

Spokane Design Review Board

Wednesday, November 11, 2020

5:30-8:00 PM

Teleconference

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 – 5:40	1) Call to Order	Chair
	2) Roll Call	Dean Gunderson
	3) Changes to the Agenda?	Chair
	4) Motion to Temporarily Suspend Rules	Chair

Workshop:

5:40 – 7:40	5) 206/214 Riverside Avenue Development	Taylor Berberich
	• Staff Report..... 15-20 m	
	• Applicant Presentation..... 25 m	
	• Public Comments and Board Q & A 25 m	
	• Board Discussion and Motion(s)..... 45 m	

Board Business:

7:40 – 8:00	6) Approve the 10/28/2020 meeting minutes.	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Monday, November 16, 2020.

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Design Review Board meeting will be held on-line

Members of the general public are encouraged to join the on-line meeting using the following information:

To participate via video follow the link on your computer (click on "Join meeting")

[Join meeting](#)

To participate by phone

Call: 1 (408) 418-9388

Enter: **146 391 3228** followed by # when prompted for a meeting number or access code. Enter # when prompted for an attendee ID

While the meeting begins at 5:30pm, you can join as early as 5:15pm on the date of the meeting.

Please note that public comments cannot be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Dean Gunderson, Sr. Urban Designer
dgunderson@spokanecity.org

The audio proceedings of the Design Review Board meeting will be recorded, with digital copies made available upon request.

Meeting Process - 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.
- Chair asks if there any changes to the agenda.
- Chair asks for motion to temporarily suspend the rules (see Agenda packet)

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) the Board will not consider un-permitted, possible surrounding development(s) except those which are contemplated under the Comprehensive Plan and Development Code; 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 introduce the project team and make a 10-15 minute presentation on the project.

Public Comment *

** During the Stay Home, Stay Safe order, public comments are being accepted in writing.*

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any written public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments (unless motioned otherwise).
- Chair leads discussion amongst the DRB members regarding the staff topics for discussion, 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, and that the annotated & signed motion will be made available within five working days.
- Next agenda item announced.

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 Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Other

- Chair asks board members 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.

206 W Riverside Apartments

1 - Program Review/Collaborative Workshop

Design Review Staff Report

November 6, 2020



Staff:

Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

Neighborhood & Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Applicants:

deChase Miksis, GGLO design

ATTN: Mitch Yockey, GGLO Design

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 the central area on the Downtown Design Review Threshold Map greater than 25,000 square feet 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**

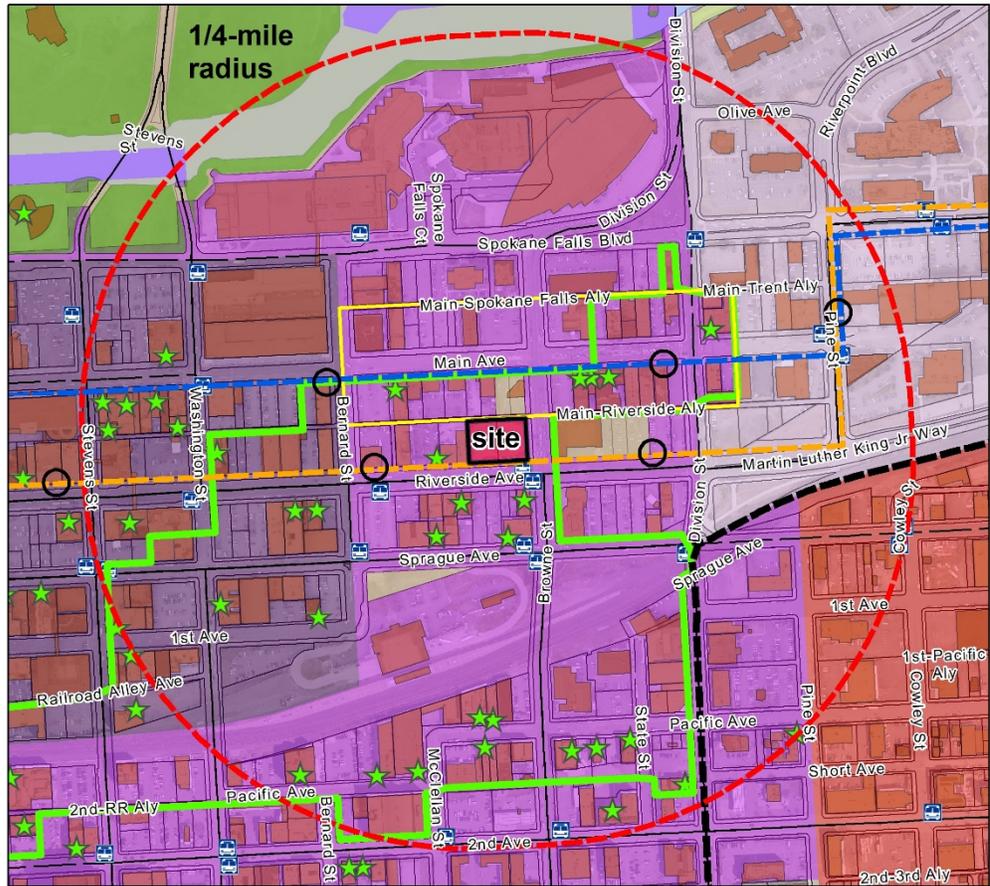
Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director and the chair of the Riverside neighborhood council.

Project Description

Please see applicant's submittal information.

