



downtown spokane

Design Guidelines

Approved by the City Council
on December 14, 2009



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Acknowledgements

City of Spokane

Mayor Mary Verner

City of Spokane City Council

Joe Shogan, President

Michael Allen

Bob Apple

Steve Corker

Al French

Nancy McLaughlin

Richard Rush

Jon Snyder

City of Spokane Plan Commission

Michael Ekins, President

Karen Byrd, Vice-President

Dennis Dellwo

Asher Ernst

John Fisher

Greta Gilman

Bob Mansfield

Dan Murphy

Gail Prosser

Stanley Stirling

City of Spokane Design Review Board

Rod Butler, Chair ('09)/Vice-Chair ('08), Architect

Bill Grimes, Vice-Chair ('09), Urban Planner

Grant Keller, Chair ('08), Community Assembly

Mark Aden, Building Industry

Craig Anderson, Citizen South of the River

Tom Arnold, Engineer

Marj Dahlstrom, Citizen North of the River

Hal Ellis, Citizen South of the River

Anne Hanenburg, Landscape Architect

Dana Harbaugh, Arts Commission/
Community Assembly

Design Review Board (Continued)

Sarah Keller, PhD, Landmarks Commission

Paige McKee, Arts Commission

Lathan Wedin, Citizen North of the River

Len Zickler, Landscape Architect

Downtown Code & Design Guideline Update Task Force

Nancy Blossom, Washington State University

Marty Dickinson, Downtown Spokane Partnership

Rustin Hall, ALSC Architects

Anne Hanenburg, Design Review Board/Sherry, Pratt, ...

VanVoorhis Landscape Architects

Dana Harbaugh, Design Review Board/NAC Architects

Grant Keller, Design Review Board/TerraBella, Inc.

Jim Kolva, Kolva & Associates

Ryan Leong, SRM Development

Ann Martin, Heylman Martin Architects

Marla Oleniacz, Downtown Spokane Partnership

Patricia Sampson, Century 21

Craig Soehren, Kiemle and Hagood

Steve Trabun, Avista

Ron Wells, Wells & Company

City Council Liaisons

Al French, Spokane City Council

Richard Rush, Spokane City Council

City of Spokane Staff

Louis Meuler, City Planner, Planning Services

Julie Neff, Urban Designer, Planning Services

Tami Palmquist, City Planner, Planning Services

Nikole Coleman, City Planner, Planning Services

Kristen Griffen, Historic Preservation Officer, Business
and Development Services

Consultant

Moore Iacofano Goltsman, Inc.

Design Guidelines At a Glance



Site Planning & Massing

Responding to the Larger Context

A-1 Respond to the Physical Environment

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

A-2 Enhance the Skyline

Design the upper portion of the building to create visual interest and variety in the Downtown skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.*



Architectural Expression

Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context

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

B-2 Create Transitions in Bulk & Scale

Building form should be consistent with the character of Downtown Spokane as an urban setting and create a transition in height, bulk, and scale of development; from neighboring or nearby areas with less intensive development, and between buildings and the pedestrian realm.

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

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

B-4 Design a Well-proportioned & Unified Building

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

B-5 Explore Opportunities for Building "Green"

Promote "green" buildings by choosing sustainable design practices whenever possible.

Design Guidelines At a Glance



Pedestrian Environment

Defining the Pedestrian Environment

C-1 Promote Pedestrian Interaction

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

C-2 Design Facades at Many Scales

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

C-3 Provide Active Facades

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

C-4 Reinforce Building Entries

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

C-5 Consider Providing Overhead Weather Protection

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

C-6 Develop the Alley Facade

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

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.



Public Amenities

Enhancing the Streetscape and Open Space

D-1 Provide Inviting & Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

D-2 Enhance the Buildings with Landscaping

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

D-3 Respect Historic Features That

Define Spokane

Renovation, restoration and additions within Downtown should respect historic features.

D-4 Provide Elements That Define the Place

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

D-5 Provide Appropriate Signage

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

Design Guidelines At a Glance



Vehicular Access and Parking

Minimizing Adverse Impacts

D - Continued

D-6 Provide Attractive & Appropriate Lighting

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

D-7 Design for Personal Safety & Security

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

D-8 Create “Green Streets”

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

E-1 Minimize Curb Cut Impacts

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

E-2 Integrate Parking Facilities

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

E-3 Minimize the Presence of Service Areas

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

E-4 Design “Green” Parking

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

Introduction

Design Guidelines and Design Review Process

Design Review provides a forum for citizens and developers to work toward achieving a quality urban environment through attention to fundamental design principles. Design Review is intended to assist developers and designers on specific projects for the purpose of helping them positively contribute to Downtown Spokane. Design guidelines offer a flexible tool, an alternative to prescriptive design standards, which allow new development to respond better to the unique character of its surroundings.

Primary objectives of Design Review when reviewing Downtown projects are to:

1. Implement Spokane's Downtown Plan;
2. Protect public and private investments in the Downtown;
3. Encourage thoughtful design and site planning to enhance the character of the city and ensure that new development sensitively fits into districts and neighborhoods;
4. Provide flexibility in the application of development standards; and
5. Improve communication and participation among developers, neighbors and the City early in the design and siting of new development.

Design Review Committee members discuss and weigh the merits of projects and proposed modifications, often recommending to the appropriate permitting official specific changes or departures from regulations as a trade-off for better design.

A project would be considered successful at achieving the intent of the guidelines when it will enhance how the public will perceive and use our public realm and when the project addresses the three overarching principles that are supported throughout the design guidelines. These are:

1. Contextual Fit

- The project's site planning and massing respond to the larger context of downtown and the region; and
- The building's architectural expression relates to the neighborhood context.

2. Pedestrian Friendly Streets

- The building's street façade creates a safe and interactive pedestrian environment;
- The project's public amenities enhance the streetscape and open space; and
- The project's vehicular access and parking impacts on the pedestrian environment and non-motorized travel are minimized.

3. Sustainability

- The project has minimized its ecological footprint to the extent possible.

How Design Review Relates to Policies and Regulations

The Downtown Plan and Spokane's Municipal Code establish the policies and regulatory context for development sites and proposals evaluated by the Design Review Committee. The Downtown Design Guidelines bridge the gap between these policies and regulations, making more explicit the intentions of both.

Zoning identifies an appropriate scale for future development through height and bulk limits, and establishes scale relationships with development in adjacent zones. In addition, the codes establish an acceptable function for the area in which the site is located. While the Downtown Plan and codes apply to generalized areas and conditions downtown in a prescriptive manner, design review provides the opportunity for flexibility based on the distinctive characteristics of the development site and its immediate surroundings. In working with a group of diverse and representative review board members, applicants may identify equal or better design solutions than would be required by code while still meeting the intent.

The guidelines contained in this document serve to assist project proponents, city staff, interested citizens and the Design Review Committee in their deliberation and communication. The guidelines provide a framework for discussing how design solutions for a specific proposal on a specific site can best address the urban design intentions of the Downtown Plan and code.

