**Agenda Wording**


**Summary (Background)**

The adoption of these provisions will be undertaken via three ordinances. The first ordinance adopts the new design guidelines into the SMC. The second ordinance amends a portion of Title 12 and adopts a new chapter for Skywalks in Title 17C. The third ordinance amends portions of the SMC to clarify the formal design review process.

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**Approvals**

- **Dept Head**: BLACK, TIRRELL
- **Division Director**: BLACK, TIRRELL

**Council Notifications**

- **Study Session\Other**: Urban Experience: August 2019, Urban Experience: September 2021, Urban Experience: April 13, 2022, City Council Advance Agenda: April 25, 2022

**Council Sponsor**: CMs Stratton and Cathcart

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<table>
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<th>Additional Approvals</th>
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<tr>
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<td></td>
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ORDINANCE NO. C36204

AN ORDINANCE RELATING TO DESIGN GUIDELINES; AMENDING SMC SECTION 17G.040.020; AND ADOPTING NEW DESIGN GUIDELINES.

WHEREAS, through Chapter 04.13 of the Spokane Municipal Code, the City has established a Design Review Board to ensure that development projects subject to design review are consistent with adopted design guidelines and help to implement the City’s Comprehensive Plan; and

WHEREAS, the City of Spokane has adopted three types of development review criteria that guide development of the built environment – (i) Development Standards, (ii) Design Standards, and (iii) Design Guidelines; and

WHEREAS, the focus of the Design Review Board is on ensuring the projects are consistent with Design Guidelines, whereas Development Standards and Design Standards are generally administered by development services staff, department directors, or the hearing examiner, depending on the permit application type; and

WHEREAS, the City has yet to adopt Design Guidelines for a number of project types that trigger the Design Review Process, including skywalks located above public ways, public projects or structures, and any other project subject to design review as required by code; and

WHEREAS, the City finds that it necessary to update its design review regulations to provide the Design Review Board with the necessary tools to (i) improve communication and participation among developers, neighbors, and the City early in the design and siting of new development projects subject to design review, (ii) ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City’s comprehensive plan, (iii) advocate for the aesthetic quality of Spokane’s public realm, (iv) encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work, and visit, and (v) provide flexibility in the application of development standards as allowed through development standard departures; and

WHEREAS, the City Council adopts the foregoing as its findings of fact justifying its adoption of this ordinance; therefore

THE CITY OF SPOKANE DOES ORDAIN:

Draft for PC Hearing, 4/13/2022 1
Section 1. That Title 17 SMC is amended to include new design guidelines for the following project types currently subject to design review.

A. Public Projects and Structures.
   1. See Exhibit A

B. Skywalks.
   1. See Exhibit B

C. Citywide
   1. See Exhibit C

Section 2. That section 17G.040.020 is amended as follows:

Section 17G.040.020 Development and Applications Subject to Design Review

Development Applications Subject to Design Review. The board shall review the design elements of the following developments and/or project permit applications:

A. All public projects or structures. Such design reviews shall be conducted using the Public Projects and Structures Design Guidelines.

((B. Shoreline conditional-use permit applications.))

((C)) B. Skywalks ((applications)) over a public right-of-way. Such design reviews shall be conducted using the Skywalks Design Guidelines.

((D)) C. Projects seeking a design departure per chapter 17G.030 SMC, Design Departures, SMC 17G.030.030, Review Process. Unless such projects would otherwise be subject to another set of design guidelines, such design reviews shall be conducted using the Citywide Design Guidelines.

((E)) D. Within downtown zones. Such design reviews within the downtown zones shall be conducted using the Downtown Design Guidelines:

1. Within the central area identified on the Downtown Design Review Threshold Map 17G.040-M1:
   a. New buildings and structures greater than twenty-five thousand square feet.
   b. Modification of more than twenty-five percent (at minimum three hundred square feet) of a building façade visible from an adjacent street.

Draft for PC Hearing, 4/13/2022 2
2. Within the perimeter area identified on the Downtown Design Review Threshold Map 17G.040-M1:
   a. New buildings and structures greater than fifty thousand square feet.
   b. Modification of more than twenty-five percent (at minimum three hundred square feet) of a building façade visible from an adjacent street.

3. Within the gateway areas identified on the Downtown Design Review Threshold Map 17G.040-M1:
   a. All new buildings and structures.
   b. Modification of more than twenty-five percent (at minimum three hundred square feet) of a building façade fronting on a designated gateway street or within one hundred feet of an intersection with a gateway street.

4. Sidewalk encroachment by private use. Unless such projects would otherwise be subject to another set of design guidelines, such design reviews shall be conducted using the Citywide Design Guidelines.

(F) Within Centers & Corridors zones, (application) requests for (Design Departures) design deviations from the Design Standards and Guidelines for Centers and Corridors. Such design reviews shall be conducted using the Citywide Design Guidelines.

F. Mini-storage Facilities, when required under SMC 17C.350.040. Such design reviews shall be conducted using the Mini-Storage Design Guidelines.

(H) Other developments or projects listed within the Unified Development Code that require design review. Unless such projects would otherwise be subject to another set of design guidelines, such design reviews shall be conducted using the Citywide Design Guidelines.

H. Any development proposal about which the planning director or hearing examiner requests to have the board’s advice pertaining to any design elements.
1. Any planning study about which the plan commission, or planning director or hearing examiner requests to have the board's advice pertaining to any design elements.

Section 3. Severability Clause. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, the decision shall not affect the validity of the remaining portions of this ordinance.

Passed by the City Council on May 9, 2022.