Location & Context



206 RIVERSIDE - 1/4 MILE RADIUS



Legend

Cadastral Features

- Subject Site
- Central Line Stations
- Central Line - Westbound Route
- Central Line - Eastbound Route
- STA Bus Stop
- STA Bus Route
- Character Area
- East Downtown Historic District
- Historic Property

- Downtown Boundary
- Building
- City Park
- City Owned Property
- Spokane River
- Parcel

City Zoning

- General Commercial
- Downtown Core
- Downtown General
- Downtown University

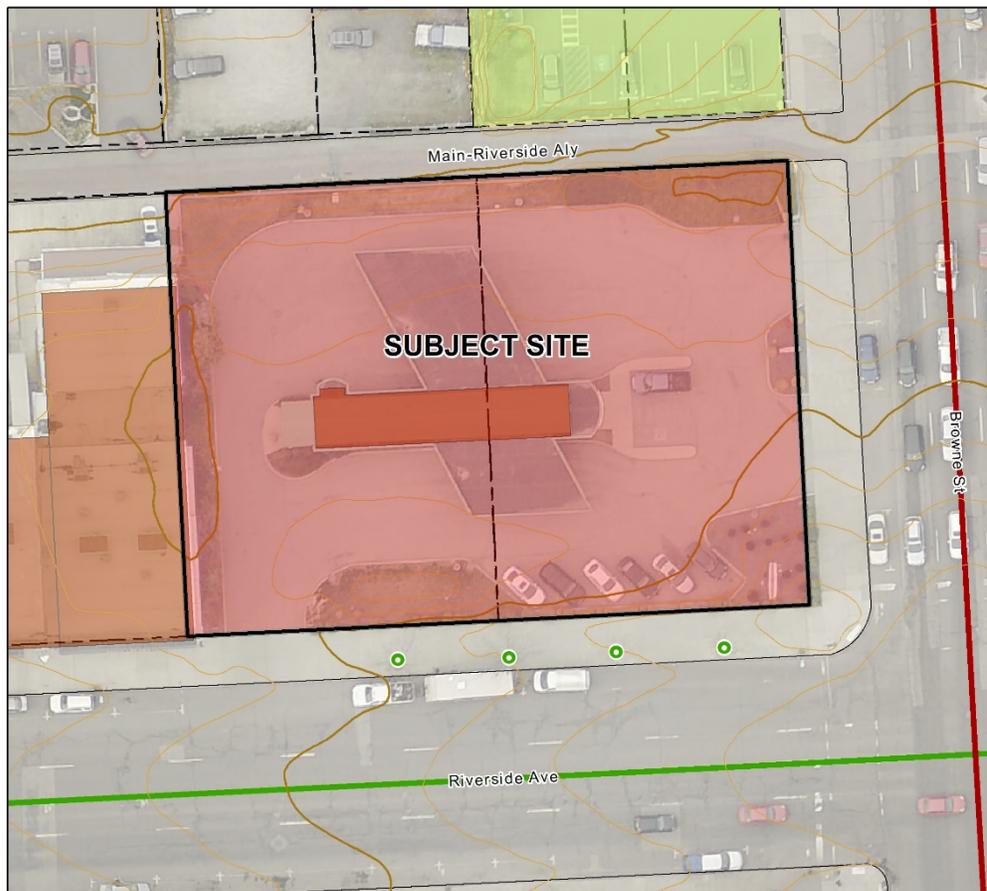


The site is zoned downtown general and is comprised of two parcels within the Riverside neighborhood council. The first parcel is addressed as 206 W. Riverside Ave and the second as 214 W Riverside Ave. The Spokane Fire Department (Station #1) is located to the east across Browne St. There are 32 historic structured located with a 1/4-mile of the subject site, including the Richardsonian Delaney/Realty Building (Albert Held architect, 1912), Salvation Army Building (Archibald Rigg architect, 1921), and Saffron Building (1909) located on the same block (to the west of the site). To the south of the site (across Riverside Avenue) is the National Hotel (1905), and the Mearow Block of buildings (1904 - 1913). The parcels are within the East Downtown historic district, however the site itself is not on the registry.

The site is immediately adjacent to the West Main Character Area, though it would not be subject to the area's design guidance.

There are two major transit routes to the south – the proposed STA Central City Line (eastbound) will run along Riverside and will have stations roughly equidistant east & west from the site near the Bernard and Division intersections – and roughly in the same east/west locations for the westbound route, running one block to the north on Main Avenue. In addition, eight STA bus routes run along Riverside – the 25 (Division), the 26 (Lidgerwood), the 28 (Nevada), the 29 (SCC), the 74 (Mirabeau/Liberty Lake), the 172 (Liberty Lake Express), the 173 (VTC Express), and the 190 (Valley Express).

Character Assets



206 RIVERSIDE - VICINITY



Legend

Cadastral Features

- Subject Site
- City Street Tree
- 5-foot Contour Line
- 1-foot Contour Line
- Building
- City Owned Property
- Curb Line
- Parcel

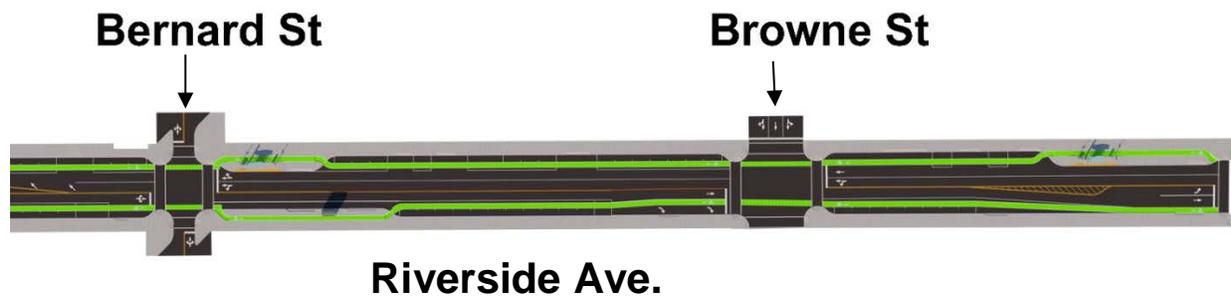
Complete Streets

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



Riverside Avenue is designated as a type II complete street or “community connector.” Browne Street is a type III complete street, or “city-regional connector.” The site falls just south of the East Downtown Character Area, and there are four city-owned trees along Riverside Avenue to the south of the site.

The image below indicates the two possible configurations for the proposed Riverside Avenue improvements, both of which indicate new cycle tracks. These cycle tracks are part of the larger existing and proposed bike network.



Regulatory Analysis

Zoning Code Requirements

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

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

Project of City-Wide Importance report attached at the end of this document

Downtown Design Standards

Design standards in the code appear in the form of Requirements (R), Presumptions (P), and Considerations (C). Upon request of the applicant, the board may offer some flexibility from certain eligible code “design standards” if the board recommends that the proposed solution is equal or better than what is required, and still meets the purpose of the standard.

