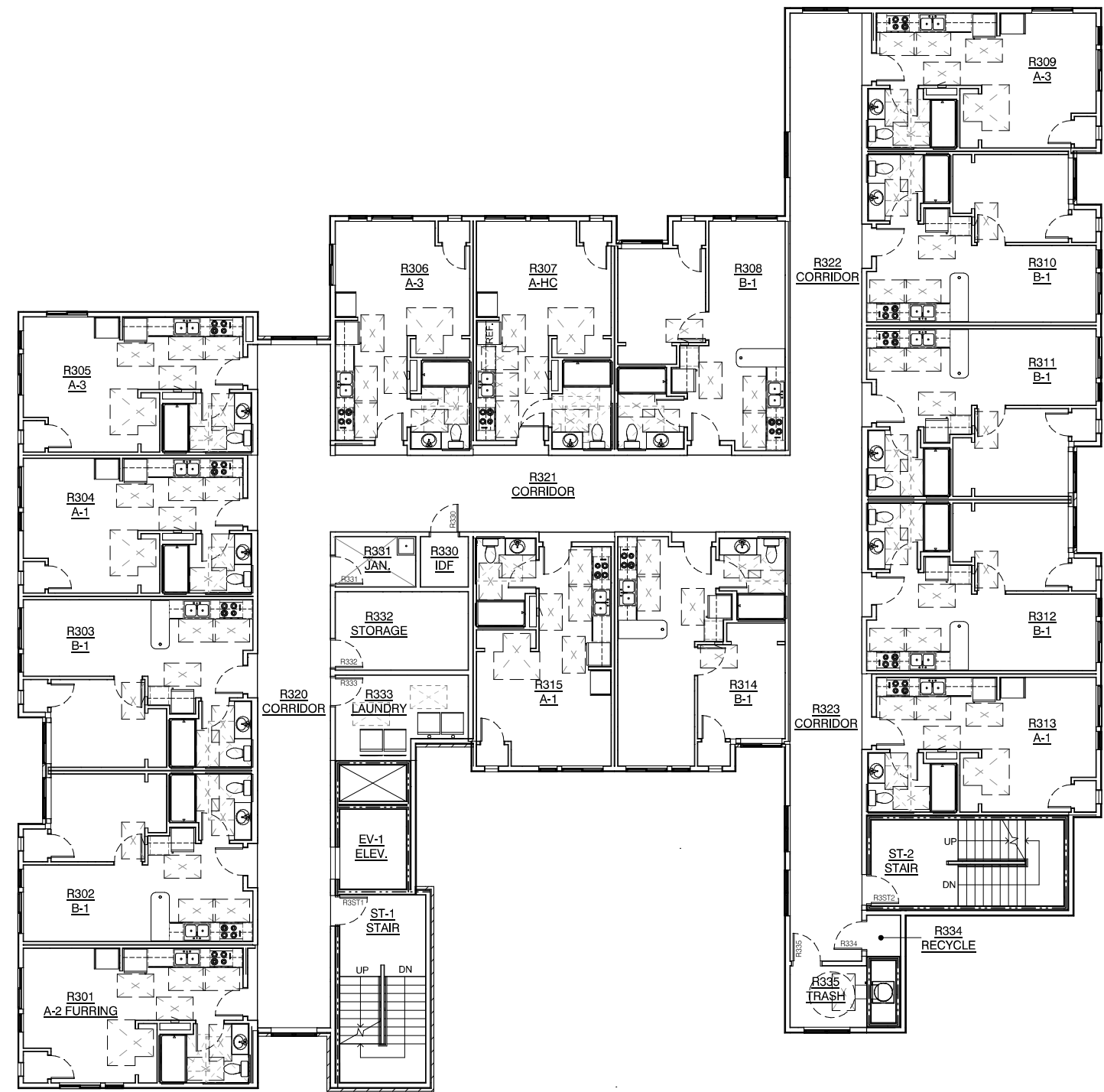
Schematic Floor Plans
Figure 2



R-2 LEVEL FLOOR PLAN
SCALE: 1/16" = 1'



