Spokane Design Review Board

Wednesday, December 08, 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 – 7:20	**5)** New Design Guidelines - workshop • Staff Presentation..... 5-10 m • Board Discussion..... 90-95 m	Dean Gunderson Taylor Berberich

Board Business:

7:20 – 7:30	**6)** Approve Minutes from November 10, 2021	
	7) Old Business	Chair
	8) New Business • Discuss protocols for Special Meetings	Dean Gunderson
	9) Chair Report	
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, December 15, 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: **2495 346 3932** 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.

UPDATED SEPTEMBER 2021

Design Guidelines for

Skywalks

Publication Page & Date

The the City of Spokane Design Guidelines for Skywalks were developed in collaboration with residents, community organizations, agency partners, and the City of Spokane.

The City of Spokane hired Urbsworks, an urban design firm out of Portland, to assist with Phase I of the project: initial research, workshops, and findings. City staff used the information presented by Urbsworks to complete Phase II: writing the guidelines and presenting them to the technical team, stakeholders, and the general public before bringing the guidelines to City Council for approval.

Stakeholders

Andrew Rowles, Downtown Spokane Partnership

CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

Breean Beggs, City Council President

Lori Kinnear, Council Member

Betsy Wilkerson, Council Member

Kate Burke, Council Member

Michael Cathcart, Council Member

Candace Mumm, Council Member

Karen Stratton, Council Member

City of Spokane Staff

Dean Gunderson, Planning Services, Senior Urban Designer
Taylor Berberich, Planning Services, Urban Designer
Tami Palmquist, Principal Planner
James Richman, Legal Services

Louis Meuler, Planning Services, Interim Director

Technical Working Group

Kathy Russell, AIA Spokane
Steele Fitzloff, WASLA Eastern Association
Mary May, WAPA Inland Empire Section
Kathy Lang, City of Spokane Design Review Board

Steering Committee Members

Table of Contents

Project background, explanation, purpose

Guideline vs. Standard
What is a Design Guideline?

Design Guidelines: A set of design parameters for development which apply within a design district, sub-district, or overlay zone.

The guidelines 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)

In practice, since design review is an advisory process only, the adopted Design Guidelines help guide conversations that Urban Design staff and the Design Review Board have with a design review applicant.

... 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. (Spokane Municipal Code 04.13.015.B)

The guidelines help ensure that these conversations, and the advice rendered, stays focused on the community's set of aesthetic expectations for the public realm elements of a project or plan.

How is this different than a Design Standard?

Design Standard: an obligatory design requirement for any project.

These standards are not advisory, they must be followed – just like the requirements in the building code, fire code, or electrical code.

The design review process cannot waive compliance with these standards.

While Design Standards and Design Guidelines are similar in that they are both about a project's design, they differ mostly in that the standards are mandatory obligations applied to that project – while guidelines are a list of relevant subjects, and examples, intended to improve the design of any project subject to design review.

The standards were adopted to ensure that all development in the city achieve a minimum quality of design.

The guidelines are used in order to improve the quality of design above bare minimums, for a select set of projects. Those projects have already been identified by the community for special consideration.

Design Guidelines for Skywalks

This category of project includes any type of structure or building intended to be built over a publicly-owned right-of-way. Here's a brief list these kinds of projects:

- *Conventional Skywalks (like those in the downtown)*
- *Buildings over public streets (like some in the areas around the hospitals)*
- *On/Off-ramps to elevated structures located on adjacent parcels*
- *Open-air pedestrian trail bridges*

Mark Brower:

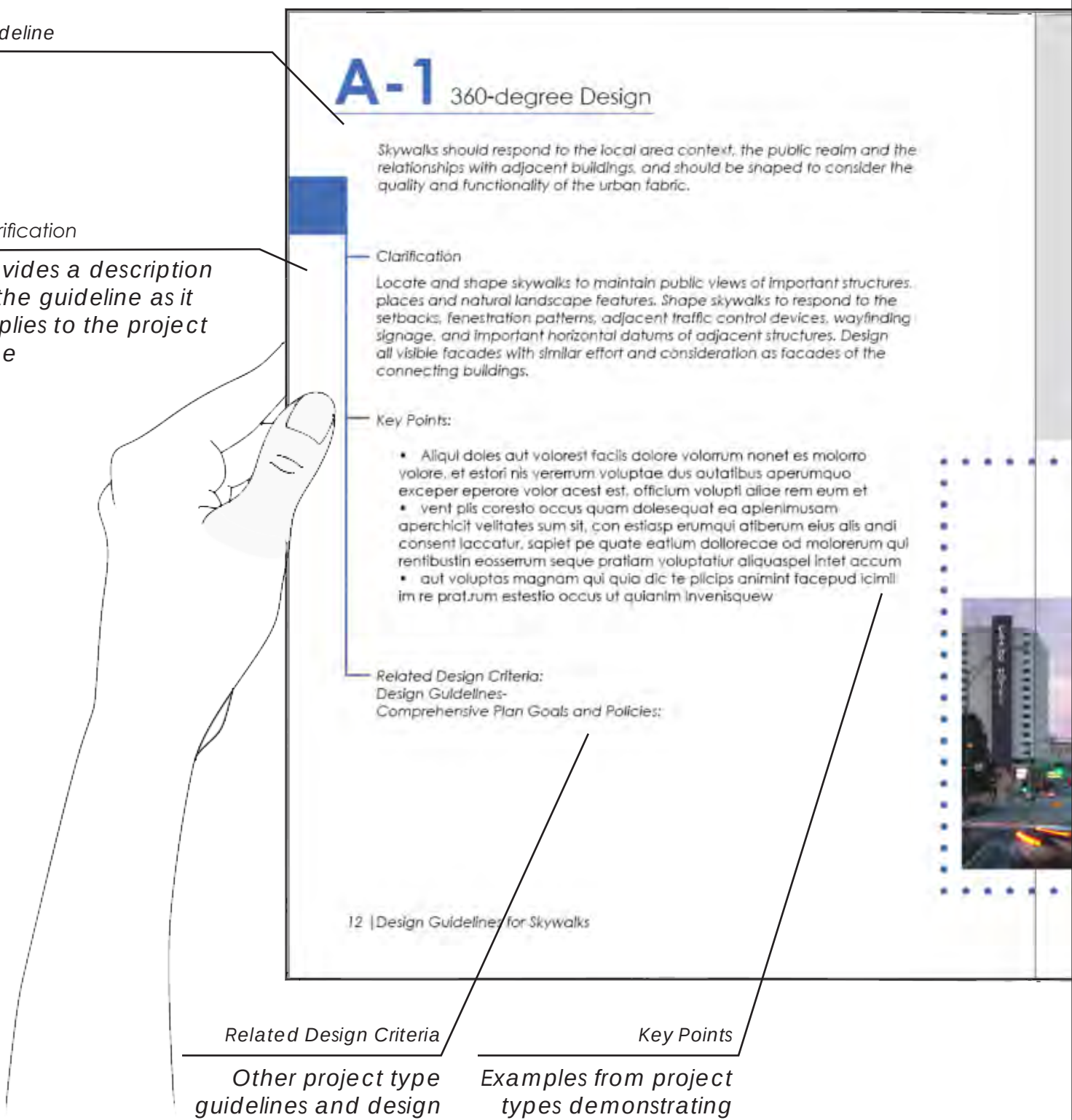
1. Applicability - do we need to specify that these are privately-developed structures/buildings? To avoid overlap with public project guidelines?
2. Applicability - Open-air pedestrian trail bridges. Assuming public ped bridges would be handled in PUBLIC PROJECTS? We speak and show nothing of open-air trail bridges in the actual guidelines, so I wonder if it's not best to remove from the SKYWALKS section?

How to use this booklet

Guideline

Clarification

Provides a description of the guideline as it applies to the project type



Related Design Criteria

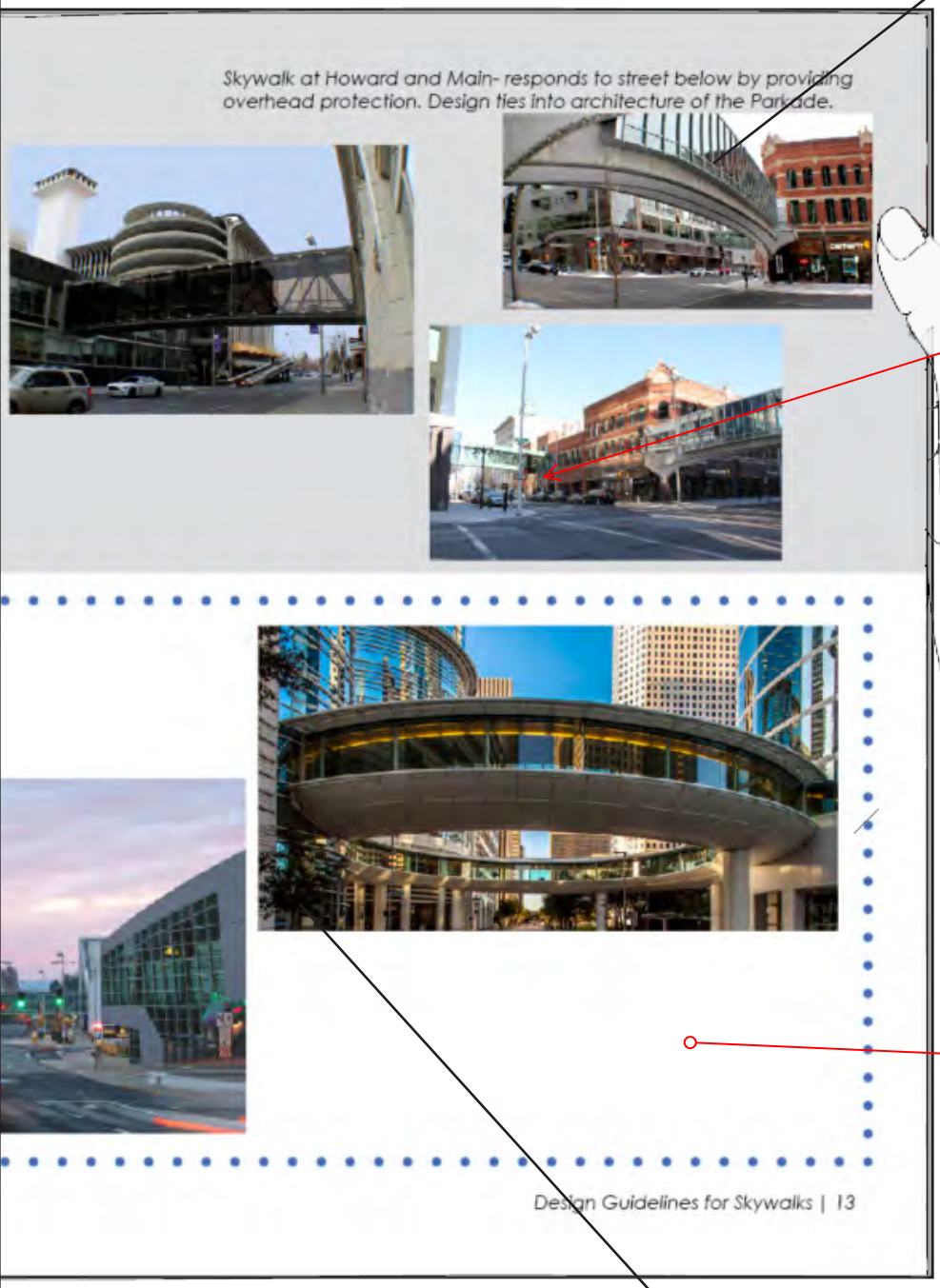
Other project type guidelines and design criteria associated with this guideline

Key Points

Examples from project types demonstrating compliance with the guideline

Images

Visuals to reinforce the explanatory text



Chuck-Spokane Airport has two skywalks, if more local photo examples are needed?

Chuck-Per our discussions - I like the dotted box as a delineator. Maybe add a legend or note to make the purpose of the dotted box more clear.

Aspirational Examples

Images of exemplary urban design from national and international locales

Guidelines

A URBAN DESIGN

B PUBLIC AMENITIES

C PEDESTRIAN ENVIRONMENT

D ARCHITECTURAL EXPRESSION

E ACCESS & SCREENING

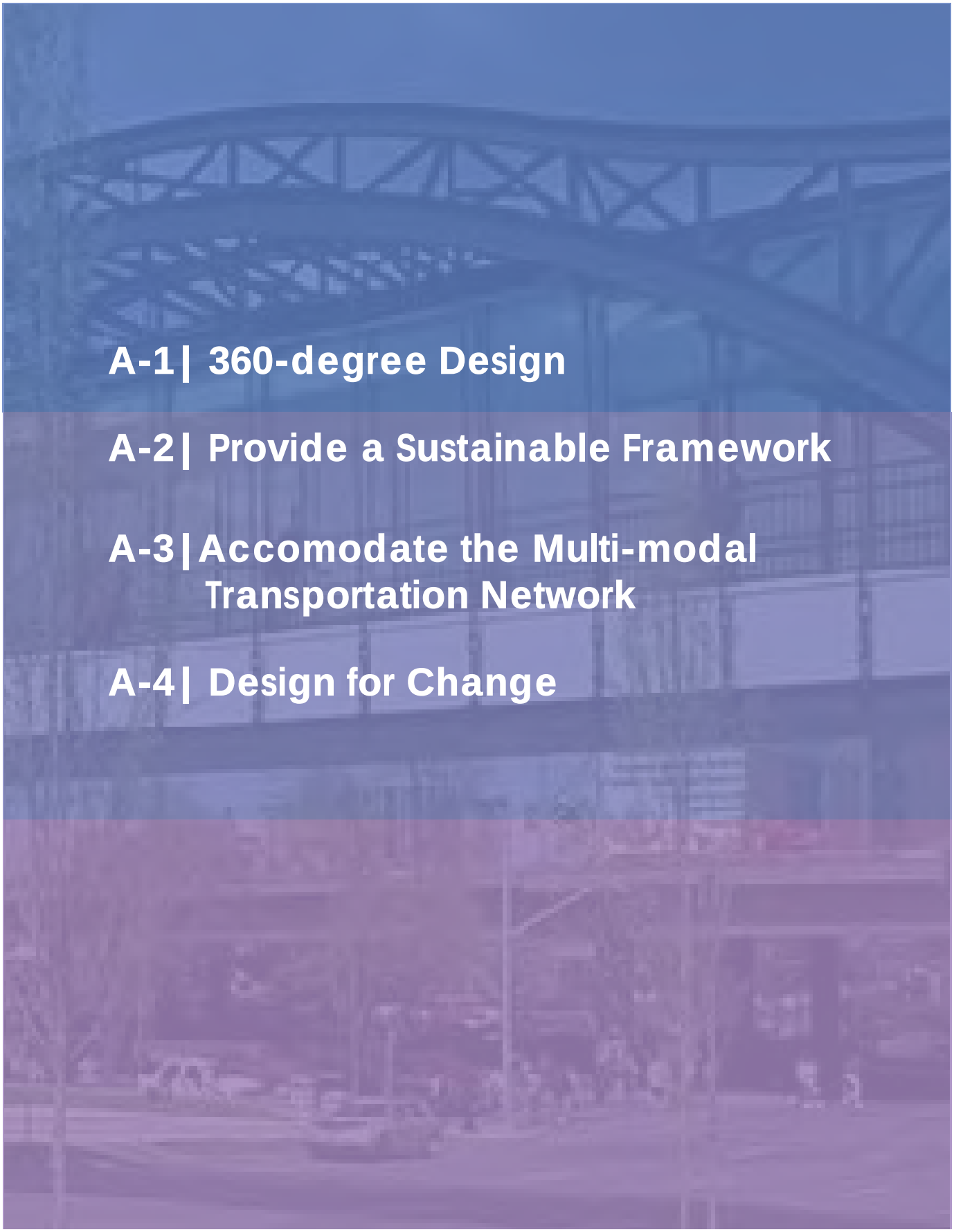
A URBAN DESIGN

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-path network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

Graphic noting area of influence



A-1| 360-degree Design

A-2| Provide a Sustainable Framework

A-3| Accomodate the Multi-modal Transportation Network

A-4| Design for Change

A-1 360-degree Design

Skywalks should respond to the local area context, the public realm and the relationships with adjacent buildings, and 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 facades of the connecting buildings.

Clarification:
Skywalks are a relatively contemporary building type and can be heavily reliant on modern structural materials. These materials and their construction methods are not always visually compatible with the materials and methods employed in older buildings to which they may connect. Although the replication of architectural design and elements is not always necessary, or in some cases even desirable, efforts should be made to incorporate colors, textures, rhythms, repetitive patterns, shapes, etc. of a connecting building into the design of a skywalk. Care should be given to the relationship between a skywalk and its surrounding urban fabric so that views to important buildings, natural features, and key wayfinding elements are conserved.

Key Points:
An excellent example of a skywalk with a 360-degree Design consideration is the Stevens Street skywalk that connects the historic Lewis and Clark High School to the school's Hunter Field House. The expressed arch structure responds to the historic arched bridges and tunnels found in the downtown area, while its east connection to the high school relates well to the architecture of the historic structure.

Related Design Criteria:
Design Guidelines: B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security, C-3 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Skywalk, and D-3 Enhance the Streetscape.

Right: Skywalk at Howard and Main- responds to street below by providing overhead protection. Design ties into architecture of the Parkade.

Below: The Stevens St. Skywalk connecting Lewis and Clark High School and the Hunter Field House displays an excellent response to the adjacent buildings.

Anne- Another local example of 360 degrees is the STA skywalk on Boone Ave just west of REI. The underside design emulates the repetition of the building lines.

Examples of skywalks that exhibit excellent 360 degree design. They respond well to their surroundings and are designed to be visually engaging from multiple angles.

A-2 Provide a Sustainable Framework

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

Chuck- WSEC req'ts may require better glazing or insulation. Credit for shading devices?Per Chad - WSEC doesn't apply, but this language is appropriate to me. The more comfortable they are, they more likely they will be used.

Clarification:
Skywalks are often designed as glazed, open-webbed structural bridges – as such their exterior skin offer little in the way of insulated protection from solar gains and inclement weather. Yet, a skywalk does contribute to the walkability between the connecting buildings while preserving the existing street grid. This increased pedestrian connectivity between buildings and city blocks can contribute to a sustainable framework. Within a skywalk structure itself, care should be given to incorporating insulated glazing and energy efficient Heating, Ventilating, and Air Conditioning system. The natural desire to create continuously glazed walls on a skywalk should be balanced against the demands of an energy efficient, well insulated wall system. Extensive green roofs (landscaped with shallow root plantings) offer an opportunity to slow stormwater discharge to the street, and as such improve the larger stormwater management system located within the public right-of-way.

Anne- Question feasibility & sustainability of this, particularly in our climate. On open pedestrian bridge decks, it may work with large, oversized planters for a period of time.

Key Points:
Spokane skywalks in the hospital district are co providing a greater opportunity to insulate the Consider the incorporation of extensive green stormwater discharge from the roof of the skyw of energy-efficient heat-pump HVAC systems for skywalks to lessen the energy required to condition the skywalk interior.

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-4 Accommodate Universal Design, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, and E-1 Maximize Pedestrian Access to the Building and Site.

An example of a skywalk using a more insulated exterior wall.

Skywalk using greenery for bioremediation and shade

Anne- Lofty goals with this design, but it poses life-safety issues, as tree roots will never fully develop stabilizing structural roots. Trees will blow over (especially this high up), potentially causing injury or death. .... Not sure I would show this example. AMH

Chuck-Makes more sense on wider sky walks, typical ped bridges like downtown may not see much benefit?

A-3 Accomodate 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.

Clarification:
As skywalks are considered an addition to the public realm of the adjacent pedestrian street environment, their successful integration into the surrounding sidewalk system and any nearby public open spaces, as well as the mass transit accommodations within these elements cannot be understated. Care should be given to ensuring that the location of skywalks does not impede the view of pedestrian or vehicular traffic signage. While vertical circulation (stairs/elevators) located in the public right-of-way is one way to successfully knit the skywalk improvement into the surrounding pedestrian circulation system, such accommodations should not come at the expense of all the other multi-modal transportation improvements located at the street-level.