ProTem

Council President

Attest:

City Clerk

Mayor

Approved as to form:

Assistant City Attorney

5/10/22

Date

June 19, 2022

Effective Date
CITY OF SPOKANE PLAN COMMISSION
FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS
REGARDING THE DESIGN GUIDELINES AND DESIGN REVIEW ORDINANCES


FINDINGS OF FACT:

A. The proposed text amendments aligns with the following adopted Shaping Spokane Comprehensive Plan policies:

1. Chapter 3 Land Use, LU 2.1 Public Realm Features – Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

2. Chapter 3 – Land Use, LU 2.2 Performance Standards - Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

3. Chapter 3 – Land Use, LU 4.4 Connections – Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

4. Chapter 3 – Land Use, LU 5.1 Built and Natural Environment – Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

5. Chapter 3 – LU 5.2 Environmental Quality Enhancement – Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

6. Chapter 3 – LU 5.4 Natural Features and Habitat Protection – Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

7. Chapter 3 – LU 5.5 Compatible Development – Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.
8. Chapter 3 – LU 6.4 City and School Cooperation – Continue the cooperative relationship between the city and school officials.

9. Chapter 3 – LU 6.9 Facility Compatibility with Neighborhood – Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

10. Chapter 3 – LU 7.1 Regulatory Structure – Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.

11. Chapter 4 – TR 1 Transportation Network for All Users – Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers.

12. Chapter 4 – TR 2 Transportation Supporting Land Use – Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

13. Chapter 4 – TR 7 Neighborhood Access – Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

14. Chapter 4 – TR 9 Promote Economic Opportunity – Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city’s designated growth areas, develop “Great Streets” that enhance commerce and attract jobs.

15. Chapter 4 – TR 13 Infrastructure Design – Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

16. Chapter 4 – TR 15 Activation – Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

17. Chapter 7 – ED 6.1 Infrastructure Projects – Promote infrastructure projects that enhance the city’s quality of life and business climate.

18. Chapter 7 – ED 7.6 Development Standards and Permitting Process – Periodically evaluate and improve the City of Spokane’s development standards and permitting process to ensure that they are equitable, cost-effective, timely, and meet community needs and goals.
19. Chapter 7 – ED 8.1 Quality of Life Protection – Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.

20. Chapter 8 – DP 1.1 Landmark Structures, Buildings, and Sites – Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

21. Chapter 8 – DP 1.2 New Development in Established Neighborhoods – Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

22. Chapter 8 – DP 1.3 Significant Views and Vistas – Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

23. Chapter 8 – DP 1.4 Gateway Identification – Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

24. Chapter 8 – DP 2.1 Definition of Urban Design – Recognize current research that defines urban design and identifies elements of a well-designed urban environment.

25. Chapter 8 – DP 2.2 Design Guidelines and Regulations – Adopt regulations and design guidelines consistent with current definitions of good urban design.

26. Chapter 8 – DP 2.3 Design Standards for Public Projects and Structures – Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

27. Chapter 8 – DP 2.4 Design Flexibility for Neighborhood Facilities – Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

28. Chapter 8 – DP 2.5 Character of the Public Realm – Enhance the livability of Spokane by preserving the city’s historic character and building a legacy of quality new public and private development that further enriches the public realm.

29. Chapter 8 – DP 2.6 Building and Site Design – Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site’s unique features - including topography, hydrology, and microclimate - and considers intensity of use.

30. Chapter 8 – DP 2.7 Historic District and Sub-Area Design Guidelines – Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.

31. Chapter 8 – DP 2.8 Design Review Process – Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens’ quality of life expectations.

32. Chapter 8 – DP 2.9 Permit Process – Integrate the design review process with other permitting processes to increase efficiency and create a better outcome.
33. Chapter 8 – DP 2.10 Business Entrance Orientation – Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

34. Chapter 8 – DP 2.11 Improvements Program – Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

35. Chapter 8 – DP 2.12 Infill Development – Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

36. Chapter 8 – DP 2.13 Parking Facilities Design – Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

37. Chapter 8 – DP 2.14 Town Squares and Plazas – Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.

38. Chapter 8 – DP 2.15 Urban Trees and Landscape Areas – Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

39. Chapter 8 – DP 2.16 On-Premises Advertising – Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

40. Chapter 8 – DP 2.21 Lighting – Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

41. Chapter 8 – DP 5.1 Neighborhood Participation – Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.

42. Chapter 8 – DP 5.2 Neighborhood Involvement in the City Design Review Process – Encourage neighborhoods to participate in the city’s design review process.

43. Chapter 9 – NE 1.2 Stormwater Techniques – Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

44. Chapter 9 – NE 2.3 Native Tree and Plant Protection – Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.

45. Chapter 9 – NE 4.3 Impervious Surface Reduction – Continue efforts to reduce the rate of impervious surface expansion in the community.
46. Chapter 9 – NE 14.2 New Plaza Design – Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.

47. Chapter 9 – NE 15.5 Nature Themes – Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

48. Chapter 10 – SH 3.1 Support for the Arts – Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.

49. Chapter 10 – SH 3.2 Neighborhood Arts Presence – Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

50. Chapter 10 – SH 3.7 Support Local Artists – Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.

51. Chapter 10 – SH 4.1 Universal Accessibility – Ensure that neighborhood facilities and programs are universally accessible.


53. Chapter 10 – SH 6.2 Natural Access Control – Use design elements to define space physically or symbolically to control access to property.

54. Chapter 10 – SH 6.3 Natural Surveillance – Design activities and spaces so that users of the space are visible rather than concealed.

55. Chapter 10 – SH 6.4 Territorial Reinforcement – Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

56. Chapter 10 – SH 6.5 Project Design Review – Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

B. Amendments to Title 17, Unified Development Code, are subject to review and recommendation by the Plan Commission.

C. On March 1, 2022 the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed changes to the Unified Development Code pursuant to RCW 36.70A.106.

D. A State Environmental Protection Act (SEPA) Nonproject Determination of Nonsignificance was issued by the City of Spokane on March 28, 2022 and a 14-day
comment period commenced March 28, 2022 through April 11, 2022. No comments were received during the comment period.

E. The proposed text amendment was processed pursuant to the process established under RCW 36.70A.370 to ensure that the proposed changes will not result in unconstitutional takings of private property.

F. A legal notice of public hearing was published in the Spokesman-Review on March 30 and April 6, 2022.

G. The Plan Commission held a public hearing on April 13, 2022 to obtain public input on the proposed amendments, if any.

CONCLUSIONS:
1. The Plan Commission has reviewed all public testimony received during the public hearing.