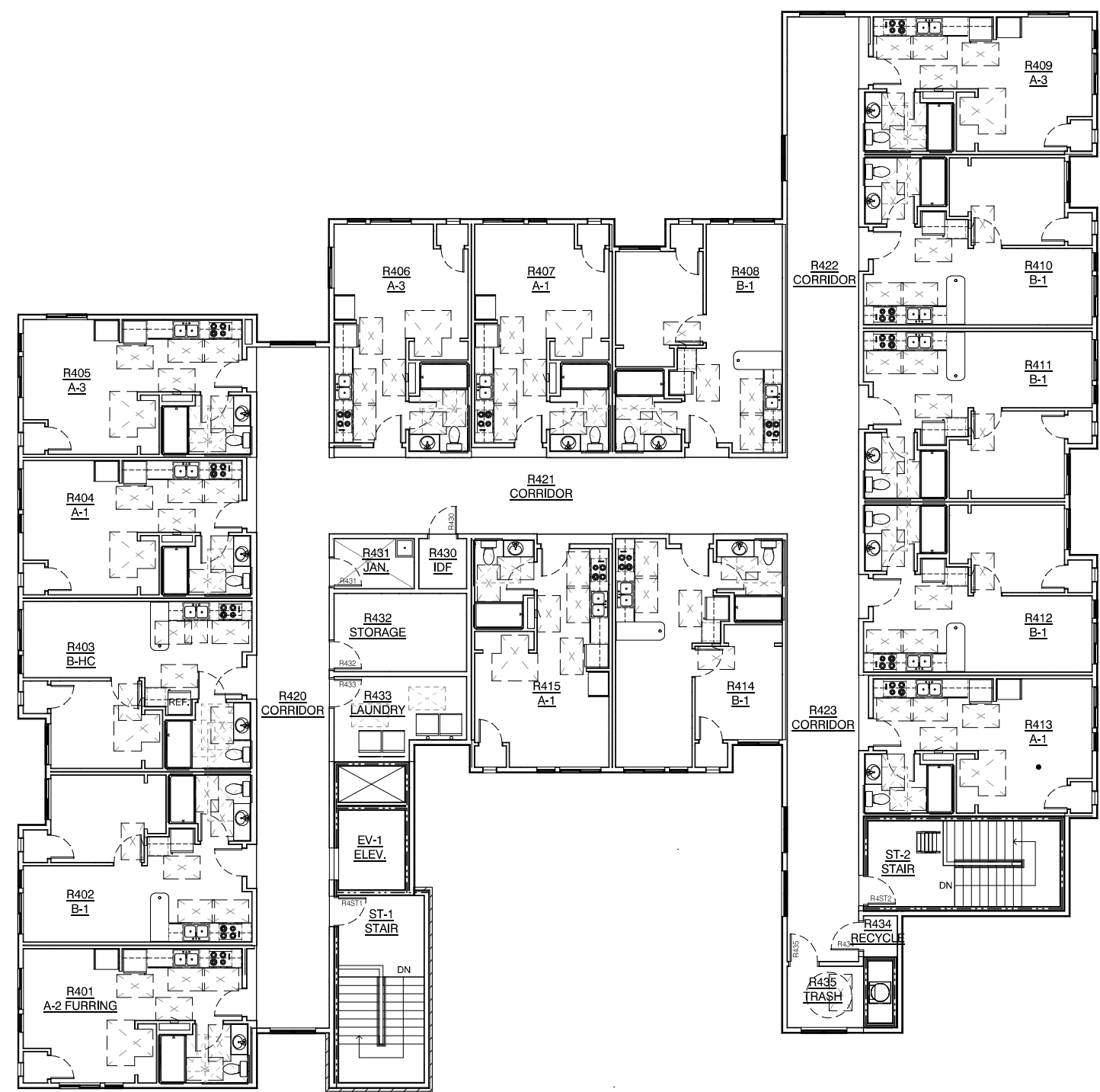
Schematic Floor Plans
Figure 3



R-3 LEVEL FLOOR PLAN
SCALE: 1/16" = 1'