Development Standard Departures

Development standard departures are the means available to any project undergoing Design Review to achieve flexibility in the application of many development standards. Projects for which Design Review is required, and those electing Design Review, may be granted “departures” from the prescriptive standards of the code. In order to allow departure from development standards, an applicant must demonstrate that the departure from code standards would result in a development that better meets the intent of the design guidelines. Through design review, departures may be allowed from designated code standards as outlined in SMC 17.124

Design Review Application Handbook

It is a goal of the Design Review Committee to work in partnership with designers and developers to help implement the Downtown Plan and Design Guidelines as well as to identify and help resolve any design issues that may be of concern to the broader community. For more information please see the Design Review Application Handbook.

Reuse, Rehabilitate, Restore

Historic Preservation and conservation have been significant forces in the revitalization of Downtown Spokane. Downtown currently includes three historic districts listed on the National Register of Historic Places and numerous historic landmarks. Various financial incentives at the local, state, and federal levels are available for the redevelopment of older buildings; and project applicants are encouraged to contact the City-County of Spokane’s Historic Preservation Office to discuss the possibilities. But even if an existing building is not a designated historic landmark, or located within a historic district, it may still be a good candidate for upgrading and/or adaptive reuse.

Incorporating building elements from existing structures in new development, such as construction materials, windows, doors, or facade ornamentation, is one way to respect the craftsmanship of the past when using contemporary design and construction techniques. In addition, reusing high quality existing building elements is often a fiscally wise and environmentally responsible choice. In some cases, it may be feasible for some development projects to reuse even entire building facades. These approaches are valuable for preserving buildings or building elements that contribute to an area’s character.



A: Site Planning & Massing

Responding to the Larger Context

Design Objectives:

A-1 Respond to the Physical Environment

A-2 Enhance the Skyline

Site planning and massing guidelines assist designers and developers in creating projects that respond to the context of the surrounding area by addressing the qualities that give Spokane its uniqueness and personality.

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.



Views of noteworthy structures and natural features should be considered.



Saranac Building: Consider how a project can take advantage of green technology effective in Spokane's climate.



View from I-90: Consider how the skyline is seen from the regional transportation network.

Develop an architectural concept that responds to Spokane's attributes, including:

1. Climate (sun, temperature, wind, precipitation);
2. Geography (water, topography, vegetation); and
3. Patterns of urban form found beyond the immediate context of the building site.

Key Points

Arrange the site features and building mass in response to one or more of the following, if present:

- a. A change in street grid alignment that results in a site with a nonstandard shape;
- b. A site having dramatic topography or contrasting edge conditions;
- c. Unique patterns of urban form such as distinctive and effective massing compositions on nearby buildings;
- d. Access to direct sunlight—for interior spaces and public streets;
- e. Views of geography beyond Downtown such as South Hill, North Hill, Mount Spokane, the western river gorge and gorge ridges and the mountains to the east;
- f. Views to noteworthy structures or natural features, such as: County Courthouse Tower, St. Aloysius, Monroe Street Bridge, Riverfront Park Clock Tower, U.S. Pavilion, Our Lady of Lourdes Cathedral, Spokesman Review Tower, Paulsen Building, Davenport Hotel, Steamplant Building, St. John's Cathedral, West Riverside Avenue, the railroad corridor, Spokane River, and Riverfront Park;
- g. Views of the site from other parts of the City;
- h. Proximity to existing and future regional multi-modal transportation opportunities: Interstate 90, US Highways 2 and 395, future mass transit, freight rail and Centennial Multi-Use Trail; and
- i. Visibility from designated gateways into the City.

A - 2 Enhance the Skyline

Design the upper portion of the building to create visual interest and variety in the Downtown skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.*

Although some buildings in Downtown Spokane have unique architectural elements such as towers, spires or cornices; historically, the majority of commercial buildings have had flat roofs with cornices and parapets. Roof shapes, particularly on taller office buildings, can contribute a memorable skyline for Downtown Spokane. The building skyline, as seen from the Highway and surrounding hills, creates a physical landmark for Downtown as the center of the community and the center of business, commerce, and government for the region. A sculptured top can lend a distinctive identity to the building while helping to orient people as they approach Downtown. Reducing the area of the top floors decreases the appearance of the overall bulk and generally produces a more interesting building form. As buildings increase in height, the more visible upper portion can be shaped and finished to appear increasingly slender and ornamental.

**Noteworthy Structures Downtown include: County Courthouse Tower, St. Aloysius, Riverfront Park Clock Tower, U.S. Pavilion, Our Lady of Lourdes Cathedral, Spokesman Review Tower, Paulsen Building, Davenport Hotel, and the Steamplant Building*

Key Points

Appropriate roof forms for Downtown Spokane include the following:

- Flat roofs with cornices and parapets;
- Visual termini from street level, such as heavy cornices, at the top of buildings;
- Special roof shapes such as spires as accents on corners of building; and
- Articulated and varied roof shapes with stepbacks on taller office and residential buildings.

Roof shape, surface materials, colors, mechanical equipment and other penthouse functions should all be integrated into the overall building design. Roof mounted mechanical equipment should be hidden from view by parapets. If building parapets do not provide adequate screening, walls or enclosures should be installed as an integral part of the architectural design.



Consider the view of the Spokane skyline from other points in the City.



Paulsen Building: a distinctive form is carried up the building, reducing the area of the top floors produces an interesting structure.



The building at the corner of N. Wall and Riverside is a good example of how buildings can be accented with special shapes.



221 and 225 W. Main Avenue: the building character is enhanced by a simple parapet and cornice.



B: Architectural Expression

Relating to the Neighborhood Context

Design Objectives:

B-1 Respond to the Neighborhood Context

B-2 Create Transitions in Bulk & Scale

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

B-4 Design a Well-proportioned & Unified Building

B-5 Explore Opportunities for Building “Green”

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

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



Steam Plant Square: design new buildings to be visually subordinate to Spokane's iconic structures.



The infill building between the Spokesman Review Tower and the Great Western Building (originally named the Empire State Building) is an excellent example of how sensitive use of materials, horizontal patterns, and form can enhance adjacent iconic structures.

Contextual fit requires evaluating the existing buildings on the block and streetscape characteristics in the surrounding district to determine the major recurring design elements that contribute to the character and image of Downtown as an urban place. A new building proposal need not match every building element to “fit” within the context. However, the more elements a new building design addresses, the more likely the design will contribute to the existing contextual pattern of Downtown.

