Spokane Design Review Board

Wednesday, July 28, 2021
5:30-7:30 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 – 7:15	**5)** New Design Guidelines - Workshop • Staff Presentation..... 15-20 m • Workshop with Board..... 60-75 m	Dean Gunderson Taylor Berberich

Board Business:

7:15 – 7:30	**6)** Approve Minutes from June 23, 2021	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 Wednesday, August 11, 2021**.**

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: **1464 99 5537** 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.

Downtown Design Guidelines (master list, variations provided for each project type)

A. Urban Design

Area of Influence: Region, City, Neighborhood, District

Design Objective: *Urban Design* guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

D.A-1 Provide a 360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site's relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric. Locate and shape buildings to maintain public views of important structures, places, and natural landscape features. Shape buildings and structures to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as the primary/front facades.

D.A-2 Design with a Legible *Parti*

A good design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement typically referred to as a parti*. Since the design of a site, public realm, and building should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement.*

D.A-3 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles. Projects should be designed to meet the City's environmental policies by enhancing the urban forest canopy - to reduce urban heat island effects and reduce stormwater runoff, and improve the utilization of renewable energy resources - like hydropower and solar power.

D.A-4 Accommodate the Multi-modal Transportation Network

Design projects to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. 'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

D.A-5 Design for Change

Design projects to be flexible enough to respond to future changes in use, lifestyle, and demography. Design for energy and resource efficiency; creating flexibility in the use of a property via generous ground floor height dimensions and a capacity to access the public realm at multiple points along the property's frontage, encouraging new approaches to transportation, traffic management and parking through the way public spaces and service infrastructure are incorporated into a project's design.

B. Public Amenities

Area of Influence: Public Realm

Design Objective: *Public Amenity* guidelines assist designers and developers in creating projects that enhance the public realm; including streetscapes and open spaces.

D.B-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.B-2 Enhance the Building with Landscaping

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

D.B-3 Respect Historic Features that Define Spokane

Renovations, restorations, and additions within Downtown should respect historic features. New buildings in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context.

D.B-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 a memorable 'sense of place' associated with the building and site.

D.B-5 Provide Context-sensitive Signage and Lighting

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. 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.B-6 Design for Personal Safety and Security

Promote a sense of security for people during nighttime hours. Design the building and site to promote the feeling of personal safety and security in the immediate area. Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

D.B-7 Accommodate Universal Design

The Public Realm should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment. Projects shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

C. Pedestrian Environment

Area of Influence: Public Realm

Design Objective: *Pedestrian Environment* guidelines assist designers and developers in creating projects that define the pedestrian environment. The intent of the guidelines is to promote a safe and healthy environment where the pedestrian is the priority. While there is a need for automobile, bicycle, and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement. Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised. The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Downtown.

D.C-1 Design Façades at Many Scales

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

D.C-2 Reinforce Primary Building Entries

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

D.C-3 Provide Appropriate Weather Protection

Provide a continuous, well-lit weather protection to improve pedestrian comfort and safety along pedestrian routes. Such protection should address wind, sun, and precipitation throughout the year.

D.C-4 Enhance Alleyways

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

D.C-5 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street.

D.C-6 Provide a High-quality Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the site and building so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. Streets, alleys, trails, and public spaces work together to provide opportunities for civic, cultural, economic, and social activities.

D. Architectural Expression

Area of Influence: Site, Building/Structure

Design Objective: *Architectural Expression* guidelines assist designers and developers in creating projects that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote site and architectural design that is complementary to Spokane's heritage and character. The following objectives and guidelines for Downtown Spokane primarily address the exterior of buildings and the relationship of buildings to its surroundings.

D.D-1 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.

D.D-2 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 conformance with the original parti. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

D.D-3 Maintain the Prevailing Street Edge

Design new buildings to help define and maintain the street edge. Building and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience. The scale and design continuity along a block are important elements that contribute to an active, engaging, and pedestrian-oriented streetscape.

D.D-4 Design a Sustainable Building and Site

Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments, and materials - and where practicable incorporate active solar power systems. Employ techniques and technologies to improve the ecological performance of the building and site improvements.