Chuck-SE corr
stair was remo

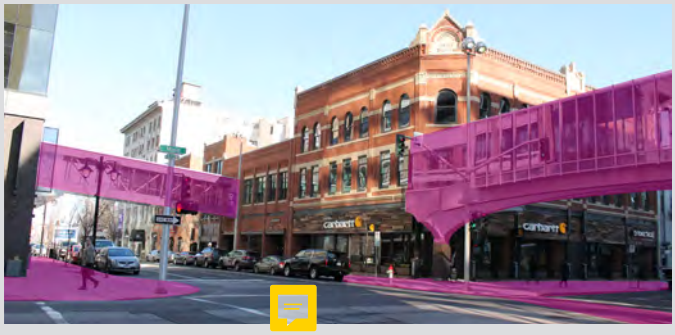
Key Points:
An example of a successful integration of a skywalk into the pedestrian realm of the street level is the exterior stairwell from the skywalk to the sidewalk found at the northeast corner of the intersection of Main Avenue and Howard Street. Another excellent example are the two skywalks servicing the Spokane Transit Authority's Downtown Bus Plaza facility, one of which bridges over Riverside Avenue while the other bridges over Wall Street.

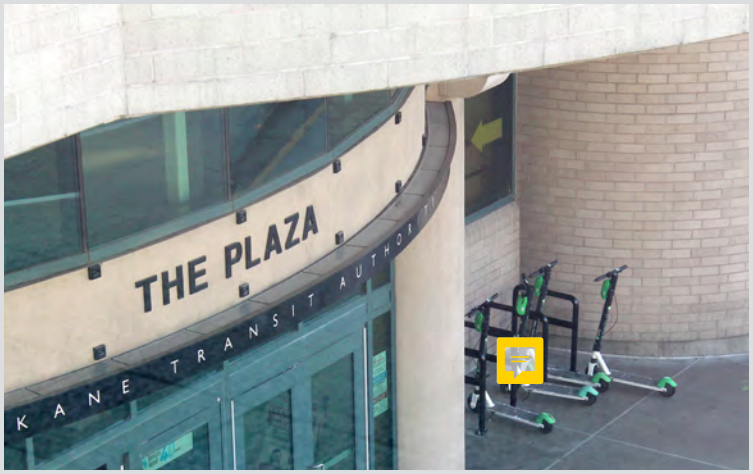
Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, B-3 Design for Personal Safety and Security, B-4 Accommodate Universal Design, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Skywalk, and E-2 Minimize Adverse Visual Impacts to Traffic Flow.

Below left: Bike and scooter racks outside the STA Plaza are conveniently close to the skywalk entrance.

Top right: Skywalks on Main and Howard provide safe pedestrian crossings above the street, increasing pedestrian circulation around the city block.

A stairway to the skywalk also provides access to the Parkade parking garage.





Skywalks can proved safe pedestrian and bicycle circulation above busy sreets.

A-4 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 first finish floor elevation of connecting buildings and those buildings' public realm.

Anne- Suggestion: "Skywalks that connect to buildings should not impede the buildings changing uses, or its tenants, over time."

Anne- Simplify

Clarification:
While skywalks are single-purpose structures and ~~as such~~ their functions are less adaptable over time, where they connect to the buildings that service them should not impede those buildings' ability to change uses and tenants over time. Preserving this long-term adaptability extends to ~~how pedestrians circulate through the connecting buildings and ultimately~~ connect to the street level sidewalk network. This often means skywalks are best located closest to the primary entrances of the connecting buildings as these entrances often lead to atria that provide the buildings' main vertical circulation elements.

Anne- Simplify and eliminate run-on sentences

~~Key Points:~~
Care should be given to locating skywalks close to street intersections, since while these locations may correspond to the connecting buildings' primary entrances such placements often rely on the ongoing preservation of a one-way street network system. If a one-way street is considered for a potential two-way conversion, this intersection proximity may pose a visual conflict with necessary changes to traffic signalization.

A good example of a skywalk that can accommodate future changes to either connecting buildings or adjacent street reconfiguration is the skywalk connecting Deaconess Hospital to the Shriners' Hospital located just east of the intersection of 5th Avenue and Lincoln Street.

Chuck: Shriner's skywalk is Wes St.

Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, B-1 Provide Elements that Define the Place, B-4 Accommodate Universal Design, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Skywalk.

The interiors of Spokane skywalks are a blank canvas able to shift and change as adjacent uses change.

Many different uses have likely been in these buildings since this skywalk was built.

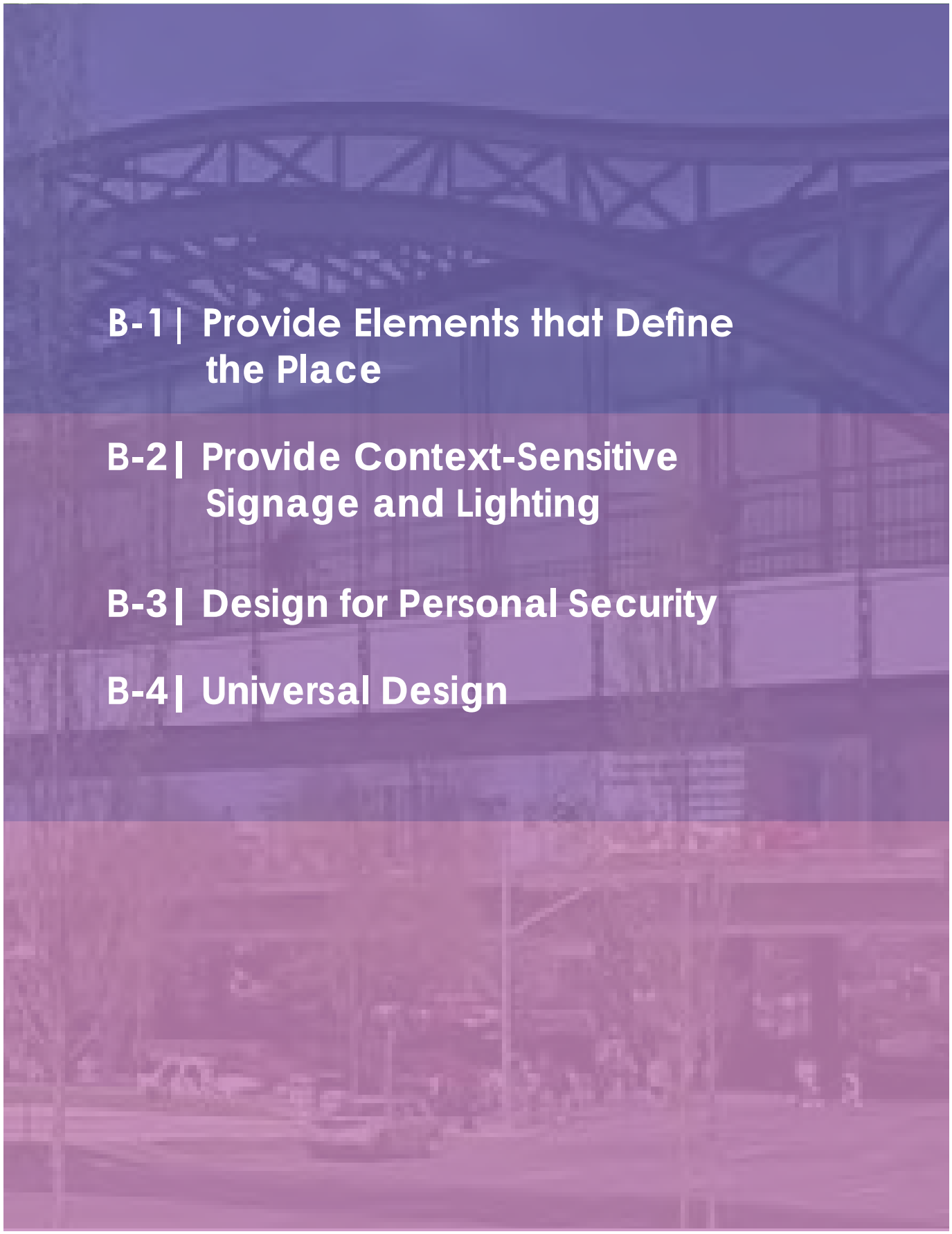
B PUBLIC AMENITIES

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.

Graphic noting area of influence



B-1 | Provide Elements that Define the Place

B-2 | Provide Context-Sensitive Signage and Lighting

B-3 | Design for Personal Security

B-4 | Universal Design

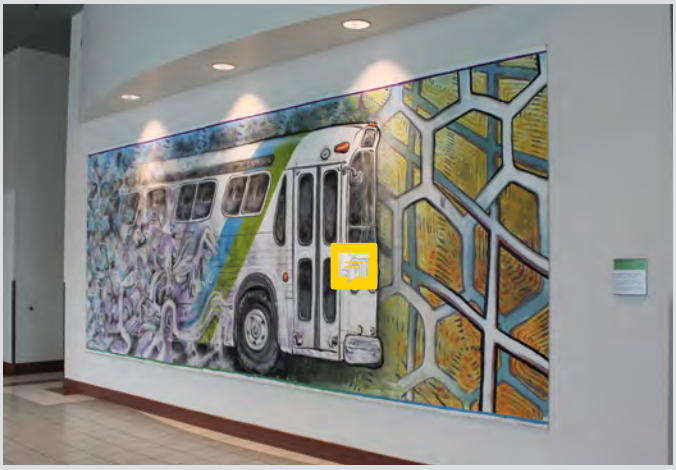
B-1 Provide Elements that Define the Place

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

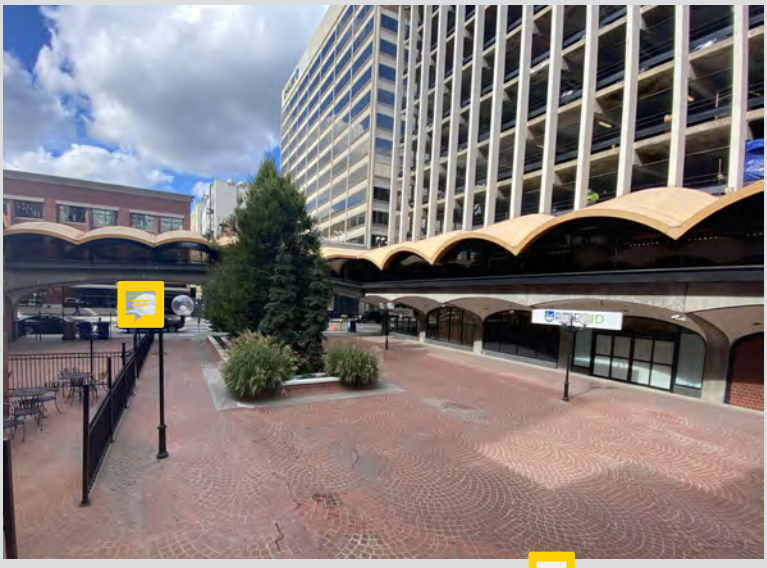
Clarification:
Although skywalks are akin to stand-alone physical structures, they have a great potential to significantly impact the architectural composition of the connecting building as well as the surrounding physical context. Care should be given to ensuring that a skywalk contributes to, and is sympathetic to, the architectural design of the connecting buildings. This would include, but is not limited to, fenestration pattern, façade articulation and rhythm, exterior finish material, lighting, and architectural details.

Key Points:
While the Stevens Street Skywalk has been mentioned in the A-1 Design Guidelines, it is also a good example of a skywalk that respects the historic building to which it connects by incorporating place-making elements that are sympathetic to, but not replications of, the historical character of the surrounding context. Another wonderful example is the skywalk running parallel to the Howard Street frontage of the Parkade, as this structure utilizes the architectural elements of the Parkade while serving as a framing/gateway element between the street and the adjacent public plaza. Other excellent examples can be found in skywalks around the world that incorporate highly individual lighting and artistic schemes that imbue the surrounding areas with a unique aesthetic, offering memorable experiences to pedestrians and other travelers.

Related Design Criteria:
Design Guidelines: B-2 Provide Context Sensitive Signage and Lighting, C-3 Provide a High Quality Design for the Public Realm, and D-3 Enhance the Streetscape.



A mural at the entrance to an STA Plaza skywalk



The skywalks at the Parkade effectively l[illegible] in this plaza.

A very distinct skywalk offering unique and memorable views of the city.

Anne- Cite location of examples so designers can research them further

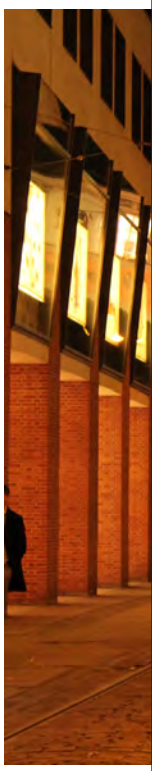
B-2 Provide Context Sensitive Signage and Lighting

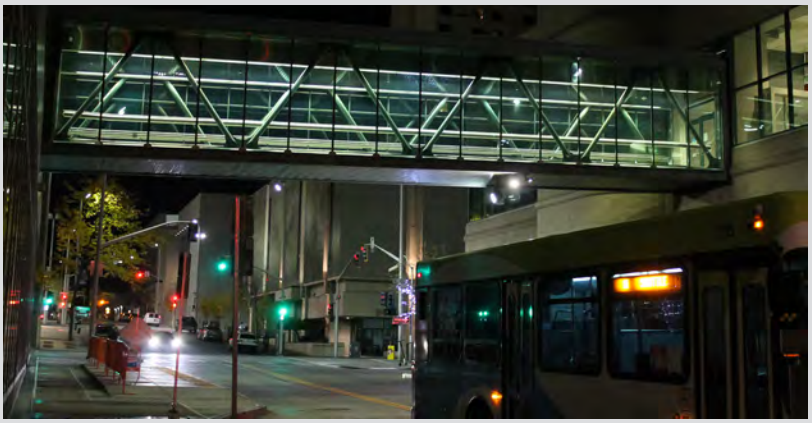
Design wayfinding signage appropriate for the scale and character of the skywalk and immediate neighborhood. All street-level wayfinding should be oriented to pedestrians in the immediate neighborhood and provide clear directions on how to access the skywalk. To promote a sense of security for people 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.

Clarification:
As skywalks project over public rights-of-way they can often appear disconnected to the activities on the street and detract from the liveliness of the public realm. This disconnection can be remedied by providing signage that orients pedestrians (whether in the skywalk network or on the street) to the activities throughout the larger built environment. Additionally, unique lighting can be incorporated into a skywalk design that provides more than mere ambient lighting for pedestrians walking through the skywalk.

Key Points:
Well-lit and well-placed wayfinding signage located at both ends of the skywalk, providing directions for pedestrians to the connecting buildings' main vertical circulation routes and the primary entrances is an important element of good skywalk design. Additionally, how well the exterior of the skywalk is lit at night, and how lighting on the underside of a skywalk can help add a unique experience to the streetscape.

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Elements that Define the Place, B-3 Design for Personal Safety and Security, C-1 Reinforce Pedestrian Access, C-3 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Skywalk.





Top left: a skywalk adjacent to the STA Plaza provides adequate light for patrons.

Top right: Lighting beneath the Parkade skywalk provides light to those on the street below.

Bottom left: legible directional signage inside the M Building, downtown Spokane

Bottom right: Signage directing people to the skywalk

Left: A skywalk in Germany illuminated at night. Right: Directional signage in Des Moines, Iowa.

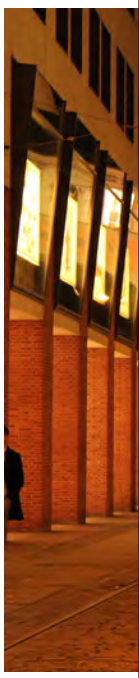
B-3 Design for Personal Safety and Security

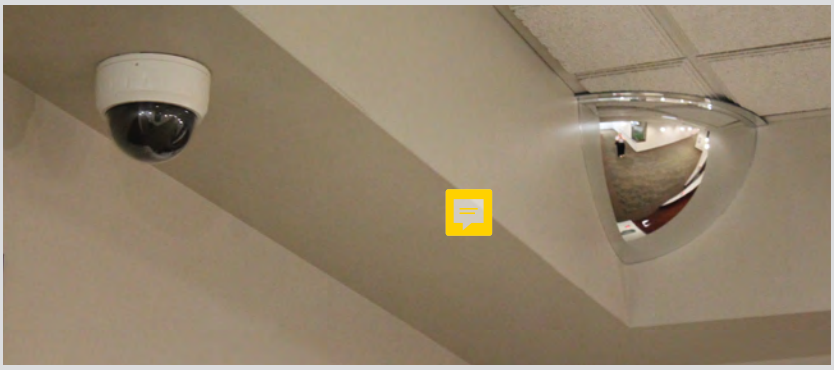
Promote a sense of security for people during nighttime hours. Design the skywalk to promote the feeling of personal safety and security in the immediate area. Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street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

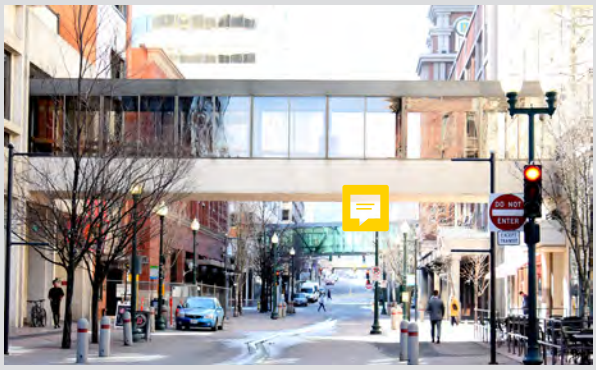
Clarification:
Skywalks present a unique challenge to meeting the four guiding principles of CPTED: natural surveillance, access control, territorial reinforcement, and space management. Historically, only the natural surveillance principle has been addressed in skywalk design, and then achieved by simply maximizing the amount of clear vision glazing on the skywalks themselves. All three remaining principles are more adequately addressed by providing clear wayfinding signage, an unimpeded and well-lit visual connection between the skywalk network and the primary entrances of the connecting buildings.

Key Points:
Good examples of skywalks in Spokane that are designed to meet the broader range of CPTED principles are those found in the hospital district. Of note is the 5th Ave skywalk located between Lincoln and Wall Streets that connects the Deaconess Medical Center's Emergency Room and the Medical Office Building.

Related Design Criteria:
Design Guidelines: B-2 Provide Context Sensitive Signage and Lighting, B-4 Accommodate Universal Design, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Skywalk, and E-2 Minimize Adverse Visual Impacts to Traffic Flow.



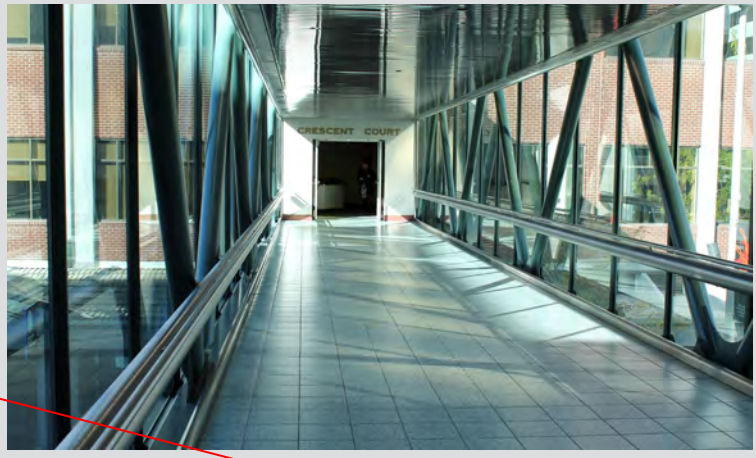




Top left: Security cameras and corner mirrors along the Spokane skywalk network provide safety measures to patrons.

Top right: Downtown skywalks provide a reprieve from harsh weather.

Bottom right: Well-lit, clear glass skywalks offer unobstructed passage away from vehicles, and offer few areas for those seeking to avoid being seen.



Chuck-Conflict (? related to sustain efficiency (less gl

Skywalks providing a well-lit, highly visible pedestrian environment.

B-4 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.