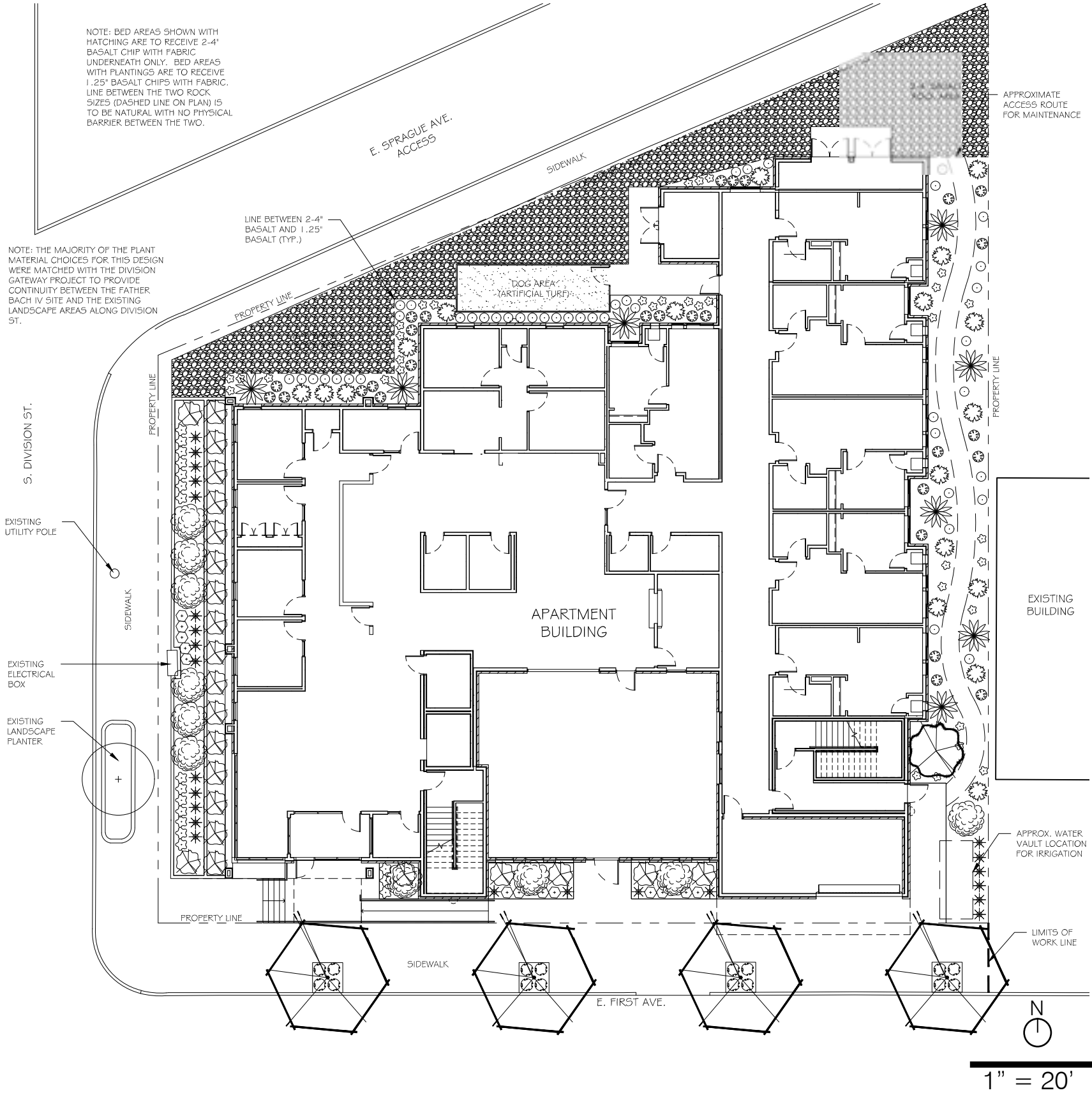
Schematic Floor Plans
Figure 4



Planting Plan
Figure 5