D.D-5 Enhance the Skyline

Design the upper portions of taller buildings to create visual interest and variety in the City, Neighborhood, and/or District skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

E. Access and Screening

Area of Influence: Site, Building/Structure

Design Objective: *Access and Screening* guidelines assist designers and developers in creating projects that minimize adverse environmental impacts.

D.E-1 Maximize Pedestrian Access to the Building and Site

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

D.E-2 Minimize the Impact of Parking Facilities Along Street Frontages

Minimize the visual impact of parking by designing parking facilities into the building, e.g. below ground, behind veneer non-parking uses, or above the ground floor. Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

D.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. Minimize adverse smells, sounds, views, and physical contact by keeping such service areas away from the public realm.

D.E-4 Design Sustainable Parking

Design places for parking that mitigate automobile and impervious surface impacts to air, temperature, and water; and improve the City's visual and environmental quality.

Public Projects and Structures Design Guidelines

A. Urban Design

Area of Influence: Region, City, Neighborhood, District

Design Objective: *Urban Design* guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

P.A-1 Provide a 360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site's relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric. Locate and shape buildings and/or structures to maintain public views of important structures, places, and natural landscape features. Shape buildings and/or structures to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as the primary/front facades.

P.A-2 Design with a Legible *Parti*

A good design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement typically referred to as a parti. Since the design of a site, public realm, and building/structure should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement.

P.A-3 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles. Projects should be designed to meet the City's environmental policies by enhancing the urban forest canopy - to reduce urban heat island effects and reduce stormwater runoff, and improve the utilization of renewable energy resources - like hydropower and solar power.

P.A-4 Accommodate the Multi-modal Transportation Network

Design projects to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. 'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

P.A-5 Design for Change

Design projects to be flexible enough to respond to future changes in use, lifestyle, and demography. This means designing for energy and resource efficiency; creating flexibility in the use of a property via generous ground floor height dimensions and a capacity to access the public realm at multiple points along the property's frontage, encouraging new approaches to transportation, traffic management and parking through the way public spaces and service infrastructure are incorporated into a project's design.

B. Public Amenities

Area of Influence: Public Realm

Design Objective: *Public Amenity* guidelines assist designers and developers in creating projects that enhance the public realm; including streetscapes and open spaces.

P.B-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.

P.B-2 Enhance the Building with Landscaping

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

P.B-3 Respect Historic Features that Define Spokane

Renovations, restorations, and additions should respect nearby historic features. New buildings and/or structures in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context.

P.B-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/structure and site.

P.B-5 Provide Context-sensitive Signage and Lighting

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. 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.

P.B-6 Design for Personal Safety and Security

Promote a sense of security for people during nighttime hours. Design the building/structure and site to promote the feeling of personal safety and security in the immediate area. Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

P.B-7 Universal Design

The Public Realm should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment. Projects shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

C. Pedestrian Environment

Area of Influence: Public Realm

Design Objective: *Pedestrian Environment* guidelines assist designers and developers in creating projects that define the pedestrian environment. The intent of the guidelines is to promote a safe and healthy environment where the pedestrian is the priority. While there is a need for automobile, bicycle, and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement. Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised. The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.

P.C-1 Design Façades at Many Scales

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

P.C-2 Reinforce Primary Building Entries

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

P.C-3 Provide Appropriate Weather Protection

Provide a continuous, well-lit weather protection to improve pedestrian comfort and safety along pedestrian routes. Such protection should address wind, sun, and precipitation throughout the year.

P.C-4 Enhance Alleyways

To increase pedestrian safety, comfort, and interest; where proposed develop the alleyway in response to the unique conditions of the site or project.

P.C-5 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street.

P.C-6 Provide a High-quality Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the site and building or structure so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. Streets, alleys, trails, and public spaces work together to provide opportunities for civic, cultural, economic, and social activities.

D. Architectural Expression

Area of Influence: Site, Building/Structure

Design Objective: *Architectural Expression* guidelines assist designers and developers in creating projects that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote site and architectural design that is complementary to Spokane's heritage and character. The following objectives and guidelines for Spokane primarily address the exterior of buildings/structures and the relationship of such buildings/structures to their surroundings.

P.D-1 Create Transitions in Bulk and Scale

Building/Structure form should be consistent with the character of 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/structures and the pedestrian realm.