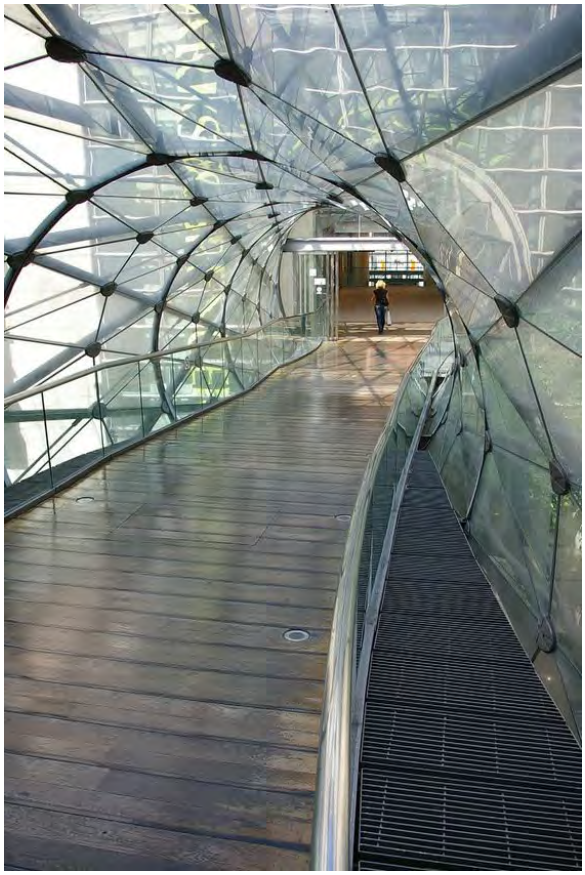
Clarification:
Skywalks should always be understood to be extension of the public sidewalk system, and as such should comply with all applicable design criteria found in the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the appropriate accessibility requirements stipulated in the city's building code.

Key Points:
As the elevation of the floors in the connecting buildings are often at different heights, the slope of a skywalk's travelway is often required to be pitched. Regardless of the exterior façade composition of a skywalk the interior travelway must comply with the ADAAG accommodation requirements for accessible routes.

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-3 Design for Personal Safety and Security, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Skywalk.

Ramps provide easy access for wheelchairs, strollers, walkers, etc. to the skywalk

The walking plane on this Spokane skywalk has a slight pitch- but not so steep that a wheelchair could not easily navigate it. Handrails are available to anyone needing a steady hand hold.



Skywalks generally offer unimpeded access by nature of their design- as access between buidlings.

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.

Graphic noting area of influence

C-1| Reinforce Pedestrian Access

C-2| Develop Pedestrian-Oriented Spaces Along Street Frontages

C-3| Provide High Quality Walkable Design for the Public Realm

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.

Clarification:
Skywalks can serve as successful extensions of the connecting buildings' façades. Just as taller buildings are encouraged to contribute to the community's skyline through articulated roof lines and stepbacks, skywalks can also incorporate similar architectural features to contribute to the liveliness of the surrounding streetscape and the avoidance of canyon-like street corridors.

Key Points:
Care should be taken to avoid skywalk designs that block-out the sky while contributing little back to the liveliness of the streetscape below. While opaque roofs and solid soffits are often used in skywalk construction, these elements can be artfully detailed and articulated to add to the visual enjoyment of the streetscape.

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Skywalk.

The design of the Parkade skywalk integrates the arches of the main structure into the street level detailing, providing appropriate scale to both facades.

Signage helps people find the entrances to nearby skywalks.

Left: a fun, well lit ramp brings people up to the skywalk.

Right: the skywalk is accessed by a staircase.

C-2 Reinforce Pedestrian Access

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

Anne- "Should". There are conditions, particularly in the hospitals, where controlled access and confidentiality are required

Clarification:
Because skywalks often span between connecting buildings, how pedestrians gain access from the street level is an often-overlooked design element. The design of the skywalk must include the primary means of pedestrian access to and from the street. Sometime this can be accomplished by including a stair or elevator directly from the skywalk to the sidewalk, though mostly this is accomplished by the skywalk connecting directly to the connecting buildings' primary entries lobbies and primary corridors.

Key Points:
A good local example is the Main Avenue skywalk that connects River Park Square to the Crescent Building, as this skywalk leads directly to the primary circulation corridors in these two buildings.

Related Design Criteria:
Design Guidelines: B-2 Provide Context Sensitive Signage and Lighting, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Skywalk.

The Parkade's spiral staircase brings people from the parking garage to the sidewalk and a comfortable pedestrian environment.

Signage helps people find the entrances to nearby skywalks.

Left: a fun, well lit ramp brings people up to the skywalk.

Right: the skywalk is accessed by a staircase.

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.

Clarification:

Key Points:

Related Design Criteria:
Design Guidelines: B-3 Design for Personal Safety and Security, B-4 Accommodate Universal Design, C-1 Reinforce Pedestrian Access, C-3 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Skywalk, and E-1 Maximize Pedestrian Access to the Skywalk.

Top left: Wide sidewalks at the STA Plaza offer bountiful pedestrian space

Top right: Multiple skywalks to the STA plaza and bountiful sidealks below offer many varied pedestrian connections

Bottom left: Sidewalks at street level and elevated sidewalks at the retail level offer an attractive pedestrian experience at the entrance to a Riverpark Square skywalk.

Signage at the ground level directs pedestrians to the skywalk.

C-4 Provide High Quality Walkable Design for the Public Realm

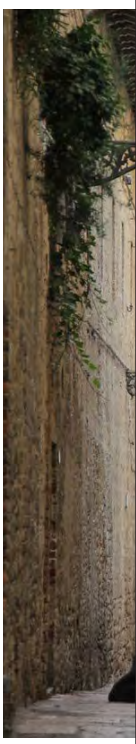
Anne- Strike

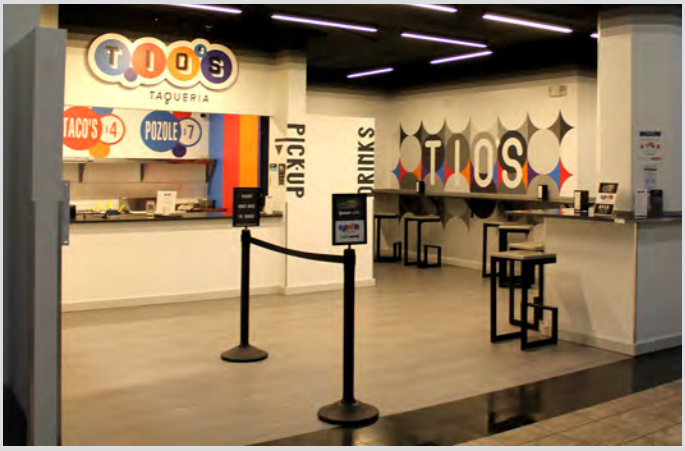
~~*Create a high quality public realm that supports the culture of walking.*~~ *Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the skywalk so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. 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.*

Clarification:

Key Points:

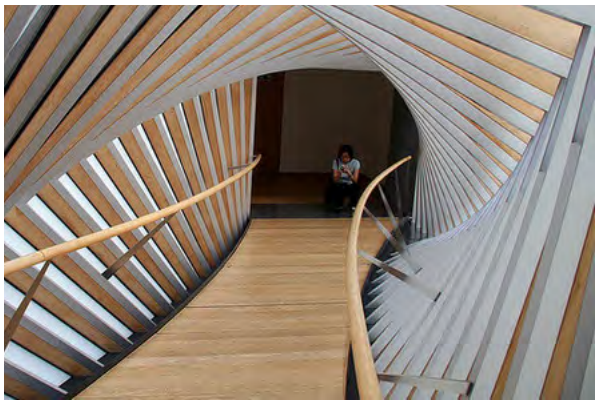
Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Elements that Define the Place, C-1 Reinforce Pedestrian Access, C-1 Reinforce Pedestrian Access, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, D-1 Create Transitions in Bulk and Scale, E-1 Maximize Pedestrian Access to the Skywalk, and E-2 Minimize Adverse Visual Impacts to Traffic Flow.





Left: eateries and historic architecture are attractive amenities found throughout and nearby the Spokane skywalk network.

Bottom right: A historic photo taken circa 1977 shows patrons using the skywalk to get a great view of the parade during the Lilac Festival.



Four examples of excellent skywalks that undoubtedly add to the quality of the public realm.

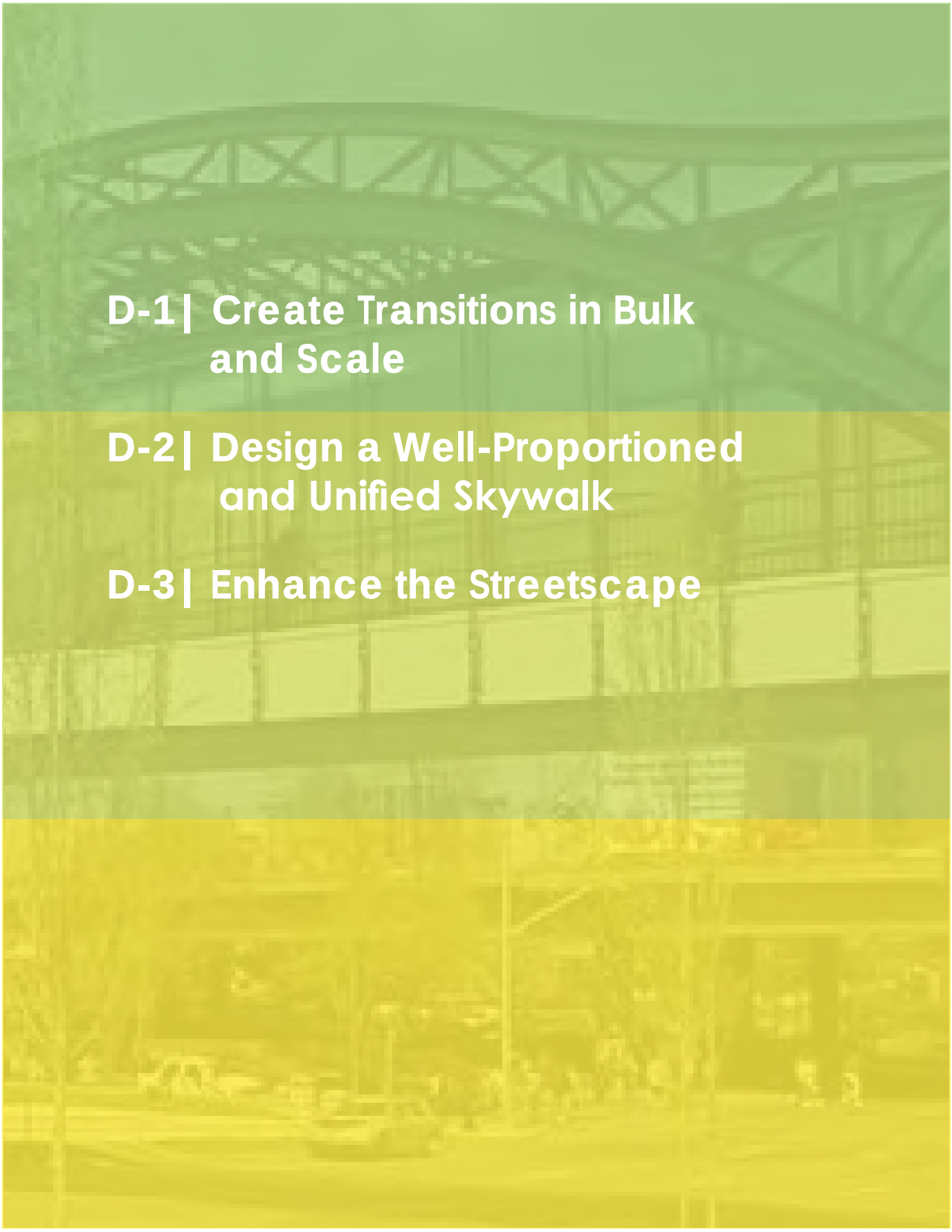
D ARCHITECTURAL EXPRESSION

Area of Influence: Building, Structure, & Site

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 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.

Graphic noting area of influence



D-1| Create Transitions in Bulk and Scale

D-2| Design a Well-Proportioned and Unified Skywalk

D-3| Enhance the Streetscape

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.

Clarification:

Key Points:

Related Design Criteria:
Design Guideline: C-3 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Skywalk, D-3 Enhance the Streetscape, and E-2 Minimize Adverse Visual Impacts to Traffic Flow.

Arches above and below the skywalk, glass framing patterns, and street trees lessen the bulk of these downtown skywalks.

The architectural details on this skywalk lessen the bulk of the structure.

Left: The glazing patterns and tilt-outs of this skywalk visually reduce its bulk, as well as reducing the overall bulk of the main structure behind it.

Right: The bulk of the main sidewalk is reduced by the graduated heights of the lighting at the edge of its access ramp.

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.

Clarification:

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-2 Provide Context Sensitive Signage and Lighting, C-1 Reinforce Pedestrian Access, C-3 Provide a High Quality Design for the Public Realm, and D-1 Create Transitions in Bulk and Scale, D-3 Enhance the Streetscape.

A well proportioned skywalk- the window placement, connection points, and color create a cohesive design.

The architecture of the skywalk at Lewis and Clark Middle School ties in well with that of the adjacent architectural partis.

All of these skywalks use different architectural styles to achieve balance, either self-contained or helping to balance and unify the adjacent buildings.

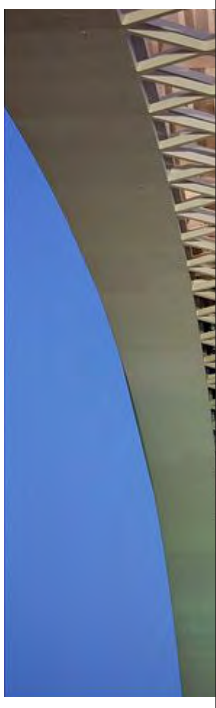
D-3 Enhance the Streetscape

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.

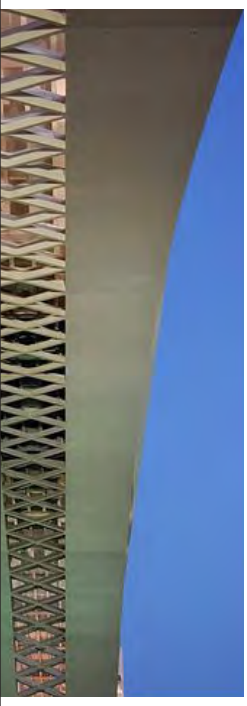
Clarification:

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Elements that Define the Place, D-1 Create Transitions in Bulk and Scale, and D-2 Design a Well-proportioned and Unified Skywalk.



The Parkade skywalks not only function as an access network above the street level, but frame the plaza below and anchor the space. They also provide overhead weather protection and adequate lighting for the street level.



Artistic detailing, lighting, and overhead protection are all ways to enhance the streetscape. While not part of the main function of the skywalk, the structure can be used to creatively provide additional amenities to pedestrians on the street level.

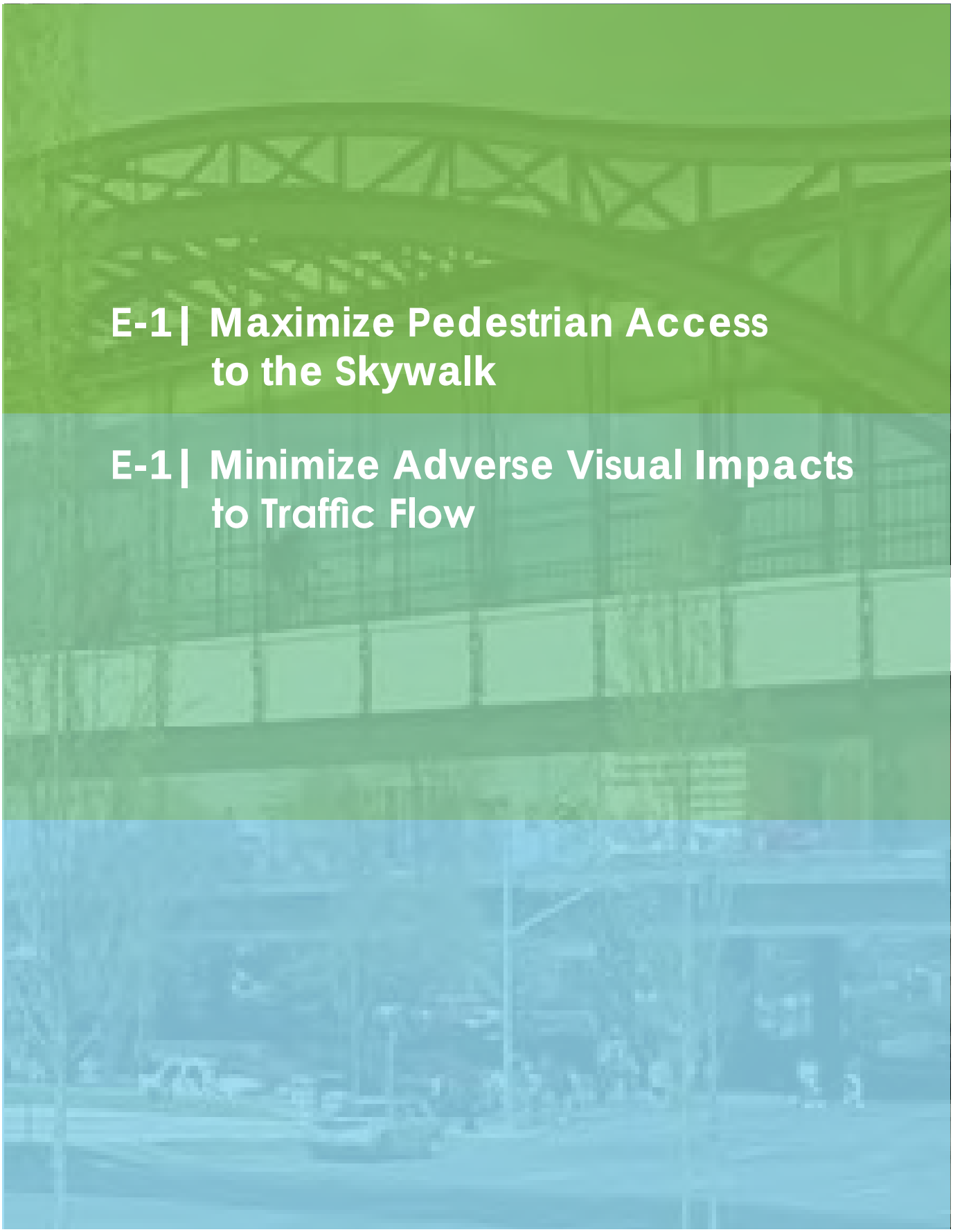
E ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

Access and Visual Impact guidelines assist designers and developers in creating skywalks that minimize adverse environmental impacts.

Graphic noting area of influence



E-1| Maximize Pedestrian Access to the Skywalk

E-1| Minimize Adverse Visual Impacts to Traffic Flow

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.

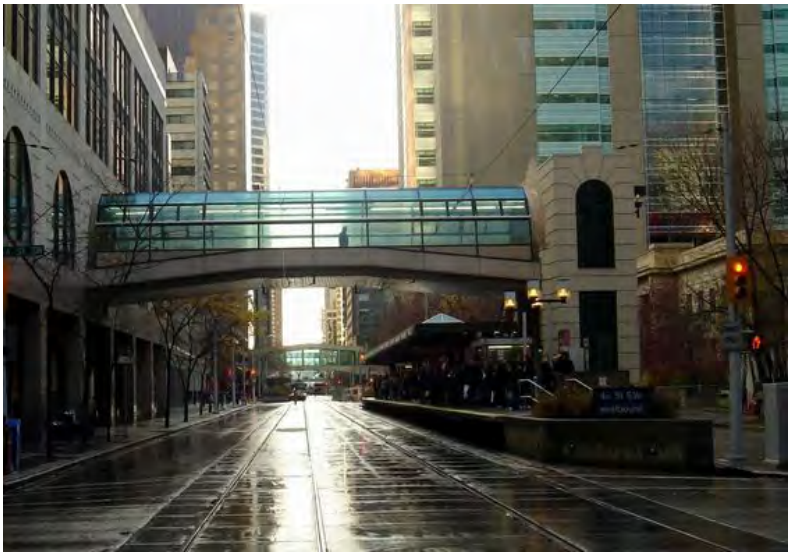
Clarification:`

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security, B-4 Accommodate Universal Design, C-1 Reinforce Pedestrian Access, C-2 Develop Pedestrian-oriented Spaces Along Street Frontages, C-3 Provide a High Quality Design for the Public Realm, E-2 Minimize Adverse Visual Impacts to Traffic Flow.

Ramps allow wheeled access to the skywalk network

A stairway at a major downtown intersection provides access to the skywalk, and safe passage above vehicular traffic.



Left: The skywalk is accessed by a staircase.

Right: A tower was constructed (in the same style as the main structure across the street) to house a set of stairs with which to access the main building via the skywalk.

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.

Clarification:

Key Points:

Related Design Criteria:
Design Guidelines: B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security, C-1 Reinforce Pedestrian Access, C-3 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Skywalk, and E-1 Maximize Pedestrian Access to the Skywalk.