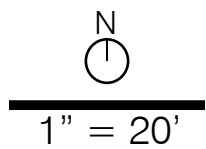
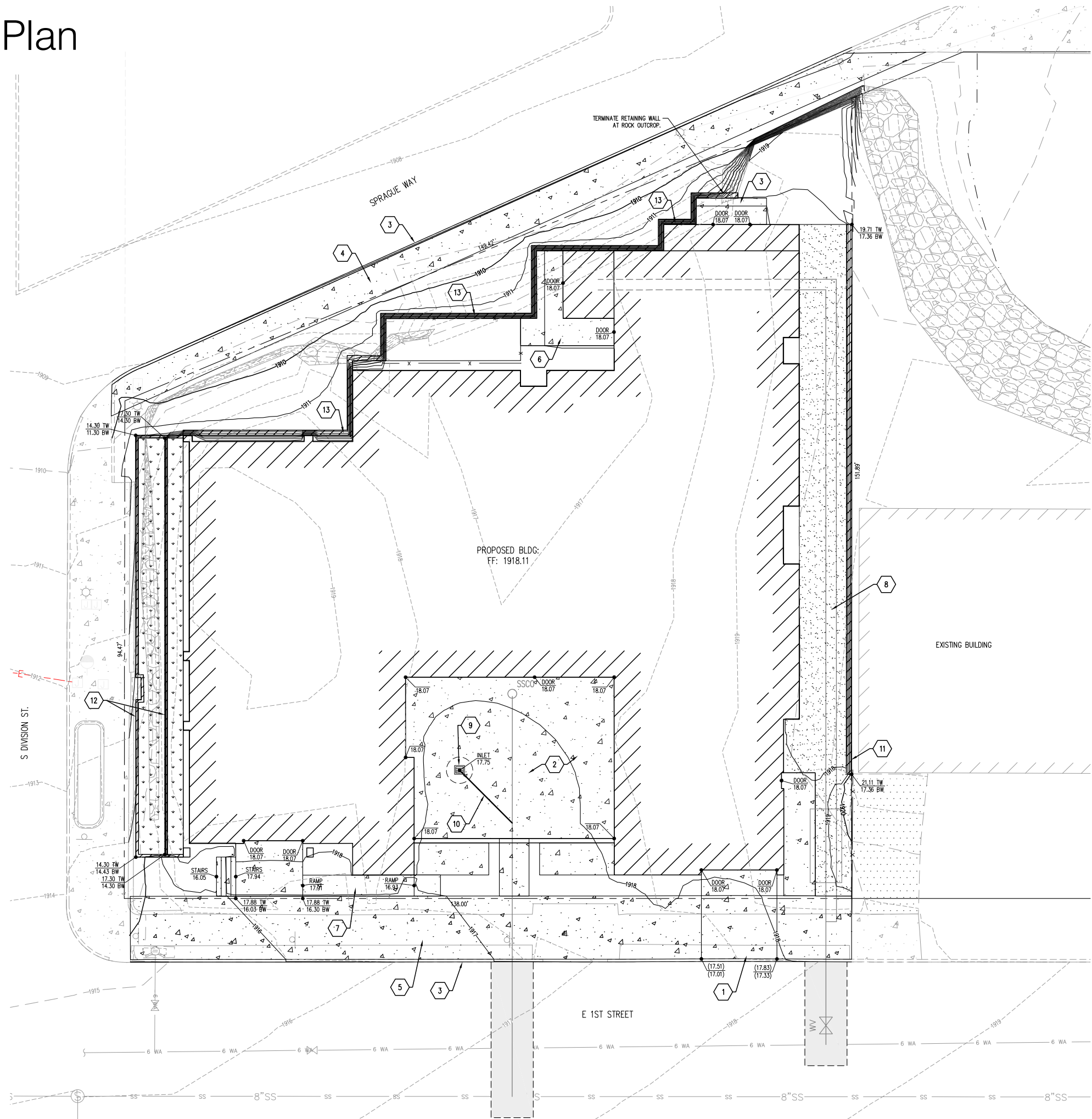
PLANT SCHEDULE