P.D-2 Design a Well-proportioned and Unified Building/Structure

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

P.D-3 Maintain the Prevailing Street Edge

Design new buildings/structures to help define and maintain the street edge. Building/structure and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience. The scale and design continuity along a block are important elements that contribute to an active, engaging, and pedestrian-oriented streetscape.

P.D-4 Design a Sustainable Building/Structure and Site

Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments, and materials - and where practicable incorporate active solar power systems. Employ techniques and technologies to improve the ecological performance of the building/structure and site improvements.

P.D-5 Enhance the Skyline

Design the upper portions of taller buildings to create visual interest and variety in the City, Neighborhood, and/or District skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

E. Access and Screening

Area of Influence: *Site,* Building/Structure

Design Objective: *Access and Screening* guidelines assist designers and developers in creating projects that minimize adverse environmental impacts.

P.E-1 Maximize Pedestrian Access to the Building and Site

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

P.E-2 Minimize the Impact of Parking Facilities Along Street Frontages

Minimize the visual impact of parking by designing parking facilities into the building/structure, e.g. below ground, behind veneer non-parking uses, or above the ground floor. Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

P.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. Minimize adverse smells, sounds, views, and physical contact by keeping such service areas away from the public realm.

P.E-4 Design Sustainable Parking

Design places for parking that mitigate automobile and impervious surface impacts to air, temperature, and water; and improve the City's visual and environmental quality.

Skywalks Design Guidelines

A. Urban Design

Area of Influence: Region, City, Neighborhood, District

Design Objective: *Urban Design* guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

S.A-1 Provide a 360-degree Design

Skywalks should respond to a wide range of contextual elements found in the public realm including its relationship with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric. Locate and shape skywalks to maintain public views of important structures, places, and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as the façades of the connecting buildings.

S.A-2 Design with a Legible *Parti*

A good skywalk design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement typically referred to as a parti. Develop a skywalk design concept that responds to the adjacent streetscape and connecting buildings, establishing, or emphasizing the sense of that streetscape as an outdoor room. This design should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity and this coordinating precept can be expressed in the parti's diagram and statement.

S. A-3 Provide a Sustainable Framework

Design skywalks to incorporate sustainable design and energy efficiency principles. Skywalks should be designed to meet the City's environmental policies.

S.A-4 Accommodate the Multi-modal Transportation Network

Design skywalks to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities. Skywalks that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. 'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

S.A-5 Design for Change

Design and locate skywalks to be flexible enough to respond to future changes in use, lifestyle, and demography. This means designing for energy and resource efficiency while accepting that connecting buildings may change use and occupancies over time. Skywalks should have an unobstructed connection to the ground floor of connecting buildings and those buildings' public realm.

B. Public Amenities

Area of Influence: Public Realm

Design Objective: *Public Amenity* guidelines assist designers and developers in creating projects that enhance the public realm; including streetscapes and open spaces.

S.B-1 Respect Historic Features that Define Spokane

Renovations, restorations, and additions within Spokane should respect adjacent or nearby historic features. New skywalks in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context.

S.B-2 Provide Elements that Define the Place

Incorporate special elements on the facades to create a distinct, attractive, and memorable 'sense of place' associated with the skywalk and connecting buildings.

S.B-3 Provide Context-sensitive Signage and Lighting

Design wayfinding signage appropriate for the scale and character of the skywalk and immediate neighborhood. All street-level wayfinding should be oriented to pedestrians in the immediate neighborhood and provide clear directions on how to access the skywalk. To promote a sense of security for people during nighttime hours, provide appropriate levels of lighting in the skywalk, on the underside and/or façades of the skywalk, and around any wayfinding signage.

S.B-4 Design for Personal Safety and Security

Promote a sense of security for people during nighttime hours. Design the skywalk to promote the feeling of personal safety and security in the immediate area. Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

S.B-5 Universal Design

As a skywalk is part of the Public Realm it should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment. Skywalks shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

C. Pedestrian Environment

Area of Influence: Public Realm

Design Objective: *Pedestrian Environment* guidelines assist designers and developers in creating skywalks that define the pedestrian environment. The intent of the guidelines is to promote a safe and healthy environment where the pedestrian is the priority. While there is a need for automobile, bicycle, and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement. Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised. The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.

S.C-1 Design Façades at Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Skywalk façades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. A skywalk's façade should create and reinforce a 'human scale' not only at the street level, but also as viewed from farther away.