2. The Plan Commission finds that the proposed amendments are consistent with applicable provisions of the Comprehensive Plan and that the proposed amendment bears a substantial relation to the public health, safety, welfare, and protection of the environment.
RECOMMENDATION:
In the matter of the amendment to the Unified Development Code proposed by the New Design Guidelines Project, by a vote of 8 to 0, the Plan Commission recommends to the Spokane City Council the approval of the proposed amendments to the Spokane Municipal Code and adopt design guidelines for Public Projects and Structures, Skywalks, and Citywide as proposed by the New Design Guidelines Project. The proposed amendments would repeal SMC Sections 12.02.0450, 12.02.0425.C, 12.02.0460, 12.02.0462, 12.02.0464.A, and 12.02.0474; amend SMC Sections 17G.040.020, 12.02.0405.C, 12.02.0410.B(2), 12.02.0424, 12.02.0470, 12.02.0476, 08.02.0665, 17G.030.020, 17G.060.070, and 17G.060.170; and add SMC Chapter 17C.255 containing Sections 17C.255.010, 17C.255.015, 17C.255.500, 17C.255.510, 17C.255.515, 17C.255.520, 17C.255.525, and 17C.255.530.

Greg Francis, Vice-President
Spokane Plan Commission
Apr 14, 2022
2022-04-13_PC Findings and Conclusions
Final Audit Report

Created: 2022-04-15
By: Jackie Churchill (jchurchill@spokanecity.org)
Status: Signed
Transaction ID: CB1chBCAABAAJtNqSFw9rqlrgkVjC8Q8gwJQdIg6L

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**Citywide Design Guidelines**

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

**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.

---

**Guideline vs. Standard**

**What is a Design Guideline?**

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

The guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project’s design. (Spokane Municipal Code 17A.020.040.L)

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

... Ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City’s comprehensive plan. (Spokane Municipal Code 04.13.015.B)

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

A-1 360-degree Design

Projects should respond to a wide range of context elements found in the public realm and the site’s relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric.

Clarification:
Locate and shape buildings and/or structures to maintain public views of important structures, places, and natural landscape features. Shape buildings and/or structures to respond to the setbacks, fenestration patterns and important horizontal planes of adjacent structures. Design all visible facades with similar offset and consideration as the primary front facade.

Key Points:
The University District Gateway Bridge is an excellent example of 360-degree design, as it offers pleasant views from any angle. The Lincoln waterfront Tower is another great example of a structure that establishes a visual relationship to the surrounding urban fabric.

Related Design Criteria:
- Accommodate the Multi-Modal Transportation Network
- Design for Change
- Provide Walking and Usable Open Space
- Enhance the Project with Landscaping
- Accommodate Universal Design
- Provide Weather Protection
- Develop Pedestrian-oriented Spaces along Street Frontages
- Design with a Logistical Plan
- Provide Pedestrian Access to the Building and Site
- Design Sustainable Parking

Aspirational Examples

Examples in Spokane

Images of exemplary urban design from national and international locales

Other project type guidelines and design criteria associated with this guideline

Examples from project types demonstrating compliance with the guideline

Visuals to reinforce the explanatory text

Guideline

Clarification

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

Area of Influence: Region, City, Neighborhood, District

Design Objective

Urban Design guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street/path network serving all modes of transportation.

natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

A-1 | 360-degree Design
A-2 | Provide a Sustainable Framework
A-3 | Accommodate the Multi-modal Transportation Network
A-4 | Design for Change
360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site's relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric.

Clarification:
Locate and shape buildings and/or structures to maintain public views of important structures, places, and natural landscape features. Shape buildings and/or structures to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures. Design all visible façades with similar effort and consideration as the primary/front façades.

Key Points:
The University District Gateway Bridge is an excellent example of 360-degree design, as it offers pleasant views from any angle. The Lincoln Water Tower is another great example of a structure that establishes a visual relationship to the surrounding urban fabric.

Examples in Spokane

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

Design projects to incorporate sustainable design and energy efficiency principles.

Clarification:
Projects should be designed to meet the City’s environmental policies by enhancing the urban forest canopy - to reduce urban heat island effects and reduce stormwater runoff, and improve the utilization of renewable energy resources - like hydropower and solar power.

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

Key Points:
Developments should refer to policies contained within the city’s Sustainability Action Plan. The Integrated Science and Engineering building on the Gonzaga University campus (see figure A.08) is an excellent example of reducing the ecological footprint. The Carnegie Library on Monroe Street (see figure A.09) is a wonderful example of reusing/repurposing an existing structure. The Hive on Sprague Avenue (see figure A.10) incorporates the recycling of stormwater runoff.

Related Design Criteria:
- Design Guidelines: A-3: Accommodate the Multi-modal Transportation Network
- A-4: Design for Change
- B-1: Urban Design
- E-1: Maximize Pedestrian Access to the Building and Site
- E-4: Design Sustainable Parking

Examples in Spokane

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

Design projects to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities.

Clarification:

'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. 'Multi-modal' includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

Key Points:

The SCC Adult Continuing Education Center at 2310 North Monroe (see figure A.12) incorporates easy access to mass transit while providing expanded access to the bicycle network. It also hosts a neighborhood farmers market in its parking lot, easily accessed by these alternative modes of transportation.

Related Design Criteria:

A-4 Design for Change

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

Clarification:

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

Key Points:

The Spokesman Review’s newspaper press building (see figure A.17) was designed in such a way that multiple ground floor tenants could face the street, as is evidenced by the Dry Fly Distillery’s ability to use the building. The Carnegie Library on Monroe Street now hosts multiple office tenants.

Related Design Criteria:

PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

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-5 | Provide Inviting and Usable Open Space

B-6 | Enhance the Building and Site with Landscaping
Provide Elements that Define the Place

Provide special elements on the façades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable 'sense of place' associated with the building/structure and site.

Clarification:

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

Key Points:

The façade of the Philanthropy Building on Riverside Avenue incorporates local elements such as sheaves of wheat, ponderosa pine boughs, and Native American busts with headdresses as column capitals that appear to reference the indigenous Spokan peoples.