TREES			
	COMMON NAME	BOTANICAL NAME	CONTAINER
	'PURPLE FOUNTAIN' BEECH	FAGUS SYLVATICA 'PURPLE FOUNTAIN'	1.5" CAL.
	'PRINCETON SENTRY' GINKGO BILOBA	'PRINCETON SENTRY' GINKGO BILOBA	2" CAL.
SHRUBS			
	COMMON NAME	BOTANICAL NAME	CONTAINER
	'CORAL BEAUTY' COTONEASTER	COTONEASTER DAMMERI 'C. BEAUTY'	2 GALLON
	'HANSA' ROSE	ROSA RUGOSA 'HANSA'	2 GALLON
	BURKWOOD VIBURNUM	VIBURNUM X BURKWOODII	2 GALLON
	'GREEN MOUNTAIN' BOXWOOD	BUXUS SEMPERVIRENS 'G. MOUNTAIN'	2 GALLON
PERENNIALS			
	COMMON NAME	BOTANICAL NAME	CONTAINER
	'KARL FORESTER' GRASS	CALAMAGROSTIS ACUTIF. 'K. FOERSTER'	1 GALLON
	STELLA DE ORO DAYLILY	STELLA DE ORO DAYLILY	1 GALLON
	'ELIJAH'S BLUE' FESCUE	FESTUCA GLAUCA 'ELIJAH'S BLUE'	1 GALLON
	'PALACE PURPLE' HEUCHERA	HEUCHERA MICRANTHA 'PALACE PURPLE'	1 GALLON
	'VISION IN WHITE' ASTILBE	ASTILBE CHINENSIS 'VISION IN WHITE'	1 GALLON
	'ALL GOLD' JAPANESE FOREST GRASS	HAKONECHLOA MACRA 'ALL GOLD'	1 GALLON



Conceptual Grading Plan

Figure 6



Axonometric 3-D Drawing

View Looking Toward SE

Figure 7



Axonometric 3-D Drawing

View Looking Toward NW

Figure 8



Building Elevations

Figure 9



Building Elevations

Figure 10



West Elevation
1/16" = 1'-0"



East Elevation
1/16" = 1'-0"

Building Elevations

Figure 11



South Elevation
1/8" = 1'-0"

Building Elevations

Figure 12



East Elevation
1/8" = 1'-0"

Previous Project Examples - Signage + Lighting

Figure 13



Buder Haven



The Marilee

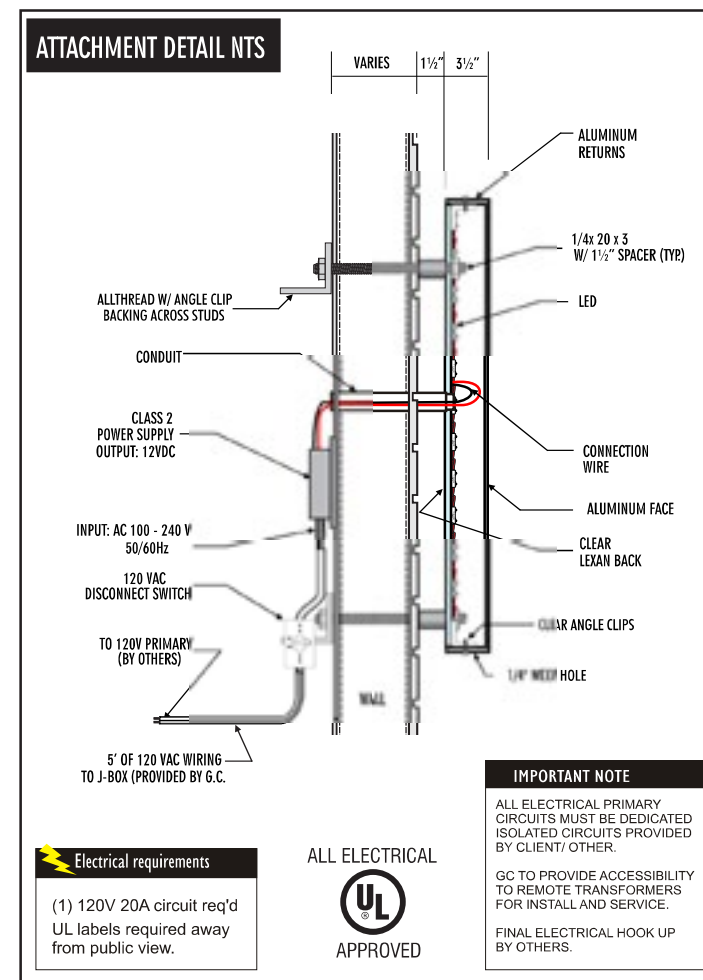
(From Donna Hanson Haven)