Key Points

Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a. A surrounding character area, (i.e.: Carnegie Square, West 1st Ave., West Main, Monroe, Riverside, Railroad Ave.);
- b. An adjacent iconic or noteworthy building (see notes 1 & 2);
- c. An adjacent iconic landscape such as the Spokane River (see notes 1 & 3);
- d. Character defining natural features: significant basalt outcroppings, heritage trees, views of Mount Spokane, the South Hill, and other surrounding hills & bluffs;
- e. A major public amenity or institution nearby;
- f. Neighborhood buildings that have employed distinctive and effective massing compositions (See image of Spokesman Review Tower);
- g. Elements of the pedestrian network nearby, (i.e.: complete street, brick edging, through-block passageway);
- h. Direct access to one or more components of the multi-modal transportation system;
- i. Gateways in to the Downtown; and
- j. Character areas as identified in the Character Area Appendix.

Notes:

1. *New buildings adjacent to Spokane's iconic, character defining structures and landscapes must not call attention to themselves and should enhance, not detract, from these places. Architectural elements such as building mass, color, form, and materials should all be considered.*
2. *Iconic structures located in Downtown Spokane include: St. Aloysius, Monroe Street Bridge, Riverfront Park Clock Tower, U.S. Pavilion, Our Lady of Lourdes Church, Spokesman Review Tower, Paulsen Building, Davenport Hotel, the Steamplant Building, and the railroad corridor.*
3. *Iconic landscapes Downtown include the Spokane River, Riverfront Park, and West Riverside Avenue.*

B - 2 Create Transitions in Bulk and Scale

Building form should be consistent with the character of Downtown Spokane as an urban setting and create a transition in height, bulk, and scale of development; from neighboring or nearby areas with less intensive development, and between buildings and the pedestrian realm.

Reducing the apparent scale of buildings at street level through facade articulation, fenestration, and detailing can mitigate the effect of building mass. Additionally, stepbacks, sections of the facade that steps back from the face of the building, can be utilized for taller buildings.

Key Points

Factors to consider in analyzing potential height, bulk, and scale impacts include:

- a. Topographic relationships;
- b. Distance from a more or less intensive land use area; and
- c. Adjacency of historic buildings, historic districts, character districts, and iconic structures (See B-1).

The following elements are recommended to ease transitions in bulk and scale:

- d. Design elements at street level, such as: windows, entrances, ornamentation, elements indicating floor-to-floor heights, projecting beltcourses, awnings, signage, awnings, and articulated wall surfaces—that are in proportion to the human body;
- e. Numerous shop bays, entry ways, and storefronts along a block add visual interest and activity to a street. Bay divisions of 25 feet or less help to create a human scale at the pedestrian level;
- f. A distinct building base at ground level, articulated with materials such as stone, masonry or concrete; and definition of the top of the building with a parapet and cornice;
- g. Stepbacks on upper floors of taller buildings; and
- h. Height transitions (heights stepping up or down) from neighboring buildings).

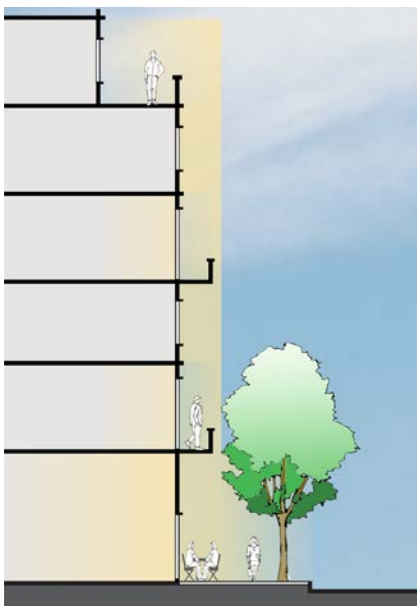


The historic Davenport Hotel provides an excellent example of how design elements at the ground floor can be more articulated to reduce the impact of a building's size on the pedestrian realm

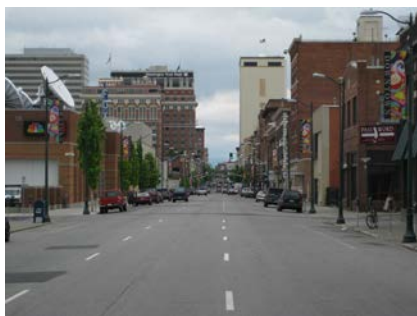


Stepbacks can be utilized on upper floors to decrease the impact of height and bulk on the surrounding neighborhood

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



Building setbacks must be dedicated to pedestrian-oriented activity to reinforce the pedestrian-realm.



Consider the scale and massing of the existing urban context.



Consider complementing the existing art installations.

Identify the features that give the neighborhood its positive character as well as those structures that do not contribute. New buildings should relate to nearby buildings and features that contribute to the area's quality and character.

Key Points

In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections.

Reinforce the desirable patterns of massing and façade composition found in the surrounding area. Pay particular attention to designated iconic and other noteworthy buildings, especially within the Character Areas.

Consider reinforcing the existing:

- a. Massing and setbacks;
- b. Scale and proportions;
- c. Expressed structural bays and modulations;
- d. Fenestration patterns and detailing;
- e. Exterior finish materials and detailing;
- f. Architectural styles; and
- g. Roof forms.

Building setbacks within Downtown are conditional and must be carefully considered to avoid eroding the historic urban form. Setbacks must be approved by the Design Review Committee. The ground floor of the building may be set back only if the setback will ensure a design that fits better on sites with significant topography, is dedicated to pedestrian-oriented activities such as vending, sitting, or dining; or reinforces the desirable streetscape elements found on adjacent blocks.

Consider adding or complementing existing:

- h. Public art installations;
- i. Street furniture and signage systems;
- j. Lighting and landscaping;
- k. Overhead weather protection;
- l. Character areas;
- m. Plazas or pocket parks; and/or
- n. Historic or cultural information.

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

Buildings that exhibit form and features identifying the functions within the building help to orient people to their surroundings, enhancing their comfort and sense of security while Downtown.

Key Points

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- a. Setbacks or arcades, projections, and open space;
- b. Relative sizes and shapes of distinct building volumes; and
- c. Roof heights and forms.

When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- d. Façade modulation and articulation;
- e. Windows and fenestration patterns;
- f. Corner features;
- g. Streetscape and open space fixtures;
- h. Building porticos and canopies;
- i. Building and garage entries;
- j. Building base and top; and
- k. Plaza and courtyard spaces at building entries.

When designing the architectural detail, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- l. Exterior finish materials;
- m. Architectural lighting and signage;
- n. Grilles, railing, and downspouts;
- o. Window and entry trim and moldings; and
- p. Exterior lighting.



The south face of the building at 1201 W. Sprague exhibits architectural elements and finish details that are integral to the building as a whole.



41 W. Riverside: design elements of the building including façade articulation, "turret" corner detail, fenestration patterns and articulation of the base, middle, and top result in a well-proportioned and unified building.



112 S. Monroe Street: Signage and exterior materials such as window and entry trim finish details are integral to creating a coherent architectural concept and pedestrian friendly streetscape.

Promote "green" buildings by choosing sustainable building and design practices whenever possible.



The renovation of the Saranac building was managed by the LEED® rating system.