Related Design Criteria:


Aspirational Examples

Examples in Spokane

Park structures built out of basalt (from the original Omstead Brothers Park) are unique to Spokane’s history and culture, reflective statues bring a character and interest to the university district.
B-2 Provide Context Sensitive Signage and Lighting

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

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

Key Points:
The businesses located in the Garland District, with their subdued use of neon and quaint architectural detailing provide an ideal mix of contextually sensitive signage and lighting.

Related Design Criteria:
**B-3 Design for Personal Safety and Security**

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

**Clarification:**

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

**Key Points:**

The four elements of CPTED are natural surveillance, access control, territorial reinforcement, and space management. Public areas on the Gonzaga University Campus are designed specifically for the personal safety of students, staff, and faculty. These spaces are well lit, well defined, easily viewed by all patrons, and minimize hiding opportunities.

**Related Design Criteria:**

Universal Design

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

Clarification:

Projects shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

Key Points:

Spokane Falls Community College with its ample pedestrian boulevard and intersecting landscaped quads provides an excellent example of a space designed to accommodate the broadest demographic of patrons with varying degrees of ability.

Related Design Criteria:


Examples in Spokane

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

Aspirational Examples

Figure B.16

Figure B.17

Figure B.18

Examples in Spokane

Figure B.19

The university district bridge has gently sloping access ramps to allow people of all mobility levels to use the bridge. The Catalyst building entrance is at grade, therefore eliminating the need for stairs or ramps.
B-5 Provide Inviting and Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors.

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

Key Points:
The Washington State University Spokane Campus (see figures B.23 and B.24) has several well-composed outdoor areas for its students, staff, and faculty in which to work and enjoy. These spaces are well-lit, beautifully landscaped, and have ample seating.

Related Design Criteria:

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

Aspirational Examples
The Promenade Planter in Park is a 2.9 mile long park and walkway created from a defunct elevated rail line. Shops and businesses occupy the space beneath the park. The shoreline of Lake Geneva in Vevey, Switzerland separates vehicular traffic from pedestrian spaces with a series of linear raised planter beds.

Figure B.21
Figure B.22
Figure B.23
Figure B.24
B-6 Enhance the Project with Landscaping

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

Clarification:

This guideline encourages the inclusion of elements such as special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material. The use of native and naturalized plants helps to ensure the landscape survives through harsh weather, while also providing the space with a connection to the regional landscape.

Key Points:

An otherwise plain wall and staircase are softened by plantings in this courtyard on the Washington State University Spokane Campus (see figure B.27). A mix of evergreens, deciduous shrubs, and grasses provide rich variety and texture.

Related Design Criteria:


Left: This street in Portland, Oregon, uses trees, lawn, and flowering shrubs to soften the streetscape.

Right: The fence and planter in London, England combines greenspace with a buffer between the sidewalk and drive aisle.
Area of Influence: Public Realm

Design Objective

Pedestrian Environment guidelines assist designers and developers in creating sidewalks 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-1 | Design Façades at Many Scales
C-2 | Reinforce Primary Building Entries
C-3 | Develop Pedestrian-Oriented Spaces Along Street Frontages
C-4 | Provide High Quality Walkable Design for the Public Realm
C-5 | Provide Appropriate Weather Protection
C-6 | Enhance Alleyways
Design Façades at Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within or surrounding the building/structure.

Clarification:

Building or structure façades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. A building’s or structure’s façade should create and reinforce a ‘human scale’ not only at the street level, but also as viewed from farther away.

Key Points:

The front façade of the John J. Hemmington Center on the Gonzaga University campus (see figure C.05) uses a composition of shapes that establish relationships between the interior uses and the exterior expression. This composition emphasizes a human-scaled primary entrance at its most public interface. A similar, larger-scale composition is emulated in the more private building functions.

Related Design Criteria:


Aspirational Examples

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

Examples in Spokane

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

Right: the canopy over the door and how the entrance is stepped back provide pedestrian scale, while the upper floor projection provides higher level scaling.
C-2 Reinforce Primary Building Entries

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

Clarification:
This guideline refers to the incorporation of hierarchical components to improve the legibility of the public realm by emphasizing the primary entrance to a building or open space. Such components may include wayfinding signage, unique architectural features, overhead weather protection, unique landscape features, and key lighting.

Key Points:
The primary building entry at the Thirteen-a-Nine building (see figure C.09) is well enforced by wayfinding signage, arcade articulation, and public realm enhancements such as landscaping and sidewalk improvements.

Related Design Criteria:
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.

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

Key Points:
A key component of a pedestrian-oriented space is the provision of all-weather physical comfort. This can be achieved through the strategic placement and selection of street trees, overhead weather protection, and the provision of landscaped and softscaped surfaces to accommodate a variety of social activities.

Related Design Criteria:

Aspirational Examples

Examples in Spokane

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

Right: pathway on Desmet Avenue on the Gonzaga University campus uses street trees to separate the drive aisle and parking from the sidewalk.
Provide High Quality Walkable Design for the Public Realm

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

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

Key Points:
Provide accommodations for casual walking, ample opportunities for seating, design elements that would moderate the effects of adverse weather, integrate landscape features, and provide appropriate lighting.

Related Design Criteria:
C-5 Provide Appropriate Weather Protection

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

Clarification:

Such protection should address wind, sun, and precipitation throughout the year. This may be achieved through the use of overhead weather protection (marquees, awnings, arcades, etc.), generous inclusion of an urban forest canopy, heated sidewalks to avoid ice build-up, windbreaks (walls or landscape materials), etc.

Key Points:

The examples provided (see figures C.23-C.25) depict many of the ways of introducing appropriate weather protection.

Related Design Criteria:


Aspirational Examples

Examples in Spokane

Top left: the entrance to the Parkview Apartments building provides canopies along the street and a protected arcade to the front door.

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

Right: Large, well-established street trees provide ample cover from harsh sun in Spokane's arid summers.
C-6 Enhance Alleyways

Increase pedestrian safety, comfort, and interest along alleyways.

