



## Design Review Board

December 12, 2018

5:30-6:30 PM

City Council Briefing Center

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

### Board Briefing Session:

- |             |  |                |
|-------------|--|----------------|
| 5:30 - 5:35 | 1) Chair Report  |                |
|             | 2) Secretary Report  | Steven Meek    |
|             | <ul style="list-style-type: none"><li>• Status of new board member recruiting</li><li>• Upcoming DRB/PC Subcommittee Meeting (19-Dec.)</li></ul> | Dean Gunderson |

### Board Business:

- |             |  |             |
|-------------|--|-------------|
| 5:35 – 5:40 | 3) Approve the November 28, 2018, meeting minutes. |             |
|             | 4) Old Business                                    |             |
|             | 5) New Business                                    | Steven Meek |
|             | 6) Changes to the agenda                           |             |

### Workshop:

- |             |              |                |
|-------------|--------------|----------------|
| 5:40 – 6:30 | 7) The Falls | Dean Gunderson |
|-------------|--------------|----------------|

### Adjournment:

**The next Design Review Board regular meeting on December 26, 2018 has been cancelled.**

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

**Username:** COS Guest **Password:** 7767Ak5X

**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](mailto: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**

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

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# The Falls

## 2 - Recommendation Meeting

### Design Review Staff Report

December 7, 2018



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

**Applicants:**  
Owner/Representative:  
Wes Southwick  
LB Stone Properties Group  
  
Architect:  
Michael Noda, NEOstudio Architects

## Background

The first Design Review Board Collaborative Workshop was held on July 12, 2017.  
The first Design Review Board Recommendation Meeting was held on November 7, 2018

*The following materials are supplemental to this report:*

- *Design Review Staff Report | Program Review/Collaborative Workshop, June 30, 2017*
- *Design Review Board | Collaborative Workshop Advisory Actions, July 12, 2017*
- *Design Review Board | Recommendation Meeting Recommendations, November 7, 2018*
- *Design Review Staff Report | Recommendation Meeting, November 7, 2018*

## Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the first Recommendation Meeting including any changes made in response to Recommendations offered by the Design Review Board on November 7, 2018 as follows: *(Applicant responses in highlighted and italicized text, from November 30, 2018 submittal) (supplemental staff comments are in blue):*

1. **The applicant shall bring back before the board a detailed landscape and hardscape plan for the central plaza and the pedestrian pathway adjacent to the riparian habitat. This plan should include a placement plan for the proposed public art amenities.**

**RESPONSE:** See following pages for detailed landscape and hardscape plans for the central plaza and pedestrian pathway adjacent to riparian habitat. Public art locations have been added and identified. The plaza helps the project meet the comprehensive design goals in the following ways;

### *A-1 Respond to the Physical Environment*

The pedestrian path and growth of the area of riparian habitat helps better integrate the site with the natural beauty of the falls and surrounding plains.

### *B-2 Create Transitions in Bulk & Scale*

Surrounding the plaza are many public uses including restaurants, retail, and Hotel Lobby. These spaces are differentiated in bulk and scale from the tower portions of the buildings by utilizing pedestrian scale overhangs, site furnishings, and different pedestrian scale materiality.

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

The riparian habitat extension and pedestrian path help continue similar paths and projects along the falls that create a diverse and enjoyable experience throughout Spokane.

*C-1 Promote Pedestrian Interaction,*

The plaza and path are both accessible to pedestrians and promote interaction through the use of public art, great views, restaurants and retail, and is well lit for any time of day.

*C-7 Install Pedestrian-Friendly Materials at Street Level,*

Pedestrian friendly materials in both scale and texture are being used at the plaza and pathway. Brick is being used at the base of the buildings along with tile panels, and scored concrete patterns help enhance the pedestrian experience. Also the use of glass in-fill guardrails and handrails facilitate the best views and experience of the falls.

*D-1 Provide Inviting & Usable Open Space,*

Lighting proposed throughout the site including pin lights in the concrete and aesthetically pleasing bollards will create an inviting space in the evenings. Also the plaza being located on the South and East side of the buildings will allow for great natural daylighting inviting pedestrian use.

*D-2 Enhance the Buildings with Landscaping,*

The plaza is 6,494 total SF and approximately 70' x 105'. Of that square footage 18% is landscaping and vegetation, This meets the SMC 17C.124.220(F) and (G) requirements for building height and massing bonuses and setback reductions. It also utilizes scored concrete patterning, site furnishings, and landscaping to enhance the site.

Staff comments: It should be noted that the language of [SMC 17C.124.220\(F & G\)](#) restricts the portion of the site that may be used as a plaza (to garner both the exception to the upper story setbacks and the 4-story height bonus) to that which is within 30" of the elevation of the public sidewalk that provides access to the plaza. This would limit the qualifying portion of the plaza to that area above the proposed curved stairs. This poses two potential conflicts with the code, as the stairs are approximately 7' from the closest 90-degree parking stall (the plaza cannot be less than 10' in any horizontal dimension) and the percentage of the qualifying plaza that is shown as landscaped may not meet the minimum landscaped percentage requirement (15%).

*D-4 Provide Elements That Define the Place,*

The views of the falls from this unobstructed plaza will provide the most memorable aspect of the site. Also in an effort to create a memorable space there have been public art locations shown and proposed in the plaza as well as along the path. See also previous comments on materiality and site elements.

*D-6 Provide Attractive & Appropriate Lighting,*

Lighting examples are found in the following pages and are used at a variety of scales and areas to create a dramatic and friendly space at any time of day.

*D-7 Design for Personal Safety & Security,*

The site will be well lit and is visible from many areas creating a space that will feel safe and secure.

*D-8 Create "Green Streets",*

The new path along the riparian habitat has grown the percent of the site which is permeable thus returning much more of the site to a more natural state. Also the inclusion of large area of planters and vegetation in the plaza serves to reduce heat island effects.

Staff comments: The "Green Streets" guideline's purpose is to reduce both a heat island effect and to mitigate the effects of stormwater. While much of the qualifying plaza area will be built above subterranean parking; which would require the use of raised planters (thus eliminating their capacity for stormwater infiltration), some of the planters near the stairs are outside the footprint of the underground parking structure and may be used to for infiltration. Yet, all proposed planters in the plaza area are in raised beds; this eliminates their use for stormwater infiltration.

*E-1 Minimize Curb Cut Impacts,*

The private drive and central plaza will be a curbless area enhancing the pedestrian experience and limiting curb cuts throughout the site.

Staff comments: While outside the plaza area, the proposed curb radiuses at the driveways onto Broadway Avenue and Lincoln Street don't comply with the City of Spokane engineering standards; which are adopted to preserve pedestrian safety and comfort. Such driveway widths shall comply with maximum driveway widths identified in SMC 17C.124.280(E and F).

*E-3 Minimize the Presence of Service Areas,*

Service areas do not open onto public streets nor onto the central area of the plaza.

*E-4 Design "Green" Parking.*

There are minimal parking stalls at grade on site, most located below grade, serving to make "Green" Parking.

Staff comments: As the project will be constructed over multiple phases, the applicant has indicated that the Phase Two and Three building areas will be used as an interim surface parking areas during prior phases. These interim surface lots should be designed to meet the "Green" Parking Downtown Design Guideline, as well as the downtown surface parking requirements found in the Uniform Development Code.

- 2. The applicant shall bring back before the board a detailed streetscape plan for the southwestern most frontage of Building 1 (fronting Lincoln Avenue), to include (but not limited to) a lowering of the proposed raised planter beds to improve the overall pedestrian experience.**

**RESPONSE:** See following pages for detailed landscape and hardscape plans for the Lincoln Street frontage. The Lincoln frontage has been revised and enhanced to meet the comprehensive design goals in the following ways;

*A-1 Respond to the Physical Environment*

The portion of the Southwest building fronting Lincoln utilizes pedestrian materials of brick and tile while also integrating landscaping tying back the surrounding natural physical environment.

*B-1 Respond to the Neighborhood Context*

The materiality of the base of the building is predominantly brick which emulates and matches the surrounding urban forms of the site.

### ***B-2 Create Transitions in Bulk & Scale***

The massing of the building steps back above the heightened Level 1. The base also utilizes overhangs and unique materials from the tower to create transitions in bulk and scale. The base uses changes in plane of elevation to create a pedestrian friendly space.

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

The neighborhood's urban character is still being formed, however the urban forms that exist and design guidelines are being met by using brick masonry, courses of a different color and texture, vertical articulation, and recesses along the tower.

### ***B-4 Design a Well-proportioned & Unified Building***

The street frontage of Building 1 feels integral to the whole as it contains materials used on the tower as well as the base. There are also changes in plane and articulation of the brick to express a cohesive design.