(From Donna Hanson Haven)

69.21 SQ. FT.

Technical drawing of the Catholic Charities Eastern Washington logo with dimensions:

- Logo Dimensions:**
 - Width: 6'-3"
 - Height: 7'-4.25" (45.96 SQ. FT.)
 - Right side height: 13'-04"
 - Bottom left height: 24"
- Text Dimensions:**
 - CATHOLIC CHARITIES:**
 - Letter height: 16"
 - Line spacing: 3.5"
 - Baseline height: 16"
 - Right side height: 48"
 - EASTERN WASHINGTON:**
 - Letter height: 6"
 - Baseline height: 6"
- Overall Dimensions:**
 - Bottom width: 7'-9"
 - Bottom right height: 48"



33'-6"

16'

CATHOLIC CHARITIES EASTERN WASHINGTON

16' LED WALL WASH STRIP
PAINTED TO MATCH WALL

30"

9"

25.5"

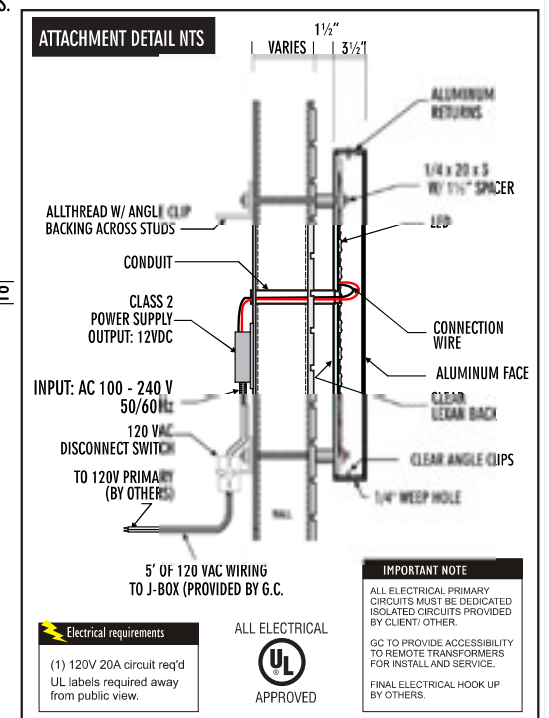
13'-2.5"

DONNA HANSON HAVEN

LOGO - 30" X 25.5" X 1.5" DEEP, INDIRECTLY ILLUMINATED

DONNA HANSON HAVEN - 12" X 1.5" DEEP, INDIRECTLY ILLUMINATED


South Elevation

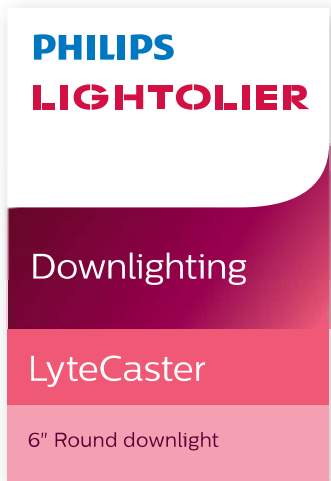


19

Design Details - Lighting Specifications

Figure 16

Submitted by Sea-Tac Lighting & Controls, LLC		Catalog Number: L6RAZ10UVA/L6R15827VA/L6RDD	Type: Z1-ALT
	Job Name: Father Bach III - LED Option Distributor: Stoneway Electric - Spokane (Spokane)	Notes: Alt LED Option - Confirm Color Temp	SEATAC-EWA17-36172



Philips Lightolier LyteCaster LED Downlights are ideal general purpose downlighting solution, providing comfortable, quality light. Available in new construction and remodeler frame with interchangeable light engine that is offered in two lumen packages. The downlight is wet location listed and comes in 3 standard option.