Section 17C.124.500 Downtown Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.580 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. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

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

CHAPTER 3: LAND USE

LU 2 PUBLIC REALM ENHANCEMENT

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 EFFICIENT LAND USE

LU 3.8 Shared Parking: Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

LU 4 TRANSPORTATION

LU 4.4 Connections: Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 5 DEVELOPMENT CHARACTER

LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

LU 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 5.3 Off-Site Impacts: Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

LU 5.5 Compatible Development: Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

CHAPTER 4: TRANSPORTATION

TR GOAL A: PROMOTE A SENSE OF PLACE- Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

TR GOAL B: PROVIDE TRANSPORTATION CHOICES- Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY- Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY- Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

TR 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed,

operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 5 Active Transportation: Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 6 Commercial Center Access: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

TR 15 Activation: Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 18 Parking: Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

CHAPTER 7: ECONOMIC DEVELOPMENT

ED 3.10 Downtown Spokane: Promote downtown Spokane as the economic and cultural center of the region.

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 2 URBAN DESIGN

DP 2.5 Character of the Public Realm: Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

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

DP 2.11 Improvements Program: Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

DP 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

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

DP 2.16 On-Premises Advertising: Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

DP 2.21 Lighting: Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

DP 4: DOWNTOWN CENTER VIABILITY

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.

CHAPTER 9: NATURAL ENVIRONMENT

NE 1 WATER QUALITY

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

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

CHAPTER 10 SOCIAL HEALTH

SH 3 ARTS AND CULTURAL ENRICHMENT

SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

City of Spokane Downtown Plan [Downtown Plan "Fast Forward Spokane" link](#)

2.1 ECONOMIC DEVELOPMENT

Goal: Foster economic development within the Downtown Core

Objectives:

- Support existing Downtown businesses
- Develop additional retail in existing and developing retail districts that complements existing Downtown retail
- Identify, evaluate, and develop "Opportunity Sites"
- Improve basic and ancillary services for residents and other stakeholders (i.e., site a full-line grocery store, enhance the farmer's market, etc.)
- Attract future employers (including but not limited to "green collar" businesses and biomedical facilities; provide incubator space for emerging businesses)

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

2.4 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 housing within and in proximity to University District (including student housing)
- Increase mid-range housing for rent and for sale within and adjacent to Downtown
- Strengthen connections between Downtown and surrounding neighborhoods
- Develop Kendall Yards and establish strong links to Downtown Core

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 Environment

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 the 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 and 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 and 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 design practices whenever possible.

C: Pedestrian Environment - Define 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 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.

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 Alley Facades

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 and 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 and 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 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 islands.

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-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.

Topics for Discussion

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

Neighborhood

1. The project should coordinate building and sidewalk frontage design with City of Spokane Engineering and Integrated Capital Management to ensure conformance with the Riverside Avenue reconstruction.
2. In accordance with Downtown Design Guidelines A-1 (Respond to the Physical Environment) A-2 (Enhance the Skyline) B-3 (Reinforce the Urban Form and Architectural Attributes of the Immediate Area) D-3 (Respect Historic Features that Define Spokane), how might the Applicant best respond to the surrounding historical character and built form of the neighborhood when further designing the building?

Site

3. To develop the Downtown Design Guideline C-6 (Develop Alley Facades) is there an opportunity to develop the alley to the north of the building in order to allow pedestrian mid-block connectivity as well as direct access to the properties to the north?
4. As the site is located within the Convention Center District (identified in the Spokane Streetscape Infrastructure Program, SIP), what opportunities are there to incorporate the streetscape furniture, media corrals, bike racks, and appropriate street lights specified in the SIP?
5. Please see the Urban Forestry recommendations for the conservation of the four existing Riverside Avenue street trees. What opportunities are there to provide the requisite additional number of street trees along Riverside Avenue and Browne Street?
6. Consistent with site access priorities (per SMC 17C.124.280.C1-C4) the alley is the preferred service vehicle access to the site. Should the Applicant explore all opportunities to ensure solid waste and recycling can occur off the alley (not from Riverside Avenue)? Note: as Browne Street is part of the Washington State Highway System and therefore has WSDOT controlled access, service vehicle access will not be permitted off of Browne Street.
7. If the applicant is considering any type of fencing or gate material for the project (i.e. parking structure ingress/egress, dog park, trash enclosure, plaza, etc.) should the Applicant be encouraged to consider wrought iron fencing or other fencing compliant with SMC 17C.124.310 (Downtown Zone Fences)?

Building

8. Is there an opportunity to engage the north façade, as it is viewed prominently from Browne Street (a Type III complete street)?
9. What opportunities are there to secure sidewalk, al fresco dining, or patron space on the sidewalk adjacent to the proposed ground floor retail?
10. Since the project is within the East Downtown Historic District and immediately south of the Character Area, what opportunities are there to incorporate a traditional storefront system with historical references at the ground floor? Please reference the Downtown Character Area Considerations document.
11. What opportunities are there to incorporate green building and site design, to further reinforce Downtown Design Guidelines B-5 (Explore Opportunities for Building Green) and D-8 (Create Green Streets)? For example, photovoltaic panels, LID streetscape improvements, and green roofs.
12. Is there an opportunity to fulfill SH 3.4 One Percent for the Arts (from the city's comprehensive plan) by incorporating art into the project?

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Downtown Design Guidelines
Downtown Character Area Considerations
Streetscape Improvement Program

PRE-DEVELOPMENT NOTES

Date Delivered: October 23, 2020

**PROJECT: 214 Riverside Project B20M0108PDEV
2423 W Bennett Ave (Parcel 35184.0917)**

**To: Mitch Yockey, GGLO
Cc: Dermott Murphy, Deputy Building Official, City of Spokane
Tami Palmquist, Associate Planner, City of Spokane**

Dear Mr. Yockey,

I am enclosing a packet of information from Urban Forestry that will be beneficial to you should you decide to proceed with plans to develop the above property.

Although I have not conducted a site visit recently, our Street Tree Inventory shows there four existing trees within the public right of way along Riverside Avenue. The trees are Honeylocust trees, seven to eight inches in diameter and in fair condition. Since the trees are in fair condition and performing well for a downtown street tree, we will require that they be protected from construction activities.

I am also enclosing the City of Spokane Tree Protection Specifications and Detail for your convenience. Any right of way trees that are retained shall have tree protection fencing installed around them prior to any demo/site work and must remain intact throughout all phases of construction. Please include these documents on your demo and civil plans and designate the trees as 'protect in place' so the various contractors are aware of this requirement. I will look for these on your drawings when you submit for plan review.