S C-2 Reinforce Pedestrian Access

Design the ground level skywalk entrances to promote pedestrian comfort, safety, and orientation.

S.C-3 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street. Skywalks should not discourage street level activity.

S.C-4 Provide a High-quality Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the skywalk so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. As skywalks are part of this realm they must be integrated into the network of streets, alleys, trails, and public spaces to provide opportunities for civic, cultural, economic, and social activities.

D. Architectural Expression

Area of Influence: Site, Building/Structure

Design Objective: *Architectural Expression* guidelines assist designers and developers in creating skywalks that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote site and architectural design that is complementary to Spokane's heritage and character. The following objectives and guidelines for Spokane primarily address the exterior of skywalks and their relationship to its architectural surroundings.

S.D-1 Create Transitions in Bulk and Scale

Skywalks should be consistent with the character of 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.

S.D-2 Design a Well-proportioned and Unified Skywalk

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

S.D-3 Design a Sustainable Skywalk

Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments, and materials - and where practicable incorporate active solar power systems. Employ techniques and technologies to improve the ecological performance of the skywalk.

S.D-4 Enhance the Streetscape

Skywalks should contribute to the liveliness of the streetscape. This may be done through a variety of means, enhanced treatment of the underside of the skywalk, unique lighting, innovative and sculptural architectural and structural features, and incorporation of public art.

E. Access and Screening

Area of Influence: Site, Building/Structure

Design Objective: *Access and Screening* guidelines assist designers and developers in creating skywalks that minimize adverse environmental impacts.

S.E-1 Maximize Pedestrian Access to the Skywalk

As a skywalk is intended to operate as part of a larger pedestrian multi-level network of pathways, the ease of access between levels of this network is paramount. Design the skywalk to integrate seamlessly with the overall pedestrian on, and adjacent to, the development.

S.E-2 Minimize Adverse Visual Impacts to Traffic Flow

Skywalks should not adversely affect the ability for pedestrians on sidewalks and drivers in the vehicle lanes from perceiving impediments to travel and crossing signals.

S.E-3 Minimize the Presence of Mechanical Equipment

Mechanical equipment should be screened from view in a manner consistent with the overall architectural Parti *of the skywalk's design. Minimize adverse smells, views, and physical contact by keeping such mechanical equipment away from the skywalk's public realm.*

Citywide Design Guidelines

A. Urban Design

Area of Influence: Region, City, Neighborhood, District

Design Objective: *Urban Design* guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

C.A-1 Provide a 360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site's relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric. Locate and shape buildings to maintain public views of important structures, places, and natural landscape features. Shape buildings and structures to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as primary/front facades.

C.A-2 Design with a Legible *Parti*

A good design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement typically referred to as a parti. Since the design of a site, public realm, and building should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement.

C.A-3 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles. Projects should be designed to meet the City's environmental policies by enhancing the urban forest canopy - to reduce urban heat island effects and reduce stormwater runoff, and improve the utilization of renewable energy resources - like hydropower and solar power.

C.A-4 Accommodate the Multi-modal Transportation Network

Design projects to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. 'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

C.A-5 Design for Change

Design projects to be flexible enough to respond to future changes in use, lifestyle, and demography. This means designing for energy and resource efficiency; creating flexibility in the use of a property via generous ground floor height dimensions and a capacity to access the public realm at multiple points along the property's frontage, encouraging new approaches to transportation, traffic management and parking through the way public spaces and service infrastructure are incorporated into a project's design.

B. Public Amenities

Area of Influence: Public Realm

Design Objective: *Public Amenity* guidelines assist designers and developers in creating projects that enhance the public realm; including streetscapes and open spaces.

C.B-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.

C.B-2 Enhance the Building with Landscaping

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

C.B-3 Respect Historic Features that Define Spokane

Renovations, restorations, and additions should respect nearby historic features. New buildings in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context.

C.B-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 and site.

C.B-5 Provide Context-sensitive Signage and Lighting

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. 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.

C.B-6 Design for Personal Safety and Security

Promote a sense of security for people during nighttime hours. Design the building and site to promote the feeling of personal safety and security in the immediate area. Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

C.B-7 Universal Design

The Public Realm should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment. Projects shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

C. Pedestrian Environment

Area of Influence: Public Realm

Design Objective: *Pedestrian Environment* guidelines assist designers and developers in creating projects that define the pedestrian environment. The intent of the guidelines is to promote a safe and healthy environment where the pedestrian is the priority. While there is a need for automobile, bicycle, and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement. Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised. The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.