Complete product = Frame-in kit + Light engine + Trim Order each separately

Ordering guide: Frame-In kit Example: L6RAE1VA

Series	Lumens ¹	Frame type	Dimming	Input voltage	Version
L6R					VA
L6R LyteCaster 6" Round	blank 1500 20 2000	A AirSeal IC, New Construction, Screw AH AirSeal IC, New Construction, Nail	E ELY dimming 270 0-10V	1 120V U Universal	VA Version A ²
	15 1500 20 2000	R AirSeal IC, Remodeler			

Ordering guide: Light engine Example: L6R15827wA

Series	Lumens ¹	CRI	CCT	Version
L6R				VA
L6R LyteCaster 6" Round	15 1500 20 2000	B 80	27 2700K 30 3000K 35 3500K 40 4000K	VA Version A ²
		B 90	27 2700K	

Note: Lumen output is calculated based on 80 CRI and 3500K CCT. Please consult adjustment factors table on page 3 for other lumen outputs.

Ordering guide: Trim Example: L6R1W

Series	Luminaire type	Finish
L6R		
L6R LyteCaster 6" Round	D Open Downlight B Baffle Downlight	D Clear diffuser (with white flange) W White (with white flange)

1. When ordering a Frame-in kit and a Light engine, the lumen package code must match.
2. Version A (VA) frames and light engines are not compatible with previous versions.



Philips Gardco 104 LED wall sconces feature a low-profile design that provides wide flexibility in high performance exterior wall illumination. Full cutoff performance, usable illumination patterns, and powerful wattages combine into a compact and architecturally pleasing design. 104L sconces are available in Type 2, 3, and 4 distributions, and provide output of up to 9500 lumens. Energy saving control options increase energy savings and offer California Title 24 compliance. Emergency Battery Backup option available for path of egress.

Ordering guide example: 104L-32L-700-NW-G1-3-120-IMR12-BZ

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Distribution	Emergency	Voltage	Options	Electrical	Finish
104L									
104L 104L LED Wall Sconce	16L 16 LEDs (1 module)	530 530mA 650 650mA ¹ 700 700mA 1000 1000mA 1200 1200mA	CW-G1 Cool White 5700K, 70CRI Generation 1 NW-G1 Neutral White 4000K, 70CRI Generation 1	2 Type 2 3 Type 3 4 Type 4	EBPC Emergency Battery Pack Cold Weather ^{14,15,16} Leave blank to omit an emergency option	UNV 120-277V HVV 347-480V 120 120V 208 208V 240 240V 277 277V 347 347V 480 480V	DD 0-10V Dimming Driver ¹⁴ DCC Dual Circuit Control ^{17,18} DynaDimmer: Automatic Profile Dimming CS50 Safety 50% Dimming (7 hours) ^{19,20} CM50 Median 50% Dimming (8 hours) ^{19,20} CE50 Economy 50% Dimming (9 hours) ^{19,20} DA50 All Night 50% Dimming ^{19,20} Photoelectric systems PCB Photocontrol Button ^{19,21,22} Infrared Motion Response systems IMR12 Integral with #2 lens ^{19,23} IMR13 Integral with #4 lens ^{19,23} Wireless system LLC2 Integral module with #2 lens ^{19,24} LLC3 Integral module with #3 lens ^{19,24}	Fusing F1 Single (120, 277, 347VAC) ¹ F2 Double (208, 240, 480VAC) ¹ F3 Canadian Double Pull (200, 240, 480VAC) ¹	Textured BK Black WH White BZ Bronze DGY Dark Gray MGY Medium Gray Customer specified RAL Specify optional color or RAL (ex. OC-LGP or OC-RAL7034) CC Custom color (Must supply color chip for required factory quote)