I am aware that new underground utilities will need to be installed for your project. We would like to see your utility plans take these existing trees into consideration and that the connections are made between the trees. The existing trees are in tree wells, with limited soil areas, so I don't expect that the roots will have travelled too far outside of the tree well. Thank you in advance to making the effort to retain these trees. It will reduce the amount of new street trees you will be required to plant in conjunction with your project.

Spokane Municipal Code requires a licensed certified arborist and a separate tree permit to perform all work on such trees, including removals. Please contact an arborist on list that is included with this

packet if you are intending to perform any work on these trees. A list of qualified tree companies is included in this packet.

New street trees will also be required along the frontage of Browne Street. These will likely be in tree pits similar to the ones on Riverside Avenue. Please choose a tree species from the Approved Street Tree List. A Class II tree species is appropriate for that location. Each tree will need a minimum of 100 cubic feet of un-compacted soil.

A licensed certified arborist with a Street Tree Permit is required for the installation of new street trees also. The arborist you choose will be familiar with Street Tree permitting process. This permitting process for planting could take up to 10 business days so please plan with this time requirement in mind.

You will also be required to install landscaping on the interior of your property, including trees. While a licensed certified arborist is not required to plant interior trees, the planting standards are the same as street trees, so I recommend you have a certified arborist plant the interior trees as well. All trees on site will be inspected to ensure they are planted correctly before a Certificate of Occupancy is issued.

Please also consider tree placement and business signage to prevent visibility issues as the trees mature. This will lessen tree maintenance in the future.

Please let me know if I can be of any assistance to you.

Respectfully,

Becky Phillips
Urban Forestry Specialist
City of Spokane



**214 W RIVERSIDE AVE
SPOKANE, WA**

**DESIGN REVIEW
STEP 1**



- 03 SECTION 1 | PROJECT SUMMARY
- 05 SECTION 2 | CONTEXT ANALYSIS
- 09 SECTION 3 | SITE ANALYSIS
- 10 SECTION 4 | DESIGN CONCEPT

Design Narrative

The 206 W. Riverside is a residential building that is authentically Spokane – fundamentally beautiful, responsibly sustainable and thoughtfully detailed – an homage to the 21st Century downtown resident in this mid-town location. The project proposes 139 residential units, 63 parking stalls and 1,450 SF of retail at the corner of W. Riverside Ave and N. Brown Street. Total building square footage is 127,210 SF.

The Central Business District is rich with architectural character, defined by masonry buildings from the turn of the Century after the great fire of 1889. Simplicity, authenticity, quality materials, and timeless details are defining elements. Those elements serve as inspiration for the project - looking forward while building on the past. The new project translates this foundational Spokane architectural language into a contemporary building that is of our time, responsive to the needs of current culture and environment, representative of the CBD's emerging and expanding future.

Building massing is strategically articulated into three volumes that reference the bulk height and scale of existing building fabric to effectively extend the rhythm of the urban core east along W. Riverside Avenue. A large amenity terrace maximizes building orientation and presents multitiered exterior amenity to the street frontage at Riverside. This working landscape is a key player in the project's stormwater management strategy. The project proposes a strong, clearly defined corner with a retail presence at the base to encourage patterns of pedestrian linkage. Additionally, transparency and pedestrian interest are reinforced at the Riverside frontage with a public facing leasing center and lobby. Abundant unit glazing and a language of residential balconies marry contemporary detailing and residential scale. Thoughtful building screening at the ground level of the north elevation reinforces building massing and integrates with the overall approach to building cladding.

Project goals that are also stated goals of the Comprehensive Plan are listed below.

DP 1 Pride and Identity 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 new construction to support desirable behaviors and create a positive perception of Spokane

DP 2.7 Historic District and Sub-Area Design Guidelines

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

DP 2.8 Design Review Process

"Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens' quality of life expectations."

DP 2.12 Infill Development

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

DP 2.15 Urban Trees and Landscape Areas

"Maintain, improve, and increase the number of street trees and planted areas in the urban environment."

The project is not seeking any departures. Please refer to the following page for an overview of Project Design Evolution.

1. Bar Buildings

Initially the Design team studied 2 parallel bar buildings. When oriented North South the project massing supported the project goal creating south facing facades with frontage of a bulk height and scale that allows the rhythm of existing development to extend west down Riverside. Till a number of factors limited the success of this scheme including:

- a. Duplicate project infrastructure (vertical circulation, fire protection, ect.) making the project financially infeasible.
- b. Missed opportunity to connect dwelling units to views of the river and the riverfront.
- c. Limited number of units with ideal orientation for abundance of natural light.
- d. Lack of focus for podium open space creating a possible avenue for wind and weather.