C.C-1 Design Façades at Many Scales

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

C.C-2 Reinforce Primary Building Entries

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

C.C-3 Provide Appropriate Weather Protection

Provide a continuous, well-lit weather protection to improve pedestrian comfort and safety along pedestrian routes. Such protection should address wind, sun, and precipitation throughout the year.

C.C-4 Enhance Alleyways

To increase pedestrian safety, comfort, and interest, where proposed develop alleyway in response to the unique conditions of the site or project.

C.C-5 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street.

C.C-6 Provide a High-quality Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the site and building so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. Streets, alleys, trails, and public spaces work together to provide opportunities for civic, cultural, economic, and social activities.

D. Architectural Expression

Area of Influence: Site, Building/Structure

Design Objective: *Architectural Expression* guidelines assist designers and developers in creating projects that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote site and architectural design that is complementary to Spokane's heritage and character. The following objectives and guidelines for Spokane primarily address the exterior of buildings and the relationship of buildings to its surroundings.

C.D-1 Create Transitions in Bulk and Scale

Building form should be consistent with the character of 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.

C.D-2 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 conformance to the original parti. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

C.D-3 Maintain the Prevailing Street Edge

Design new buildings to help define and maintain the street edge. Building and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience. The scale and design continuity along a block are important elements that contribute to an active, engaging, and pedestrian-oriented streetscape.

C.D-4 Design a Sustainable Building and Site

Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments, and materials - and where practicable incorporate active solar power systems. Employ techniques and technologies to improve the ecological performance of the building and site improvements.

C.D-5 Enhance the Skyline

Design the upper portions of taller buildings to create visual interest and variety in the City, Neighborhood, and/or District skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

E. Access and Screening

Area of Influence: Site, Building/Structure

Design Objective: *Access and Screening* guidelines assist designers and developers in creating projects that minimize adverse environmental impacts.

C.E-1 Maximize Pedestrian Access to the Building and Site

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

C.E-2 Minimize the Impact of Parking Facilities Along Street Frontages

Minimize the visual impact of parking by designing parking facilities into the building, e.g. below ground, behind veneer non-parking uses, or above the ground floor. Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

C.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. Minimize adverse smells, sounds, views, and physical contact by keeping such service areas away from the public realm.

C.E-4 Design Sustainable Parking

Design places for parking that mitigate automobile and impervious surface impacts to air, temperature, and water; and improve the City's visual and environmental quality.

Planned Units Developments Design Guidelines

A. Urban Design

Area of Influence: Region, City, Neighborhood, District

Design Objective: *Urban Design* guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

PUD.A-1 Provide a 360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site's relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric. Locate and shape buildings to maintain public views of important structures, places, and natural landscape features. Shape buildings and structures to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as the primary/front facades.

PUD.A-2 Design with a Legible *Parti*

A good design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement typically referred to as a parti. Since the design of a site, public realm, and building(s) should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement.

PUD.A-3 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles. Projects should be designed to meet the City's environmental policies by enhancing the urban forest canopy - to reduce urban heat island effects and reduce stormwater runoff, and improve the utilization of renewable energy resources - like hydropower and solar power.

PUD.A-4 Accommodate the Multi-modal Transportation Network

Design projects to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. 'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

PUD.A-5 Design for Change

Design projects to be flexible enough to respond to future changes in use, lifestyle, and demography. This means designing for energy and resource efficiency, creating flexibility in the use of a property via generous ground floor height dimensions and incorporating visitability *standards in ground floor residential buildings. Encourage new approaches to transportation, traffic management and parking through the way public spaces and service infrastructure are incorporated into a project's design.*

B. Public Amenities

Area of Influence: Public Realm

Design Objective: *Public Amenity* guidelines assist designers and developers in creating projects that enhance the public realm; including streetscapes and open spaces.

PUD.B-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.

PUD.B-2 Enhance the Building with Landscaping

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

PUD.B-3 Respect Historic Features that Define Spokane

Renovations, restorations, and additions should respect nearby historic features. New buildings in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context.