Examples of skywalks that are not interfering with traffic signals in downtown Spokane.

Examples of skywalks allowing free vehicular movement below.

UPDATED SEPTEMBER 2021

DRAFT

Design Guidelines for Public Projects

Publication Page & Date

The the City of Spokane Design Guidelines for public projects were developed in collaboration with residents, community organizations, agency partners, and the City of Spokane.

The City of Spokane hired Urbsworks, an urban design firm out of Portland, to assist with Phase I of the project: initial research, workshops, and findings. City staff used the information presented by Urbsworks to complete Phase II: writing the guidelines and presenting them to the technical team, stakeholders, and the general public before bringing the guidelines to City Council for approval.

Stakeholders

Andrew Rowles, Downtown Spokane Partnership

CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

Breean Beggs, City Council President

Lori Kinnear, Council Member

Betsy Wilkerson, Council Member

Kate Burke, Council Member

Michael Cathcart, Council Member

Candace Mumm, Council Member

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Mary May, WAPA Inland Empire Section
Kathy Lang, City of Spokane Design Review Board

Steering Committee Members

Table of Contents

Project background, explanation, purpose

Guideline vs. Standard
What is a Design Guideline?

Design Guidelines: A set of design parameters for development which apply within a design district, sub-district, or overlay zone.

The guidelines 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)

In practice, since design review is an advisory process only, the adopted Design Guidelines help guide conversations that Urban Design staff and the Design Review Board have with a design review applicant.

… 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. (Spokane Municipal Code 04.13.015.B)

The guidelines help ensure that these conversations, and the advice rendered, stays focused on the community's set of aesthetic expectations for the public realm elements of a project or plan.

How is this different than a Design Standard?

Design Standard: an obligatory design requirement for any project.

These standards are not advisory, they must be followed – just like the requirements in the building code, fire code, or electrical code.

The design review process cannot waive compliance with these standards.

While Design Standards and Design Guidelines are similar in that they are both about a project's design, they differ mostly in that the standards are mandatory obligations applied to that project – while guidelines are a list of relevant subjects, and examples, intended to improve the design of any project subject to design review.

The standards were adopted to ensure that all development in the city achieve a minimum quality of design.

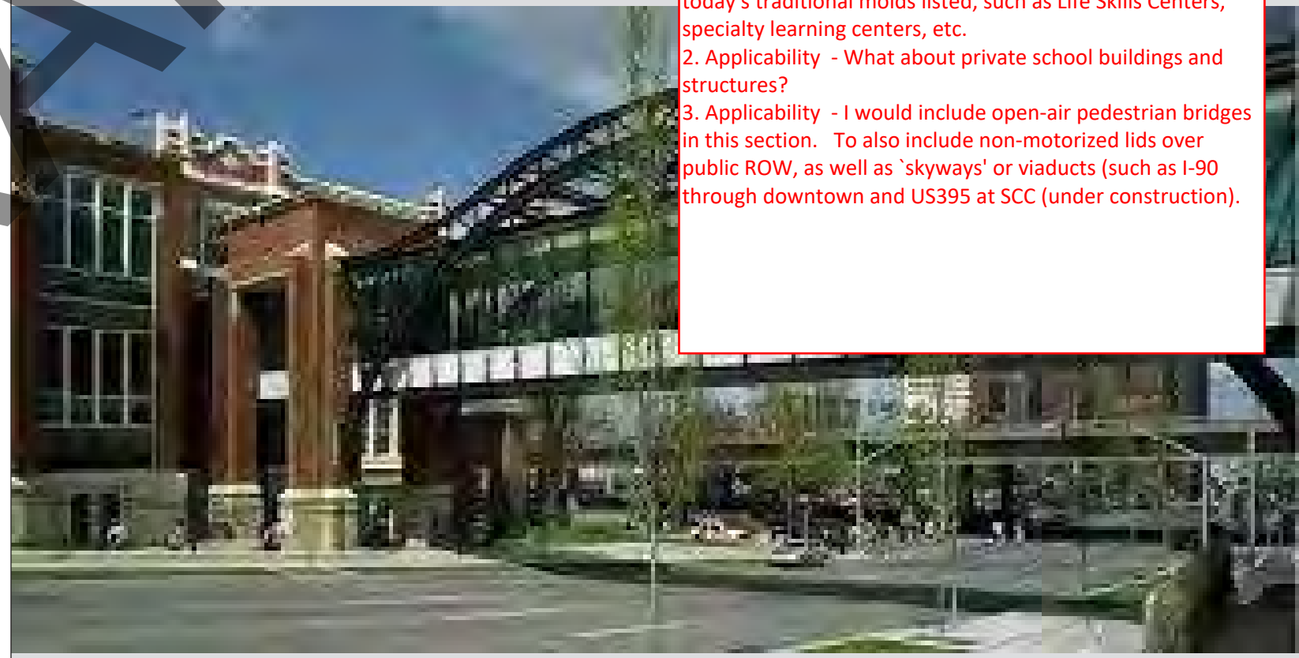
The guidelines are used in order to improve the quality of design above bare minimums, for a select set of projects. Those projects have already been identified by the community for special consideration.

Design Guidelines for
Public Projects

All public projects in the city are subject to design review.
Here's a brief list these kinds of projects:

- *All City of Spokane Projects (Parks, Bridges, Trails, City Buildings/ Structures, Open Space)*
- *Spokane School District Buildings and Structures Elementary Schools, Middle Schools, Senior Highs, Administrative and Maintenance Buildings)*
- *Charter School Building and Structures » Public Colleges and Universities Buildings and Structures (SCC, SFCC, EWU, WSU, UW)*
- *Spokane Public Libraries*
- *Spokane Transit Authority Buildings and Structures*
- *County, State, and Federal Buildings and Structures*

Mark Brower
1. Applicability - I would leave out the clarifications and just leave it as Spokane School District Buildings and Structures. That way we capture all future buildings that may not fit today's traditional molds listed, such as Life Skills Centers, specialty learning centers, etc.
2. Applicability - What about private school buildings and structures?
3. Applicability - I would include open-air pedestrian bridges in this section. To also include non-motorized lids over public ROW, as well as `skyways' or viaducts (such as I-90 through downtown and US395 at SCC (under construction).



How to use this booklet

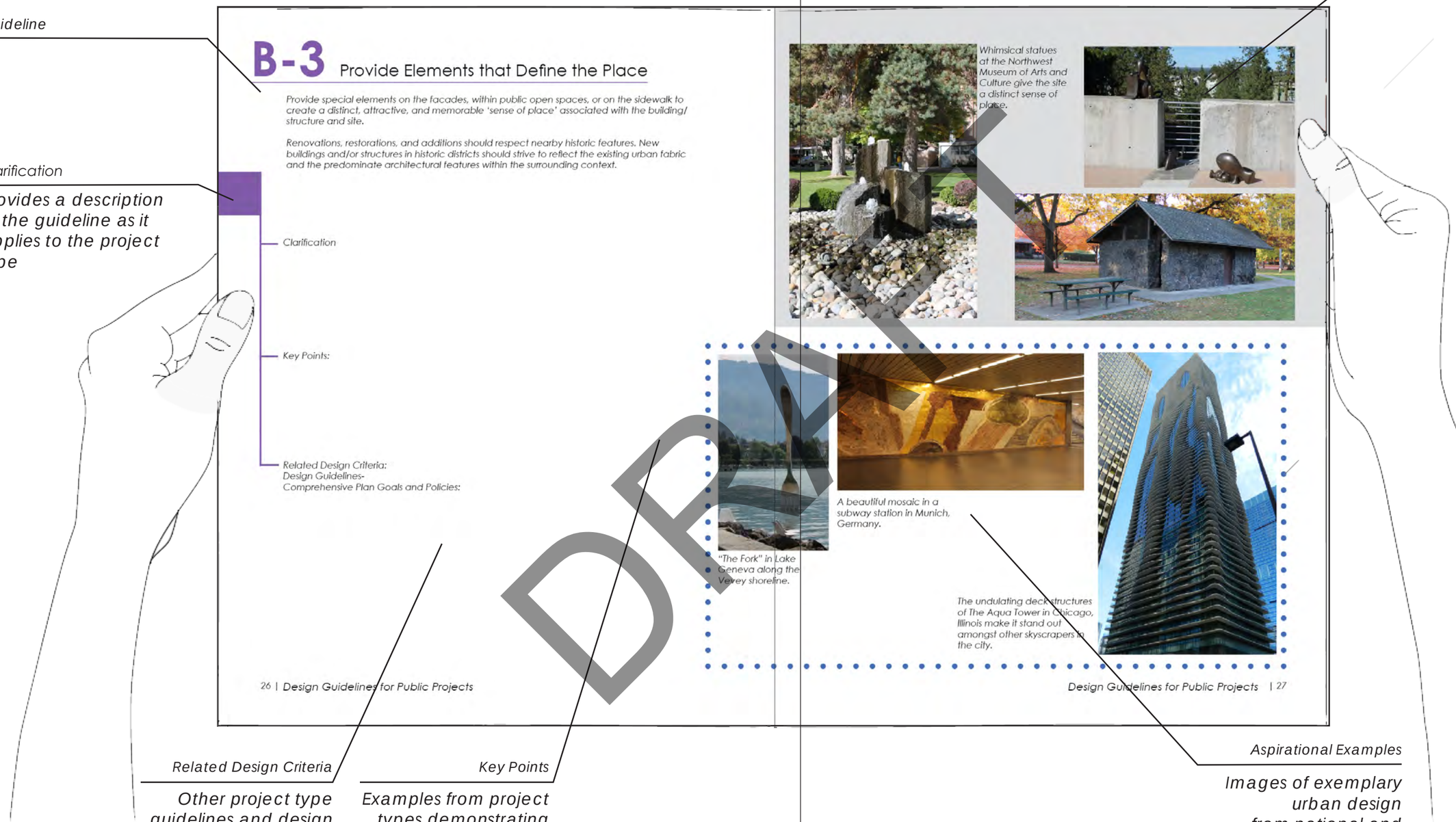
Guideline

Clarification

Provides a description of the guideline as it applies to the project type

Images

Visuals to reinforce the explanatory text



Related Design Criteria

Other project type guidelines and design criteria associated with this guideline

Key Points

Examples from project types demonstrating compliance with the guideline

Aspirational Examples

Images of exemplary urban design from national and international locales

Guidelines

A URBAN DESIGN

B PUBLIC AMENITIES

C PEDESTRIAN ENVIRONMENT

D ARCHITECTURAL EXPRESSION

E ACCESS & SCREENING

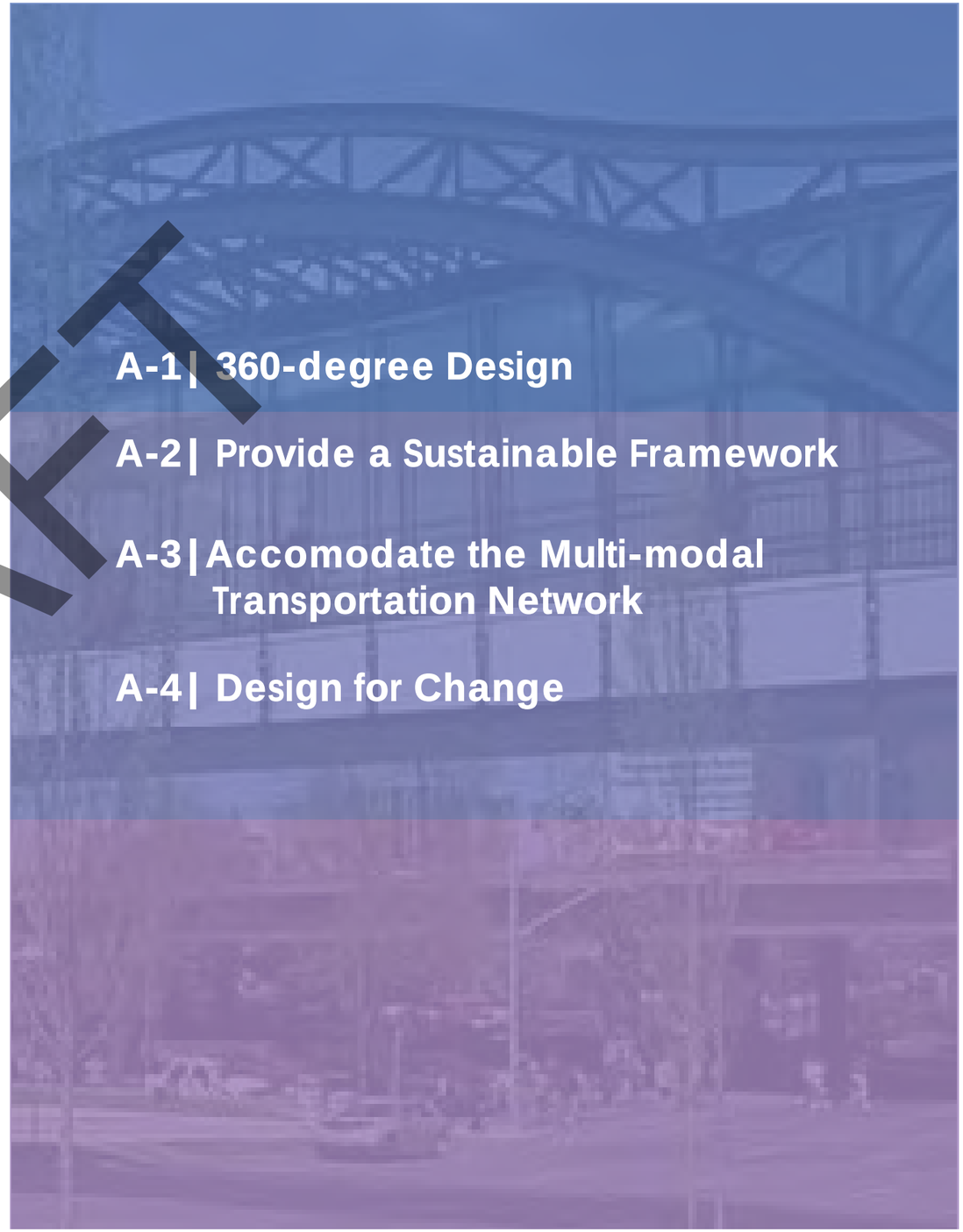
A URBAN DESIGN

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-path network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

Graphic noting area of influence



A-1 360-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.

Clarification

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.

Key Points:

Mark Brower: The Guideline should also include reference to the sites relationships with natural features or viewscapes that may be present in the urban setting.
Project examples: University District Gateway Bridge, Huntington Park

Related Design Criteria:
Design Guidelines: B-5 Provide Context Sensitive Signage and Lighting, B-6 Design for Personal Safety and Security, C-1 Design Facades at Many Scales, C-4 Enhance Alleyways, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Building/Structure//Site, D-5 Enhance the Skyline, and E-3 Minimize the Presence of Service Areas.

The Lincoln Heights Reservoir Tank #1

The Numerica Skate Ribbon in Riverfront Park

These buildings and art installations all offer an excellent perspective from any viewing angle.

A-2 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles.

Anne- Stormwater mitigation: Country Homes Blvd.
Kendall Yards Olmsted Brothers Green -- porous paving / piping stormwater to functional grass area

Clarification

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.

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.

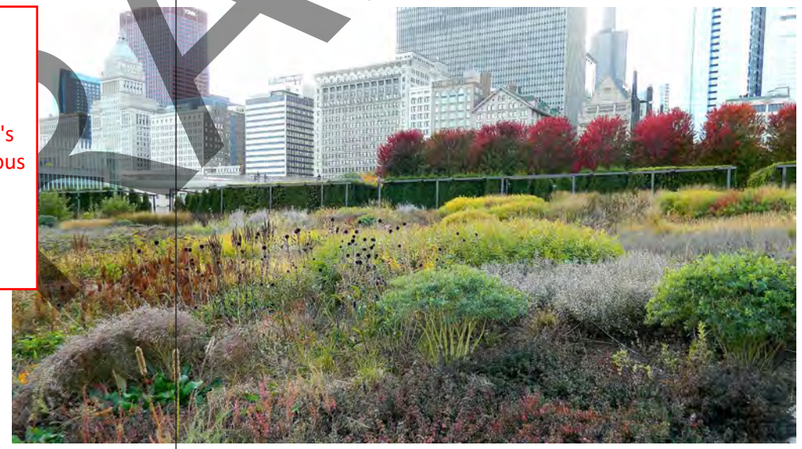
Key Points:

Mark Brower: Consider sustainability and resiliency. Resiliency is key to sustainability, providing solutions that contemplate maintenance and care to perform their function, look their best throughout their design life, and the changing environment.
Sustainable Examples: Regional Stormwater Facilities such as Hazel's Creek. Natural way of treating and disposing of stormwater. Pervious pavements.
Sustainable Examples: Pervious paved streets such as Havana (pervious bike lanes), E. Sharp Avenue
Sustainable Examples: Moran Station (electric bus charging)

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

Anne- Regional example: Rain gardens at Idaho Research & Innovation Center (IRIC) UI Moscow

Solar panels and rain gardens to capture surface runoff are great ways to conserve natural resources.



Lurie Garden in downtown Chicago's Millennium Park is in fact a green roof over a parking garage. The ability to lower urban temperatures, capture rainwater, and the use of perennial plantings all make Lurie Garden an exceptional example of sustainability.

The Scottish Parliament Building in Edinburgh, Scotland was built on a brownfields site, incorporates public transit, and was built to require less heating and cooling than conventional structures.

A-3 Accomodate 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.

Clarification

'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion. 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.

Key Points:

Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-4 Design Sustainable Parking.

Left: transit hub and pedestrian bridge make crucial connections to university areas.

Top right: Bike lane on Riverside Avenue offers connections between downtown and neighborhoods west of downtown.

Bottom right: stops along the Rapid Transit line offer easy and safe access to buses.

Separate paths for all users, covered bike racks, and access to scooters at bus stops are all amenities that make using the transit network easier and more enjoyable.

A-4 Design for Change

Design projects to be flexible enough to respond to future changes in use, lifestyle, and demography.

Clarification

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.

Key Points:

Mark Brower:
Examples: US Pavilion, Riverfront Park (highly adaptable)

Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, B-1 Provide Inviting and Usable Open Space, B-3 Provide Elements that Define the Place, , B-6 Accommodate Universal Design, C-1 Design Facades at Many Scales, C-3 Provide Appropriate Weather Protection, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

Originally built to house the Spokesman Review's expanded print operation, this building has been refurbished as a local distillery.

Tanner Springs Park in Portland, Oregon emulates the original wetlands that existed before the city was built. It collects and purifies rainwater and provides a habitat for urban wildlife.

The Promenade Plantee in Paris is a 2.9 mile long park and walkway created from a defunct elevated rail line. Shops and businesses occupy the space beneath the park, which used to be empty arches.

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.

Graphic noting area of influence

B-1| Provide Inviting and Usable Open Space

B-2| Enhance the Building and Site with Landscaping

B-3| Provide Elements that Define the Place

B-4| Provide Context-Sensitive Signage and Lighting

B-5| Design for Personal Security

B-6| Universal Design

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.

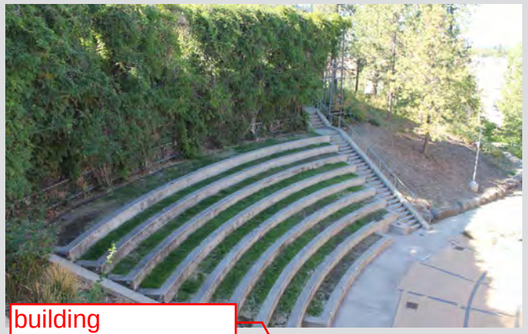
Mark Brower: Inviting and Usable Example: Howard St. South Channel Bridge (inviting seating to connect with water)

Clarification:

Views and solar access from the principal area of the open space should be emphasized.

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, B-2 Enhance the Building and Site with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.



building

Top left: the park by Brickwest Brewing is a fun place to sit and relax.

Bottom left: the Catalysy building provides seating and beautiful landscaping for patrons of the building and those waiting for their bus in the nearby transit hub.

Top right:The ampitheater at the Northwest Museum of Arts and Culture provides a shaded, sheltered, quiet and comfortable outdoor space for the public.

The shoreline of Lake Geneva in Vevey, Switzerland separates vehicular traffic from pedestrian spaces with a series of linear raised planter beds.

The Promenade Plantee in Paris is a 2.9 mile long park and walkway created from a defunct elevated rail line. Shops and businesses occupy the space beneath the park.

B-2 Enhance the Building and Site 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.