Vegetated roofs and photovoltaic solar panels can be successfully incorporated into urban areas.

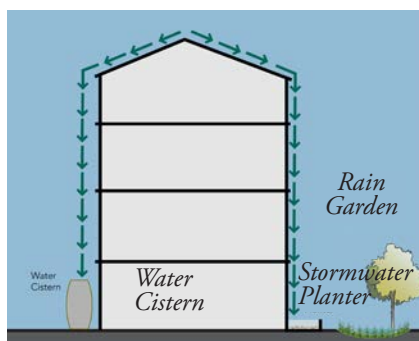
The health of Downtown Spokane needs to be addressed in a holistic manner by promoting the long-term benefits of environmental quality to Downtown activity and vitality. Guidelines and direction from programs such as LEED® (Leadership in Energy and Environmental Design) may be helpful in determining best practices.

Key Points

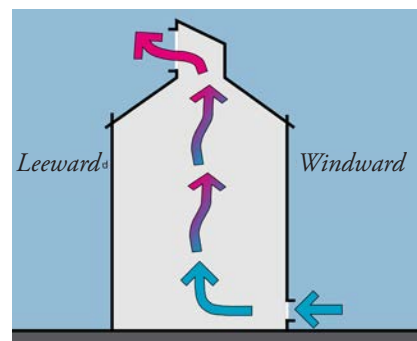
- Utilize highly durable, local materials;
- Consider how all of a building's systems work with one another and follow a maintenance strategy to run building systems in a way that maximizes long-term efficiency;
- Consider building orientation and opportunities for maximizing energy efficiency through alternative energy sources and optimizing natural light;
- Sensitively plan the site and consider opportunities for planting deciduous trees on the south side of structures (i.e. building facade, walkway or parking area) to provide shade in summer, while allowing natural light in winter;
- Incorporate stormwater management practices into building design, i.e. at-grade stormwater planters to collect roof runoff, vegetated roofs, or roof top gardens (green/vegetated roof areas are a way to green the city, manage stormwater, and provide green areas for building occupants);
- Green/living walls can improve energy efficiency, help cool the city, and improve the appearance of blank walls;
- Consider reuse of "clean water" to help manage stormwater. Detention and retention facilities provide opportunity for seasonal irrigation;
- Reusing or rehabilitating historic and existing buildings is a "Green Building" practice; and
- Consider covering parking areas so that stormwater runoff can require little to no treatment and be directed to planting areas or captured for re-use.



Utilize basic principles of passive solar design.



Incorporate elements of stormwater management.



Consider the potential for natural ventilation.



C: Pedestrian Environment

Defining the Pedestrian Environment

Design Objectives:

C-1 Promote Pedestrian Interaction

C-2 Design Facades at Many Scales

C-3 Provide Active Facades

C-4 Reinforce Building Entries

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

C-6 Develop the Alley Facade

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

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

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



Auntie's Book Store has wide windows and an awning which invites pedestrians to visit during all kinds of weather.



The accessible open facade at 912 W. Sprague provides a welcoming entrance.



214 N. Howard: successfully engages the pedestrian with landscaping and furniture.

The pedestrian is the priority in Downtown Spokane. Therefore, it's important to eliminate barriers and ensure walking routes that are safe, direct and pleasant. A building should provide a continuous, visually-rich pedestrian experience along its ground floor street front, and provide protection from wind, sun, rain, sleet and snow with awnings or overhangs. Places where people can stop to sit, rest and visit should be provided, and gathering spaces should be designed for a variety of activities during all hours and seasons.

Key Points

Provide spaces for street level uses that reinforce existing retail concentrations and enhance main pedestrian links between areas;

- Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity;
- Consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk, where appropriate;
- Consider extending street-level spaces out into the sidewalk and inviting pedestrians into buildings with multiple and varied building entries, open facades, and variations in paving materials, textures and colors; and
- Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining.

In addition, further articulation of the street level facade will provide an engaging pedestrian experience through:

- Open facades (i.e., arcades and shop fronts);
- Multiple building entries;
- Windows that encourage pedestrians to look into the building interior;
- Merchandising display windows;
- Street front open space that features art work, street furniture, and landscaping;
- Exterior finish materials having texture, pattern, lending themselves to high quality detailing; and
- Artistic signage that may use metal, neon, and other lighting techniques.

C - 2 Design Facades of Many Scales

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

Building modulations establish a framework for composing facades scaled to reflect the activities within. Architectural elements arranged to enhance orientation, comfort, and visual interest invite pedestrian interaction. Transparency at the street level enlivens the street environment, providing interest and activity along the sidewalk and at night providing a secondary, more intimate, source of lighting.

Key Points

Modulate the building facades and reinforce this modulation with the composition of:

- a. The fenestration pattern;
- b. Exterior finish materials;
- c. Other architectural elements;
- d. Light fixtures and landscaping elements; and
- e. The roof line.

Utilized upper floor design elements that are proportioned to the human body such as:

- f. Windows;
- g. Elements indicating floor to floor heights;
- h. Cornice lines; and
- i. Awnings.



The French-style dormer windows on the mansard roof of the Legion Building provide a visually-interesting and human scale element.



428 W. Riverside: facade variations and material provide a distinctive identity to an otherwise simple mass and form.

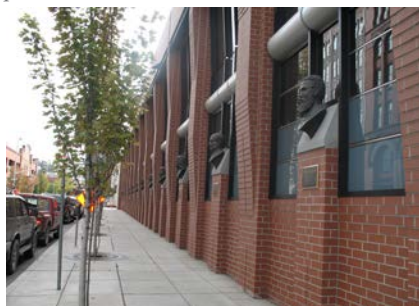


Main Entrance at River Park Square

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



Display windows create seasonal interest for pedestrians.



The facade along the edge of the Spokesman Facility building provides high quality public art and brick detailing that helps to enliven the street.



The facade of this building is enlivened by items such as smaller bays, planters, windows, and features that break up the mass. This is in contrast with the building on the right that provides a dead streetscape.

Blank facades limit pedestrian interaction with the building, effectively “deadening” the street environment where they occur. They provide opportunities for defacement with graffiti and encourage other undesirable activities.

Key Points

Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest.

Enliven these facades by providing:

- a. Small retail spaces (as small as 50 square feet) for food bars, newsstands, and other specialized retail tenants;
- b. Visibility into building interiors to allow passersby an opportunity to understand the building’s function;
- c. Landscaped or raised beds planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall’s blank surface;
- d. High quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- e. Small setbacks, indentations, or other architectural means of breaking up the wall surface;
- f. Different textures, colors, or materials that break up the wall’s surface;
- g. Special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
- h. Seating ledges or perches (especially on sunny facades and near bus stops); and
- i. Merchandising display windows or regularly changing public information display cases.

C - 4 Reinforce Building Entries

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

Entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. In order to increase personal safety, entries and associated open spaces should be designed to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.