### ***B-5 Explore Opportunities for Building "Green"***

We have increased the permeable space on site from existing conditions, and planting on site employs natural and local species. The building also meets Washington energy codes and will utilize gas plumbing.

### ***C-1 Promote Pedestrian Interaction***

Along Lincoln Street we have lowered the terraced planter as recommended to make the street scape feel more pedestrian friendly and scale. We have also extended the planter and added natural plantings. There is a path and stair that accesses the retail and restaurant storefronts which is accessible from the street. Also refined was the lowering of the brick walls and replaced with Glass handrails.

### ***C-2 Design Façades at Many Scales***

The facades are designed to a human scale utilizing storefront where applicable to program behind. Also at the human scale is the materiality which employs brick and tile in large but appropriate overhangs. Recesses and brick articulation at the base creates a pedestrian friendly experience.

### ***C-3 Provide Active Façades***

The design along Lincoln has been refined to reduce the amount of wall by adding in more glass handrails and vegetation in planters. Also changed were garage doors changed to glass. Per SMC 17C.124.570 blank walls employ the use of brick masonry, courses of a different color and texture, vertical articulation, and recesses. The combination of these elements help make Lincoln Street frontage of Building 1 a pedestrian friendly space.

Staff comments: [SMC 17C.124.570\(B\) Treating Blank Walls Implementation](#) requires the incorporation of at least four specific proscribed elements in the portion of the building presenting a blank wall – this being the wall forming the base of the raised terrace. The applicant is proposing the use of: 1) brick masonry, 2) belt courses of a different texture or color, and 3) vertical articulation. The part of the building that incorporates recesses is the portion of the building sitting on the raised terrace, not on the blank wall forming the base of the raised terrace. The incorporation of decorative tilework, a trellis containing planting, medallions, artwork, or lighting fixtures would suffice for the required fourth element.

### ***C-5 Consider Providing Overhead Weather Protection***

Along Lincoln Street a separate pedestrian path is provided adjacent to the building where weather protection through the use of overhangs and recesses is provided.

Staff comments: The proposed overhead weather protection is located on the portion of the building located on the raised terrace; which is not part of a major pedestrian route (per the specific language of the C-5 Downtown Design Guideline).

#### ***C-7 Install Pedestrian-Friendly Materials at Street Level***

The Lincoln Street building frontage uses pedestrian friendly materials such as brick and tile, as well as scored concrete. There are also benches and landscaping elements creating a pedestrian scale experience.

#### ***D-1 Provide Inviting & Usable Open Space***

The main curb cut into the site has a full unobstructed view of and invites use of the central plaza. Also along Lincoln is the separate path which provided access to Restaurant and Retail.

#### ***D-2 Enhance the Buildings with Landscaping***

The planter, per DRB recommendation has been lowered and also extended to create a more friendly public space. Also added are Trees and planter space adjacent to the curb as a buffer from the parking.

Staff comments: The applicant is proposing street trees at an approximate 40' on-center spacing. Per [SMC 17C.200.050\(E\) Requirements for Street Tree Spacing](#) the minimum on-center spacing is 25', though this may be reduced to 20' where there are adjacent parallel parking stalls with meters.

#### ***D-4 Provide Elements That Define the Place***

The use of large scale custom signage and high quality pedestrian materials will help create a memorable space. The sidewalk naturally leads pedestrians to the extremely memorable central plaza.

Staff comments: The applicant has indicated the inclusion of "large scale custom signage", it should be noted that all building signage would need to comply with the requirements of [SMC 17C.240 Signs](#) and the Downtown Design Guideline D-5 Provide Appropriate Signage.

#### ***D-6 Provide Attractive & Appropriate Lighting***

Street Lighting has been shown and called out and also has planters attached. The trees added alongside the street will be uplit and building sconces have been added for up and downlighting of the sidewalk and the building.

#### ***D-7 Design for Personal Safety & Security***

The benches added along Lincoln are designed to dissuade loitering but are aesthetically pleasing for the general public. Also the lighting along the street will help create feeling of safety.

Staff comments: The applicant has indicated the placement of public benches along a portion of the streetscape where there are not "eyes on the street". This will likely not be permitted.

#### ***D-8 Create "Green Streets"***

Added were trees and planting buffers between parking and sidewalk helping create "Green Streets"

Staff comments: See note above regarding street tree spacing. The City of Spokane Urban Forester has recommended against the selection of Ponderosa Pine for this particular streetscape. Per the [Spokane Urban Forestry Approved Street Tree List](#) (pg. 21) all Class III tree species require a minimum of 8' of planter width (making placement in a sidewalk tree well inadvisable) and the Clear View Triangle requirements would prohibit the planting of any tree species whose immature canopy may impede the view of intersecting traffic in a vertical zone from three to eight feet above ground level.

### ***E-1 Minimize Curb Cut Impacts***

The streets have utilized and combined curb cuts where applicable and creating a curbless plaza and inner street for the benefit of pedestrians.

Staff comments: The applicant has indicated a drive aisle width for the private driveway of 13', for an overall driveway width of 26' – this exceeds the permissible width of the driveway's approaches at Broadway Avenue and Lincoln Street.

### ***E-2 Integrate Parking Facilities***

Parking has been primarily located underground with minimal stalls for visiting patrons of the site on grade.

Staff comments: The applicant has previously indicated that during the initial phases of development, the portions of the site reserved for buildings to be constructed in later phases are intended to be used for surface parking.

### ***E-3 Minimize the Presence of Service Areas***

Service areas have all been located so as to not face the street.

### ***E-4 Design "Green" Parking***

Parking has been designed with tree and planting buffers to minimized negative feeling of pedestrian paths.

Staff comments: See note above regarding interim surface parking.

## **Additional suggested topics for discussion, by staff, based on the November 30, 2018 submittal:**

*(Comments in blue are clarifications by staff, based on the applicant's response to these topics when presented in their draft form – this correspondence has been attached to the applicant's submittal)*

### **Plaza**

- Qualifying plaza area (per [SMC 17C.124. 220\(F\) Height & Massing](#) and [SMC 17C.124.220\(G\)\(2\)\(c\)\(iv\) Height & Massing](#)), only that area of the central plaza above the steps would meet this criteria (with an area of ~3,900 square feet).  
*Applicant has indicated that the area for the qualifying plaza will be restricted to that portion that meets the vertical proximity requirement (within 30 vertical inches of the public sidewalk providing access) – and that the qualifying plaza's area will meet the minimum size requirement (1% of the site's overall square footage).*
- Landscaping percentage (15% of qualifying plaza area, or ~585 square feet)
  - *Ensure that the correct percentage of landscaping is provided in the qualifying plaza area.*  
*Applicant has indicated that the minimum landscaped percentage of the qualifying plaza will be met.*
- Minimal dimension of 10' (currently the qualifying plaza has a dimension near the parking stalls of only 7')
  - *Recommend converting 90-degree parking into parallel parking (increases opportunities for landscaping and solves dimensional problem)*  
*The applicant has indicated a preference for 90-degree parking stalls adjacent to the plaza, but the design will be modified to ensure no horizontal dimension of the qualifying plaza area will be less than 10'.*



- Public Art Amenity Placement Plan, based on prior conversations with the applicant the six unannotated asterisks shown on the submitted Planting Concept Plan (sht. A1.10) are intended to indicate the location of proposed public art pieces.
  - *Provide annotation to the asterisk symbols to properly indicate that these are intended as locations for public art.*  
*The applicant indicated that the asterisks on the planting plan are the proposed locations for public art amenities; which area also indicated on the Event Plaza Enlarged Plan image in the submission (sht. A1.12a).*