Anne- Local examples: Whitworth Robinson Hall
Hospice of Spokane
Gonzaga University Myrtle Woldson Performing Arts

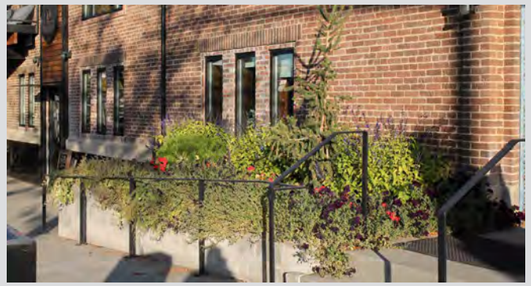
Clarification

Key Points:

Anne- Excellent greenwall example: parking garage for the Bellevue Regional Library at corner of NE 12th Street and 110th Ave NE, Bellevue, WA.
-- Idaho Research and Innovation Center (IRIC) | University of Idaho, Moscow -- Building is wrapped in 3 stories of greenroof that mimics the rolling hills of the Palouse. Building overhang also provides weather protection.

Related Design Criteria:
Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-2 Reinforce Primary Building Entries, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-3 Maintain the Prevailing Street Edge, D-4 Design with a Legible Parti, E-2 Minimize the Impact of Parking Facilities along Street Frontages, E-3 Minimize the Presence of Service Areas, and E-4 Design Sustainable Parking.

The landscaping at the Northwest Museum of Arts and Culture



Plants don't have to stay on the ground! This green wall in Reims, France provides beautiful greenspace to an area where sidewalk space is at a premium.

This fence and planter in London, England combines greenspace with a buffer between the sidewalk and drive aisle.

Foundational plantings in Cheverny, France have been trained to grow along the wall, creating a unique effect.

B-3 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.

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.

Clarification

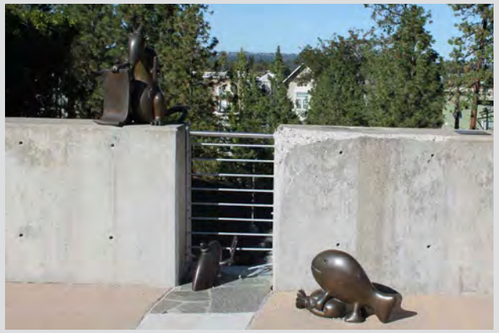
Anne: Project Examples: Lots of sculpture integrated in the public realm throughout Kendall Yards.
Also, sculptural elements on the WSU / Spokane Campus

Key Points:

Related Design Criteria:
Design Guidelines: B-4 Provide Context Sensitive Signage and Lighting, C-6 Provide a High Quality Design for the Public Realm, and D-5 Enhance the Skyline.

Mark Brower: Place Examples: EWU "Eagle Station" (STA station, construction almost completed)
Place Examples: Huntington Park

Whimsical statues at the Northwest Museum of Arts and Culture give the site a distinct sense of place.



"The Fork" in Lake Geneva along the Vevey shoreline.

A beautiful mosaic in a subway station in Munich, Germany.

The undulating deck structures of The Aqua Tower in Chicago, Illinois make it stand out amongst other skyscrapers in the city.

B-4 Provide Context Sensitive Signage and Lighting

Design signage appropriate for the scale and character of the project and immediate neighborhood.

Anne: Signage Examples: New signage at entrances to Riverfront Park
Lighting Example: Ken Spiering "Red Band Trout" sculpture at intersection of Spokane Falls Blvd. and Division. This example could also be used for wayfinding and placemaking

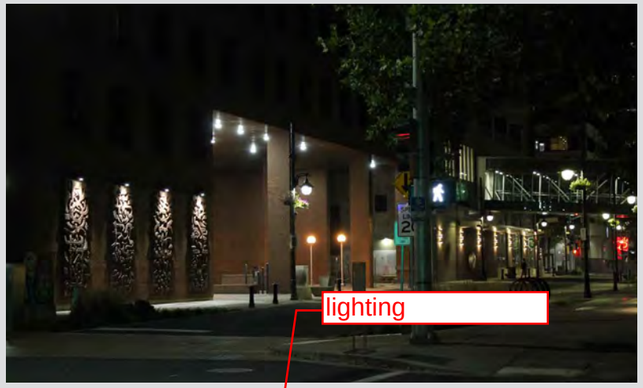
Clarification:

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.

Key Points:

Mark Brower: U.S. Pavilion Any better? LOL
Riverfront Park in general too.
Lighting Examples: U-District Gateway Bridge

Related Design Criteria:
Design Guidelines: Design Guidelines: A-1 Provide a 360-degree Design, B-3 Provide Elements that Define The Place, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site.



Top left: The Hive's giant letters on the side of the building direct drivers to the site.

Bottom Left: modeling the Monroe Street Bridge's iconic arches, this fence balances vehicle and foot traffic with separate gates.

Top right: Downtown lightinjg provides understated ambiance to Wall Street.

The iconic Art Neuveau signs and swooping street lights of the Paris Metro system beautifully alert people where to descend to the train platforms.

Top Right: The Pont Neuf ("New Bridge") in Paris, France cleverly illuminates the faces carved above the waters of the Seine River.

Botom Right: "Urban Light" art installation in Los Angeles, California.

B-5 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.

Clarification

Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

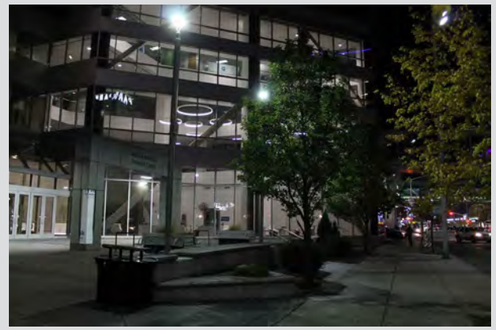
Key Points:

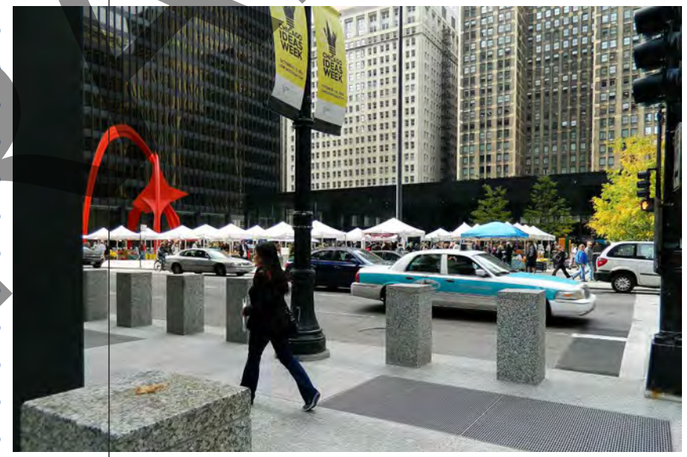
Related Design Criteria:
Design Guidelines: Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-3 Minimize the Presence of Service Areas.

Left: fencing on the university district bridge prevents users from falling.

Top right: multiple street crossing safety features at Wilson Elementary School make sure students are as safe as possible.

Bottom right: a downtown Spokane plaza is brightly lit from overhead as well as at the entrance to the building.





Stone bollards, adequate lighting, and striping of pedestrian crossing offer pedestrians a means of safe travel.

B-6 Universal Design

The Public Realm should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment.

Clarification

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.

Mark Brower: NACTO All Ages and Abilities is a lot about safety and minimizing stress of the users. Bring in some of their language in clarifying paragraphs?
Universal Design Examples: STRAMP at the Podium?
Universal Design Examples: Playgrounds in Riverfront Park

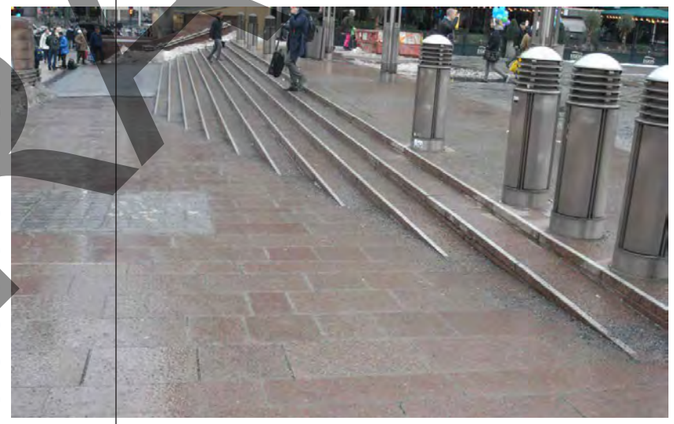
Key Points:

Related Design Criteria:

Design Guidelines: Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Building and Site.

Left: Liberty Park Branch Library seamlessly incorporated universal design in the pathways to the main entrance, without needing ramps or handrails.

Right: The university district bridge has gently sloping access ramps to allow people of all mobility levels to use the bridge.



These public areas all provide easy movement for every age and mobility level.

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.

Graphic noting area of influence

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.

Anne: Local Examples: US Bank Bldg on Riverside, Paulsen Building, Legion Building corner of Washington / Riverside, Downtown US Post Office Riverside / Lincoln

Clarification:

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.

Key Points:

Related Design Criteria:
Design Guidelines: Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Inviting and Usable Open Space, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Building/Structure/Site, and D-5 Enhance the Skyline.

Left: the facade modulation and differing textures of Salk Middle School provide great variation in scale.

Right: The Masonic Temple on Garland stylistically has many house-scale elements, while the two-story outdoor seating area gives even more pedestrian scale.

These buildings do an excellent job of providing pedestrian scaled architectural elements as well as larger-scaled elements further up the facade.

C-2 Reinforce Primary Building Entries

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

Anne-Local examples: Parkview West Apartments, Spokane Club, Downtown
US Post Office Riverside / Lincoln

Clarification

Key Points:

Related Design Criteria:
Design Guidelines: Design Guidelines: B-4 Provide Context Sensitive Signage and Lighting, C-1 Design Facades at Many Scales, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Building and Site.

Top left: the Liberty Park Branch Library uses color to announce the entrance to the building.

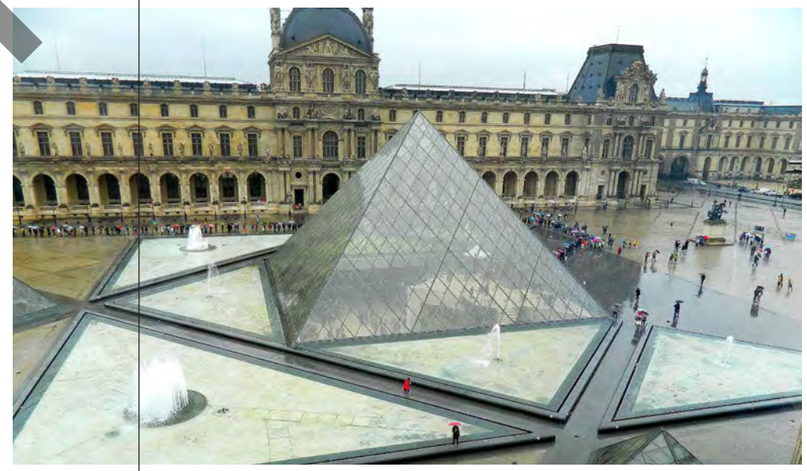
Bottom left: the Catalyst building uses a projecting canopy as an entrance reinforcement.

Right: a long promenade in line with the entrance to this university building creates a dramatic statement.

Bottom left: The entrance to the Louvre Museum in Paris, in sharp contrast to the ornate palace architecture surrounding it, is impossible to miss.

Top right: the columns in front of the Scottish National Gallery in Edinburgh Scotland clearly mark the entrance.

Bottom right: the ornate canopy of the Samaritaine department store in Paris, France tell shoppers how to enter the building.



C-3 Provide Appropriate Weather Protection

Provide a continuous, well-lit weather protection to improve pedestrian comfort and safety along pedestrian routes.

Anne- Parkview West -- 1309 W. First Ave.
gateway entry using the bldg.
Spokane Club

Clarification

Such protection should address wind, sun, and precipitation throughout the year.

Key Points:

Mark Brower: Weather Protection Examples:
Moran Station, or SCC Transit Center

Related Design Criteria:
Design Guidelines: Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Building/Structure/Site, and E-1 Maximize Pedestrian Access to the Building and Site.

Left: an arcade on the Gonzaga campus.

Top right: the second floor of this building projects out over the main entrance and provides weather protection.

Bottom right: the Catalyst building's arcade

Overhead structures provide cover from rain and snow and shade on sunny days. Consider also wind protection through windbreaks or buffer plantings.

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.

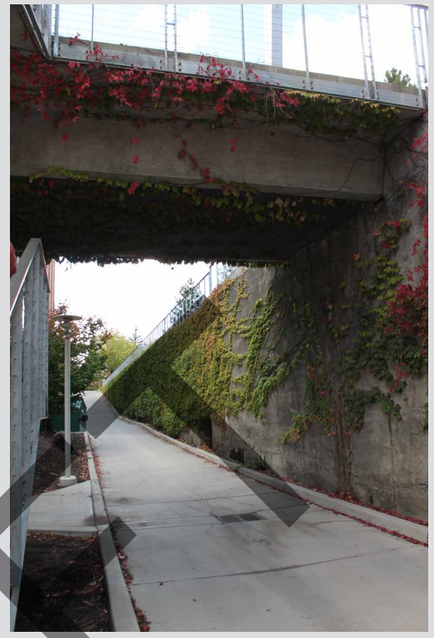
Anne-Railroad Alley

Clarification

Key Points:

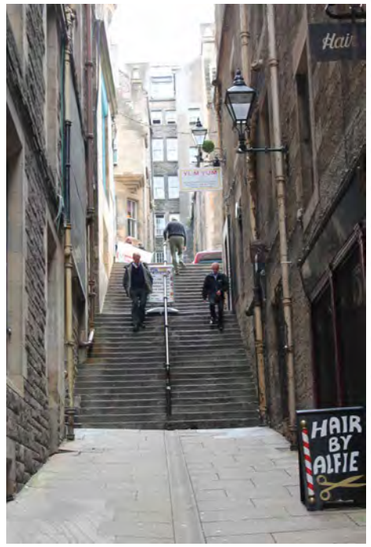
Anne-Post Alley, Seattle.

Related Design Criteria:
Design Guidelines: Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-3 Provide Elements that Define The Place, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site, and E-3 Minimize the Presence of Service Areas.



This alley in the university district provides access for service vehicles, and the starkenss of the concrete is hidden by extensive vines.

Beautiful overhead protection, decorative lighting, and alley-oriented businesses all contribute to the liveliness of urban alleys.



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.

Anne:
Arena north Plaza
Federal Bldg Plaza
Spokesman Review Tower Plaza
Kendall Yards

Clarification

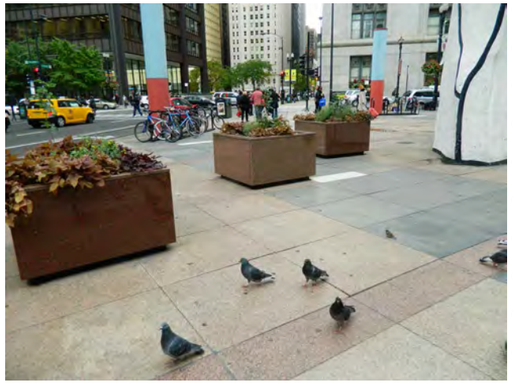
This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street.

Key Points:

Related Design Criteria:
Design Guidelines: Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-3 Maintain the Prevailing Street Edge, E-1 Maximize Pedestrian Access to the Building and Site, and E-3 Minimize the Presence of Service Areas.

Street trees separate the drive aisle and parking from pedestrian spaces on both the Gonzaga University Campus and in the hospital district.

Streetscapes in Switzerland, France, and Chicago all provide excellent separation of vehicle and pedestrian spaces along street frontages.



C-6 Provide High Quality Walkable Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation.

Clarification

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.

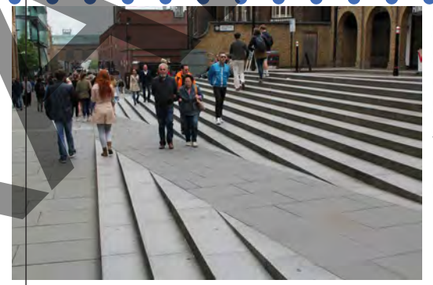
Key Points:

T. Teske: Should this include street crossings? A way to make sure people take a holistic view of the projects and adjacent areas?

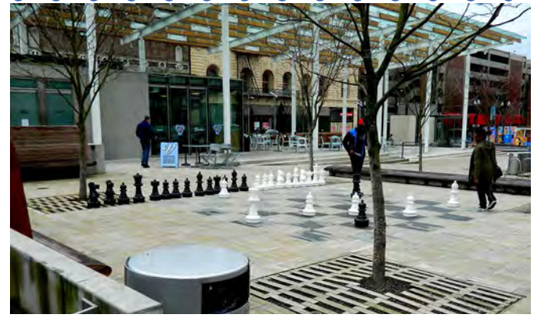
Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, D-1 Create Transitions in Bulk and Scale, D-3 Maintain the Prevailing Street Edge, E-1 Maximize Pedestrian Access to the Building and Site, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-3 Minimize the Presence of Service Areas.

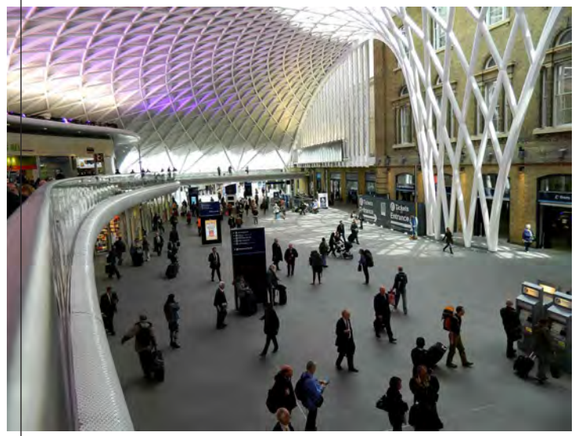
Left: pathways on the Gonzaga University campus allow safe and comfortable vehicle-free pedestrian circulation.

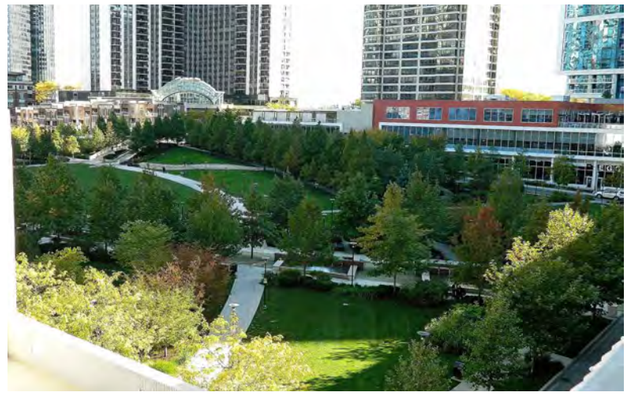
Right: excellent bike storage and seating at the entrance to the Catalyst building create a pedestrian-centered public realm.



Pedestrian areas in London, Portland Oregon, and Chicago Illinois provide excellent spaces to walk, relax, and recreate in the public realm.







D ARCHITECTURAL EXPRESSION

Area of Influence: Building, Structure, & Site

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 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.

Graphic noting area of influence

D-1| Create Transitions in Bulk and Scale

D-2| Design a Well-Proportioned and Unified Building/Structure/Site

D-3| Maintain the Prevailing Street Edge

D-4| Design with a Legible Parti

D-5| Enhance the Skyline

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.

Clarification

Key Points:

Related Design Criteria:

Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, C-1 Design Facades at Many Scales, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Building/Structure/Site, D-5 Enhance the Skyline, and E-2 Minimize the Impact of Parking Facilities along Street Frontages.

Left: due to it's placement behind the sidewalk, the bus shelter outside Lewis and Clark High School provides a transition in architecture thereby lessening the bulk of the school building.

Right: the window placement and accents create symmetry and texture. The smaller shapes created by the window accents function to lessen the overall bulk.

Top left: a finance building in Frankfurt, Germany uses curvilinear glazing to reduce the structure's bulk.

Top center and right: skyscrapers in Chicago, Illinois use step backs to reduce bulk.

Bottom left: The Pompidou Centre in Paris, France uniquely moved its HVAC mechanical equipment to the exterior of the building, shifting the focus from the size of the structure to the normally hidden ventilation system.

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

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.

Anne: Include some of our Mayor's Urban Design Award recipient projects.