1. 650mA only available with Emergency Battery Pack Cold Rated (EBPC) option
2. 32L rated for 30°C at 1000mA
3. Available for use with 16L and 32L in 530mA or 650mA only. Rated for -20°C to 35°C.
4. Available in 120 or 277V only.
5. Not available with Dual Circuit Control (DCC) option.
6. EBPC is not available with DCC.
7. Not available with Dimming Driver (DD) option.
8. Available in 32L with 530mA. Consult technical support center for use with photocell and CS/CM/CE/DA
9. Available in 120-277V (UNV) only.
10. Not available with LLC and DCC.
11. Not available with 480V.
12. Must specify input voltage.
13. Not available with DD, DCC or LLC.
14. LLC2/3 Not available with PCB, IMR1, CS/CM/CE/DA. Ships with WS accessory attached to wireless module. Not for use with LLCR accessory.

Design Details - Sun Control Louvers

Figure 17



Custom sunshades and light shelves contribute to aesthetics, sustainable design and occupant comfort. Sunshades are striking additions to building exteriors. They also help owners save money and reduce a building’s carbon footprint by lowering energy required to offset unwanted heat loads. They contribute to daylighting strategies by allowing occupants to enjoy the benefits of natural light with reduced glare.

ILI has become a leading sunshade manufacturer because we embrace imagination in design. Complex, highly customized projects are our specialty. Of course, these jobs require an extra level of service and attention to detail. We work closely with architects, engineers, contractors and installers, and coordinate with other manufacturers to ensure seamless integration of our products. By doing so, we create cost-effective solutions that meet both aesthetic and performance needs. Heavy wind loads, complex curves and bends, custom colors or unusual attachment conditions? Bring them on. We are here to help. Our engineering firm, licensed in all 50 states, provides structural engineering calculations for every job we build to ensure that they can withstand wind, snow and ice loads.

Most sunshades are cantilevered over windows and are made from aluminum extrusions. They can also be mounted vertically in front of windows as vertical shades or beside windows as shades. In every case, ILI’s aluminum extrusions are mechanically fastened. This significantly improves the strength and integrity over the welded construction used by some other manufacturers. This also allows for easy replacement of individual components after installation.

Light shelves further enhance occupant comfort. Usually installed indoors, they reflect light up to the ceiling. This helps maintain the benefits of daylight while eliminating unpleasant glare and the need for artificial lighting.

Custom finishing provides additional design flexibility. We have a variety of anodized and painted finishes available, but recommend our standard 70% Kynar 500®, which carries up to a 20-year warranty.

We ensure the best possible installation by providing products assembled to the greatest extent practicable. This reduces labor costs and ensures products are consistent with the original design.

SUNSHADE CUSTOMIZATION

Choose a combination of blade profiles, outriggers, mounting options and optional fascia to create a custom product that meets the specific needs of each project. Need design help? Our qualified staff and representatives are ready to assist you. Regardless of the design, we will produce and assemble your design in the largest practicable size to ensure ease of installation.

Top Photo: CSU Computer Science building – Fort Collins, CO
Lower Left Photo: Courtyard Marriott – Minneapolis, MN
Lower Right Photo: Inova Heart Institute – Falls Church, VA



XP SERIES

XP Series sunshades use extruded louver blades and are available in any of our standard louver blade sizes.



XP Louver Blades – 4" or 6" (101.6 mm or 152.4 mm)

Lakeville Professional Building – Lakeville, MN



ST SERIES

ST Series sunshades have extruded aluminum tubes. Select from more than two dozen standard sizes and rectangular shapes or ten round shapes.



Rectangular Tubes – 1" to 12" (25.4 mm to 304.8 mm)
Round Tubes – 1" to 6" (25.4 mm to 152.4 mm)

Children's Hospital of the Kings Daughter – Norfolk, VA



SA SERIES

SA Series sunshades have extruded aluminum airfoil blades. Choose from 16 pre-designed extrusions from 3" to 17" (76.2 mm to 431.8 mm) or create a custom profile.



Airfoil Blades – 3" to 17" (76.2 mm to 431.8 mm)

Lifetime Fitness – Chanhassen, MN





Architecture All Forms

827 West First Ave, Suite 415,
Spokane, WA. 99201

Chris Weiland | chris@archaf.com