## Streetscape

- Appropriate selection of street tree species (City of Spokane Urban Forester does not favor Ponderosa Pine plantings along either Lincoln Street or Broadway Avenue, due to planter width requirements for Class III trees, Clear View Triangle traffic visibility requirements, and aerial fire apparatus clearance requirements).
  - *Recommend an appropriate Class of street tree for the Broadway Avenue and Lincoln Street sidewalks.*  
*The applicant expressed a desire to keep the Ponderosa Pine as their preferred street tree species, but has agreed to work with the City of Spokane to determine the viability of the species in this location – and will plant a different species if required to do so.*
- Appropriate street tree spacing (20' on-center where on-street parallel parking is provided, 25' on-center elsewhere)
  - *Provide street trees (in tree wells) at 20' on-center, as parallel parking is proposed along both street frontages*  
*The applicant indicated a desire to match the spacing of street trees along the north side of Broadway Avenue (fronting the Wonder Building) – but will work with the City of Spokane to provide the correct number and location of street trees. It should be noted that where there were no existing building or underground utility encroachments adjacent to the Wonder Building a street tree spacing of 20' on-center was achieved – but, such encroachments along the building's Broadway Avenue frontage had resulted in a street tree spacing of approximately 40' on-center.*
- The blank wall forming the raised terrace does need a fourth mitigating element, if the applicant chooses a public art element this should be indicated in the Public Art Amenity Placement Plan (see above).
  - *Select a fourth element from the proscribed list to mitigate the presence of the blank wall.*  
*The applicant has stated that they will add a piece of public art along the blank wall as the required fourth element. The public art piece's inclusion should be included in the Public Art Amenity Placement Plan.*
- Match Streetscape Implementation Plan selection for any proposed street furniture
  - *Recommend not providing benches on the public sidewalk adjacent to the terraced planters as this presents a potential CPTED issue.*  
*The applicant has indicated that they will adjust the streetscape furniture to match the City of Spokane's Streetscape Implementation Plan's furnishing selections – and has agreed to eliminate the proposed benches within Building 1's Lincoln Street right-of-way.*

## Driveway

- As the curb-less driveway/plaza area will be a 5 MPH zone:
  - *Reduce width of drive lanes to 11' each direction (total width of driveway, between ribbon curbs, would be 22').*  
*The applicant indicated that D105.2 of the 2015 International Fire Code requires a minimum unobstructed width for aerial fire apparatus access roads of 26'. This was confirmed by staff in conversations with the Spokane Fire Department's Fire Protection Engineer, but the Fire Protection Engineer has stated that the aerial apparatus widths will be met with the Lincoln Street and Broadway Avenue roads – and while the secondary fire apparatus road is a code requirement the department would be open to reducing this*

*width to as narrow as 20' (the typical width for a fire access lane). The Fire Protection Engineer also indicated that this would be another reason to not utilize tall Class III street trees on Lincoln or Broadway as this would inhibit aerial fire apparatus rescues.*

- *Place appropriate bollards, lighting, or planters near proposed driveway parking stalls to limit vehicular encroachment onto pedestrian plaza area.*

*The applicant has stated that they will modify the design of the plaza adjacent to the proposed parking spaces by adding planters to limit vehicular encroachment into the plaza.*

- **Modify curb-cuts**

- *All curb cuts for the driveway's approaches opening onto Broadway Avenue and Lincoln Street (into structured parking and onto the on-site private driveway) must meet the appropriate City of Spokane concrete driveway standards (comply with driveway approach widths, no curb return radii, preservation of required sidewalk widths and cross slopes).*

*The applicant indicated the proposed driveway approach widths and large curb-return radii were designed to elevate the sense of importance for these vehicular entries onto the site. Staff would recommend that current standards for driveway curb-cuts (which are designed to preserve and promote pedestrian friendliness and safety) be adhered to. It should be noted that the applicant has shown 30'-radii at both the private driveway curb-returns and at the intersection of Lincoln Street & Broadway Avenue. The City's engineering standards (which do not allow curb return radii at private driveways) would preserve the continuity of the pedestrian sidewalk along the street frontages (see [SMC 17C.124.280\(E and F\)](#)). Further, the new curb radii at the recently reconstructed Broadway Avenue and Lincoln & Post Street intersections are 12' in radius (these were constructed as part of the Wonder Building renovation and utilize the latest engineering standards)*

## 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

# The Falls

## 1 - Program Review/Collaborative Workshop

### Design Review Staff Report

July 30, 2017



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

**Applicants:**  
Pat Logan, —and Joe Workaman  
CollinsWoerman  
LB Stone Properties Group

## 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 Shoreline conditional use permit applications and 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 and Hearing Examiner.

## Project Description

A three building mixed-use project with below grade parking and limited surface parking area. Please see the applicant's submittal dated June 21, 2017 for additional information.

## Location & Context

The site is located at 829 W Broadway Ave on the southeast corner of Lincoln St and Broadway Ave and within the boundaries of the Riverside Neighborhood Council. This site is located on the Spokane River on its southwestern border a unique and iconic view of the Spokane River Falls. The site shares a property line to the east with Riverfront Park (parcel 35183.0065). This adjoining site and viewpoint is the access point for the pedestrian suspension bridge to (the newly renamed) snxw mene? (sin-HOO-men-huh) island and Riverfront Park. Directly north of the site, across the street on W Broadway Ave, is the Wonder Bread Building, which is planned for redevelopment soon. To the west, across N Lincoln St, is a historic building occupied by North by Northwest. Other buildings in the immediate vicinity include the, turn of the century, Flour Mill and the Spokane Arena. The site is highly visible from Riverfront Park and

the suspension bridge. The intersection of N Lincoln St. and W Broadway Ave is 0.2 miles from Spokane County Courthouse and 0.33 miles from Spokane City Hall.

## **Character Assets**

### **Scenic Views**

The dramatic scenic view of the Monroe Street Bridge, Spokane River Gorge and the upper falls are to be protected. Views from across the river of the site are also important and new buildings are to be complementary or visually subordinate to the natural splendor of the river and falls, including its geologic features and native vegetation.

### **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.

## **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.

#### **Section 17C.124.035 Characteristics of Downtown Complete Street Designations**

##### **Type II – Community Connector** (*Lincoln St is a Type II complete street*)

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.

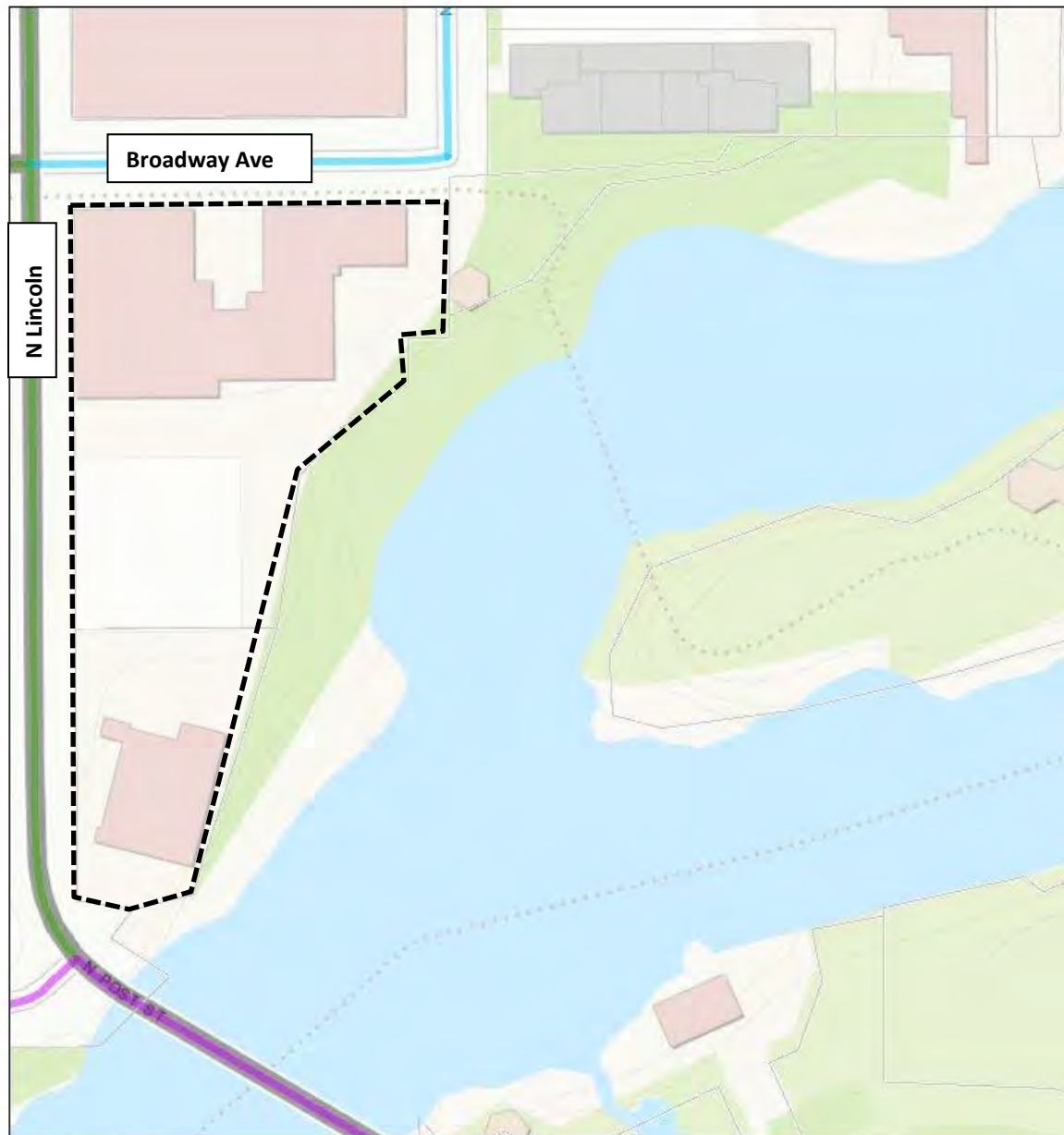
##### **Type IV – Neighborhood Streets** (*Broadway Ave is a type IV Complete Street*)

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.