Key Points

Reinforce the building's entry with one or more of the following architectural treatments:

- a. Extra-height lobby space;
- b. Distinctive doorways;
- c. Decorative lighting;
- d. Distinctive entry canopy;
- e. Projected or recessed entry bay;
- f. Building name and address integrated into the facade or sidewalk;
- g. Artwork integrated into the facade or sidewalk;
- h. A change in paving material, texture, or color;
- i. Distinctive landscaping, including plants, water features and seating;
- j. Ornamental glazing, railings, and balustrades;
- k. For residential buildings, ensure security and privacy for residents, while providing opportunities for social interaction amongst residents and neighbors;
- l. A small plaza area at building entries that incorporates distinct or different paving patterns can highlight the building entry; and
- m. Distinctive signage.



An arched canopy and special paving emphasizes and otherwise nondescript building entry to the Flour Mill building on W. Mallon.



The Davenport Hotel has a distinctive ornamental entrance.



The Montvale Hotel entrance combines weather protection, artwork, and distinctive lighting to set off the entrance.

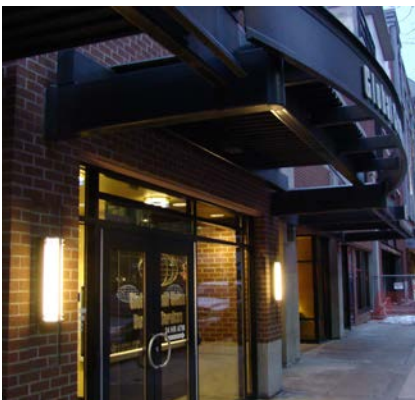
Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.



100 block of S. Adams: Translucent materials allow light to filter through overhead canopy.



Awnings can be designed to complement the character of an existing building



Awnings can be designed to help orient users to the building entrance. Lighting under opaque cover increases security and orientation.

Overhead weather protection helps to define the pedestrian realm and reduce the scale of tall buildings. Transparent or translucent canopies along the length of the street provide welcome weather protection, resulting in a more pedestrian friendly environment. Lighting beneath canopies and marquees adds intimacy and promotes a sense of security. Busy Downtown bus stops benefit greatly from canopies extending along the building facade.

Key Points

Overhead weather protection should be designed with consideration given to:

- a. The overall architectural concept of the building (as described in B-4);
- b. Uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. Minimizing gaps in coverage;
- d. A drainage strategy that keeps snow and rain water off the street-level facade and sidewalk;
- e. Continuity with weather protection provided on nearby buildings;
- f. Relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. The scale of the space defined by the height and depth of the weather protection;
- h. Use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. When opaque material is used, the illumination of light-colored undersides to increase security after dark.

C - 6 Develop the Alley Facade

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

Spokane has embraced the opportunities offered by Downtown's alleys. Like streets, alleys should accommodate a variety of needs while providing for a safe and comfortable pedestrian environment.

Key Points

Consider enlivening and enhancing the alley by:

- Extending retail space fenestration into the alley one bay;
- Providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities;
- Adding effective lighting to enhance visibility and safety;
- Providing outdoor balconies for offices or residences;
- Including landscaping planters and/or window boxes containing plants that spill over balconies; and
- Where space permits, consider bump outs or plantings at key points to provide visual interest as well as reduce vehicle speeds.



Balconies over Railroad Alley provide residents semi-private outdoor space while also providing opportunities for surveillance and enhance pedestrian safety.



Alleys that are not used for service access may provide an opportunity for outdoor restaurant seating or retail.

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.



221 and 225 W. Main: Quality materials and sensitive design combine to create an attractive environment for pedestrians.



River Court Townhouses: Quality materials and lighting enhance the pedestrian walkway on W. Riverside Avenue.



113 N. Bernard St.: Dark colored metal fencing is preferred Downtown.

Where buildings, walls, fencing, and utility screening meet the street they come into close contact with people. Close up, we are able to get much more information about a design or material than we can when it is high above the street. We also have a tendency to attribute to a city the attitudes projected by materials used in buildings and structures. If they are of quality, the city seems strong and vital. If they seem inhospitable, the city seems hostile. If they seem cheap and temporary, it says we don't care about the quality of our environment, our Downtown or the people in it. It's important that the finish materials and construction of buildings and structures at the street level provide a level of detail and quality which is physically and emotionally comfortable for the pedestrian.

Key Points

Examples of preferred materials include:

- a. Buildings, walls, and pillars: Local materials of the Northwest including brick, terra-cotta, stone, and ceramic tiles;
- b. Fencing: Dark colored wrought iron style fencing.

Examples of acceptable materials include:

- c. For parking lot liner walls: Cast in place concrete and split face CMU block.

Examples of materials that are discouraged or not allowed at street level include:

- d. Buildings, walls, and pillars: Exterior Insulation and Finish Systems (EIFS), artificial stone, mirrored glass, untreated wood, diagonal wood, horizontal wood siding;
- e. Fencing: Chain link, razor wire, untreated wood, rough sawn wood, diagonal wood, vinyl.



D: Public Amenities

Enhancing the Streetscape and Open Space

Design Objectives:

Public amenity guidelines assist designers and developers in creating projects that enhance the public realm; including streetscapes and open spaces.

D-1 Provide Inviting & Usable Open Space

D-2 Enhance the Buildings with Landscaping

D-3 Respect Historic Features That Define Spokane

D-4 Provide Elements That Define the Place

D-5 Provide Appropriate Signage

D-6 Provide Attractive & Appropriate Lighting

D-7 Design for Personal Safety & Security

D-8 Create “Green” Streets

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.



Water features, art, seating, gardens, sunlight and visibility from the street are important elements for urban plazas that will be used and enjoyed.



This rooftop plaza at the Saranac provides a place to enjoy the outdoors in the heart of the City.

New buildings Downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the Downtown open space network, and offset the additional demand for public open space from Downtown employment. New residential buildings Downtown are encouraged to incorporate usable private open space.

Key Points

Where a commercial or mixed-use building is set back from the sidewalk or alley, pedestrian enhancements should be considered in the resulting street frontage. In Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

1. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
2. Preferable open space locations will have or improve solar access to the open space and adjacent sidewalks. A portion of the open space should be shaded by umbrellas or canopy trees for the hot summer months.
3. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
4. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

- a. Visual and pedestrian access (including barrier-free access) into the site from the public sidewalk;
- b. Walking surfaces of attractive pavers;
- c. Pedestrian-scaled site lighting;
- d. Retail spaces designed for uses that will comfortably “spill out” and enliven the open space;
- e. Areas for vendors in commercial areas;
- f. Landscaping that enhances the space and architecture;
- g. Pedestrian-scaled signage that identifies uses and shops; and
- h. Site furniture, art work, or amenities such as fountains, seating (moveable seating is ideal), and kiosks.