Clarification:
Where alleyways are adjacent to the site, develop the alleyway to respond to the unique conditions of the site or project. Consider uses that work synergistically with frontage sidewalks and more public spaces - alley improvements should not supplant or interfere with building frontages and primary entrances. Improvements should not interfere with the utilitarian functions of the alleyway.

Key Points:
Incorporate public art, lighting, specimen landscaping, and furniture that minimize encroachment within the alley space (e.g., murals, festoon lighting, potted plants, and mobile furniture).

Related Design Criteria:
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. These 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.

D-1 | Create Transitions in Bulk and Scale
D-2 | Design a Well-Proportioned and Unified Building/Structure/Site
D-3 | Maintain the Prevailing Street Edge
D-4 | Design with a Legible Parti
D-5 | Enhance the Skyline
Create Transitions in Bulk and Scale

A building or structure's form should provide a transition in height, bulk, and scale of the overall development from neighboring or nearby areas with less intensive development.

Clarification:

This guideline refers to typical transitions found in the Spokane area, which are often demonstrated with building setbacks, articulations of building planes and materials, and variable roof heights.

Key Points:

The Schade Building (see figure D.05) and the Liberty Park Branch Library (see figure D.04) offer excellent examples of appropriate transitions in bulk and scale.

Related Design Criteria:


Examples in Spokane

Above: Step backs and terraced portions in the Schade Building lessen the overall bulk and massing of this former brewery.

Left: The single story sloping roof line of the Liberty Park Branch Library, with the lowest portions of the structure facing the adjacent residential areas offers a smooth transition to the surrounding neighborhood.
D-2 Design a Well-proportioned and Unified Building/Structure/Site

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building/structure that exhibits a coherent conformance with the original part.

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

Key Points:
The Catalyst Building (see figure D.10) uses its own strong architectural language to establish a unified composition (horizontal and vertical elements expressed both on the building facades and in the surrounding landscape), whereas the Liberty Park Branch Library (see figure D.09) adopts a spatial language from the surrounding park to build a unified composition. Both buildings are well-proportioned and approach composition from different perspectives.

Related Design Criteria:
Design Guidelines: A-1: Provide a 360-degree Design, B-6: Enhance the Building and Site with Landscaping, C-1: Design Facades at Many Scales, C-2: Reinforce Primary Building Entries, D-1: Create Transitions in Bulk and Scale, D-3: Maintain the Prevailing Street Edge, D-4: Design with a Legible Port, D-5: Enhance the Skyline

Aspirational Examples

Examples in Spokane

Right: the Catalyst Building’s strong horizontal alignments, tree placement, landscape features and paving patterns all work to create a well unified composition.

Left: the Liberty Park Branch Library utilizes a contemporary architectural language and a subtle interplay of transparent and opaque building elements to integrate the building into the surrounding park, creating a unified composition.
D-3 Maintain the Prevailing Street Edge

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

Clarification:

Building/structure and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience.

Key Points:

The scale and harmony of architectural expressions along a block are key features that contribute to a public realm’s ability to support vibrant pedestrian activity. Street edges are the “walls” that define the public room of every well-composed streetscape.

Related Design Criteria:


Examples in Spokane

The façade of Wilson Elementary School precisely aligns to the façade of the homes down the street.
Design with a Legible Parti

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

Clarification:

Since the design of a site, public realm, and building/structure should have an organizational concept experienced through scale, proportion, enclosure, and compositional clarity. This parti should not be modified during the design evolution of a project, but should serve as a guide to resolve design issues throughout the maturation of the project.

Key Points:

The outdoor plaza at the WSU nursing building (see figure D.18) expresses all of the organizational ideas for the larger adjacent buildings. As such, the plaza is a good example of a constructed parti diagram.

Related Design Criteria:


Examples in Spokane

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

Aspirational Examples

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

Right: the parti of this space is undoubtedly centered on a religious experience.
Enhance the Skyline

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

Clarification:
Respect noteworthy structures within the vicinity of a project site, in order to respond and contribute to the skyline of the surrounding built context. In this guideline, the term “skyline” is scalar in nature. That is, the larger city has a specific skyline defined by its tallest structures. Neighborhoods, districts, and blocks also have unique skylines defined by their taller structures (which may not correspond with the tallest buildings in the surrounding city).

Key Points:
The Shadle Water Tower (see figure D.23) accentuates the surrounding commercial and institutional buildings by serving as a landmark feature that defines the neighborhood. The University Gateway Bridge (see figure D.24) enhances the skyline by contrasting the verticality of the arch with the horizontal nature of the railroad corridor.

Related Design Criteria:
E  ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

Access and visibility guidelines assist designers and developers in creating sidewalks that minimize adverse environmental impacts.

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

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

E-3 | Minimize the Presence of Service Areas

E-4 | Design Sustainable Parking
Maximize Pedestrian Access to the Building and Site

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

Clarification:
This guideline refers to potential impediments to the free flow of pedestrians onto a site from the public realm. Vehicle turn lanes, curb cuts, service areas, and blank walls can all dissuade pedestrians from being able to comfortably approach, or cross adjacent to, buildings and sites.

Key Points:
Both the Liberty Park Branch Library (see figure E.03) and the pedestrian walkways of the Gonzaga University campus quad (see figure E.04) demonstrate highly accessible pedestrian spaces. While these spaces can easily accommodate vehicular traffic (e.g., service vehicles), the movement of these vehicles is clearly subordinated to the safety and free flow of pedestrian movement.

Related Design Criteria:

Examples in Spokane

Above: the Liberty Park Branch Library entrance seamlessly incorporates universal pedestrian access. Paths are at such a gentle slope that handrails are not required.

Left: wide pedestrian-only pathways provide students easy and safe routes to university buildings.
Minimize the visual impact of parking by designing parking facilities into the building/structure, e.g., below ground, behind veneer non-parking uses, or above the ground floor.

Clarification:
This guideline’s use of the term “parking facilities” refers to both parking structures and surface parking lots. Incorporate contextual architectural treatments or suitable landscaping to enhance the safety and comfort of people using the facility as well as passersby.