PUD.B-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 buildings and site.

PUD.B-5 Provide Context-sensitive Signage and Lighting

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. Provide appropriate levels of lighting on the building façades, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, along pedestrian pathways and Shared Use Paths, and on signage.

PUD.B-6 Design for Personal Safety and Security

Promote a sense of security for people during nighttime hours. Design buildings and site to promote the feeling of personal safety and security in the immediate area. Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

PUD.B-7 Universal Design

The Public Realm should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment. Projects shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

C. Pedestrian Environment

Area of Influence: Public Realm

Design Objective: *Pedestrian Environment* guidelines assist designers and developers in creating projects that define the pedestrian environment. The intent of the guidelines is to promote a safe and healthy environment where the pedestrian is the priority. While there is a need for automobile, bicycle, and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement. Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised. The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.

PUD.C-1 Design Façades at Many Scales

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

PUD.C-2 Reinforce Primary Building Entries

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

PUD.C-3 Provide Appropriate Weather Protection

Provide a continuous, well-lit weather protection to improve pedestrian comfort and safety along pedestrian routes. Such protection should address wind, sun, and precipitation throughout the year.

PUD.C-4 Enhance Alleyways

To increase pedestrian safety, comfort, and interest, where proposed develop the alleyway in response to the unique conditions of the site or project.

PUD.C-5 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street.

PUD.C-6 Provide a High-quality Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the site and buildings so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. Streets, alleys, trails, and public spaces work together to provide opportunities for civic, cultural, economic, and social activities.

D. Architectural Expression

Area of Influence: Site, Building/Structure

Design Objective: *Architectural Expression* guidelines assist designers and developers in creating projects that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote site and architectural design that is complementary to Spokane's heritage and character. The following objectives and guidelines for Spokane primarily address the exterior of buildings and the relationship of buildings to its surroundings.

PUD.D-1 Create Transitions in Bulk and Scale

Building forms should be consistent with the character of 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.

PUD.D-2 Design a Well-proportioned and Unified Building

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned set of buildings that exhibit a coherent conformance to the original parti. Design the architectural elements and finish details to create a unified set of buildings, so that all components appear integral to the whole.

PUD.D-3 Maintain the Prevailing Street Edge

Design new buildings to help define and maintain the street edge. Building and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience. The scale and design continuity along a block are important elements that contribute to an active, engaging, and pedestrian-oriented streetscape.

PUD.D-4 Design a Sustainable Building and Site

Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments, and materials - and where practicable incorporate active solar power systems. Employ techniques and technologies to improve the ecological performance of buildings and site improvements.

PUD.D-5 Enhance the Skyline

Design the upper portions of taller buildings to create visual interest and variety in the City, Neighborhood, and/or District skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

E. Access and Screening

Area of Influence: Site, Building/Structure

Design Objective: *Access and Screening* guidelines assist designers and developers in creating projects that minimize adverse environmental impacts.

PUD.E-1 Maximize Pedestrian Access to the Building and Site

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

PUD.E-2 Minimize the Impact of Parking Facilities Along Street Frontages

Minimize the visual impact of parking by designing parking facilities into the building, e.g. below ground, behind veneer non-parking uses, or above the ground floor. Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

PUD.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. Minimize adverse smells, sounds, views, and physical contact by keeping such service areas away from the public realm.

PUD.E-4 Design Sustainable Parking

Design places for parking that mitigate automobile and impervious surface impacts to air, temperature, and water; and improve the City's visual and environmental quality.

Glossary of Terms

Action Approving Authority: Any City official that may initiate the design review process, accept final recommendations, or render final determinations regarding design review. Actions Approving Authorities at the City include the Hearing Examiner, the Planning Director, or the City Engineer. While not considered an action approving authority, the Plan Commission may request the Design Review Board's review and recommendations of any urban design portions of plans or codes under its consideration.

Area of Influence: As every building and site rests within a variety of contexts, each design guideline category is provided with the relative scale in which potentially influencing factors may be found or wherein they may be expressed. These are, from largest to most local: Region, City, Neighborhood, District, Public Realm, Site, and Building/Structure.

de minimis Change: Any change to a project's design after the conclusion of design review that would have a negligible effect on the final recommendations provided to the City's action approving authority.