2. U-Shaped building

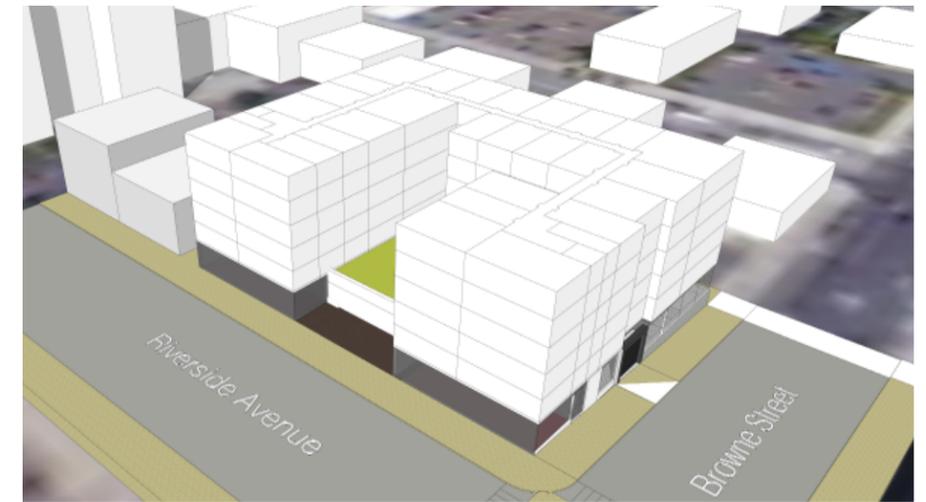
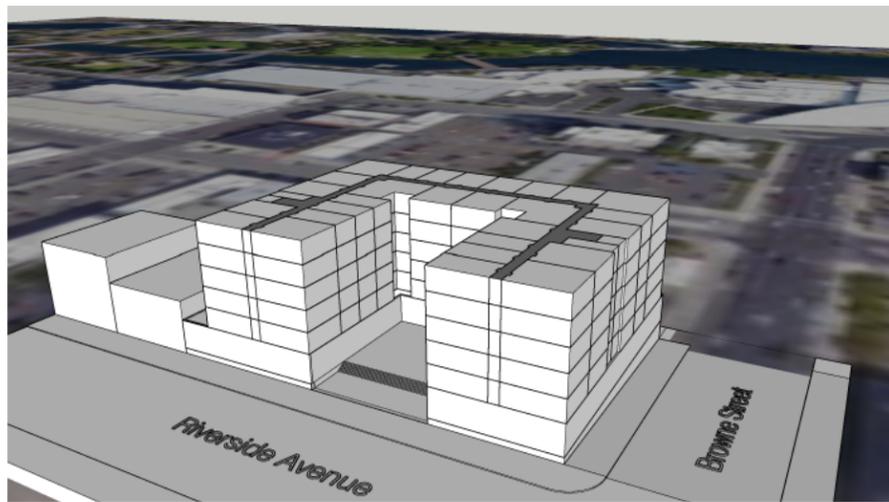
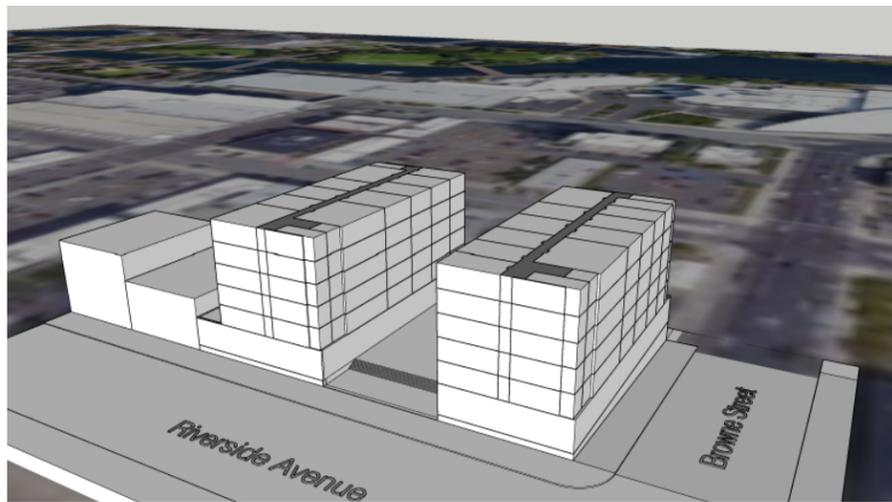
In a desire to maximize light and views to residential units the team began exploring courtyard schemes that maintained significant open space but strategically focused it to increase visual connectivity and ultimately strengthen the project’s relationship to the Downtown core. Bedrock and a high water table lead the design team to explore options that raise the parking up out of the ground on the alley side creating elevated outdoor space on top of building podium and opportunities for multitiered outdoor spaces.