Key Points:
The Department of Environmental Quality’s surface parking lot (see figure E.10) is screened from the street with enhanced landscaping. Gonzaga University’s Hamilton Street parking garage (see figure E.09) is screened from the street by the introduction of a veneer of institutional space (campus office space and bookstore). In both cases, the visual presence of a higher concentration of parked vehicles adjacent to the street is either eliminated or mitigated.

Related Design Criteria:
E-3 Minimize the Presence of Service Areas

Screen service areas and mechanical equipment from the view of passersby.

Figure E.11
While an enclosure or screen are common ways to hide service areas and mechanical equipment, planting trees and shrubs in front of those areas can be just as effective.

Figure E.12
Commissioning a local artist to paint a brick enclosure is a fantastic way to bring character to a space.

Clarification:
Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible. Minimize adverse smells, sounds, views, and physical contact by keeping such service areas away from the public realm.

Key Points:
The loading dock at the Washington State University's nursing building (see figures E.13 and E.14) is screened from the adjacent plaza space by a concrete ventilation shaft and heavy landscaping.

Related Design Criteria:

Examples in Spokane

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

Figure E.13
The same service area as above, from a different angle.

Figure E.14
Design Sustainable Parking

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

Clarification:

This design guideline refers to all parking facilities (structures and surface lots). Consideration should be given to on-site stormwater infiltration/retention (e.g., permeable pavement), surface treatments that moderate heat island effects, and provide opportunities for energy conservation/generation (e.g., photovoltaic panels, electric vehicle charging stations).

Key Points:

The images associated with this guideline (see figures E.15-E.19) depict the broad range of ways this guideline can be implemented.

Related Design Criteria:

Glossary of Terms

Glossary of Terms

Action Approving Authority: Any City official or organization 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 City 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 areas are [see figure below].

![Diagram of Active Street Edge](image)

Image modified from the National Association of City Transportation Officials

1. Bulkhead/Kickplate 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.

2. Storefront/Window Zone
   The portion of the ground floor with 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.

3. Transom/Ceiling Zone
   The portion of the ground floor accommodating transitional elements from the ground floor to the upper floors. Exterior elements often include marquises, awnings, transom windows, signage, and cornices.

Area of Influence: As every building and site rests within a variety of contexts, each design guideline category is provided with the relevant scale in which potentially influencing factors may be found or wherein they may be expressed. These are, from largest to most local: Regional, 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 influence 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 17A.010.040.A).

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 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.010.040.B). Design guidelines help ensure that the design review process will result in designs that are consistent with the community’s expectations for the projects being reviewed.

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

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

Penetration: 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 observed, understood, and used by 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)

**Part:** 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 part. 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 part’s diagram and statement. A part 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 course 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

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**Sidewalk Zones:** The various portions of a public sidewalk with discrete functions. These are (see figure, below):

1. **Frontage Zone**
   - The section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the facade of the building fronting the street and the space immediately adjacent to the building.

2. **Clear Path Zone**
   - The pedestrian clear path defined by the primary, dedicated, and accessible pathway that runs parallel to the street. The clear path ensures that pedestrians have a safe and adequate place to walk and should be 5-feet wide in residential settings and 7- to 12-feet wide in downtown or commercial areas with heavy pedestrian volumes.

3. **Street Furniture Zone**
   - The section of the sidewalk between the curb and the clear path, in which street furniture and amenities such as lighting, benches, newspaper kiosks, transit facilities, utility poles, tree pits, and cycle parking are provided. The street furniture zone may also contain green infrastructure elements such as rain gardens, trees, or flow-through planters.

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 social-cultural 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.
Design Guidelines for Public Projects

UPDATED MARCH 2022
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 Urbworks, 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 Urbworks 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 guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project’s design. (Spokane Municipal Code 17A.020.040.L)

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

...Ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's comprehensive plan. (Spokane Municipal Code 04.13.015.B)

The guidelines help ensure that these conversations, and the advice rendered, stay 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 — whereas 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.
How to use this booklet

A-1 360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site's relationship with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric.

Clarification
Locate and shape buildings and/or structures to maintain public views of important structures, spaces, and natural landscape features. Shape buildings and/or structures to respond to the airspaces, fenestration patterns and important horizontal elements of adjacent structures. Design all visible façades with similar effort and consideration as the primary façades.

Key Points:
The Shadle Park Branch Library is an excellent example of respecting views to nearby landmarks (The Shadle Water Tower) integrates seamlessly into Shadle Park, and provides key connections to nearby destinations.

Related Design Criteria:
- Design Guidelines: B-5 Provide Context Sensitive Signage and Lighting
- Design for Pedestrian Safety and Security: C-1 Design Facades of Many Scales
- C-4 Enhance Alleys, C-6 Provide a High Quality Design for the Public Realm
- D-1 Create Connections in Built and Scale
- D-2 Design in Well-proportioned and Unified Building Structures/Shapes
- D-3 Enhance the Skyline, and
- E-2 Minimize the Presence of Service Areas.

Aspirational Examples
Examples in Spokane

Aspirational Examples
Images of exemplary urban design from national and international locales

Key Points:
Examples from project types demonstrating compliance with the guideline

Related Design Criteria:
Other project type guidelines and design criteria associated with this guideline
Guidelines

A. Urban Design
B. Public Amenities
C. Pedestrian Environment
D. Architectural Expression
E. Access & Screening
URBAN DESIGN

Area of Influence: Region, City, Neighborhood, District

Design Objective

Urban Design guidelines assist designers and developers in recognizing and respecting physical systems that extend beyond the site so projects can respond to regional, municipal, neighborhood, and district patterns in space and time. Any new intervention should extend, mend, connect, or enhance the context through all aspects of the project, big and small—from public amenities to site design to the street/path network serving all modes of transportation.

natural systems (e.g., natural resources, stormwater flow, topography, land forms), or historic settlement patterns.

