

Publication Page & Date



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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.

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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 auidelines 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 auidelines 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

How to use this booklet







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of the Parkade.

response to the adjacent buildings.

he arcad



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Images

Guidelines

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D	ARCHITECTURAL EXPRESSION	
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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.

A-1 | 360-degree Design A-2 | Provide a Sustainable Framework A-3 | Accommodate the Multi-modal **Transportation Network**

A-4 | Design for Change

Design Guidelines for Skywalks | 11

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 guality 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.

Key Points:

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. 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 (see figure A.04). 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 Desian Criteria:

Design Guidelines: B-1 Provide Elements that Define the Place, B-2 Provide Context Sensitive Signage and Lighting, C-1 Design Facades at Many Scales, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow

Examples in Spokane •

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

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

Bottom right: The parkade skywalk carries the design down to the arcade.



Design Guidelines for Skywalks | 13

A-2 Provide a Sustainable Framework

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





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.

Key Points:

Care should be given to incorporate insulated glazing and energy efficient heating, ventilating, and air conditioning system. Continuously glazed walls on a skywalk should be balanced against the demands of an energy efficient, well insulated wall system. Some skywalks are constructed with less glazing, providing a greater opportunity to insulate the exterior wall of the skywalk. Consider the use 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-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow

- Increases pedestrian network
- May use insulated glazing
- May use green roofs for cooling
- May use energy-efficient heat-
- pump HVAC systems

Examples in Spokane

A-3 Accommodate the Multi-modal Transportation Network

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

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.

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 southeast corner of the intersection of Main Avenue and Howard Street (see figure A.11). 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, A-4 Design for Change, B-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow

Skywalks can provide safe pedestrian and bicycle circulation above busy streets, and easy access from pedestrian routes to bus stations and parking.

Aspirational Exam

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.





Examples in Spokane.





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. This skywalk (Staple Street Skybridge, built in the Tribeca area of New York City in 1907) was originally constructed to connect a hospital emergency room and the building housing the hospital's laundry. Today, the spaces on both sides of the skywalk, and the skywalk itself, comprise a single residential live/work loft.



Aspirational Exam

- Clarification:

Skywalks should not impede a connecting building's changing uses or 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.

Key Points:

Skywalks should not be located near street intersections, since such locations may correspond to the connecting buildings' primary entrances and may rely on the preservation of a one-way street network system. If a one-way street is considered for a potential two-way conversion, a tooclose skywalk may pose a visual conflict with modified 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 west of the intersection of 5th Avenue and Lincoln Street.

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multimodal Transportation Network, B-4 Universal Design, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages The skywalk's direct connection to the core (most long-lived) elements of the connecting building (atrium, corridor, and vertical circulation) ensures that the skywalk can serve as a contributing element of a changeable urban environment.



ples.

Examples in Spokane.

PUBLIC AMENITIES R

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.

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.

Clarification:

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. 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 (see figure B.04) 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: A-1 Provide a 360-degree Design, B-2 Provide Context Sensitive Signage and Lighting, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape



Aspirational Examples



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

Examples in Spokane •



The skywalk at the Parkade effectively defines the edge of this public plaza, while serving as an extension of the connecting building's arcade.



Provide Context Sensitive **B-2** Provide Context Sense 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 facades 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, B-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk

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

Examples in Spokane

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.





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

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 Universal Design, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-2 Minimize Adverse Visual Impacts to Traffic Flow

Above: skywalks can provide a well-lit, highly visible pedestrian environment.

Left: skywalks can serve as territorial reinforcement by assisting in the creation of a well-defined outdoor room.

Examples in Spokane



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 facade composition of a skywalk the interior travelway must comply with the ADAAG accommodation requirements for accessible routes.

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multimodal Transportation Network, A-4 Design for Change, B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk



The travel surface of skywalks should offer unimpeded access between connecting buildings, but that doesn't mean the rest of the skywalk can't be beautiful and fun!





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.

C-2 | Reinforce Pedestrian Access

C-3 | Develop Pedestrian-Oriented **Spaces Along Street Frontages**

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

C-1 | Design Façades at Many Scales

Design Guidelines for Skywalks | 31

C-] Design Façades at Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Skywalk facades 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' facades. 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-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 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, D-3 Enhance the Streetscape



The addition of an entrance plaza below the skywalk abutment, and the use of a similar architectural vocabulary allows the skywalk to be seen as a pedestrian-scaled extension of the connectina buildina.

level of design to the pedestrian realm.

Examples in Spokane •



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





C-2 Reinforce Pedestrian Access

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

Clarification:

Because skywalks often span between the upper floors of connecting buildings, how pedestrians gain access to the skywalks 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: A-1 Provide a 360-degree Design, A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-modal Transportation Network, B-2 Provide Context Sensitive Signage and Lighting, B-4 Universal Design, C-3 Develop Pedestrianoriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow



Left: a fun, well lit skywalk provides safe pedestrian access via ramps on either side of the roadway. Right: the skywalk is accessed by a staircase.