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

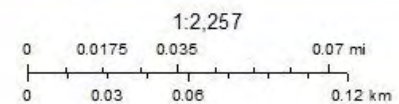
Sidewalks are required to be constructed and shall consist of a clear walking path at least seven feet wide (in addition to a minimum five-foot wide pedestrian buffer zone and planting zone for street trees). Part of the sidewalk may be located on private property. For sidewalks fourteen feet or wider the minimum clear distance is eight feet; for sidewalks with a width less than twelve feet the minimum clear distance is six feet. Within the clear walking path sidewalk paving material shall be concrete, two-foot grid, standard sidewalk color, and float finish.

## Complete Streets Map



June 22, 2017

- |                          |                          |
|--------------------------|--------------------------|
| City of Spokane Boundary | Type II Complete Street  |
| <b>Complete Street</b>   | Type III Complete Street |
| Bike/Pedestrian Path     | Type IV Complete Street  |
| Pedestrian Street        | Parcel                   |
| Type I Complete Street   |                          |



Sources: Esri, HERE, DeLorme, Intermap, increment P. Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community  
City of Spokane GIS

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



## **Zoning Code Downtown Design Standards**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The decision criteria for a design departure are below.

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

## **Shoreline Regulations**

The site is within the Downtown Shoreline District.

### **Section 17E.060.800 Design Standards Administration**

Projects must address the design standards and guidelines.

Purpose. To help ensure that development compliments the unique and fragile character of the shoreline through careful consideration and implementation of site development and building design concepts. Applicants may meet each of the guidelines as written or request a departure.

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

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

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

## City of Spokane Comprehensive Plan

[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.*

#### 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.*

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

### Neighborhood or Downtown District

**Broadway Streetscape:** To the north of the site, the Wonder Bread Building is under redeveloped. Are there opportunities to coordinate the design of the streetscape elements and stormwater improvements with this development and the City of Spokane? A cohesive streetscape design on both sides of Broadway Ave would elevate the character of this district greatly and help to guide pedestrian traffic into Riverfront Park's northwest gateway.



Are there opportunities to reduce the width of Broadway Avenue's drive lanes or curb-to-curb distance for additional pedestrian amenities or parking? A reduced width could allow for a more pedestrian oriented street and enlarged park like streetscape extending to the suspension bridge and Riverfront Park beyond.

*Please see Downtown Design Guideline B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area and D-8 Create "Green Streets"*

**Gateways:** Staff recommends that the applicant continue to work with the Parks and Recreation Department to facilitate the creation of a northwest gateway into Riverfront Park.

*Please see Downtown Design Guideline D-4 Provide Elements that Define the Place*

## **Site**

**Lincoln St Boulevard:** Ponderosa Pine while iconic to the Spokane region and sighted in the city's approved street tree list, but may not be appropriate within a boulevard setting because of needle debris. Please consult with the Urban Forester to confirm that this would be an approvable location for this tree species.

**Building "Green":** At this early stage of design, what are the key concepts (building or site based) being considered to improve the sustainability of this development?

*Please see Downtown Design Guideline B-5 Explore Opportunities for building "Green" and D-8 Create "Green Streets"*

**Public Art:** Are there opportunities to incorporate public art within the site? If so, what locations are being considered?

*Please see Downtown Design Guideline D-4 Provide Elements that Define the Place*

## **Building**

**Street Level Building Façade:** The applicants have indicated they will seek a design departure from [Section 17C.124.510 Windows – Building Design](#). Specifically, a design departure is requested from the glazing requirements on the south tower's west façade facing Lincoln Street. The glazing requirement for ground floor facades is 60% between 2 and 10 feet and 40% between 10 and 40 feet.

The purpose of this section is to provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas; encourage observation or viewing opportunities by restricting fortress-like facades at street level; and avoid a monotonous pedestrian environment. In preparation for the Recommendation Meeting, the applicants are encouraged to review the decision criteria and consider creative opportunities to meet the purpose.

Staff is not concerned with the solutions proposed on the northern end of the façade. The first floor level on the southern portion of the façade will be up to 12 feet above grade at the south end of the site, creating a triangle shaped blank wall on the exposed P1 façade between the first floor and the sidewalk (See pages 47 and 49 of the applicant's submittal package).

The requested glazing departure may not be required if one of the outlined measures below is taken to mitigate the blank wall areas.

**Option 1:** The applicant stated a possibility for a small retail space where the first floor is between 9 and 12 feet above the sidewalk to mitigate the lack of glazing. Staff would prefer this option to mitigate the blank wall, as SMC [Section 17C.124.340](#) requires structured parking located along Type II complete streets to include street-level retail, office or civic uses along at least fifty percent of the street frontage not devoted to vehicular access areas. If this option were selected, the glazing requirements need to be met in the proposed retail space and the remaining wall to the north would need to meet the blank wall requirements to avoid a design departure.

Option 2: If a retail space is not possible, the applicant must design the exposed section of the exposed P1 façade to comply with the Downtown Design Standards relating to blank walls [Section 17C.124.570](#).

The applicant is encouraged to work directly with permitting staff to resolve this concern.

*Please see Downtown Design Guideline C-1 Promote Pedestrian Interaction and C-3 Provide Active Facades.*

**Building Names:** Has the applicant considered naming the three buildings to be located on this site? Spokane does not have a naming requirement for buildings, but this could help wayfinding and place making efforts.

*Please see Downtown Design Guideline D-4 Provide Elements that Define the Place*

## **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

# The Falls

## 1 - Program Review/Collaborative Workshop

July 12, 2017



**From :**  
**Design Review Board**  
Austin Dickey, Chair

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

**To :**  
Pat Logan and Joe Workaman  
CollinsWoerman

LB Stone Properties Group

**C C :**  
Lisa Key, Planning Director  
Tami Palmquist, Associate Planner

**Based on review of the materials submitted by the applicant and discussion during the July 12, 2017 Collaborative Workshop the Design Review Board recommends the following:**

### Neighborhood

The board encourages the applicant to work with the adjacent property owners to facilitate a cohesive streetscape and integrate the project with the surrounding developments.

*Please see Downtown Design Guideline B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area and D-8 Create "Green Streets"*

### Site

The applicant should continue to enhance the loading and service entrances to limit negative impacts to the streetscape and the pedestrian experience.

*Please see Downtown Design Guideline E-1 Minimize Curb Cut Impacts and E-3 Minimize the Presence of Service Areas*

### Building

Design Departure contingent on further development of the Lincoln façade side of the southwest corner of the site.

Austin Dickey, Chair, Design Review Board

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

# The Falls

## 1 - Recommendation Meeting

### Design Review Staff Report

November 7, 2018



**Staff:**  
Dean Gunderson  
Senior Urban Designer  
Planning & Neighborhood Services Department

**Applicants:**  
Wes Southwick  
  
LB Stone Properties Group

## 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 Shoreline conditional use permit applications and 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 and Hearing Examiner.

## Project Description

A mixed-use, multi-phased development project will have three high-rise towers provided with below grade parking and limited surface parking areas. Please see the applicant's submittal dated October 24, 2018 for additional information.

## Location & Context

The Subject Site is located at 829 W Broadway Ave. (parcel #35183.0021) on the southeast corner of Lincoln St. & Broadway Ave., and within the boundaries of the Riverside Neighborhood Council. This site is located on the Spokane River offering views to the southeast of the Spokane River Falls. The site shares a property line at its northeastern most corner with Riverfront Park (parcel #35183.0065). This adjoining site and viewpoint offer public access to the pedestrian suspension bridge and Snxw mene? (sin-HOO-men-huh) Island and beyond to the newly refurbished Riverfront Park. Directly north of the site, across the street on W Broadway Ave., is the Wonder Bread Building; which is currently completing its historic preservation redevelopment and detached parking garage (DRB Project #1802 & 1804). To the

west, across N Lincoln St, is a landmark building built for the Galland-Burke Brewery Company (1892) currently occupied by North by Northwest. Other buildings in the immediate vicinity include the turn of the century Flour Mill and the Spokane Arena. The site is highly visible from Riverfront Park and the suspension bridge. The intersection of N Lincoln St. and W Broadway Ave. is 0.2 miles from the Spokane County Courthouse and 0.33 miles from the Spokane City Hall.