Examples of features that are generally discouraged are:

- i. Separation from the street by visual or physical barriers or a change of grade that prevents or discourages access from the public sidewalk;
- j. Pocket parks, fore courts and plazas that do not actively enclose uses along retail-oriented streets;
- k. Plants located underneath structures and in areas with inadequate light, or in any planting bed with a dimension of less than two feet;
- l. “Leftover” open spaces;
- m. Incompatible uses adjacent to one another that may cause conflicts such as pedestrian/vehicle safety or noise. For example, pedestrian oriented courtyards or plazas adjacent to activity-sensitive areas such as fire stations or hospitals.



601 W. Riverside: Provides area for food vendors.



154 S. Madison St.: This plaza provides a garden space that is visible from the street.

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



Flower boxes contribute to a gracious street environment.



Planter boxes in Railroad Alley soften the architecture and convey human activity within the building



Generous landscaping on W. Riverside softens the edge between the pedestrian and private realms.

To avoid public safety problems, maintain trees and shrubs so that normal lines of sight are preserved and nighttime security lighting remains effective. Choose landscape plants for seasonal interest and low water consumption. Native plantings are encouraged to help establish a sense of place.

Key Points

Landscape enhancement of the site may include some of the approaches or features listed below:

- a. Emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. Include a special feature such as a courtyard, fountain, or pool;
- c. Incorporate a planter guard or low planter wall as part of the architecture;
- d. Distinctively landscaped open areas created by building modulation;
- e. Soften the building by screening blank walls, terracing retaining walls, etc. A living green wall can add visual interest;
- f. Increase privacy and security through screening and/or shading;
- g. Provide a framework such as a trellis or arbor for plants to grow on;
- h. Incorporate upper story planter boxes or roof planters;
- i. Provide identity and reinforce a desired feeling of intimacy and quiet;
- j. Provide brackets for hanging planters;
- k. Consider how the space will be viewed from I-90, the upper floors of nearby buildings, and from the sidewalk;
- l. A green roof can add beauty to the rooftop;
- m. Coordinate improvements with standards consistent with street designation; and
- n. When in ground plantings and trees are not possible because of utilities or basalt rock, consider raised planting beds for landscaping.

Reinforce the desirable pattern of landscaping found on adjacent block faces by:

- o. Planting street trees that match the existing planting pattern or species;
- p. Using similar landscape materials; and/or
- q. Extending a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

Notes:

1. *Street trees are required on all Downtown streets as part of new development to lend a human scale to the urban environment (with their textures, colors, and spacing), providing for pedestrians a perceived buffer from the noise and dirt of street traffic. Trees must be selected from the Urban Forester's Street Tree List and planting must conform to the Street Tree Planting standard detail of the City of Spokane.*
2. *Tree grates or low plantings (max. 30" height) around the base of trees are encouraged. If using tree grates, a "break away grate" to allow trunk expansion is required. Or, consider using a standard grate if one has been adopted by the surrounding district. Please contact the Downtown Spokane Partnership for this information.*
3. *Complete Streets are street rights-of-way that are enhanced for pedestrian circulation and open space use with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the street and lend a special identity to the surrounding area.*



Tree grates and tree guards contribute to a polished look along busy Downtown streets.



Landscaped tree wells with low plantings are appropriate for neighborhood streets. (Portland)

Renovation, restoration and additions within Downtown should respect historic features.



The original granite curbing should be preserved and maintained, including the rings that were used to tie horses to the curbs.



New development should be designed to maintain views of historic signage such as these, Coca-Cola and Squirrels murals, from public rights-of-way and alleys.

Historic features add to the atmosphere and uniqueness of the Downtown as a whole. If complete preservation is not possible, a sensitive and viable compromise in rehabilitation and reuse should be made that retains historic character.

Key Points

It is appropriate to preserve features that lend a sense of authenticity and character to Spokane's streets, including:

- Granite curbing and brick gutters
- Historic signage; and
- Heritage trees

New development should be designed to preserve and feature historic assets.

Where practical, reuse building elements.



Emphasize Downtown's historic character by adaptively reusing existing buildings or building elements. These building façades in Portland help screen parking and lend character to the public street.

D - 4 Provide Elements That Define The Place

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

Distinctive landscaping, street furniture, and special attractions can help establish a special identity for the building, attracting visitors and providing orientation and comfort to those using it. To add interest and enrich the quality of public spaces, art may be part of wall or paving surfaces, elements of landscaping, fountains, or free standing sculpture.

Key Points

Incorporate one or more of the following as appropriate:

- a. Public art;
- b. Street furniture, such as seating, newspaper boxes, and information kiosks;
- c. Distinctive landscaping, such as specimen trees and water features;
- d. Retail kiosks;
- e. Public restroom facilities with directional signs in a location easily accessible to all; and
- f. Public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction and reinforce the distinctive character of the surrounding area.



Consider providing street furniture to expand on the Downtown Spokane Partnership's & Business Improvement District's efforts to beautify Downtown. (Please contact the DSP for product information.)



Consider using distinctive landscaping to create a sense of place



Bloomsday Runners sculpture along Riverfront Avenue enlivens the edge of the road.



Human scale public art can provide a memorable association. Colors, banners, signage, lighting, planters, and uses that spill out onto the street all add to the “sense of place”.

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



200 Block of N. Howard: Signage can add interest to the pedestrian environment, but shall not impede pedestrian movement.



Hanging sign is visible to both pedestrian's and vehicles at 723 W. 1st Avenue.



Signs include a hanging sign and a sign at the sidewalk level at 108 N. Post.

Signage should be designed:

1. To facilitate rapid orientation;
2. To add interest to the street level environment;
3. To unify the project as a whole;
4. To enhance the appearance and safety of the Downtown area;
5. To reduce visual clutter; and
6. With consideration for energy efficiency.

Key Points

If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- a. Signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
- b. Signs on blades attached to building facade; or
- c. Signs hanging underneath overhead weather protection.

Also consider providing:

- d. Building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- e. Sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage; and
- f. Interpretive information about building and construction activities on the fence surrounding the construction site. Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.



Corner of W. Spokane Falls Boulevard and N. Howard: Sculptural features can complement signage.



15 S. Howard: blade signs placed underneath overhead weather protection allow greater visibility and provide visual variety

D - 6 Provide Attractive and Appropriate Lighting

D6

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

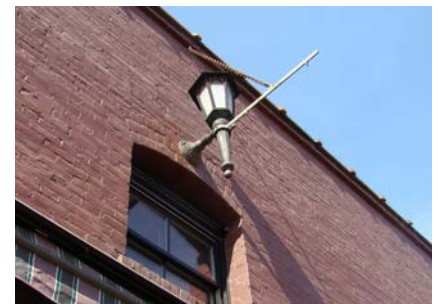
Key Points

Provide sufficient lighting for safety and ambience, but do not over light areas. Ensure that lighting does not result in excess glare or spill onto adjacent properties. Use “dark sky” cutoff shades to minimize unwanted glare on the night sky. Consider employing one or more of the following lighting strategies as appropriate.