- a. While alternative orientations were studied, the scheme with a south facing courtyard provided the greatest opportunity improve the pedestrian experience at Riverside.
- b. U-shaped building with south facing courtyard holds the project corner.
- c. While ideal for capturing views and strengthening the projects connection to the downtown core a U-shaped building created long uninterrupted facades at the North, East and West edges of the project indicating a need to further articulate the massing to relate to the bulk height and scale of the existing built fabric, particularly the historic building stock.

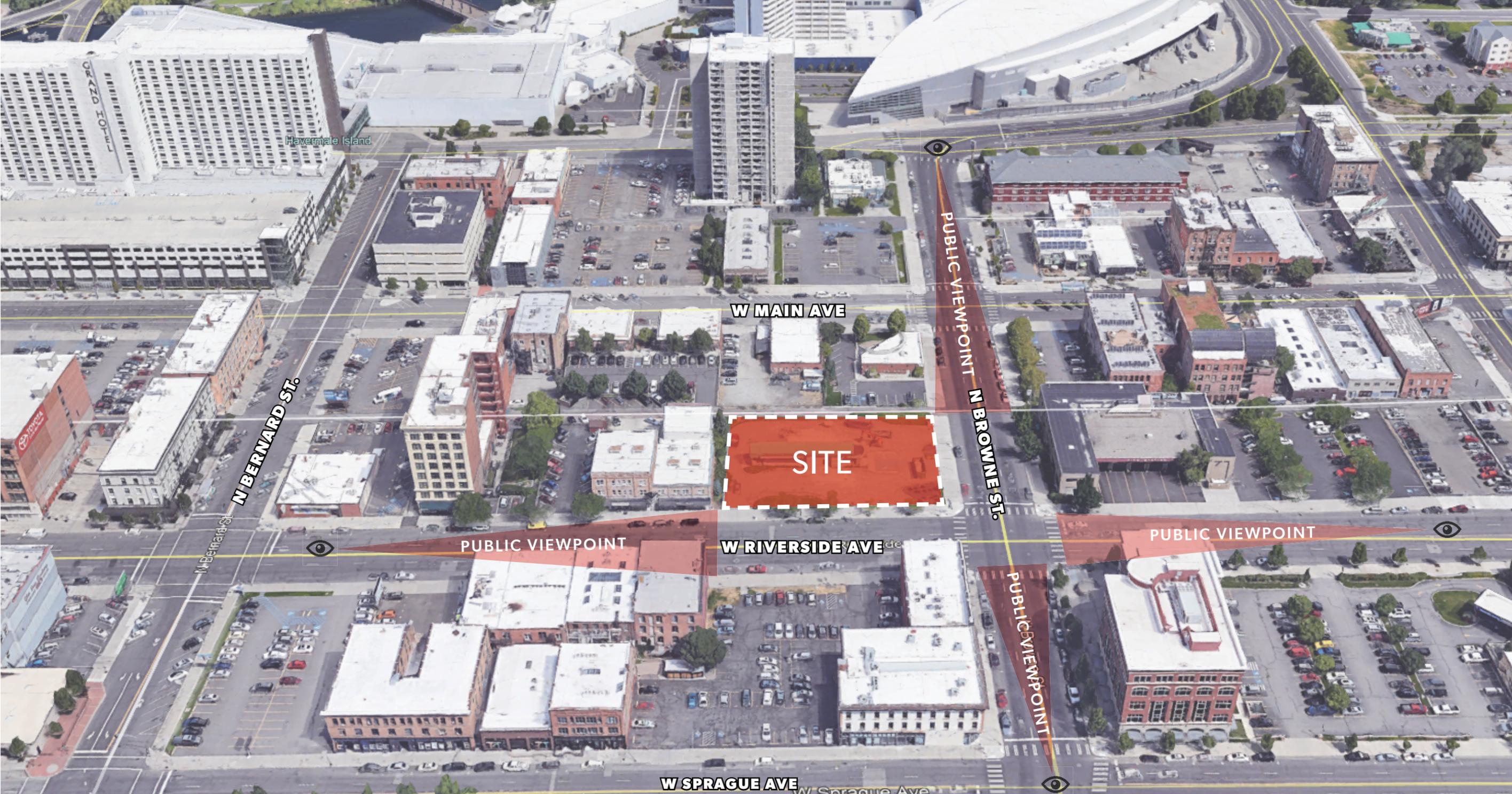
3. Articulated U-shape (Preferred Option)