## Character Assets

### Scenic Views

The dramatic scenic view of the Monroe Street Bridge, Spokane River Gorge and the upper falls are to be protected. Views from across the river of the site are also important and new buildings are to be complementary or visually subordinate to the natural splendor of the river and falls, including its geologic features and native vegetation.

### 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.

## 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.

#### Section 17C.124.035 Characteristics of Downtown Complete Street Designations

##### **Type II – Community Connector** (*Lincoln St is a Type II complete street*)

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.

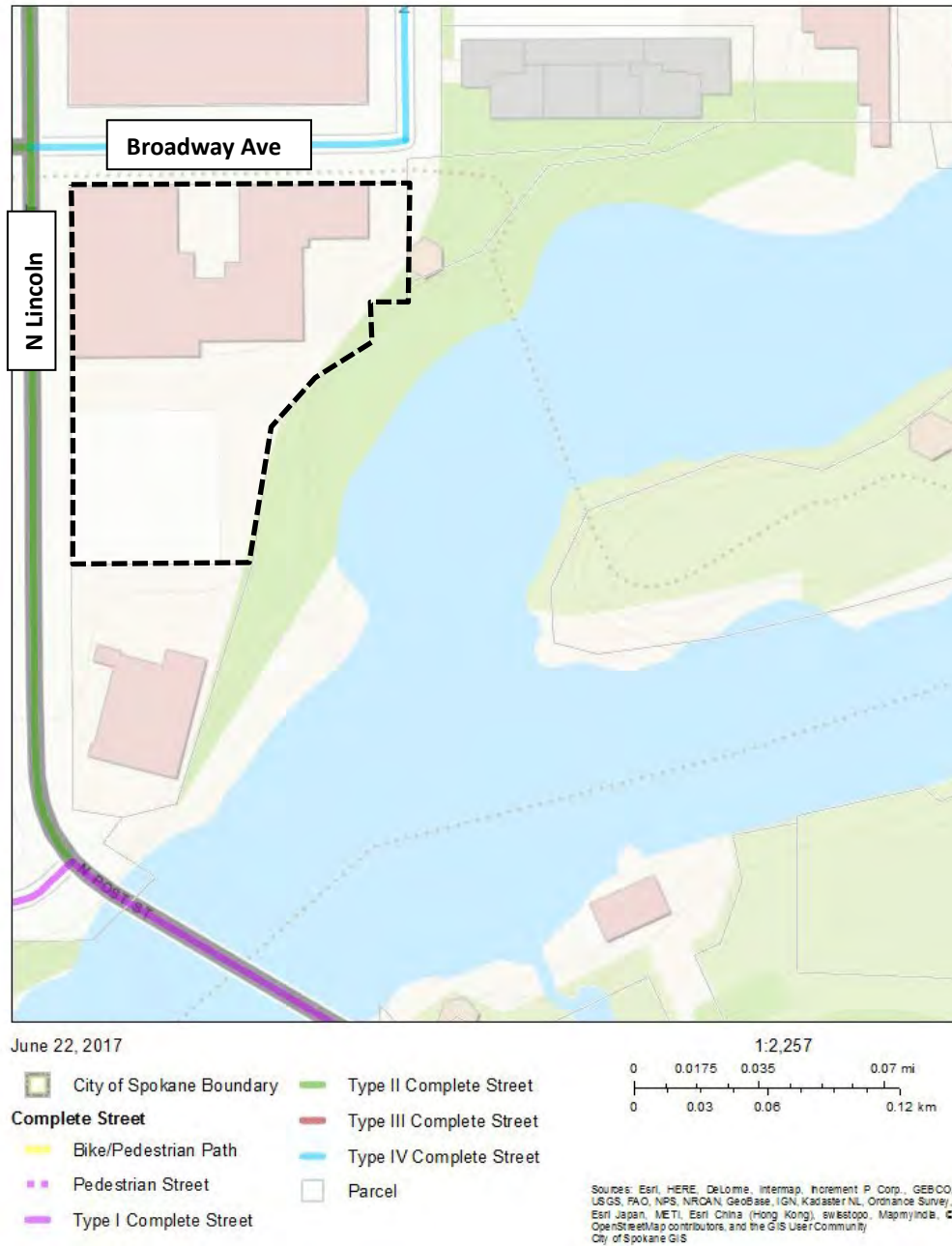
##### **Type IV – Neighborhood Streets** (*Broadway Ave is a type IV Complete Street*)

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.

#### [Section 17C.124.230](#) **Structure Setbacks, Sidewalks, and Street Trees**

Sidewalks are required to be constructed 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. For sidewalks fourteen feet or wider the minimum clear distance is eight feet; for sidewalks with a width less than twelve feet the minimum clear distance is six feet. Within the clear walking path sidewalk paving material shall be concrete, two-foot grid, standard sidewalk color, and float finish.

#### **Complete Streets Map**



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

## Zoning Code Downtown Design Standards

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

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

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

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

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

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

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

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

The decision criteria for a design departure are below.

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

## Shoreline Regulations

The site is within the Downtown Shoreline District.

### [Section 17E.060.800](#) **Design Standards Administration**

Projects must address the design standards and guidelines.

Purpose. To help ensure that development compliments the unique and fragile character of the shoreline through careful consideration and implementation of site development and building design concepts.

Applicants may meet each of the guidelines as written or request a departure.

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

### [Section 17E.060.810](#) **Standards and Guidelines Applying to Downtown, Campus, and Great Gorge Districts**

### [Section 17E.060.820](#) **Standards and Guidelines Specific to the Downtown District**



## City of Spokane Comprehensive Plan

[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.*

#### **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.*

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

### **Response to Collaborative Workshop's Advisory Actions** (Applicant's response in red)

#### **Neighborhood**

The board encourages the applicant to work with the adjacent property owners to facilitate a cohesive streetscape and integrate the project with the surrounding developments.

*Please see Downtown Design Guideline B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area and D-8 Create "Green Streets"*

**Broadway Streetscape:** The proposed streetscape along Broadway will have similar streetscape elements to the Wonder Bread Building. We intend to use similar street light fixtures and planting features. We are coordinating with the Wonder Bread Development the (sic) public utilities. The proposed plan does provide parallel parking on the south side of Broadway Avenue.

**Gateways:** We will continue to work with Avista and Parks & Recreation to provide a seamless experience to the Riverwalk.

#### **Site**

The applicant should continue to enhance the loading and service entrances to limit negative impacts to the streetscape and the pedestrian experience.

*Please see Downtown Design Guideline E-1 Minimize Curb Cut Impacts and E-3 Minimize the Presence of Service Areas*

**Lincoln Street Boulevard (sic):** The proposed landscape proposes Ponderosa Pine along Lincoln Street and Broadway Avenue. We will continue to work the (sic) the City Forester to confirm species.

**Public Art:** Yes, we will work with the city to determine appropriate locations for public art.

#### **Building**

Design Departure contingent on further development of the Lincoln façade side of the southwest corner of the site.

*Note: The request for a Design Departure has been rendered moot, due to the accelerated Hearing Examiner process. As the HE's final determination has already been rendered without a final DRB recommendation on a departure, no departure was granted. Development Services' staff will work with the applicant to evaluate compliance with the percentage requirements for clear vision glass – and secure a Director's Determination if warranted.*

### **Additional Topics for Discussion:**

The applicant has designed bulb-outs at multiple locations along the Broadway and Lincoln thoroughfare frontages, ostensibly to provide larger planter beds for the proposed Ponderosa Pines. The Streets Department has indicated that the bulb-outs (as proposed) do not comply with city street standards. Further, the associated radii for the curb return at the Lincoln & Broadway intersection would have to comply with current standards and the curb return radii for the private lane's intersection with the public streets would not be permitted.

The sidewalks, with approved street trees at the required on-center distances (placed in tree wells), will be required. Though the Urban Forester recognizes that Ponderosa Pines are an approved street tree species (subject to certain performance criteria), she has indicated that the proposed locations would pose multiple conflicts with a healthy tree development for such a large Class III tree.

- What other opportunities exist to place street trees meeting all the various requirements? Can the applicant match the streetscape (trees, planter beds, etc.) recently placed on the Lincoln and Broadway frontages adjacent to the Wonder Bread Building site?