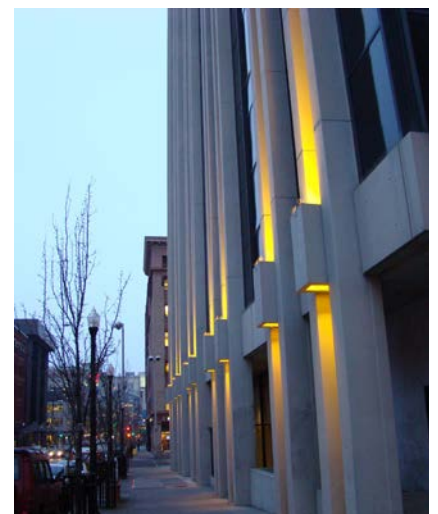
- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest;
- b. Install lighting in display windows that spills onto and illuminates the sidewalk;
- c. Orient outside lighting to minimize glare within the public right-of-way; and
- d. Utilize energy efficient lighting.



Illuminating building features can create a sense of safe and intimate space around a building.



Lighting can enhance a building's architectural character.



Distinctive lighting on signs and upper stories adds architectural detail. Light under canopies enlivens the pedestrian environment and adds to a safe and intimate space around a building.



An active pedestrian streetscape, street-level uses, ground floor windows, and adequate lighting increases the feeling of personal security in the public realm on the 700 Block of W. Main.

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

Downtown should be a place where people of all ages feel safe throughout the year during all hours of the day.

Key Points

To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

- a. Provide adequate lighting;
- b. Retain clear lines of sight into and out of entries and open spaces;
- c. Avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
- d. Use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
- e. Use ornamental grille as fencing or over ground-floor windows in some locations;
- f. Avoid architectural features that provide hiding places for criminal activity;
- g. Design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
- h. Install clear directional signage;
- i. Encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
- j. Ensure natural surveillance of children’s play areas.

D - 8 Create "Green Streets"

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

"Green Streets" are designed to provide stormwater mitigation as well as attractive streetscapes that enhance the pedestrian realm. Streetscapes can be designed to reduce pollution from stormwater discharges, reduce peak flow rates to minimize stream channel erosion, and maintain or restore chemical, physical, and biological integrity of downstream waterways. These systems must consider and accommodate stormwater runoff/snow melt during frozen ground conditions.

Key Points

Accommodate infiltration, reuse, and/or evapotranspiration of rainfall on site, with:

- Stormwater planters and tree box filters incorporated into pedestrian zone;
- Permeable pavements (i.e., interlocking pavers or porous concrete) for pedestrian buffer strips;
- Rainwater collection and storage for on-site irrigation; and
- Shade trees, landscaping, reflective paving materials, and open grid paving of roads, sidewalks and parking areas to reduce heat island effects and stormwater runoff



Permeable paving helps reduce impervious surfaces in pedestrian walkways.



Planters and permeable pavers can be used to reduce stormwater impacts.



Tree box filters can be a part of a sidewalk retrofit.



E: Vehicular Access and Parking

Minimizing Adverse Impacts

Design Objectives:

E-1 Minimize Curb Cut Impacts

E-2 Integrate Parking Facilities

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

E-4 Design “Green” Parking

Vehicular access and parking guidelines assist designers and developers in creating projects that minimize adverse environmental impacts.

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



Cornerstone Courtyard at 151 S. Adams St.: Mirrors, audible signals, special paving on the driveway, special lighting (including warning lighting over the garage door and LED lighting embedded in the sidewalk), and areas for planting all combine to protect pedestrian safety and comfort at this garage entry.

Like blank facades, curb cuts effectively “deaden” the street environment where they occur by limiting pedestrian interaction with the building. Curb cuts tend to increase pedestrian exposure to moving vehicles, limit opportunities for landscaping and street trees, eliminate on-street parking spaces, and prohibit uses which promote pedestrian interaction.

Key Points

When location curb cuts along public rights-of-way follow an order of preference based on Complete Street types, with highest preference for site access from alleys; followed by Type IV, Type III, and Type II Streets. Type I Streets should only allow curb cuts when there are no other alternatives. This preferential order accommodates pedestrian safety and comfort; smooth flow of traffic; and reinforces a cohesive urban form. Where necessary, this ordering can be modified to accommodate special conditions.

Where curb cuts are deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians:

- a. Minimize the number of curb cuts and locate them away from street intersections;
- b. Minimize the width of the curb cut, driveway, and garage opening;
- c. Share the driveway with an adjacent property owner;
- d. Locate the driveway to be visually less dominant;
- e. Enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color (See also Guideline C-7); and
- f. Provide sufficient queuing space on site.

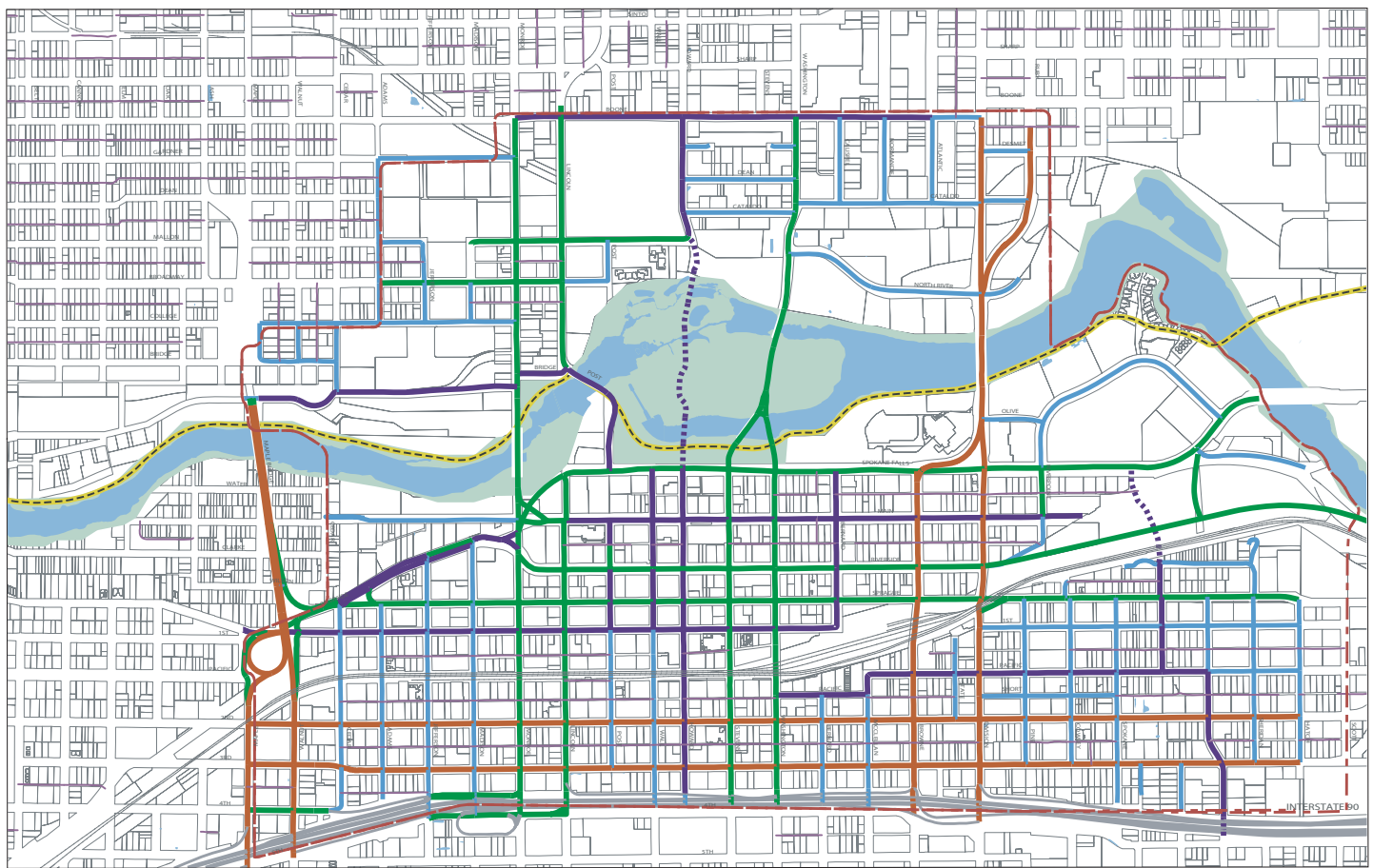
Maintaining the appearance of the sidewalk across the driveway or access roadway can indicate pedestrian prioritization to vehicle operators. Paving differentiation may include:

- g. Special concrete treatment (coloring and/or scoring);
- h. Special brick or concrete accent paving; and
- i. Warning pavers such as truncated domes.

In addition, the following standards to maximize mitigation of curb cuts may be considered:

- j. Allow only one curb cut per parcel;
- k. Allow multiple curb cuts within single parcels only with a minimum distance of 150-feet;
- l. Utilize continuous medians to restrict left turns into access roads;
and
- m. Provide a median/pedestrian refuge between lanes for two-way access roads.

See Color Complete Street Map



MAP 5.1 STREETScape IMPROVEMENTS

FAST FORWARD Spokane
Downtown Plan Update

Interstate
Existing Alleys
Centennial Trail
Type I Complete Street
(Community Activity Street)
Type II Complete Street
(Community Connector)
Type III Complete Street
(City-Regional Connector)
Type IV Complete Street
(Neighborhood Street)
Bike/Pedestrian Path
Downtown Boundary

0 500 1,000 Feet

Spokane Downtown
August 2008

The Streetscape Improvements map from Spokane's Downtown Plan Update (2008) identifies the location of each Complete Street.

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



City Ramp Parking Garage: Consider incorporating pedestrian-oriented uses and design features at street level, and design parking structures to be attractive architectural features.



Consider incorporating vertical elements into the parking entry facade as shown at the corner of N. Madison and W. Sprague.



When parking garages locate entry and exit points mid-block, as shown above, the corners at ground floor can support active uses, as shown below. (Portland)

Parking garages play an important role in the success of any downtown. However, too often they are incompatible with nearby buildings because they are designed for parking function without consideration of architectural quality or street level activity.

Key Points

Enhance the pedestrian qualities of the streetscape adjacent to at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape in terms of form, massing, and materials. Where appropriate consider incorporating one or more of the following treatments:

- a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures (a depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses);
- b. Incorporate vertical elements into the building facade;
- c. Visually integrate the parking structure with building volumes above, below, and adjacent to;
- d. Use single enter/exit control points to minimize driveways; and
- e. Locate stairways, elevators and parking entrances and exits mid-block if possible. Avoid locating stairwells and elevators at corners, especially along Type I and II Complete Streets, to allow for active uses at these critical locations.

Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. Consider one or more of the following design strategies:

- f. Enhance the pedestrian entry to reduce the relative importance of the garage entry
- g. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it
- h. Emphasize other facade elements to reduce the visual prominence of the garage entry
- i. Use landscaping or artwork to soften the appearance of the garage entry from the street

E-3 Minimize the Presence of Service Areas

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

Unsightly service areas and elements adversely impact the Downtown pedestrian environment and create hazards for pedestrians and autos. Mechanical equipment (i.e., generators, air compressors, HVAC equipment, utility boxes and meters) should be located within the building envelope, on rooftops with appropriate screening, or below ground. Trash and recycling facilities should be located within the building footprint or else properly screened from public view. Coordination between tenants within one property and between properties is encouraged.



Brick provides an attractive and effective screen for trash enclosures.

Key Points

Incorporate one or more of the following to help minimize the impact of service areas:

- a. Plan service areas for less visible locations on the site, ideally in the service alley;
- b. Screen service areas to be less visible, with durable screening materials that complement the building and incorporate landscaping to make the screen more effective; and
- c. Locate the opening to the service area away from the sidewalk.

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



Curbs can be constructed to allow unconcentrated distribution of stormwater flow into swales.



Infiltration beds can be planted with native or other plants adapted to seasonal variations in water saturation and drought.



Integrate snow storage with stormwater facilities, or preferably designate parking stalls or other paved areas adjacent to stormwater facilities for snow storage.

Surface parking can be designed to reduce pollution from stormwater discharges, reduce peak flow rates to minimize stream channel erosion, and maintain or restore chemical, physical, and biological integrity of downstream waterways.

Key Points

Design surface parking lots to include a comprehensive approach to stormwater management that addresses reducing the rate and volume of stormwater runoff as well as collecting and cleaning runoff on site. Contact City Engineering staff early to discuss possible options for addressing stormwater. Consider employing one or more of the following strategies as determined appropriate by City Engineering staff.

- a. Design parking to reduce impervious surfaces to the extent possible;
- b. Design parking and stormwater collection systems to work with natural grades;
- c. Direct stormwater runoff into City approved infiltration areas and install curb alternatives to allow for natural, unconcentrated flow into these areas; -
- d. Amend planting soils in all landscaped and infiltration areas to ensure soil health (for infiltration, healthy plants, and stormwater treatment);
- e. Consider structural soils under parking areas adjacent to required canopy trees (to promote tree health for rainwater interception, stormwater infiltration, and reduction of the heat island effect);
- f. Install light-colored paving to reduce heat island effect.
- g. Install pervious paving on pedestrian surfaces and other areas that do not require bio-filtering;
- h. Install pervious surfacing on areas used for overflow automobile parking or service drives;
- i. Consider installing a green roof or direct roof runoff to at-grade stormwater planters for parking structures.
- j. Consider covering parking areas so that stormwater may not require filtration. It may then be directed to planting areas or cisterns.
- k. Designate paved areas of the lot for snow storage in order to reduce stress and injury to the plants and reduce soil compaction.