Clarification

Design the architectural elements and finish details to create a unified building/structure, so that all components appear integral to the whole.

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, and D-5 Enhance the Skyline.

Top left: using traditional architecture techniques, this building uses stepped roof structures to acheive balance.

Top and bottom right: The Liberty Park Branch Library utilizes contemporary architecture as well as synergy with the surrounding park to achieve balance and proportion.

These two buildings show the ability to acheive a well proportioned structure through very different means.

The gardens of the Eiffel Tower in Paris were created with precise linear and geometric proportions in mind.

D-3 Maintain the Prevailing Street Edge

Design new buildings/structures to help define and maintain the street edge.

Anne:
Kendall Yards
WSU Elson Floyd School of Medicine

Clarification

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.

Key Points:

Related Design Criteria:
Design Guidelines: A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site, and E-2 Minimize the Impact of Parking Facilities along Street Frontages.

The facade of Wilson Elementary School precisely aligns to the facade of the homes down the street.

At the far end of the prevailing street edge concept, these European streets have an undeniable street edge to which al the buildings align.

D-4 Design with a Legible Parti

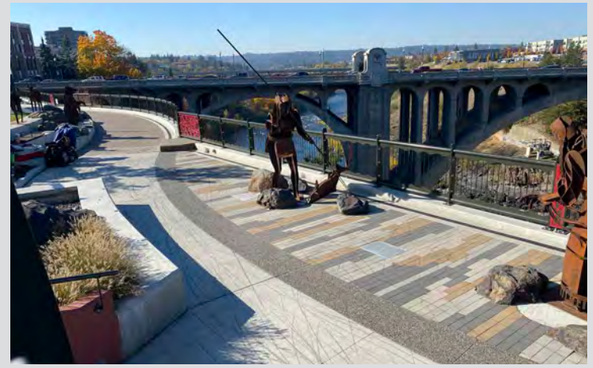
A good design has a central organizing thought or decision guiding the overall concept. This influencing precept can be depicted as a simple diagram and explanatory statement typically referred to as a parti.

Clarification

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.

Key Points:

Related Design Criteria:
Design Guidelines: B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-6 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Building/ Structure/Site, and D-5 Enhance the Skyline.



Top and bottom left: The Hive in East Central Spokane was designed around the industrial and auto centered businesses in the area, and used materials reminiscent of industry. The signage mirrors the mid-century vibe of nearby businesses as well.

Right: A Place of Truths Plaza in downtown Spokane is infused with art and elements celebrating the tribal history and sacred connection to Spokane River.

Chicago's "Cloud Gate" and Hard Rock Cafe along with the Pompidou Museum and plaza in Paris all give off clear messages as to their design concepts.

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.

Anne:
Paulson Bldg.
US Bank Bldg / formerly ONB
Spokesman Review Tower
Lady of Lourdes and St. John Cathedral
Steam Plant
Clock Tower

Clarification

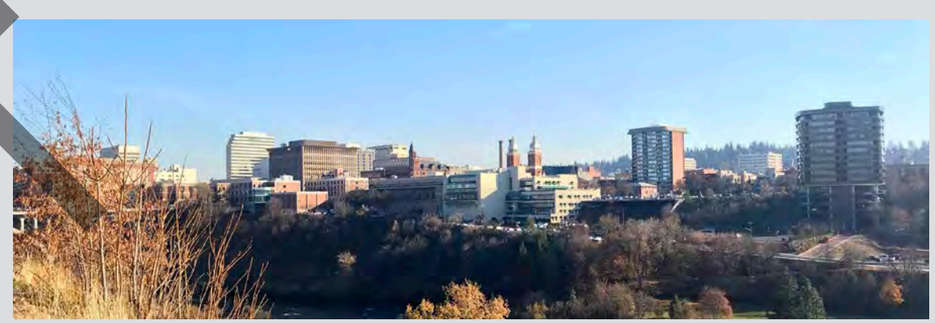
Respect noteworthy structures while responding to the skyline's present and planned profile.

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales, D-1 Create Transitions in Bulk and Scale, and D-2 Design a Well-proportioned and Unified Building/Structure/Site.

A view of Spokane's downtown at sunrise, viewed from the north.

Spokane's skyline viewed from the western edge of Kendall Yards, along Centennial Trail.



Various notable skylines around the world.

E ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

Access and Visual Impact guidelines assist designers and developers in creating skywalks that minimize adverse environmental impacts.

Graphic noting area of influence

E-1| Maximize Pedestrian Access to the Building and Site

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

E-3| Minimize the Presence of Service Areas

E-4| Design Sustainable Parking

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.

Anne: Spokane Veterans Memorial Arena NE entry / Grand Promenade

Clarification:

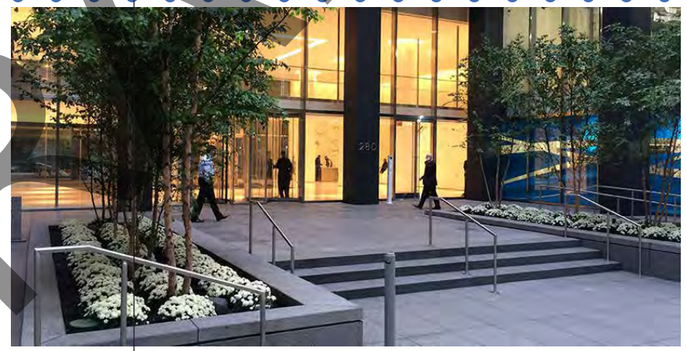
Mark Brower: Prioritize non-motorized access by minimizing conflicts with other transportation modes.

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-3 Minimize the Presence of Service Areas.

Left: Direct access to the front door of the building from and through the parking lot make for easy and safe pedestrian movement through vehicle-focused areas.

Right: Curb-free entrance plazas allow wheeled pedestrians a wider range of options to access the building. Stone bollards block vehicles from entering the plaza.



Large entry plazas separated from vehicular travel, pedestrian-scale lighting, seating, and landscaping all ensure safe and comfortable access to these public buildings.

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.

Include examples of projects with walls / landscape buffers around parking lots ie; Legion Bldg parking lot along Riverside
Fruci & Associates walled parking lot along North River Drive & Washington

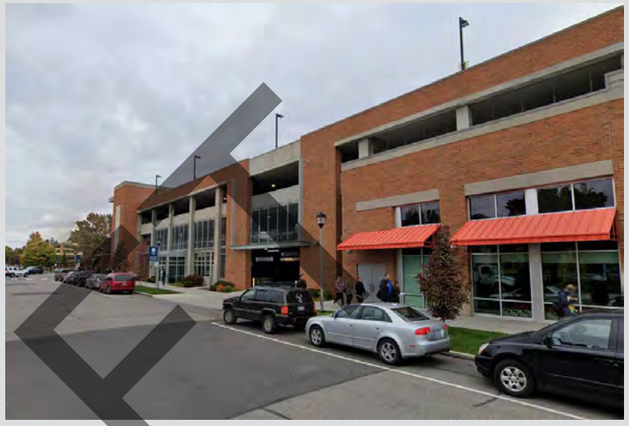
Clarification

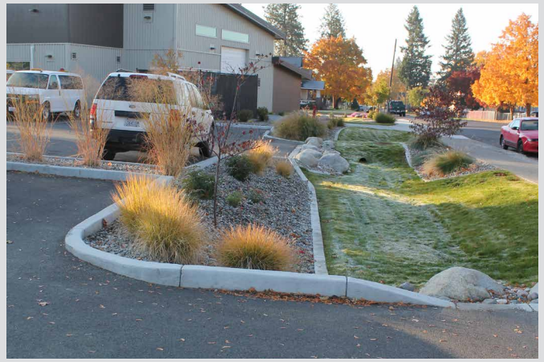
Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

Key Points:

Bellevue Regional Library Parking Garage: 110th Ave NE / NE 12th Street -- Greenwalls

Related Design Criteria:
Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Building/Structure/Site, D-3 Maintain the Prevailing Street Edge, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.





Left: this parking garage on the Gonzaga University campus incorporates retail and screens to minimize the visual impact.

Right: plantings are used to create a visual buffer between the parking lot and the sidewalk.

Top left: the parking garage is set back from the street and behind retail shops so it takes up minimal street frontage.

Top right: Trellised plants help screen the parking garage from view.

Bottom right: Plantings and a decorative wall screen the surface parking lot.

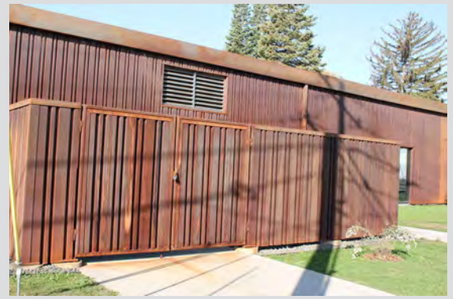
E-3 Minimize the Presence of Service Areas

Clarification

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.

Key Points:

Related Design Criteria:
Design Guidelines: A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-5 Design for Personal Safety and Security, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, and C-6 Provide a High Quality Design for the Public Realm.



Top left and top right: A tall concrete service area accessed by large delivery trucks is tucked behind the spruce tree.

Bottom right: service area is cleverly disguised behind an enclosure made of the same material as the main building.

Image Description

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.

Clarification

Key Points:

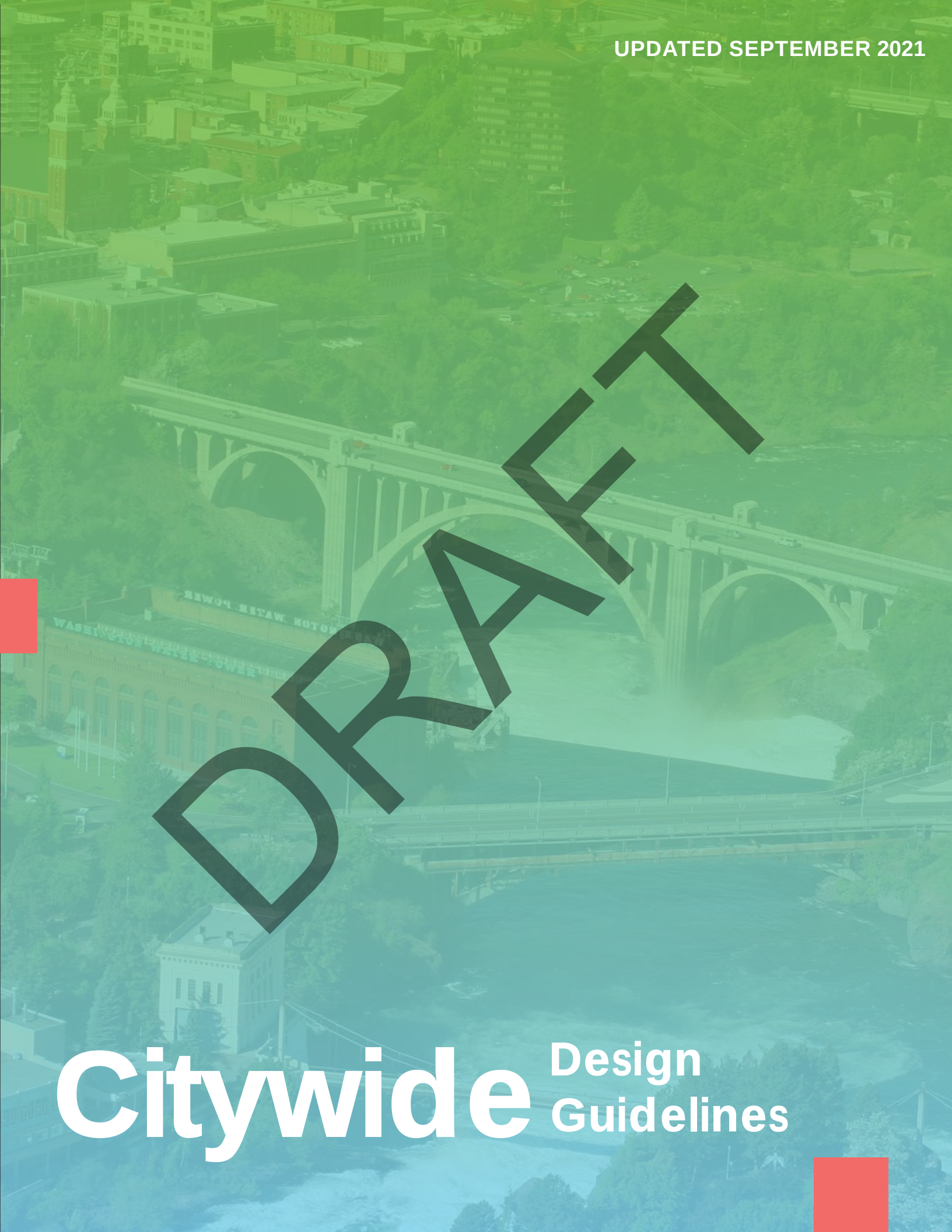
Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-2 Enhance the Building and Site with Landscaping, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, and D-4 Design with a Legible Parti.

Landscape swales designed to capture surface runoff from the adacent parking lot.

Landscape strip functions as a buffer between pedestrians and vehicles while also capturing and purifying surface runoff from the parking lot.

Solar panels built into shade structures,rain gardens to capture surface runoff, and permeable paving are all excellent ways to fascilitate sustainable parking.

UPDATED SEPTEMBER 2021



DRAFT

Citywide Design Guidelines

Publication Page & Date

The the City of Spokane Citywide Design Guidelines were developed in collaboration with residents, community organizations, agency partners, and the City of Spokane.

The City of Spokane hired Urbsworks, an urban design firm out of Portland, to assist with Phase I of the project: initial research, workshops, and findings. City staff used the information presented by Urbsworks to complete Phase II: writing the guidelines and presenting them to the technical team, stakeholders, and the general public before bringing the guidelines to City Council for approval.

Stakeholders

Andrew Rowles, Downtown Spokane Partnership

CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

Breean Beggs, City Council President

Lori Kinnear, Council Member

Betsy Wilkerson, Council Member

Kate Burke, Council Member

Michael Cathcart, Council Member

Candace Mumm, Council Member

Karen Stratton, Council Member

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Kathy Russell, AIA Spokane
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Mary May, WAPA Inland Empire Section
Kathy Lang, City of Spokane Design Review Board

Steering Committee Members

Table of Contents

Project background, explanation, purpose

Guideline vs. Standard
What is a Design Guideline?

Design Guidelines: A set of design parameters for development which apply within a design district, sub-district, or overlay zone.

The guidelines 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)

In practice, since design review is an advisory process only, the adopted Design Guidelines help guide conversations that Urban Design staff and the Design Review Board have with a design review applicant.

… 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. (Spokane Municipal Code 04.13.015.B)

The guidelines help ensure that these conversations, and the advice rendered, stays focused on the community's set of aesthetic expectations for the public realm elements of a project or plan.

How is this different than a Design Standard?

Design Standard: an obligatory design requirement for any project.

These standards are not advisory, they must be followed – just like the requirements in the building code, fire code, or electrical code.

The design review process cannot waive compliance with these standards.

While Design Standards and Design Guidelines are similar in that they are both about a project's design, they differ mostly in that the standards are mandatory obligations applied to that project – while guidelines are a list of relevant subjects, and examples, intended to improve the design of any project subject to design review.

The standards were adopted to ensure that all development in the city achieve a minimum quality of design.

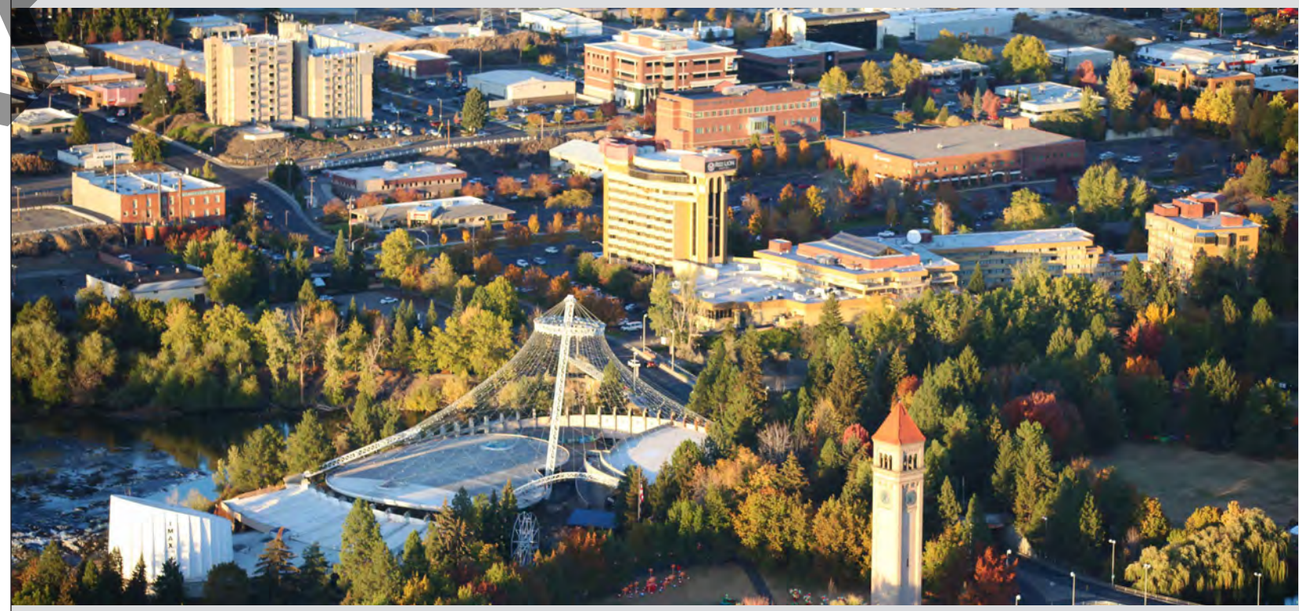
The guidelines are used in order to improve the quality of design above bare minimums, for a select set of projects. Those projects have already been identified by the community for special consideration.

Citywide Design Guidelines

This is not a type of project or development, but may be best described as a set of urban design Best Management Practices. The reason these are necessary relates back to why we have design guidelines in the first place – in order to facilitate effective conversations about a project or plans design elements in order to meet the community's aesthetic expectations.

When would such guidelines be used?