Design Departure: While the design review process cannot waive compliance with a design standard, a design departure can grant the approval of an alternative means of complying with a standard. The alternative design must comply with the decision criteria for design departures listed in the Unified Development Code (Spokane Municipal Code 17G.030.040.A-F).

Design Guideline: A set of design parameters for developments which apply to projects that would trigger design review. These parameters may be unique to a design district, sub-district, overlay zone, or to specific project types. The guidelines, as design criteria, are adopted public statements of intent and are used to evaluate the acceptability of a project's design (Spokane Municipal Code 17A.020.040.L). Design guidelines help ensure that the design review process will result in advice and recommendations rendered which stay focused on the community's set of aesthetic expectations for the project's being reviewed.

Design Standard: A set of design parameters for developments which apply to all projects within a specific land use category. These parameters are written into every zoning category of the Unified Development Code and compliance is obligatory.

Parti: A good design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement, typically referred to as a parti. As the design of a site, public realm, and building should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement. A parti is often derived prior to the development of a project's plan, section, or elevation diagrams.

Public Realm: Those parts of the urban fabric that are held in common, either by physical occupation or visual association. This includes, but is not limited to plazas, squares, parks, vistas, streets, public frontages, private frontages, civic buildings, and certain commercial entities like the common areas of malls and hotels. There is an ethical and civic connotation to the term that transcends the mere physical, legal, or utilitarian. On a street, the public realm is the entire space formed by the adjacent buildings/structures and site improvements.

Substantial Change: Any change to a project's design after the conclusion of design review that may take a project out of compliance with the final recommendations provided to the City's action approving authority. A substantial change to a project's design would typically result in further design review, remanding the project back to either urban design staff or the full Design Review Board to determine if additional, or revised, recommendations are warranted.

Superior in Design Quality: A determination that an alternative means of complying with the intent of a design standard would result in a greater compliance with the set of applicable design guidelines than what would be potential achieved by complying with the requirements (R) or presumptions (P) written in the design standard's implementation section.

Urban Fabric: The physical aspect of urbanism. This term emphasizes building types, streets, open space, streetscapes, and frontages, while excluding without prejudice ecological, functional, economic, and sociocultural aspects.

Visitability: A design solution for residential uses that eliminates major accessibility barriers. Visitability design includes the following three elements: 1) at least one zero-step entrance on an accessible route leading from a driveway or street sidewalk, 2) all interior doors being wide enough to allow a wheelchair to pass through, and 3) a least one toilet (half bath) on the main floor. A distinct advantage of incorporating these elements in a residential unit is that it will allow an easier conversion of a portion of the main floor into a non-residential use.

Potential terms to be included in the Glossary

Crime Prevention Through Environmental Design (CPTED):
Administrative Design Review:
Board-level Design Review:
Owner:
Applicant:
Agent:
Subject Site:
Circulation Plan:
Lighting Plan:
Civic Use:
Plaza:
Screen:
Thoroughfare:
Street Tree:
Public Realm:
Style:
Architectural Harmony:
Architectural Proportion:
Massing:
Scale:
Vernacular:
Façade:
Soffit:
Cornice:
Eave:
Enfront:
Roof Slope:
Arcade:
Porch:
Stoop:
Fenestration:
Mullions:
Awning/Canopy/Marquee:
Public Art:
Advisory Action:
Recommendation:
Parapet:
Building Base/Middle/Top:
Green/Sustainable/Resilient:

Design Review Board – Meeting Minutes Draft

June 23, 2021
Online via WebEx
Meeting called to order at 5:30 PM by Kathy Lang

Attendance:

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

Kathy Lang moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Chad Schmidt seconded. Motion carried. (6/0)

Changes to Agenda:

- None

Workshops:

- **Sacajawea Middle School – Collaborative Workshop**
- Staff Report: Taylor Berberich
- Applicant Presentation: Greg Forsyth (Spokane Public Schools), and Ken Murphy & Jodi Kittel (ALSC)
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the Applicant and discussion during the May 26, 2021 Recommendation Meeting, the Design Review Board recommends the approval of the project subject to the following conditions:

1. **The Applicant is strongly encouraged to return with designs that strengthen the building engagement at Lamonte Street per SMC 17C.110.515 Buildings Along the Street. Beyond the inclusion of fenestration and architectural treatment, orientation of the building to the street should be considered.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 6.3 School Locations, TR GOAL A: PROMOTE A SENSE OF PLACE, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, and N 2.1 Neighborhood Quality of Life.*