The design and development team propose an articulated U-shaped building that utilizes gaskets to reduce the perceived overall bulk height and scale of the project while honoring the scale of historic facades immediately adjacent and in the downtown core. Additionally, the proposed scheme achieves the following project goals.

- a. Maximizes views of the river and the riverfront.
- b. Creates ideal solar orientation for abundance of natural light to units as well as outdoor open space.
- c. Focuses podium open space and orients south to improve the building’s connection to the public realm and the downtown core.
- d. Locates retail at corner of Riverside and Brown and a Leasing Lobby at Riverside to further enhance the pedestrian experience



VICINITY MAP



STREET VIEWS



Street view looking west down Riverside from Browne (SE Corner)



Street View looking North down Browne



Street view looking west down Riverside from Browne (SE Corner)

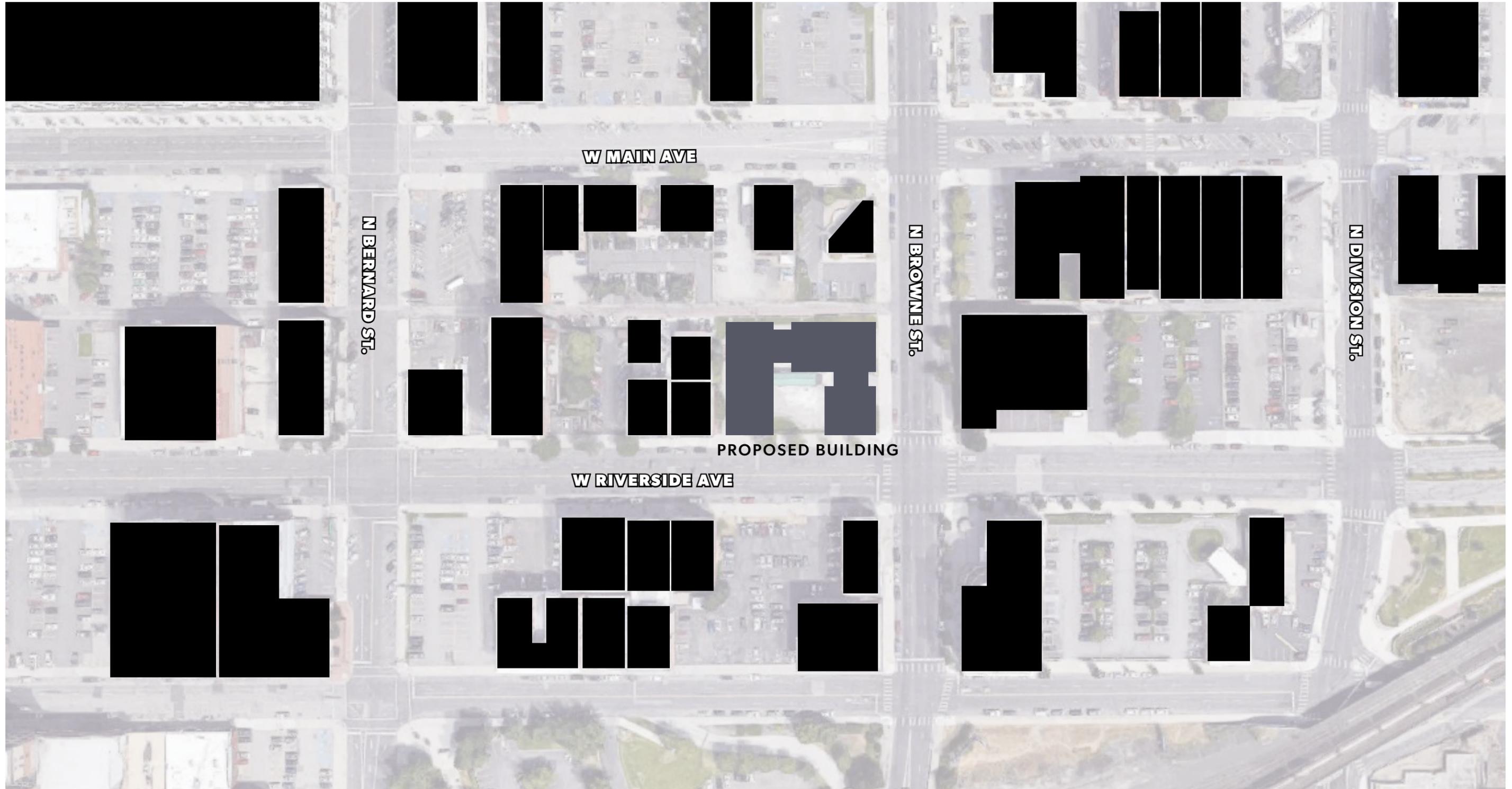


Street View looking down West Alley

AERIAL VIEW



NEIGHBORHOOD ANALYSIS - SCALE, SHAPE AND CONTEXT





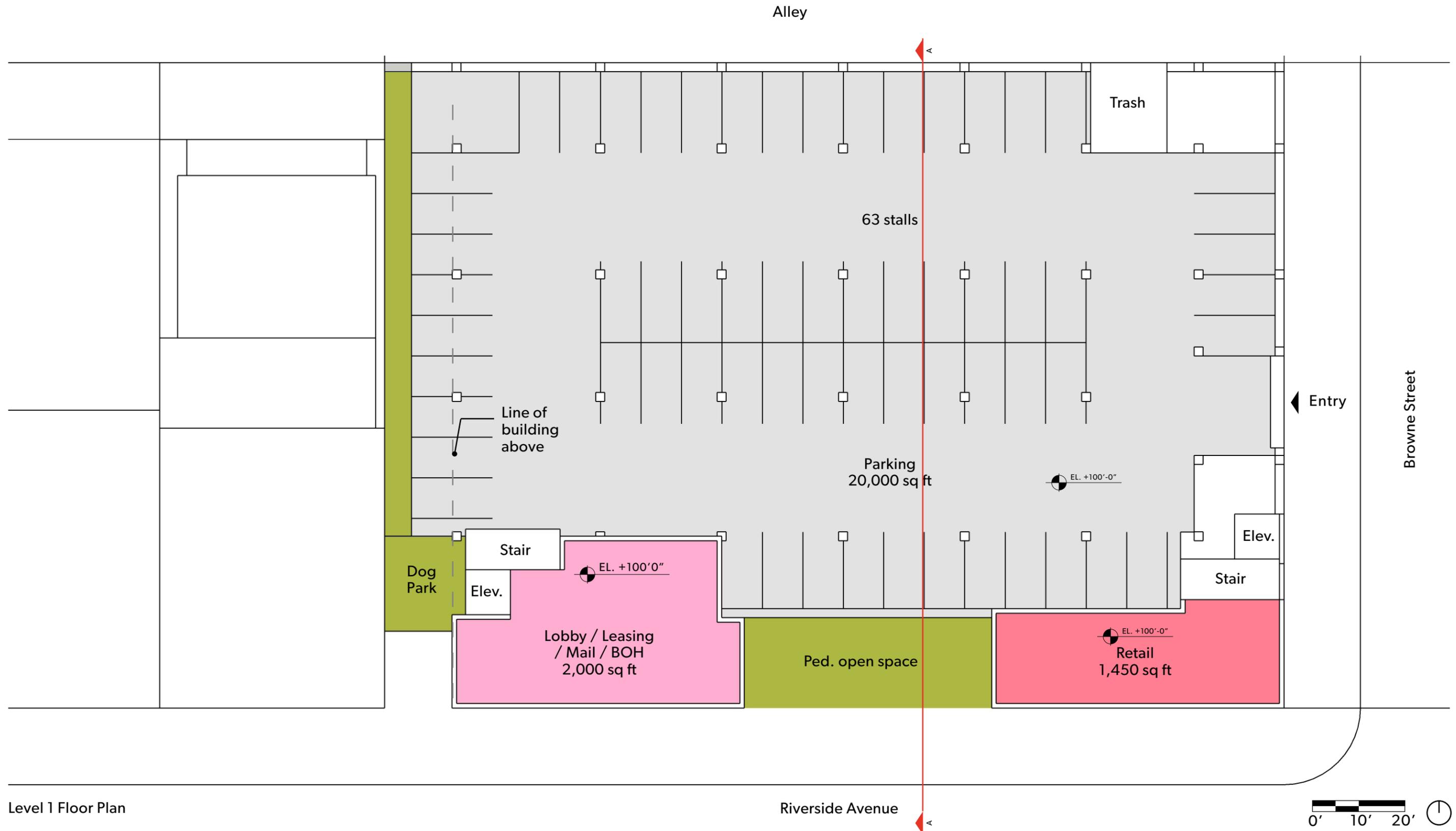
* STREET TREES AND SIDEWALK AS PER COS STANDARDS