A-1 | 360-degree Design
A-2 | Provide a Sustainable Framework
A-3 | Accomodate the Multi-modal Transportation Network
A-4 | Design for Change
A-1 360-degree Design

Projects should respond to a wide range of contextual elements found in the public realm and the site’s relationships with adjacent buildings, and the proposed design should be shaped to consider the quality and functionality of the urban fabric.

Clarification:
Locate and shape buildings and/or structures to maintain public views of important structures, places, and natural landscape features. Shape buildings and/or structures to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures. Design all visible façades with similar effort and consideration as the primary/front façades.

Key Points:
The Shadle Park Branch Library is an excellent example of respecting views to nearby landmarks (the Shadle Water Tower) integrates seamlessly into Shadle Park, and provides key connections to nearby destinations.

Related Design Criteria:
Design Guidelines: B-1: Provide Elements that Define the Place, B-2: Provide Context Sensitive Signage and Lighting, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-6: Enhance Alleys and streets and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-3: Maintain the Prevailing Street Edge, D-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas.

Aspirational Examples

Examples in Spokane

Figure A.02
The Lincoln Heights Reservoir Tank #1

Figure A.03
This building in Edinburgh, Scotland offers an excellent perspective from any viewing angle.
Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles. Incorporate the concepts of Reduce, Reuse, and Recycle.

Clarification:
Projects should be designed to meet the City’s environmental policies by enhancing the urban forest canopy to reduce urban heat island effects and reduce stormwater runoff, and improve the utilization of renewable energy resources like hydropower and solar power. Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments and materials. Employ techniques and technologies to improve the ecological performance of the building, structure and site improvements.

Key Points:
The Spokane projects used for this guideline [see figures A.06-A.08] depict projects utilizing a comprehensive approach to sustainability, whether utilizing photovoltaic panels, stormwater infiltration areas, or rain gardens. The aspirational images [see figures A.04 and A.05] depict projects with a broader approach to sustainability (e.g., repurposing urban brownfields or reducing heat island effects).

Related Design Criteria:

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

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

Design projects to create livable and memorable places within desirable environments where people want to spend time engaging in social, civic, and recreational activities.

Clarification:

‘Multi-modal’ includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged. ‘Multi-modal’ includes all forms of transportation (walking, biking, transit riding, and driving) without exclusion.

Key Points:

The key elements for this guideline include the incorporation of accommodations for bicyclists, pedestrians, transit riders, and a variety of motorized vehicles. These accommodations place pedestrian movement first in importance.

Related Design Criteria:


Aspirational Examples

Examples in Spokane

Left: transit hub and pedestrian bridge make crucial connections to university areas.
Top right: bike lane on Riverside Avenue offers connections between downtown and neighborhoods west of downtown.
Bottom right: stops along the transportation line offer easy and safe access to buses.
A-4 Design for Change

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

Clarification:
This means designing for energy and resource efficiency; creating flexibility in the use of a property via generous ground floor height dimensions and a capacity to access the public realm at multiple points along the property’s frontage, encouraging new approaches to transportation, traffic management and parking through the way public spaces and service infrastructure are incorporated into a project’s design.

Key Points:
As public property ownership limits the ability to rely on market forces to fund redevelopment of projects, public agencies should incorporate the ability to reconfigure a project to accommodate a different future use at minimal public expense. For example, parking structures may need to be reconfigured into offices, dormitories may need to be converted to facility offices, maintenance buildings may need to be converted to laboratories, etc. The basic structural, mechanical, electrical, and plumbing criteria for the most intense future use envisioned should be accommodated (though not necessarily installed) within the original building or structure.

Related Design Criteria:

Aspirational Examples

Examples in Spokane

The Promenade Plantee in Park is a 2.2 mile long park and walkway created from a defunct elevated rail line. Shops and businesses occupy the space beneath the park, which used to be empty arches.

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

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

Area of Influence: Public Realm

Design Objective

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

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-5 | Provide Inviting and Usable Open Space
B-6 | Enhance the Building and Site with Landscaping
B-1 Provide Elements that Define the Place

Provide special elements on the façades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable ‘sense of place’ associated with the building/structure and site.

Clarification:

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

Key Points:

The images for this guideline (see figures B.01-B.06) depict projects and structures that use unique sculptural elements (which introduce aspects of whimsy), repurpose locally-sourced building material with historic significance (basalt cobble, granite riverstone), or utilize contextual building forms. These elements are either derived from the surrounding context or introduce significant new imagery to define the place.

Related Design Criteria:


Examples in Spokane

Left: A fountain on the Gonzaga campus uses three types of local stone.
Top Right: Whimsical statues at the Northwest Museum of Arts and Culture give the site a distinct sense of place.
Bottom Right: One of the original Osewall-era restrooms in Cannon Park.
**B-2 Provide Context Sensitive Signage and Lighting**

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

**Clarification:**

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

**Key Points:**

The images for this guideline (see figures B.07-B.12) depict both signage and lighting that respond to the demands of the surrounding public realm - whether these demands are historic or novel in nature. An image often utilized for public projects are various depictions of the historic bridges in Spokane.

**Related Design Criteria:**

Design for Personal Safety and Security

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

Clarification

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

Key Points:

The four elements of CPTED are natural surveillance, access control, territorial reinforcement, and space management. The images for this guideline (see figures B.13-B.18) depict projects that demonstrate all four elements of CPTED.

Related Design Criteria:

Universal Design

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

Clarification

Projects shall be safe and accessible and contribute to a better public realm for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.

Key Points:

The primary entrance to Liberty Park Branch Library (see figure B.22) incorporates a gradual, stair- and ramp-free access to accommodate patrons with limited mobility.

Related Design Criteria:

B-5 Provide Inviting and Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors.

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

Key Points:
The images for this guideline (see figures B.24-B.28) depict generous and well-appointed open spaces that are easily accessible and inviting.