*Note: The applicant is still discussing some aspects of the buildings' disposition on the site with Development Services. The direction is to ensure that the final approved development stays substantially compliant with the project proposal reviewed and acted upon by the Hearing Examiner. The increases in the various towers' heights (from the proposal reviewed at the Collaborative Workshop and submitted to the Hearing Examiner) has already been determined to be acceptable (substantially compliant), primarily due to the underlying policy position of the city to increase housing in the Downtown.*

## 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

# The Falls

## 1 - Recommendation Meeting

November 7, 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 :**  
 Heather Trautman, Planning  
 Director  
 Tami Palmquist, Associate  
 Planner

**CC :**  
 Wes Southwick  
 LB Stone Properties Group

**Based on review of the materials submitted by the applicant and discussion during the November 7, 2018 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:**

- 1. The applicant shall bring back before the board a detailed landscape and hardscape plan for the central plaza and the pedestrian pathway adjacent to the riparian habitat. This plan should include a placement plan for the proposed public art amenities.**

*Please see Comprehensive Plan Goals: LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, DP 3 FUNCTION AND APPEARANCE, DP 5 DOWNTOWN CENTER VIABILITY, DP 5.2 Street Life, DP 6.3 Transit and Pedestrian-Oriented Development, NE 5.6 Barrier Free Environments, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-2 Create Transitions in Bulk & Scale, B-3 Reinforce the Urban Form, & Architectural Attributes of the Immediate Area, C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting & Usable Open Space, D-2 Enhance the Buildings with Landscaping, D-4 Provide Elements That Define the Place, D-6 Provide Attractive & Appropriate Lighting, D-7 Design for Personal Safety & Security, D-8 Create "Green Streets", E-1 Minimize Curb Cut Impacts, E-3 Minimize the Presence of Service Areas, E-4 Design "Green" Parking.*

2. The applicant shall bring back before the board a detailed streetscape plan for the southwestern most frontage of Building 1 (fronting Lincoln Avenue), to include (but not limited to) a lowering of the proposed raised planter beds to improve the overall pedestrian experience.

*Please see Comprehensive Plan Goals: LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, TR 1.1 Transportation Priorities, DP 3 FUNCTION AND APPEARANCE, DP 5 DOWNTOWN CENTER VIABILITY, DP 5.2 Street Life, DP 6.3 Transit and Pedestrian-Oriented Development, NE 5.6 Barrier Free Environments, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-2 Create Transitions in Bulk & Scale, B-3 Reinforce the Urban Form, & Architectural Attributes of the Immediate Area, B-4 Design a Well-proportioned & Unified Building, B-5 Explore Opportunities for Building "Green", C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting & Usable Open Space, D-2 Enhance the Buildings with Landscaping, D-4 Provide Elements That Define the Place, D-6 Provide Attractive & Appropriate Lighting, D-7 Design for Personal Safety & Security, D-8 Create "Green Streets", E-1 Minimize Curb Cut Impacts, E-2 Integrate Parking Facilities, E-3 Minimize the Presence of Service Areas, E-4 Design "Green" Parking.*



Steven Meek, Chair, Design Review Board

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



# The Falls

829 W Broadway Ave  
Spokane, WA

DRB APPLICATION #1709  
DESIGN REVIEW

**LBSTONE**  
PROPERTIES GROUP

**Otak** **neo**  
studio





**1. The applicant shall bring back before the board a detailed landscape and hardscape plan for the central plaza and the pedestrian pathway adjacent to the riparian habitat. This plan should include a placement plan for the proposed public art amenities.**

Please see Comprehensive Plan Goals: LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, DP 3 FUNCTION AND APPEARANCE, DP 5 DOWNTOWN CENTER VIABILITY, DP 5.2 Street Life, DP 6.3 Transit and Pedestrian-Oriented Development, NE 5.6 Barrier Free Environments, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-2 Create Transitions in Bulk & Scale, B-3 Reinforce the Urban Form, & Architectural Attributes of the Immediate Area, C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting & Usable Open Space, D-2 Enhance the Buildings with Landscaping, D-4 Provide Elements That Define the Place, D-6 Provide Attractive & Appropriate Lighting, D-7 Design for Personal Safety & Security, D-8 Create "Green Streets", E-1 Minimize Curb Cut Impacts, E-3 Minimize the Presence of Service Areas, E-4 Design "Green" Parking.

**RESPONSE:** See following pages for detailed landscape and hardscape plans for the central plaza and pedestrian pathway adjacent to riparian habitat. Public art locations have been added and identified. The plaza helps the project meet the comprehensive deisgn goals in the following ways;

- A-1** - The pedestrian path and growth of the area of riparian habitat helps better integrate the site with the natural beauty of the falls and surrounding plains.
- B-2** - Surrounding the plaza are many public uses including restaurants, retail, and Hotel Lobby. These spaces are differentiated in bulk and scale from the tower portions of the buildiungs by utilizing pedestrian scale overhangs, site furnishings, and different pedestrian scale materiality.
- B-3** - The riparian habitat extension and pedestrian path help continue similar paths and projects along the Falls that create a diverse and enjoyable experience throughout Spokane.
- C-1** - The plaza and path are both accessible to pedestrians and promote interaction through the use of public art, great views, restaurants and retail, and is well lit for any time of day.
- C-7** - Pedestrian friendly materials in both scale and texture are being used at the plaza and pathway. Brick is being used at the base of the buildings along with tile panels, and scored concrete patterns help enhance the pedestrian experience. Also the use of glass in-fill guardrails and handrails facilitate the best views and experience of the falls.
- D-1** - Lighting proposed throught the site including pin lights in the concrete and aesthetically pleasing bollards will create an inviting space in the evenings. Also the plaza being located on the South and East side of the buildings will allow for great natural daylighting inviting pedestrian use.
- D-2** - The plaza is 6,494 total SF and approximately 70' x 105'. Of that square footage 18% is landscaping and vegetation, This meets the SMC 17C.124.220(F) and (G) requirements for building height and massing bonuses and setback reductions. It also utilizes scored concrete patterning, site furnishings, and landscaping to enhance the site.
- D-4** - The views of the falls from this unobstructed plaza will provide the most memorable aspect of the site. Also in an effort to create a memorable space there have been pubilc art locations shown and proposed in the plaza as well as along the path. See also previous comments on materiality and site elements.
- D-6** - Lighting examples are found in the following pages and are used at a varity of scales and areas to create a dramatic and friendly space at any time of day.
- D-7** - The site will be well lit and is visible from many areas creating a space that will feel safe and secure.
- D-8** - The new path along the riparian habitat has grown the percent of the site which is permeable thus returning much more of the site to a more natural state. Also the inclusion of large area of planters and vegetation in the plaza serves to reduce heat island effects.
- E-1** - The private drive and central plaza will be a curbless area enhancing the pedestrian experience and limiting curb cuts throught the site.
- E-3** - Service areas do not open onto public streets nor onto the central area of the plaza.
- E-4** - There are minimal parking stalls at grade on site, most located below grade, serving to make "Green" Parking.



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THE FALLS  
829 W BROADWAY AVE  
SPOKANE, WA  
DRB APPLICATION #1709

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PROJ. NO. 18-11

SCALE:

DRB COMMENT RESPONSES

A1.7a

2. The applicant shall bring back before the board a detailed streetscape plan for the southwestern most frontage of Building 1 (fronting Lincoln Avenue), to include (but not limited to) a lowering of the proposed raised planter beds to improve the overall pedestrian experience.

Please see Comprehensive Plan Goals: LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, TR 1.1 Transportation Priorities, DP 3 FUNCTION AND APPEARANCE, DP 5 DOWNTOWN CENTER VIABILITY, DP 5.2 Street Life, DP 6.3 Transit and Pedestrian-Oriented Development, NE 5.6 Barrier Free Environments, and Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-2 Create Transitions in Bulk & Scale, B-3 Reinforce the Urban Form, & Architectural Attributes of the Immediate Area, B-4 Design a Well-proportioned & Unified Building, B-5 Explore Opportunities for Building "Green", C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting & Usable Open Space, D-2 Enhance the Buildings with Landscaping, D-4 Provide Elements That Define the Place, D-6 Provide Attractive & Appropriate Lighting, D-7 Design for Personal Safety & Security, D-8 Create "Green Streets", E-1 Minimize Curb Cut Impacts, E-2 Integrate Parking Facilities, E-3 Minimize the Presence of Service Areas, E-4 Design "Green" Parking.