PROPOSED BUILDING



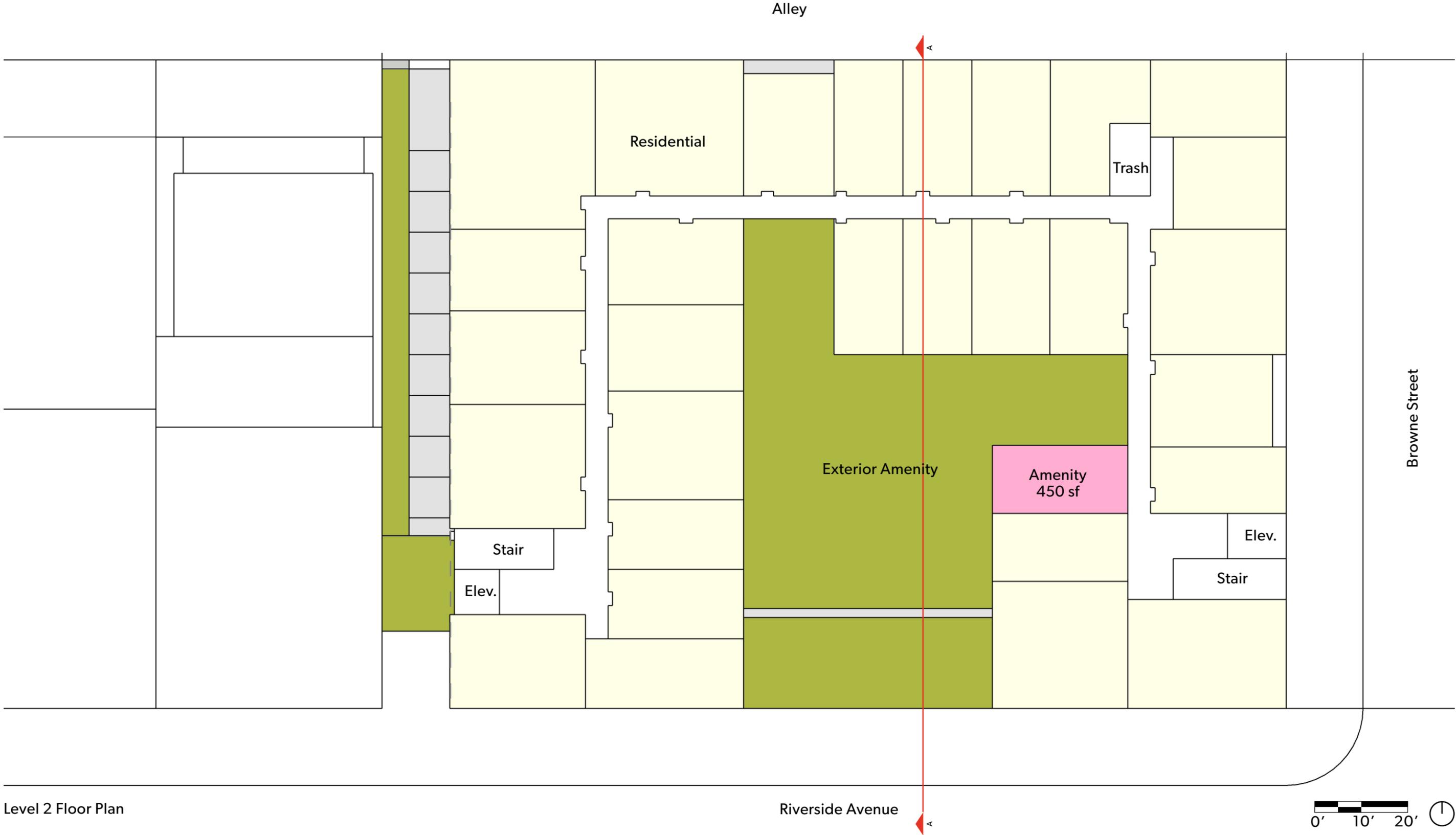
PROPOSED BUILDING





Level 1 Floor Plan

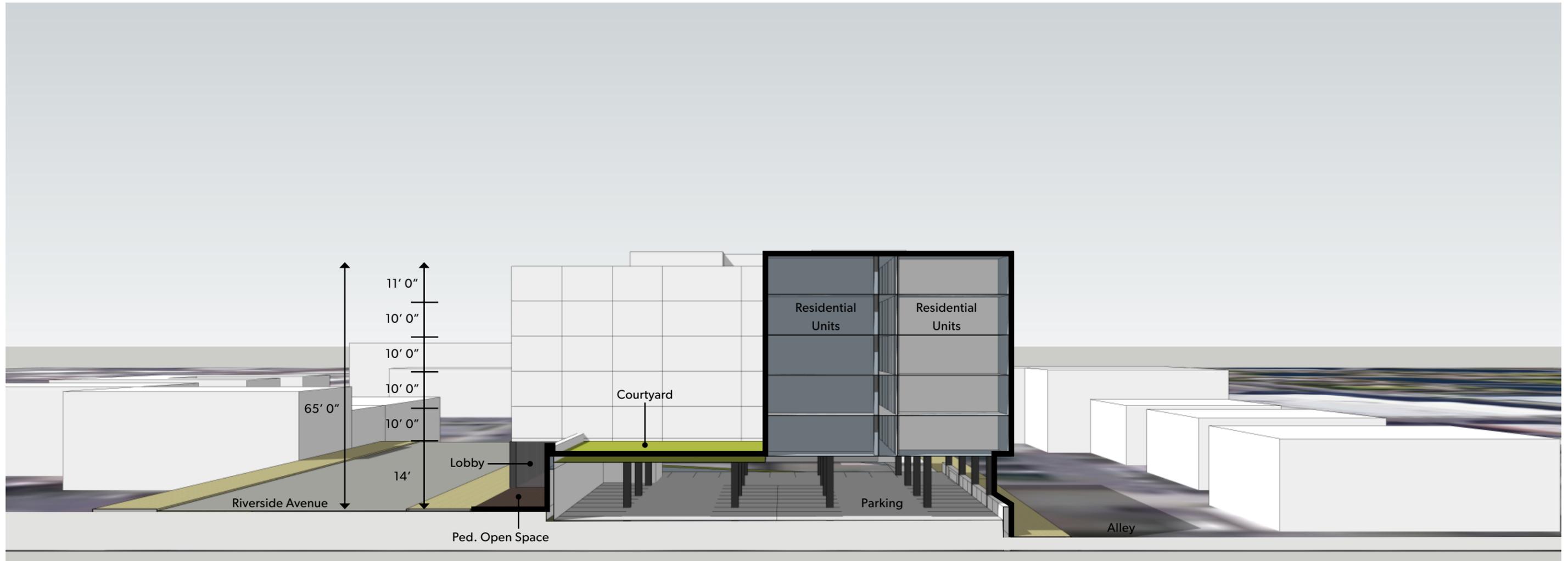
* STREET TREES AND SIDEWALK AS PER COS STANDARDS



Level 2 Floor Plan



Typical Upper Floor Plan



Perspective Section A-A

Design Review Board - Meeting Minutes Draft

October 28, 2020

Online via WebEx

Meeting called to order at 5:33 PM by Kathy Lang

Attendance:

- *Board Members Present:* Anne Hanenburg, Chuck Horgan (Arts Commission Liaison), Drew Kleman, Mark Brower (Vice-Chair), Chad Schmidt, Ted Teske, Kathy Lang (Chair & CA Liaison)
- *Board Members Not Present:* Grant Keller
- *Quorum Present:* Yes
- *Staff Members Present:* Dean Gunderson, Taylor Berberich, Stephanie Bishop, Nate Gwinn

Changes to Agenda:

- None

Workshops:

- **New Design Guidelines - Open Workshop**
- Staff Presentation: Dean Gunderson
- Questions asked and answered
- Discussion ensued

Board Business:

Approval of Minutes:

- Minutes from the October 14, 2020 meeting approved unanimously.

Old Business:

- Dean sent out a Doodle poll to board members with options for moving the meeting originally set for November 25th, right before Thanksgiving. The meeting will be moved up to Monday, November 16th.

New Business:

- None

Chair Report:

- None

Secretary Report - Dean Gunderson

- The November 11th DRB Meeting will be a collaborative workshop for Riverside/Browne.
- The November 16th DRB Meeting will be a recommendation meeting for Northeast Middle School.
- Latah Glen Manufactured Home Development have initiated their permitting process. They are intending to submit the packet for their final recommendation meeting this week and will be added to the calendar for the December 9th DRB Meeting.

Meeting Adjourned at 7:29 PM

The next Design Review Board Meeting is scheduled for Wednesday, November 11, 2020.