- *When Urban Design staff or the Design Review Board are asked to provide advice on a Plan (not connected to a development proposal).*
- *When Urban Design staff or the Design Review Board are tasked with evaluating a Design Departure (to determine whether an alternative design proposal is superior in design and may qualify for a departure).*
- *When Urban Design staff or the design Review Board are asked to provide advice in unique projects that have no adopted design guidelines.*

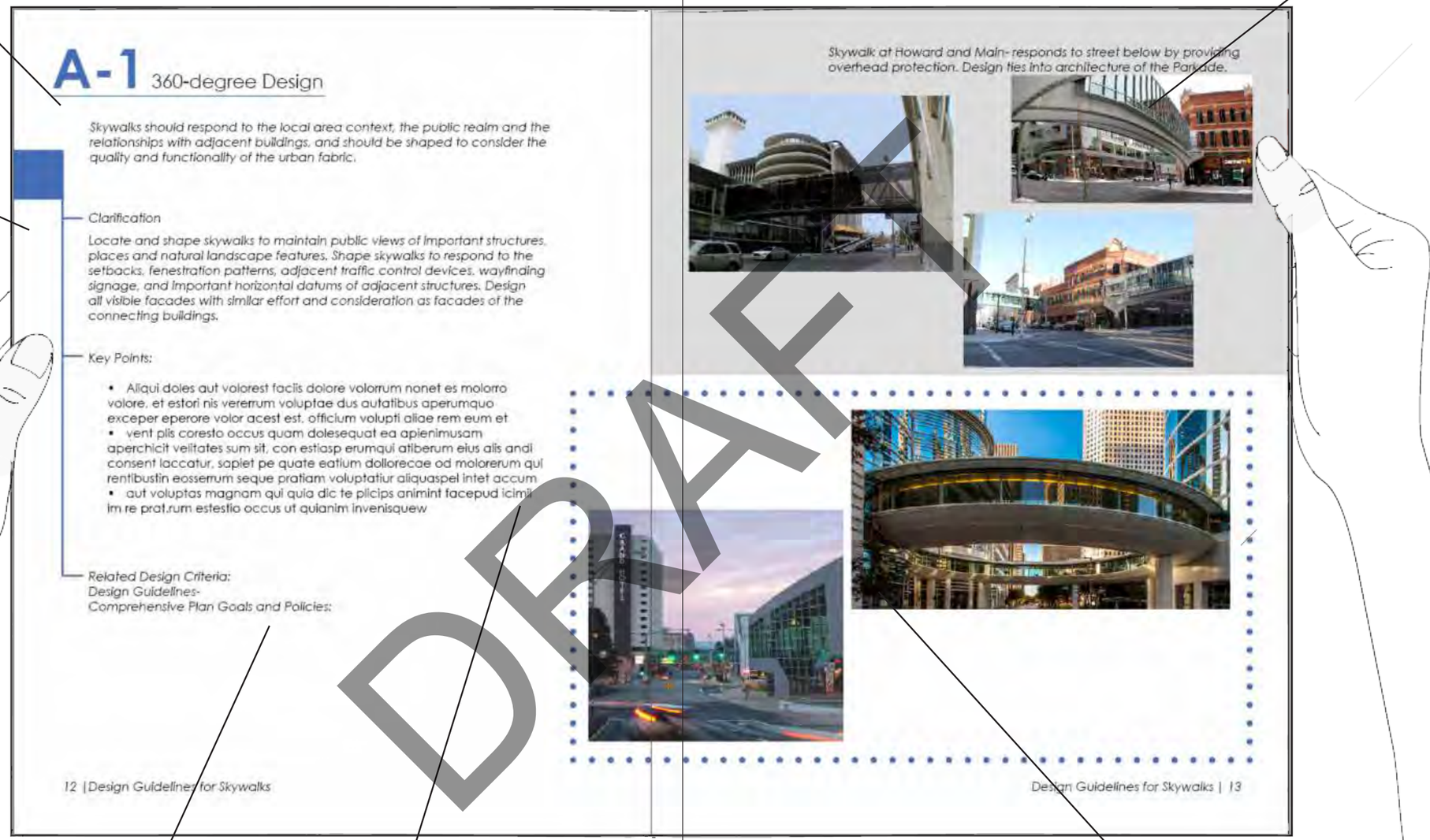


How to use this booklet

Guideline

Clarification

Provides a description of the guideline as it applies to the project type



Related Design Criteria

Other project type guidelines and design criteria associated with this guideline

Key Points

Examples from project types demonstrating compliance with the guideline

Images

Visuals to reinforce the explanatory text

Aspirational Examples

Images of exemplary urban design from national and international locales

Guidelines

- **A** URBAN DESIGN
- **B** PUBLIC AMENITIES
- **C** PEDESTRIAN ENVIRONMENT
- **D** ARCHITECTURAL EXPRESSION
- **E** ACCESS & SCREENING

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-path network serving all modes of transportation, natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

Graphic noting area of influence

A-1 360-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.

Clarification

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.

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

The Northwest Museum of Arts and Culture considered all angles of the building in the architectural detailing.

New buildings in historic areas incorporate elements of the adjacent buildings combined with new architectural styles to both celebrate the history of the area and the future to come.

A-2 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles.

Anne: Saranac Bldg. -- LEED Platinum includes solar panels / small green roof
Rockwood Summit Tower has greenroof
Convention Center expansion has greenroof.
Sustainable stormwater mitigation projects include:
-- Country Homes Blvd.
--Porous paving at Olmstead Brother's Green in Kendall Yards
--East Broadway Ave -- porous paving / rain gardens
--Landscape in front of Apple Store Downtown has Silva cells
-- not positive and would need to be verified; but I think the Sweetgum street trees in front of Bernardo Wills have Silva cells.

Clarification

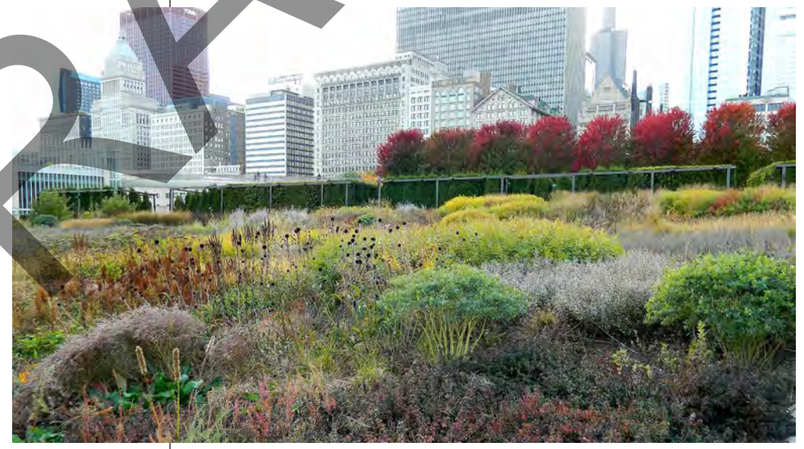
Projects should be
enhancing the ur
and reduce storm
energy resources

Promote resilient
building practices
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.

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

Solar panels, rain gardens to capture surface runoff, and the re-use of old buildings are all great ways to conserve natural resources.



Lurie Garden in downtown Chicago's Millennium Park is in fact a green roof over a parking garage. The ability to lower urban temperatures, capture rainwater, and the use of perennial plantings all make Lurie Garden an exceptional example of sustainability.

The Scottish Parliament Building in Edinburgh, Scotland was built on a brownfields site, incorporates public transit, and was built to require less heating and cooling than conventional structures.

A-3 Accomodate 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.

Mark Brower: Multimodal Example: BrickWest Brewing

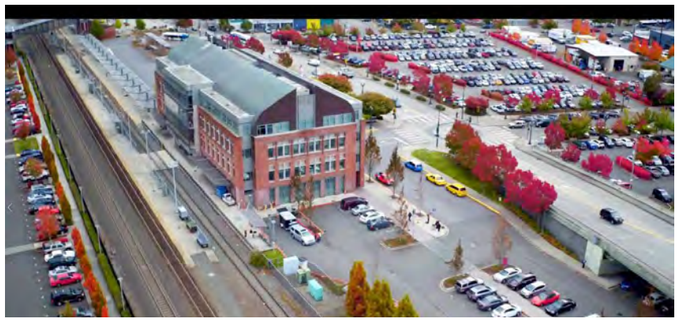
Clarification

'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion. 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.

Key Points:

Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-4 Design Sustainable Parking.

This bus stop in the Emerson Garfield neighborhood is part of the Rapid Transit network, and delivers riders directly to the neighborhood farmers market during the summer.



Clear signage is an often overlooked element to assist the multi-modal network.

Transit hubs incorporate all modes: vehicle, rail, bus, bike and pedestrian users.

A-4 Design for Change

Design projects to be flexible enough to respond to future changes in use, lifestyle, and demography.

Mark Brower: Change Examples: Historic Buildings converted use such as Chronicle Building, Otis Hotel, etc.

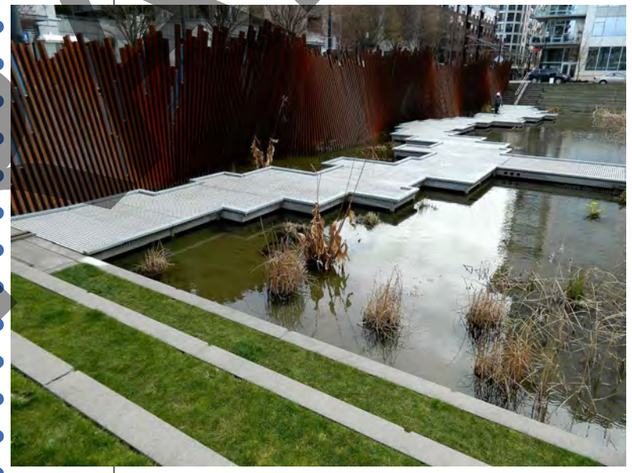
Clarification

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.

Key Points:

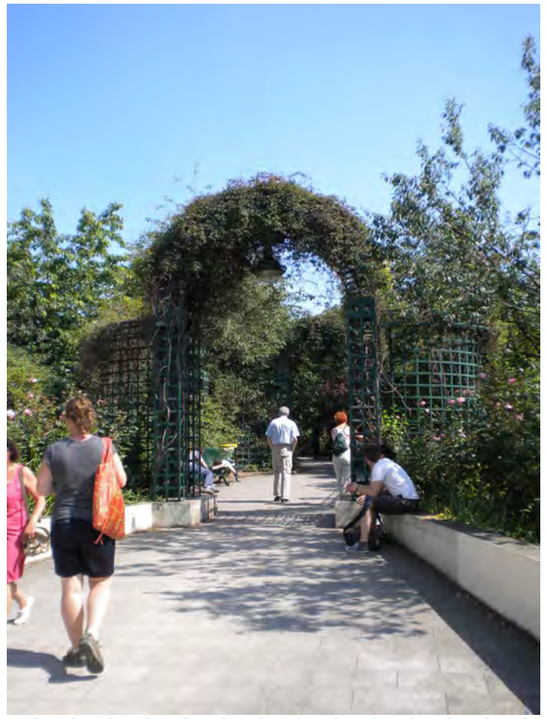
Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, B-1 Provide Inviting and Usable Open Space, B-3 Provide Elements that Define the Place, , B-6 Accommodate Universal Design, C-1 Design Facades at Many Scales, C-3 Provide Appropriate Weather Protection, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, D-4 Design with a Legible Parti, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

Originally built to house the Spokesman Review's expanded print operation, this building has been refurbished as a local distillery.



Tanner Springs Park in Portland, Oregon emulates the original wetlands that existed before the city was built. It collects and purifies rainwater and provides a habitat for urban wildlife.

The Promenade Plantee in Paris is a 2.9 mile long park and walkway created from a defunct elevated rail line. Shops and businesses occupy the space beneath the park, which used to be empty arches.



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.

Graphic noting area of influence

B-1| Provide Inviting and Usable Open Space

B-2| Enhance the Building and Site with Landscaping

B-3| Provide Elements that Define the Place

B-4| Provide Context-Sensitive Signage and Lighting

B-5| Design for Personal Security

B-6| Universal Design

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.

Anne: Kendall Yards Olmstead Brothers Green

Clarification:

Views and solar access from the principal area of the open space should be emphasized.

Mark Brower: Open Space Examples: Lincoln Plaza (Lincoln & Riverside)

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, B-2 Enhance the Project with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

These areas in the university district are quiet, beautiful spaces to relax, eat, and study.

The shoreline of Lake Geneva in Vevey, Switzerland separates vehicular traffic from pedestrian spaces with a series of linear raised planter beds.

The Promenade Plantee in Paris is a 2.9 mile long park and walkway created from a defunct elevated rail line. Shops and businesses occupy the space beneath the park.

B-2 Enhance the Project with Landscaping

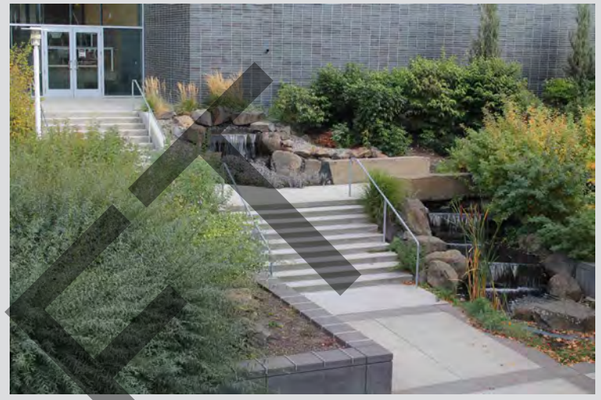
Enhance the building/structure and site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

Clarification

Key Points:

Related Design Criteria:

Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-2 Reinforce Primary Building Entries, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-3 Maintain the Prevailing Street Edge, D-4 Design with a Legible Parti, E-2 Minimize the Impact of Parking Facilities along Street Frontages, E-3 Minimize the Presence of Service Areas, and E-4 Design Sustainable Parking.



The landscaped terraces along the road in Manito Park provide visual interest and beauty.

A serene courtyard in the university district provides a calm and beautiful place to relax or study.

Plants don't have to stay on the ground! This green wall in Reims, France provides beautiful greenspace to an area where sidewalk space is at a premium.

This fence and planter in London, England combines greenspace with a buffer between the sidewalk and drive aisle.

Foundational plantings in Cheverny, France have been trained to grow along the wall, creating a unique effect.

B-3 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.

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.

Clarification

Key Points:

Related Design Criteria:
Design Guidelines: B-4 Provide Context Sensitive Signage and Lighting, C-6 Provide a High Quality Design for the Public Realm, and D-5 Enhance the Skyline.

Park structures built out of basalt (from the original Olmstead Brothers Parks) are unique to Spokane's history and culture.

reflective statues bring character and interest to the uiversity district.

A water fountain in Reims, France, a metal face sculpture in Canterbury England, and a fun bench with sculture in Heidelburg Germany all give these spaces character.

B-4 Provide Context Sensitive Signage and Lighting

Design signage appropriate for the scale and character of the project and immediate neighborhood.

Mark Brower: Lighting Examples: Steam Plant, Lincoln Building

Clarification:

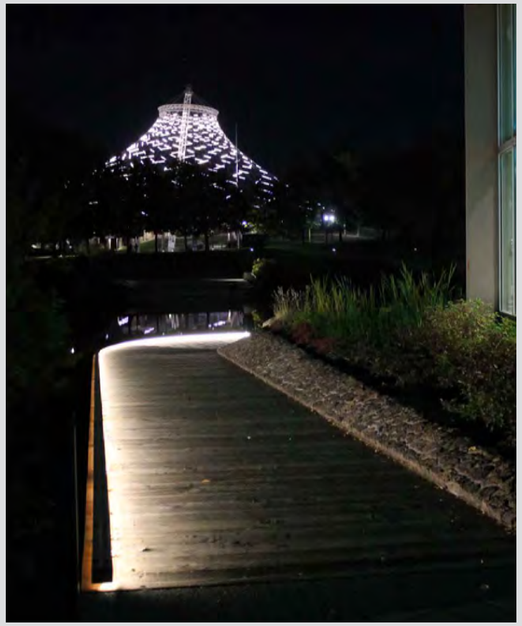
All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood. Provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-3 Provide Elements that Define The Place, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site.

Left: bright yellow letters announce the entrances to Riverfront Park in downtown Spokane.

Outside the Looff Carousel in Riverfront Park, Path lighting helps pedestrians avoid the edge of the path, and falling onto the Spokane River.



Artistic light displays offer a beutiful as well as safe pedestrian experience at night.

The iconic Art Neuveau signs and swooping street lights of the Paris Metro system beautifully alert people where to descend to the train platforms.

B-5 Design for Personal Safety and Security

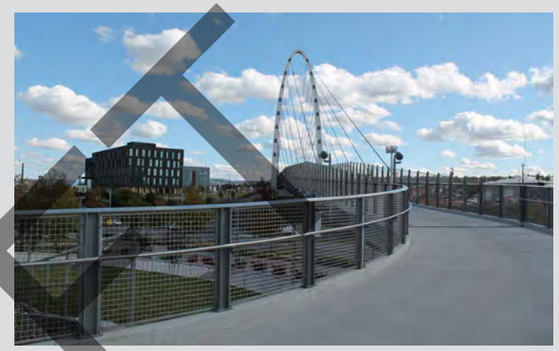
Promote a sense of security for people during nighttime hours. Design the building/structure and site to promote the feeling of personal safety and security in the immediate area.

Clarification

Implement appropriate Crime Prevention Through Environmental Design (CPTED) principals, with a heightened focus on increasing eyes-on-the-street to improve passive security.

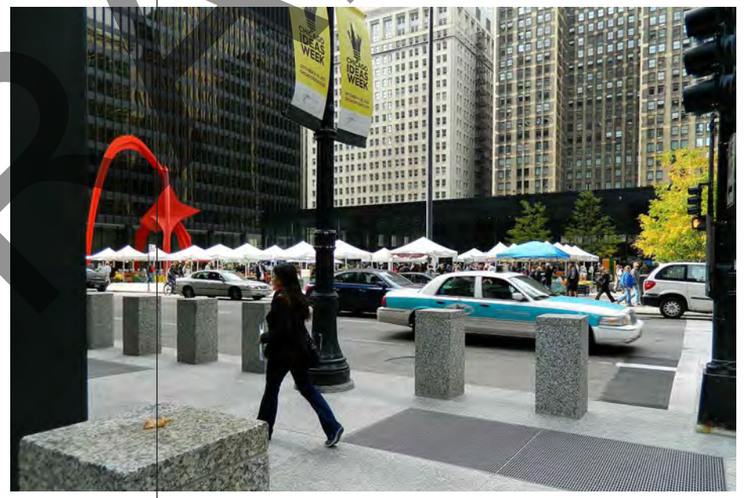
Key Points:

Related Design Criteria:
Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-3 Minimize the Presence of Service Areas.



Left: fencing on the university district bridge prevents users from falling.

Right: Well marked street crossings, hand rails, and textured edge markings ensure bus users at this rapid-transit stop are safe when approaching their bus.



Stone bollards, adequate lighting, and striping of pedestrian crossing offer pedestrians a means of safe travel.

B-6 Universal Design

The Public Realm should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment.

Clarification

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.

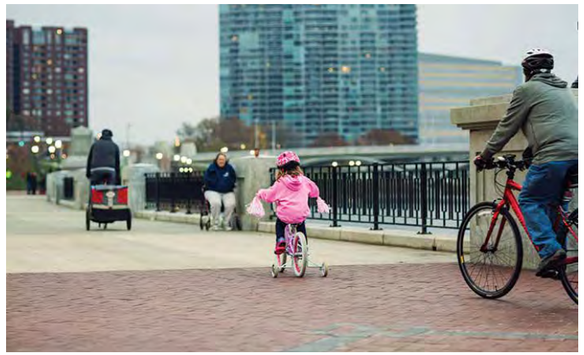
Key Points:

Related Design Criteria:

Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Building and Site.

The university district bridge has gently sloping access ramps to allow people of all mobility levels to use the bridge. The Catalyst building entrance is at-grade, therefor eliminating the need for stairs or ramps.

These public areas all provide easy movement for every age and mobility level.



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.

Graphic noting area of influence

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.

Clarification:

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.

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Inviting and Usable Open Space, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Building/Structure/Site, and D-5 Enhance the Skyline.

Left: the facade modulation and differing textures of Salk Middle School provide great variation in scale.

Right: the canopy over the door and how the entrance is stepped back provide pedestrian scale, while the upper floor projection provides higher level scaling.

These buildings do an excellent job of providing pedestrian scaled architectural elements as well as larger-scaled elements further up the facade.

C-2 Reinforce Primary Building Entries

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

Clarification

Key Points:

Related Design Criteria:
Design Guidelines: B-4 Provide Context Sensitive Signage and Lighting, C-1 Design Facades at Many Scales, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, and E-1 Maximize Pedestrian Access to the Building and Site.

Both these buildings use a projecting canopy as an entrance reinforcement.

Ornate canopies and tall columns at entrances are two of many ways to announce the entrances of buildings.

C-3 Provide Appropriate Weather Protection

Provide a continuous, well-lit weather protection to improve pedestrian comfort and safety along pedestrian routes.

Clarification

Such protection should address wind, sun, and precipitation throughout the year.

Key Points:

Related Design Criteria:
Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Building/Structure/Site, and E-1 Maximize Pedestrian Access to the Building and Site.

Left: the arcade around the Catalyst building shelters pedestrians and provides covered access down to adjacent trails.

Right: Large, well established street trees provide ample cover from harsh sun in Spokane's arid summers.

Far left: a pedestrian retalil street is sheltered by a glass and steel canopy.

Top right: Dense plantings provide shelter from harsh wind in Chicago, Illinois.

Bottom right: a large canopy over a plaza in Portland, Oregon offers shelter from rain.

C-4 Enhance Alleyways

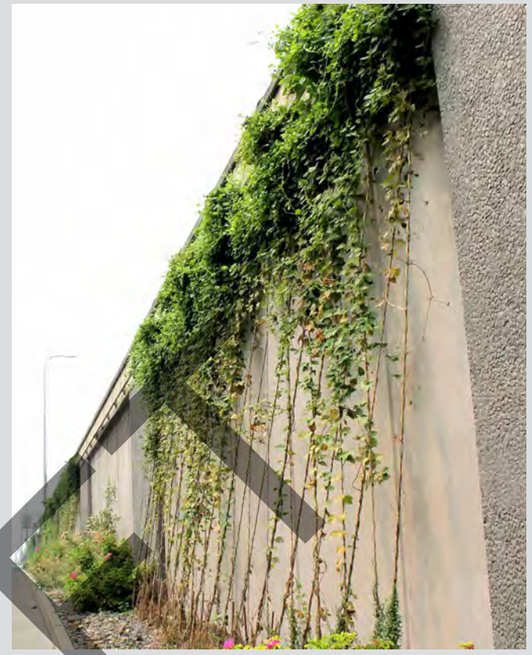
To increase pedestrian safety, comfort, and interest; where proposed develop the alleyway in response to the unique conditions of the site or project.