RESPONSE #2:

See following pages for detailed landscape and hardscape plans for the Lincoln Street frontage. The Lincoln frontage has been revised and enhanced to meet the comprehensive design goals in the following ways:

- A-1** - The portion of the Southwest building fronting Lincoln utilizes pedestrian materials of brick and tile while also integrating landscaping tying back the the surrounding natural physical environment.
- B-1** - The materiality of the base of the building is predominantly brick which emulates and matches the surrounding urban forms of the site.
- B-2** - The massing of the building steps back above the heightened Level 1. The base also utilizes overhangs and unique materials from the tower to create transitions in bulk and scale. The base uses changes in plane of elevation to create a pedestrian friendly space.
- B-3** - The neighborhood's urban character is still being formed, however the urban forms that exist and design guidelines are being met by using brick masonry, courses of a different color and texture, vertical articulation, and recesses along the tower.
- B-4** - The street frontage of Building 1 feels integral to the whole as it contains materials used on the tower as well as the base. There are also changes in plane and articulation of the brick to express a cohesive design.
- B-5** - We have increased the permeable space on site from existing conditions, and planting on site employs natural and local species. The building also meets Washington energy codes and will utilize gas plumbing.
- C-1** - Along Lincoln street we have lowered the terraced planter as recommended to make the street scape feel more pedestrian friendly and scale. We have also extended the planter and added natural plantings. There is a path and stair that accesses the retail and restaurant storefronts which is accessible from the street. Also refined was the lowering of the brick walls and replaced with Glass handrails.
- C-2** - The facades are designed to a human scale utilizing storefront where applicable to program behind. Also at the human scale is the materiality which employs brick and tile in large but appropriate overhangs. Recesses and brick articulation at the base creates a pedestrian friendly experience.
- C-3** - The design along Lincoln has been refined to reduce the amount of wall by adding in more glass handrails and vegetation in planters. Also changed were garage doors changed to glass. Per SMC 17C.124.570 blank walls employ the use of brick masonry, courses of a different color and texture, vertical articulation, and recesses. The combination of these elements help make Lincoln Street frontage of Buidling 1 a pedestrian friendly space.
- C-5** - Along Lincoln Street a seperate pedestrian path is provided adjacent to the building where weather protection through the use of overhangs and recesses is provided.
- C-7** - The Lincoln Street building frontage uses pedestrian friendly materials such as brick and tile, as well as scored concrete. There are also benches and landscaping elements creating a pedestrian scale experience.
- D-1** - The main curb cut into the site has a full unobstructed view of and invites use of the central plaza. Also along Lincoln is the sperate path which provided access to Restaurant and Retail.

- D-2** - The planter, per DRB recoomendation has been lowered and also extended to create a more friendly public space. Also added are Trees and plater space adjacent to the curb as a buffer from the parking.
- D-4** - The use of large scale custom signage and high quality pedestrian materials will help create a memorable space. The sidewalk naturally leads pedestrians to the extremely memorable central plaza.
- D-6** - Street Lighting has been shown and called out and also has planters attached. The trees added alongside the street will be uplit and building sconces have been added for up and downlighting of the sidewalk and the building.
- D-7** - The benches added along Lincoln are designed to dissuade loitering but are aesthetically pleasing for the general public. Also the lighting along the street will help create feeling of safety.
- D-8** - Added were trees and planting buffers between parking and sidewalk helping create "Green Streets"
- E-1** - The streets have utilized and combined curb cuts where applicable and creating a curbless plaza and inner street for the benefit of pedestrians.
- E-2** - Parking has been primarily located underground with minimal stals for visiting patrons of the site on grade.
- E-3** - Service areas have all been located so as to not face the street.
- E-4** - Parking has been designed with tree and planting buffers to minimized negative feeling of pedestrian paths.



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829 W BROADWAY AVE  
SPOKANE, WA  
DRB APPLICATION #1709

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PROJ. NO. 18-11

SCALE:

DRB COMMENT RESPONSES

A1.7b





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SCALE:

PERSPECTIVE

A1.1



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SCALE:

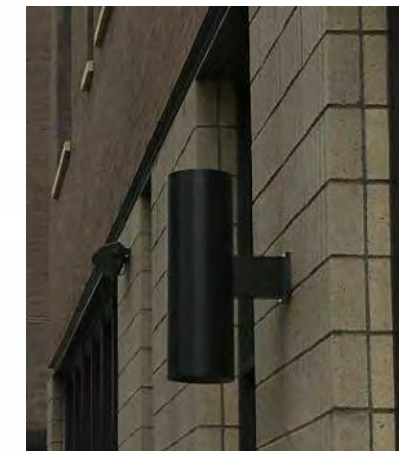
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A1.09

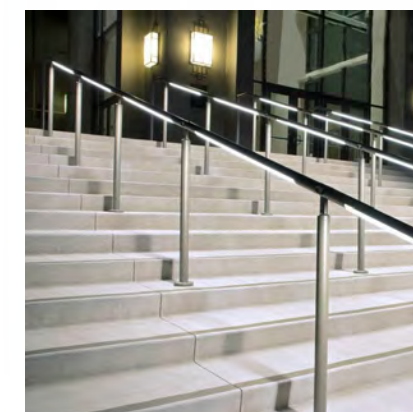
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**A - STREET LIGHT**



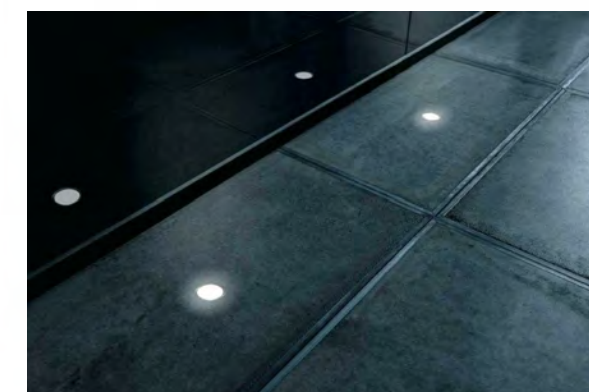
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**C - LIT HANDRAIL**



**D - SITE BOLLARD**



**E - CONCRETE GROUND/TREE LIGHT**



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LINCOLN STREET PERSPECTIVE

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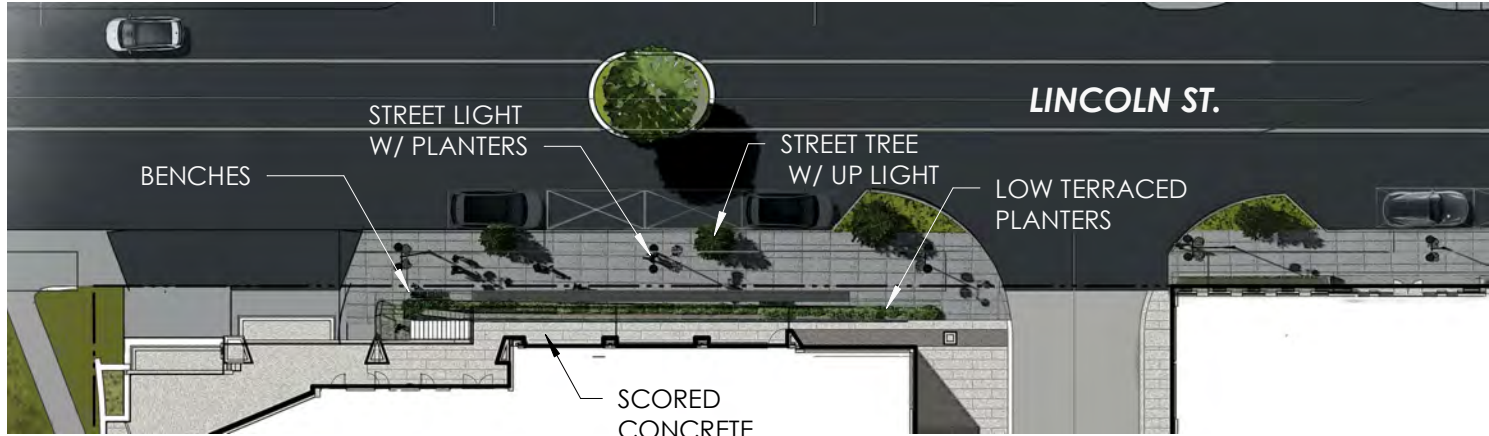
PROJ. NO. 18-11

SCALE:

LINCOLN STREET  
PERSPECTIVE

A1.11





LINCOLN STREET ENLARGED PLAN



SIGNAGE EXAMPLES



PEDESTRIAN STEEL BENCH EXAMPLE



LINCOLN STREET ENLARGED PERSPECTIVE





RIVER EDDY CONCEPT RENDER



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PROJ. NO. 18-11

SCALE:

RIVER EDDY CONCEPT

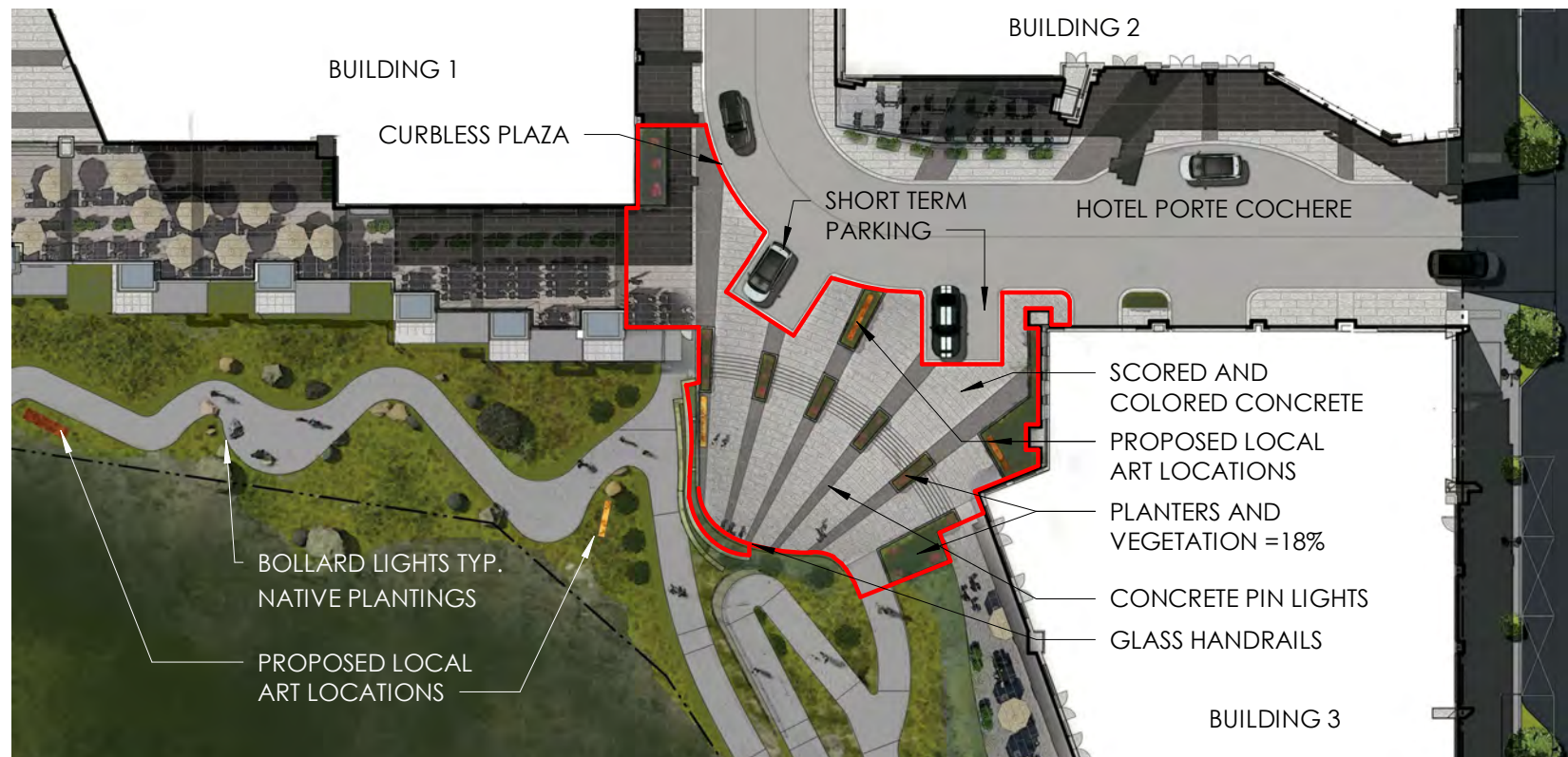
A1.11b





EVENT PLAZA PERSPECTIVE





EVENT PLAZA ENLARGED PLAN

### EVENTS PLAZA DATA

TOTAL PLAZA SF: **6,494 SF**  
 OVERALL DIMENSIONS: 70' x 105'  
 MIN. DIMENSION: 18' AT NARROWEST  
 TOTAL AREA OF LANDSCAPING: **1,168 SF**  
 PERCENT OF LANDSCAPING: **18%**

PROPOSED LOCAL ARTWORK LOCATIONS  
 GLASS RAILINGS ENHANCE FALLS VIEWS  
 DECORATIVE BRICK WALL



LOCAL ART EXAMPLES



EVENT PLAZA ENLARGED PERSPECTIVE



STAMPED CONCRETE EXAMPLES



## Plaza

- Qualifying plaza area (per SMC 17C.124. 220(F) Height & Massing and SMC 17C.124.220(G)(2)(c)(iv) Height & Massing), only that area of the central plaza above the steps would meet this criteria (with an area of ~3,900 square feet).  
**Plaza Shape to be redrawn to not include the area below the steps. Minimum area required of 1% of site (982 s.f. to be maintained).**
- Landscaping percentage (15% of qualifying plaza area, or ~585 square feet)
  - Ensure that the correct percentage of landscaping is provided in the qualifying plaza area.  
**15% landscaping will be provided.**
- Minimal dimension of 10' (currently the qualifying plaza has a dimension near the parking stalls of only 7')
  - Recommend converting 90-degree parking into parallel parking (increases opportunities for landscaping and solves dimensional problem)  
**Current parking layout is preferred to maintain views of falls from Phase 2 restaurant. Also with new plaza outline 10' minimum will be provided.**
- Public Art Amenity Placement Plan, based on prior conversations with the applicant the six unannotated asterisks shown on the submitted Planting Concept Plan (sht. A1.10) are intended to indicate the location of proposed public art pieces.
  - Provide annotation to the asterisk symbols to properly indicate that these are intended as locations for public art.  
**Art locations noted on overall site plan, and will be added on planting plan.**

## Streetscape

- Appropriate selection of street tree species (City of Spokane Urban Forester does not favor Ponderosa Pine plantings along either Lincoln Street or Broadway Avenue, due to planter width requirements for Class III trees and Clear View Triangle traffic visibility requirements).
  - Recommend an appropriate Class of street tree for the Broadway Avenue and Lincoln Street sidewalks.  
**Ponderosa Pine trees are desired, design team will work and confirm with Urban Forester for viability of Ponderosa pines and if required will change the trees to different class.**
- Appropriate street tree spacing (20' on-center where on-street parallel parking is provided, 25' on-center elsewhere)
  - Provide street trees (in tree wells) at 20' on-center, as parallel parking is proposed along both street frontages  
**Street Tree and planting buffer was designed to match Broadway Avenue to the North of the Site. We will coordinate with the building department and Urban Forester to confirm final counts and Locations of street trees.**



- The blank wall forming the raised terrace does need a fourth mitigating element, if the applicant chooses a public art element this should be indicated in the Public Art Amenity Placement Plan (see above).
  - Select a fourth element from the proscribed list to mitigate the presence of the blank wall.

Artwork locations to be added as the fourth element along the blank wall facing Lincoln street.

- Match Streetscape Implementation Plan selection for any proposed street furniture
  - Recommend not providing benches on the public sidewalk adjacent to the terraced planters as this presents a potential CPTED issue.

Streetscape Implementation Plan to be followed for final Landscape Design Construction Documents and the benches will be removed.

## Driveway

- As the curb-less driveway/plaza area will be a 5 MPH zone:
  - Reduce width of drive lanes to 11' each direction (total width of driveway, between ribbon curbs, would be 22')

Per Section D105.2 of The 2015 International Fire Code: "Aerial fire apparatus access roads shall have a minimum unobstructed width of **26 feet** (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof."

Per section D106 With the three phases containing more than a combined 200 units, two Fire access roads are required, thus having the private drive need to count as a fire access road.

- Place appropriate bollards, lighting, or planters near proposed driveway parking stalls to limit vehicular encroachment onto pedestrian plaza area.

Landscape planters to be provided to limit vehicular encroachment into dedicated pedestrian space.

- Modify curb-cuts
  - All curb cuts for the driveway's approaches opening onto Broadway Avenue and Lincoln Street (into structured parking and onto the on-site private driveway) must meet the appropriate City of Spokane concrete driveway standards (comply with driveway approach widths, no curb return radii, preservation of required sidewalk widths and cross slopes).

Drive and curb cut entrances are designed to feel like an important entry into a shared plaza space for multiple buildings including a luxury hotel, and as such designed with larger curb cuts to match similar radius curb cuts found around Spokane such as; The Centennial Hotel, The Doubletree Hotel and Convention Center, Washington State University Spokane, Intersections around Main ST and Pine Street.