   ***Please see the following SMC Design Standard**: SMC 17C.110.515 Buildings Along the Street.*

2. **The Applicant may consider the geometry, form, building element arrangement, texture, and other aspects of the immediate residential context when further refining the architectural design as one means to meet SMC 17C.110.545 Transitions between Institutional and Residential Development. The intent of this advice is not necessarily to replicate the nearby residential design, but rather to explore architectural and design cues from the neighborhood.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

   ***Please see the following SMC Design Standard**: SMC 17C.110.515 Buildings Along the Street.*

3. **The Applicant shall return with imagery clearly depicting the project from street level perspectives including but not limited to Grand Boulevard, 33rd Avenue, Lamonte Street, and views at and along the pedestrian path.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 2.1 Neighborhood Quality of Life.*

   ***Please see the following goals of the Pedestrian Master Plan**: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

   ***Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study**.*

   ***Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan**.*

4. **The Applicant shall return with refined architectural design of the building geometry, detail, materiality, and roof lines.**

   ***Please see the following Comprehensive Plan Goals and Policies**: DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

5. **The Applicant shall return with detailed designs of the pedestrian pathway and its amenities including but not limited to architectural features, plantings, lighting, signage, and site elements.**

   Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.3 School Locations, TR GOAL A: PROMOTE A SENSE OF PLACE, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, and N 4.5 Multimodal Transportation. **Appendix D-Bicycle Master Plan

   ***Please see the following goals of the Pedestrian Master Plan**: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

6. **The Applicant is strongly encouraged to return with designs that strengthen the terminus view of the pedestrian path meeting Lamonte Street.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 4.5 Multimodal Transportation.*

   ***Please see the following goals of the Pedestrian Master Plan**: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

   ***Please see SMC 17C.200.150 for tree retention incentives**.*

7. **The Board strongly supports the proposed east-west pedestrian path connecting through the site and considers this design element foundational to the project success.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.2 Open Space, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE,*

TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.5 Multimodal Transportation, and N 4.6 Pedestrian and Bicycle Connections.

***Please see the following goals of the Pedestrian Master Plan**: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

***Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study**.*

***Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan**.*

8. **The Applicant is encouraged to develop the east pedestrian/bus loop entrance and the extent of property edge abutting Grand Boulevard in a manner that compliments and strengthens the pedestrian character, with emphasis on pedestrian, not on bus circulation.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 4.6 Pedestrian and Bicycle Connections.*

   ***Please see the following goals of the Pedestrian Master Plan**: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

   ***Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study**.*

   ***Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan**.*

9. **The Applicant is encouraged to align the crossing on 33rd Avenue with the Hart Field access pathway and consider forward compatibility with potential future traffic calming measures that may be deployed to prioritize this high-value crossing.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.5 Multimodal Transportation, and N 4.6 Pedestrian and Bicycle Connections.*

   ***Please see the following goals of the Pedestrian Master Plan**: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

   ***Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan**.*

10. **The Applicant is encouraged to provide a more organic form of vegetated buffer along 33rd Avenue between the street, sidewalk, and football field.**

    ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, DP 2.6 Building and Site Design, and DP 2.15 Urban Trees and Landscape Areas.*

11. **The Applicant is strongly encouraged to return with a developed site and landscape plan, including for the area between the church and the post office and how it will engage with Grand Boulevard, and how it will tastefully solve the challenge of limiting permitted traffic in the bus lane.**

    ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, N 2.1 Neighborhood Quality of Life, and N 4.1 Neighborhood Traffic Impact.*

Mark Brower moved to approve the advisory actions as presented; Ted Teske seconded. Motion carried unanimously. (6/0)

Board Business:

- **Approval of May 26, 2021 Meeting Minutes**

Old Business:

- Staff members are continuing to move forward with the design guidelines.

New Business:

- There will be a meeting July 14th to discuss changes to the south tower of the Papillon project.
- There are no applicants for the July 28th meeting as of yet.

Chair Report –

- None

Secretary Report – Dean Gunderson

- None

Meeting Adjourned at 7:50 PM

Next Design Review Board Meeting scheduled for Wednesday, July 14, 2021