Signage at the ground level directs pedestrians to the skywalk.

Examples in Spokane •

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:

This guideline 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, and in their design should improve the public realm.

Key Points:

A good pedestrian-oriented area adjacent to a skywalk can be found at the plaza immediately south of the Parkade, as it is framed by a skywalk. In addition, the skywalk above the main entry to 809 Main Avenue (see figure C.11) accentuates this primary entrance while emphasizing the improved public realm of the sidewalk.

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multimodal Transportation Network, A-4 Design for Change, B-1 Provide Elements that Define the Place, B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security, B-4 Universal Design, C-1 Design Facades at Many Scales, C-2 Reinforce Pedestrian Access, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow

Examples in Spokane •

Provide High Quality Walkable Design for the Public Realm

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:

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.

Key Points:

The Crescent Building holds a beautiful section of Spokane's skywalk network. With wrought iron detailing and interesting architectural features, this space is contextual with the surrounding architecture, comfortable, and enjoyable. (See figures C.14 and C.15)

Related Design Criteria:

Design Guidelines: A-1 Provide a 360-degree Design, A-2 Provide a Sustainable Framework, B-1 Provide Elements that Define the Place, B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security, B-4 Universal Design C-1 Design Façades at Many Scales, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Skywalk, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow

iqure C.14

Eateries and historic architecture are attractive amenities found throughout and nearby the Spokane skywalk network.



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





Examples in Spokane •

Design Guidelines for Skywalks | 39

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.

ZX/

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.



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.

Key Points:

The skywalk network at the Parkade Plaza (see figure D.02) does an excellent job of creating a smooth transition from the higher floors of the building to ground level. The Parkade skywalk moderates the bulk of the structure by creating a more human-scale ground level. The arches below the skywalk delineate small alcoves, further introducing human-scale at the edges of the plaza.

Related Design Criteria:

Design Guideline: A-1 Provide a 360-degree Design, C-1 Design Façades at Many Scales, C-4 Provide a High-Quality Design for the Public Realm, D-2 Design a Well-proportioned and Unified Skywalk, D-3 Enhance the Streetscape



Aspirational Exam



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



••• Examples in Spokane•

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



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.



Aspirational Exam



Clarification:

Design the architectural elements and finish details to so that all components of the skywalk appear integral to the whole. Care should be given to the architectural expression of the connecting buildings, as these elements are considered components of the whole.

Key Points:

In the hospital district, skywalks employ matching color, repeated architectural details, and fenestration patterns to achieve a unified composition with the connecting buildings. (See figure D.06)

Related Design Criteria:

Design Guidelines: C-1 Design Façades at Many Scales, C-4 Provide a High-Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-3 Enhance the Streetscape

The building and skywalk form a wellbalanced system through use of similar materials, glazing patterns, and architectural styling.

Examples in Spokane



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

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:

A skywalk can moderate the scale and proportion of the surrounding open space, as well as moderate/create a sense of enclosure for the surrounding public realm. This can be accomplished by a conscious selection of where a skywalk is located along a block face, or along an adjacent plaza, to help frame an outdoor room within (or along) the streetscape.(See figure D.09)

Key Points:

The Steven Street skywalk at Lewis & Clark High School has excellent contextual architectural treatments - evoking both the historic details of the high school, the contemporary details of the newer field house, and the historic arched bridges of Spokane.

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multimodal Transportation Network, B-1 Provide Elements that Define the Place, B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security B-4 Universal Design, C-1 Design Façades at Many Scales, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 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, D-2 Design a Well-proportioned and Unified Skywalk



Aspirational Exan



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.

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The underside of the Kalbarri Skywalk (left) in Australia provides art and interesting architectural details to enhance the streetscape. The Indianapolis Artsgarden (right) provides great lighting, overhead weather protection, and visual interest.

Examples in Spokane •

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.

to the Skywalk

to Traffic Flow



Design Guidelines for Skywalks | 49

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:

Design the skywalk to integrate seamlessly with overall pedestrian movement on, and adjacent to, the development. Ensure that adequate wayfinding (including signage and lighting) is incorporated in the skywalk design. To the greatest extent practicable, a skywalk should be incorporated into a larger skywalk network.

Key Points:

The Parkade was designed with excellent pedestrian access options; people can park their vehicle and walk either through the skywalks or down to the street level, or simply use the staircase to access the skywalk and avoid interaction with vehicular traffic. (see figure E.04)

Related Design Criteria:

Design Guidelines: A-1 Provide a 360-degree Design, A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-modal Transportation Network, B-2 Provide Context Sensitive Signage and Lighting, B-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, E-2 Minimize Adverse Visual Impacts to Traffic Flow





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



Examples in Spokane •

Ramps allow wheeled access to the skywalk



Design Guidelines for Skywalks | 51



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.