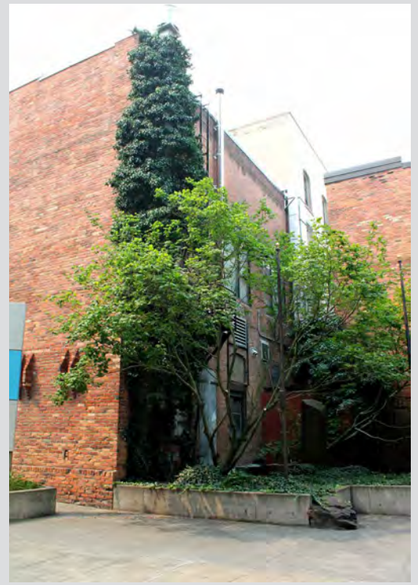
Mark Brower: Alleyway Examples: Barrister

Clarification

Key Points:

Related Design Criteria:
Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-3 Provide Elements that Define The Place, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-3 Provide Appropriate Weather Protection, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site, and E-3 Minimize the Presence of Service Areas.





Plants soften the sharpness of buildings and are a great means to screen mechanical equipment.

Alleys in Brussells and London offer pedestrian-only access to great retail and eateries.

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.

Clarification

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.

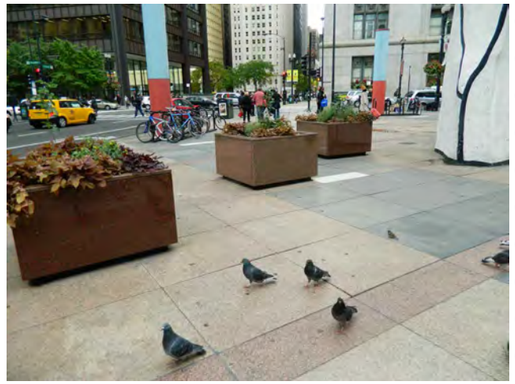
Key Points:

Related Design Criteria:
v

Left: the transit hub outside the Catalyst building provides a comfortable space to wait for buses and provides universal access up to the university district pedestrian bridge.

Right: pathway on Desmet Avenue on the Gonzaga University campus uses street trees to separate the drive aisle and parking from the sidewalk.

Streetscapes in Switzerland, France, and Chicago all provide excellent separation of vehicle and pedestrian spaces along street frontages.



C-6 Provide High Quality Walkable Design for the Public Realm

Create a high-quality public realm that supports the culture of walking and non-motorized transportation.

North / South promenade WSU Spokane Campus
Grand Promenade -- Riverfront Park

Clarification

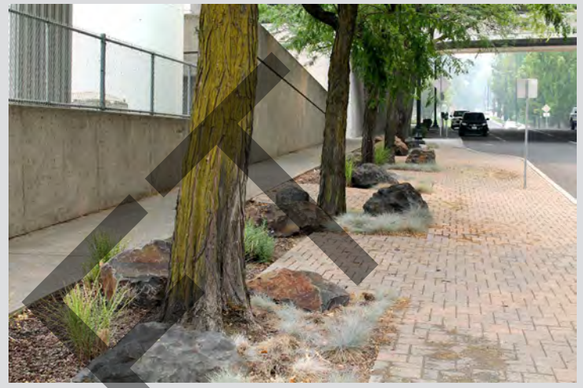
Design the site and building or structure so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. Streets, alleys, trails, and public spaces work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

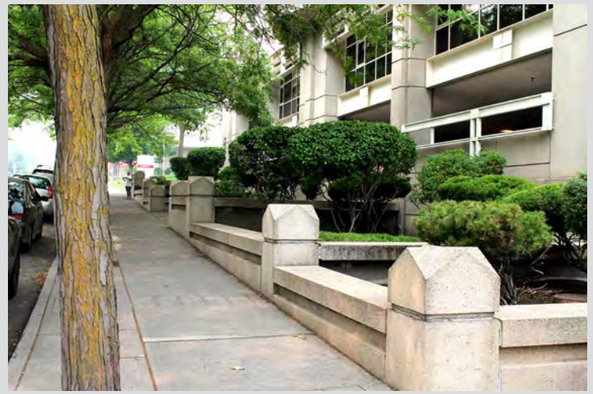
Key Points:

Related Design Criteria:

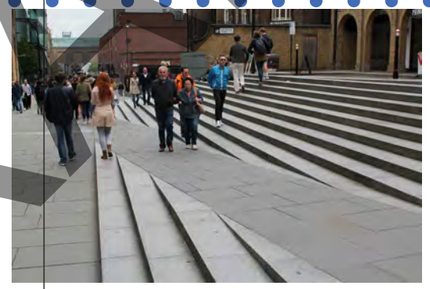
Design Guidelines: A-1 Provi
the Multi-Modal Transportat
Provide Inviting and Usable
Landscaping, B-3 Provide El
Facades at Many Scales, C-
Appropriate Weather Prote
Pedestrian-oriented Spaces
in Bulk and Scale, D-3 Maint
Pedestrian Access to the Building and Site, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-3 Minimize the Presence of Service Areas.

Ramblas in Barcelona
Champ elysees, Paris
Robson Street, Vancouver BC

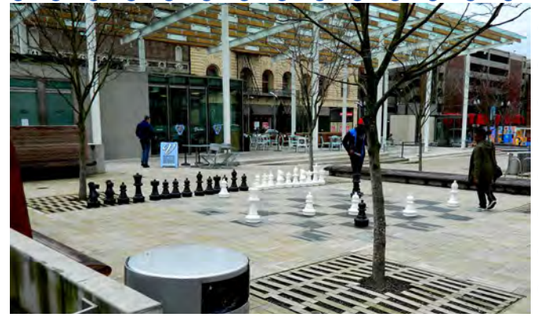




Pedestrian spaces in Spokane's hospital district offer wide walking paths, well-kept landscape areas, easy movement for wheeled pedestrians and integrated seating areas.



Pedestrian areas in London, Portland Oregon, and Chicago Illinois provide excellent spaces to walk, relax, and recreate in the public realm.



D ARCHITECTURAL EXPRESSION

Area of Influence: Building, Structure, & Site

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 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.

Graphic noting area of influence

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.

Clarification

Key Points:

Related Design Criteria:

Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, C-1 Design Facades at Many Scales, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Building/Structure/Site, D-5 Enhance the Skyline, and E-2 Minimize the Impact of Parking Facilities along Street Frontages.

Left: The continuously sloping roof line of the Liberty Park Branch Library creates a smooth transition from the one-story office area to the two-story open seating area.

Right: Step backs and terraced portions in the Shade Building lessen the overall bulk.

Top left: a finance building in Frankfurt, Germany uses curvilinear glazing to reduce the structure's bulk.

Top center and right: skyscrapers in Chicago, Illinois use step backs to reduce bulk.

Bottom left: The Pompidou Centre in Paris, France uniquely moved its HVAC mechanical equipment to the exterior of the building, shifting the focus from the size of the structure to the normally hidden ventilation system.

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

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.

Clarification

Design the architectural elements and finish details to create a unified building/structure, so that all components appear integral to the whole.

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, and D-5 Enhance the Skyline.

The Catalyst Building's strong vertical alignment, tree placement, landscape and paving pattern all work to create balanced proportions.

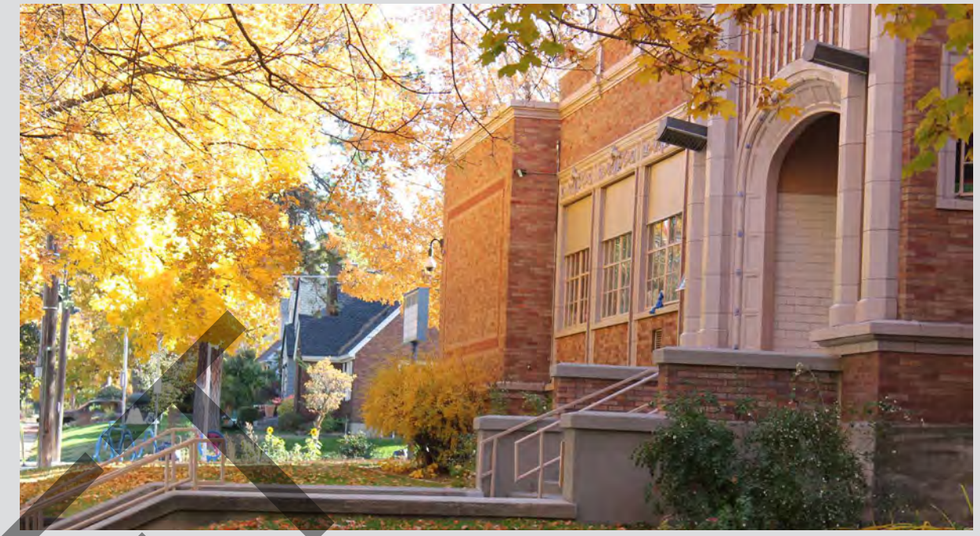
The Liberty Park Branch Library utilizes contemporary architecture as well as synergy with the surrounding park to achieve balance and proportion.

These two buildings show the ability to acheive a well proportioned structure through very different means.

The gardens of the Eiffel Tower in Paris were created with precise linear and geometric proportions in mind.

D-3 Maintain the Prevailing Street Edge

Design new buildings/structures to help define and maintain the street edge.



The facade of Wilson Elementary School precisely aligns to the facade of the homes down the street.

Clarification

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.

Key Points:

Related Design Criteria:
Design Guidelines: A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Building and Site, and E-2 Minimize the Impact of Parking Facilities along Street Frontages.

At the far end of the prevailing street edge concept, these European streets have an undeniable street edge to which al the buildings align.

D-4 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.

An interesting note about this parti -- the cascading falls of the water feature mimic the adjacent cascading stairs from the lower level plaza to the upper plaza. The same parti of cascading stairs is carried to the interior of the building with everything aligning.

Left: this tucked-away courtyard in the university district strives to emulate the natural landscape of Spokane.

Right: the parti of this space is undoubtedly centered on a religous experience.

Clarification

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.

Key Points:

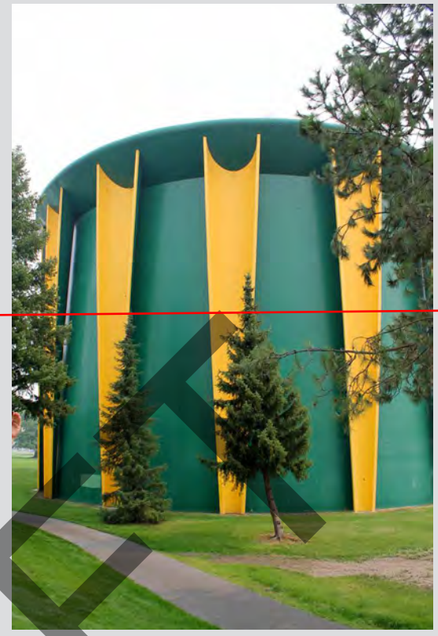
Related Design Criteria:
Design Guidelines: B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-6 Provide a High Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Building/ Structure/Site, and D-5 Enhance the Skyline.

Chicago's "Cloud Gate" and Hard Rock Cafe along with the Pompidou Museum and plaza in Paris all give off clear messages as to their design concepts.

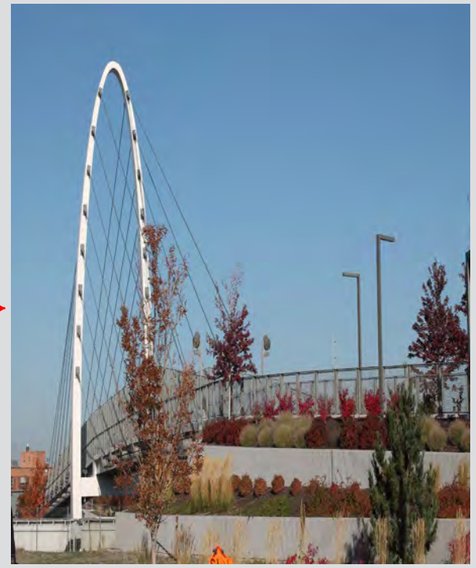
D-5 Enhance the Skyline

Design the upper portions of taller buildings to create visual interest and variety in the City, Neighborhood, and/or District skyline.

Great examples! Others include Spokesman Review Tower, Spokane County Courthouse, Clock Tower, Steam Plant Stacks.



The iconic shape and colors of the Shadle Water Tower can be clearly seen from viewing points around the city.



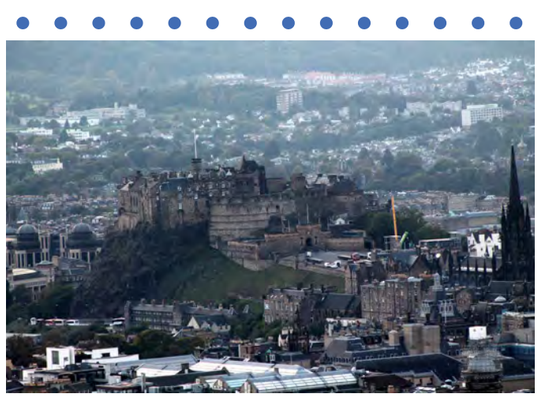
The arch of the university district pedestrian bridge contributes its sleek design to the Spokane skyline.

Clarification

Respect noteworthy structures while responding to the skyline's present and planned profile.

Key Points:

Related Design Criteria:
Design Guidelines: A-1 Provide a 360-degree Design, B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales, D-1 Create Transitions in Bulk and Scale, and D-2 Design a Well-proportioned and Unified Building/Structure/Site.



Various notable skylines around the world.

E ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

Access and Visual Impact guidelines assist designers and developers in creating skywalks that minimize adverse environmental impacts.

Graphic noting area of influence

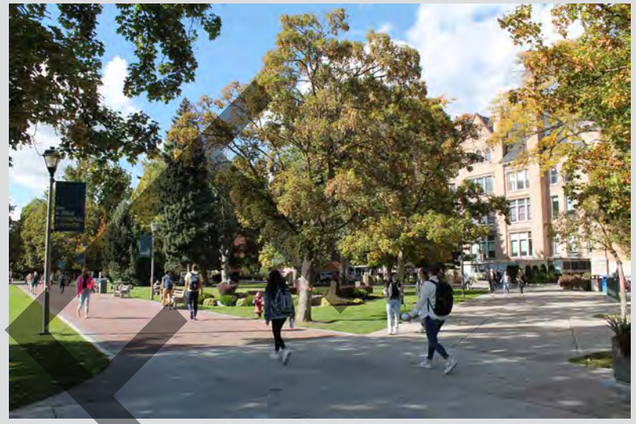
E-1 Maximize Pedestrian Access to the Building and Site

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

Clarification:

Key Points:

Related Design Criteria:
Design Guidelines: A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal Design, C-1 Design Facades at Many Scales, C-2 Reinforce Primary Building Entries, C-3 Provide Appropriate Weather Protection, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, E-2 Minimize the Impact of Parking Facilities along Street Frontages, and E-3 Minimize the Presence of Service Areas.



Left: Wide pedestrian-only pathways provide students easy and safe routes to university buildings.

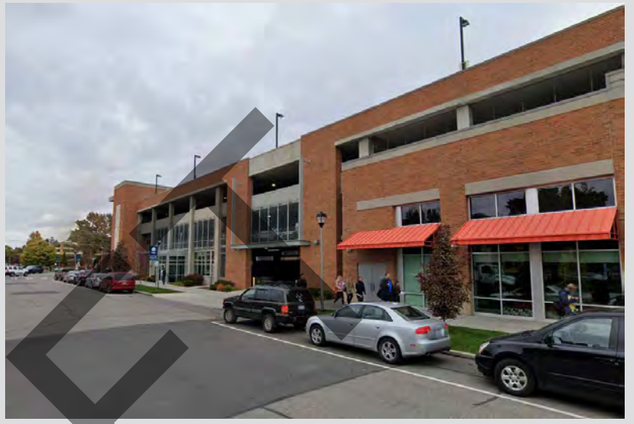
Right: The Liberty Park Branch Library entrance seamlessly incorporates univeral pedestrian access. Paths are at such a gentle slope that handrails are not required.

Large entry plazas separated from vehicular travel, pedestrian-scale lighting, seating, and landscaping all ensure safe and comfortable access to these public buildings.

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.

Wonder Bldg.
City Ramp Parking Garage (Classic Art Deco design)



Left: this parking garage on the Gonzaga University campus incorporates retail and screens to minimize the visual impact.

Right: plantings are used to create a visual buffer between the parking lot and the sidewalk.

Clarification

Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

Key Points:

Related Design Criteria:
Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, C-2 Reinforce Primary Building Entries, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Building/Structure/Site, D-3 Maintain the Prevailing Street Edge, E-1 Maximize Pedestrian Access to the Building and Site, and E-4 Design Sustainable Parking.

Top left: the parking garage is set back from the street and behind retail shops so it takes up minimal street frontage.

Top right: Trellised plants help screen the parking garage from view.

Bottom right: Plantings and a decorative wall screen the surface parking lot.

E-3 Minimize the Presence of Service Areas

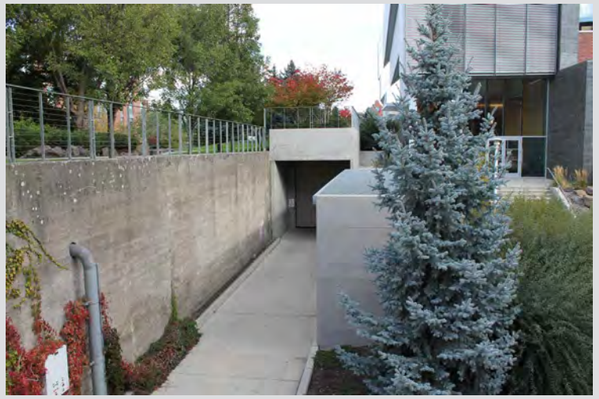
Clarification

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.

Key Points:

Related Design Criteria:
Design Guidelines: A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-5 Design for Personal Safety and Security, C-4 Enhance Alleyways, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, and C-6 Provide a High Quality Design for the Public Realm.

A tall concrete service area accessed by large delivery trucks is tucked behind the spruce tree in this image.



The same service area as above, from a different angle

Image Description

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.

Clarification

Key Points:

Related Design Criteria:
Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-2 Enhance the Project with Landscaping, C-5 Develop Pedestrian-oriented Spaces along Street Frontages, C-6 Provide a High Quality Design for the Public Realm, D-3 Maintain the Prevailing Street Edge, and D-4 Design with a Legible Parti.

Landscape swales designed to capture surface runoff from the adacent parking lot.

Landscape strip functions as a buffer between pedestrians and vehicles while also capturing and purifying surface runoff from the parking lot.

Solar panels built into shade structures,rain gardens to capture surface runoff, and permeable paving are all excellent ways to fascilitate sustainable parking.

Design Review Board – Meeting Minutes Draft

November 10, 2021
Online via WebEx
Meeting called to order at 5:40 PM by Kathy Lang

Attendance:

- *Board Members Present:* Kathy Lang (Chair & CA Liaison), Grant Keller, Drew Kleman, Ted Teske, Anne Hanenburg (joined at 6:45pm), Chuck Horgan (Arts Commission Liaison), Chad Schmidt
- *Board Members Not Present:* Mark Brower (Vice-Chair),
- *Quorum Present:* Yes
- *Staff Members Present:* Dean Gunderson, Taylor Berberich, Stephanie Bishop

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

Changes to Agenda:

- None

Workshops:

1. **New Design Guidelines**
2. Staff Presentation – Dean Gunderson & Taylor Berberich
3. Board Discussion

Board Business:

Approval of Minutes: Minutes from the October 27, 2021 meeting approved unanimously.

Old Business:

- None

New Business:

- Board members decided to schedule a second meeting to complete the review of the Design Guidelines, with that meeting potentially being held Wednesday, December 8, 2021.

Chair Report –

- None

Secretary Report – Dean Gunderson

- Dean advised there are still recommendations from the collaborative workshop committee that would potentially make changes to the application handbook. Before the recommendations can be sent to the city administrator for approval, they will need to be brought to the board for them to sign off on them.

Meeting Adjourned at 7:38 PM

Next Design Review Board Meeting scheduled for Wednesday, December 8, 2021