Aspirational Exam



Clarification:

This guideline assumes that "traffic flow" refers to both vehicular and pedestrian movement. Care should be given in the proposed location of skywalks on one-way streets as this vehicular traffic flow could be revised in the future.

Key Points:

The Skywalks along Main Avenue (see figure E.09) are positioned well clear of existing traffic signals, which keep them blocking traffic signals and signs.

Related Design Criteria:

Design Guidelines: A-1 Provide a 360-degree Design, A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-modal Transportation Network, B-3 Design for Personal Safety and Security, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrianoriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Skywalk Examples of skywalks allowing free vehicular movement below.

Examples in Spokane

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



Glossary of Terms

Glossary of Terms

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

Active Street Edge: In addition to the four horizontal elements of sidewalks (see Sidewalk Zones), there are three distinct vertical zones on the ground floor façades of buildings adjacent to sidewalks. These are (see figure below):



Image modified from the National Association of City Transportation Officials

1. Bulkhead/Kickplate Zone

2. Storefront/Window Zone

The portion of the ground floor closest to the ground plane. Typically this zone ranges from 1- to 2-feet in height. This portion is often opaque and more resilient to impact.

the greatest level of transparency, the purpose of which is to establish a visual connection between the activities within the building and those on the sidewalk.

The portion of the ground floor with The portion of the ground floor accommodating transitional elements from the ground floor to the upper floors. Exterior elements often include marguees, awnings, transom windows, signage, and cornices.

3. Transom/Ceiling Zone

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

Civic Use: Within the context of the Spokane Municipal Code, and the range of uses typically referred to as civic in nature, a Civic Use is an enclosed/conditioned space that can accommodate a range of public functions operating under the auspices of a government body. Such uses may include offices, public schools or colleges, public health clinics or hospitals, community centers, libraries, museums, fire houses, police stations, and courts of law.

Contextual: An attribute of a context area (similar to an Area of Influence), a project or design element that is contextual is one that responds to social, cultural, or historic stimuli that may influencing a site, structure, or building. A good example of contextual design is one that seamlessly weaves into an existing neighborhood or street.

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

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

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

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

Facade: The exterior wall of a building. While often associated with the front (or face) of a building, facades are typically those portions of a building's exterior that can be viewed from a public way or street.

Fenestration: The arrangement and design of penetrations in the exterior wall of a building, typically exterior windows and doorways. The term may encompass the pattern of open-air passageways through a building or the design of a building's arcade.

Green: See *Sustainable*

Living in Place: Related to Aging in Place, Living in Place refers to the design of a district, street, site, or building that is intentionally composed to be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability. Unlike Aging in Place, Living in Place is not restricted to only accommodating the needs of people as they age.

Glossary of Terms (continued)

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

Plinth: In urban design a plinth is defined as a projecting masonry coursing that forms a platform for a building. Such a course is typically knee-high, though taller plinths may be used to add monumentality to landmark buildings.

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

Resilient: See Sustainable





2. Clear Path Zone

1. Frontage Zone

The section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafés and sandwich boards. The frontage zone consists of both the facade and adequate place to of the building fronting the street and the space immediately adjacent to the building.

The pedestrian clear path The section of the sidedefined by the primary, walk between the curb dedicated, and accessiand the clear path, in ble pathway that runs which street furniture and parallel to the street. The amenities such as lightclear path ensures that ing, benches, newspaper pedestrians have a safe kiosks, transit facilities, utility poles, tree pits, and walk and should be 5-feet cycle parking are providwide in residential settings ed. The street furniture and 7- to 12-feet wide in zone may also contain downtown or commercial green infrastructure areas with heavy pedestrielements such as rain an volumes. gardens, trees, or flowthrough planters.

Sidewalk Zones: The various portions of a public sidewalk with discrete functions. These are (see

Image from Global Designing Cities and the National Association of City Transportation Officials

3. Street Furniture Zone

4. Buffer Zone

The space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features, parking, cycle racks, cycle share stations, and curbside cycle tracks.

Glossary of Terms (continued)

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

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

Sustainable: An attribute or action that does not completely use up or destroy a resource. A design element that is sustainable is one that can last for a long time or can be easily repaired using local and readily available materials and techniques. A design element may also facilitate an occupant or user lifestyle involving sustainable methods. Typically, sustainable efforts focus on reducing, reusing, and recycling of valuable and limited resources.

Thoroughfare: An all-encompassing term used to describe a public way whose principal function is to convey goods and people. This includes pedestrians, cyclists, transit riders, drivers, and heavy freight operators. The elements of thoroughfares include sidewalks (frontage zone, pedestrian through zone, furnishing/landscaping zone, curb zone), the flexible area (on-street parking, bicycling lanes), and the vehicle realm (travel lanes, transit lanes, turning lanes, boulevard landscaping). A term often used instead of *street*, as the latter can be limited in perception as a conveyance for motorized vehicles.

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

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

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