Related Design Criteria:

Examples in Spokane

Top left: the park by Brickwest Brewing is a fun place to sit and relax.
Bottom left: the Coffee building provides seating and beautiful landscaping for patrons of the building and those waiting for their bus in the nearby transit hub.
Top right: the amphitheater at the Northwest Museum of Art and Culture provides a shaded, sheltered, quiet and comfortable outdoor space for the public.
B-6 Enhance the Building and Site with Landscaping

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

Clarification:
This guideline encourages the inclusion of elements such as special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material. The use of native and naturalized plants helps to ensure the landscape survives through harsh weather, while also providing the space with a connection to the regional landscape.

Key Points:
The images for this guideline (see figures B.29- B.33) depict landscaping installations that significantly enhance the adjacent buildings and structures.

Related Design Criteria:

Examples in Spokane
Top: the landscaping at the Northwest Museum of Arts and Culture
Bottom left: foundational plantings at Salk Middle School
Bottom right: landscaping at the Masonic Temple on Garland Ave.
PEDESTRIAN ENVIRONMENT

Area of Influence: Public Realm

Design Objective

Pedestrian Environment guidelines assist designers and developers in creating sidewalks 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-1 | Reinforce Primary Building Entries

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

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

C-4 | Design Façades at Many Scales

C-5 | Provide Appropriate Weather Protection

C-6 | Enhance Alleyways
C-1 Design Façades at Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within or surrounding the building/structure.

Clarification:

Building or structure façades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. A building’s or structure’s façade should create and reinforce a ‘human scale’ not only at the street level, but also as viewed from farther away.

Key Points:

The images for this guideline (see figures C.01-C.04) depict projects that introduce human-scale elements along front façades while providing articulation along all façades to moderate the bulk and massing of the building or structure.

Related Design Criteria:


Aspirational Examples

Examples in Spokane

The Banker’s Life Palisade in Indianapolis, Indiana provides architectural elements at the street, vehicular, and skyline scales.

Below: this building in Hamburg, Germany does an excellent job of providing pedestrian scaled architectural elements as well as larger-scaled elements further up the façade.

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

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

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

Clarification:

This guideline refers to the incorporation of hierarchical components to improve the legibility of the public realm by emphasizing the primary entrance to a building or open space. Such components may include wayfinding signage, unique architectural features, overhead weather protection, unique landscape features, and key lighting.

Key Points:

The images for this guideline (see images C.05-C.09) depict projects that utilize a wide variety of architectural and landscape features to emphasize the building’s primary entrance. This includes wayfinding, landscape elements, sculptural forms, and unique canopies.

Examples in Spokane

Top left: The Liberty Park Branch Library uses color to announce the entrance to the building.
Bottom left: The Catalyst building uses a projecting canopy as an entrance reinforcement.
Right: A long promenade in line with the entrance to this university building creates a dramatic statement.

Related Design Criteria:

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.

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. Consideration should be given to the proper composition of the sidewalk. This includes the building line zone, flexible retail space (e.g. outdoor sales, al fresco dining), pedestrian travelway, furniture zone (which would accommodate the landscape buffer and street trees, street furnishings, street lighting), and the curb zone.

Key Points:
A key component of a pedestrian-oriented space is the provision of all-weather physical comfort. This can be achieved through the strategic placement and selection of street trees, overhead weather protection, and the provision of hardscaped and softscaped surfaces to accommodate a variety of social activities.

Related Design Criteria:

Examples in Spokane
Street trees separate the drive aisle and parking from pedestrian spaces on both the Gonzaga University Campus and in the hospital district.
C-4 Provide High Quality Walkable Design for the Public Realm

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

Clarification:

Design the site and building or structure so that pedestrian access is convenient and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence, are well-maintained, and bring life and warmth to the Public Realm. Streets, alleys, trails, and public spaces work together to provide opportunities for civic, cultural, economic, and social activities. This guideline would also apply to open space located within the public realm.

Key Points:

Provide accommodations for casual walking, ample opportunities for seating, design elements that would moderate the effects of adverse weather, integrate landscape features, and provide appropriate lighting.

Examples in Spokane:

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

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

Related Design Criteria:

C-5 Provide Appropriate Weather Protection

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

Clarification:

Such protection should address wind, sun, and precipitation throughout the year. This may be achieved through the use of overhead weather protection (marquees, awnings, arcades, etc.), generous inclusion of an urban forest canopy, heated sidewalks to avoid ice build-up, windbreaks (walls or landscape materials), etc.

Key Points:

The examples provided (see figures C.23-C.25) depict many ways of introducing appropriate weather protection.

Related Design Criteria:


Examples in Spokane

Left: an arcade on the Gonzaga campus.

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

Bottom right: the Catalyst building’s arcade
C-6 Enhance Alleyways

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

Clarification:
Where alleys are adjacent to the site, develop the alleyway to respond to the unique conditions of the site or project. Consider uses that work synergistically with frontage sidewalks and more public spaces - alley improvements should not supplant or interfere with building frontages and primary entrances. Improvements should not interfere with the utilitarian functions of the alleyway.

Key Points:
Incorporate public art, lighting, specimen landscaping, and furniture that minimize encroachment within the alley space (e.g., murals, festoon lighting, potted plants, and mobile furniture).

Related Design Criteria:
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.

D-1 | Create Transitions in Bulk and Scale
D-2 | Design a Well-Proportioned and Unified Building/Structure/Site
D-3 | Maintain the Prevailing Street Edge
D-4 | Design with a Legible Parti
D-5 | Enhance the Skyline
Create Transitions in Bulk and Scale

A building or structure’s form should provide a transition in height, bulk, and scale of the overall development from neighboring or nearby areas with less intensive development.

Clarification:

This guideline refers to typical transitions found in the Spokane area, which are often demonstrated with building setbacks, articulations of building planes and materials, and variable roof heights.

Key Points:

The images depicting Spokane examples (see figures D.04 and D.05) utilize a variety of interventions (transit shelter as arcade and highly articulated building façade) to effectively transition from buildings of significant bulk to the more human-scale public realm and adjacent architectural context.

Related Design Criteria:


Aspirational Examples

Examples in Spokane

Left: a building in Frankfurt, Germany uses curvilinear glazing to reduce the structure’s bulk.
Center: the undulating wall of Tanner Springs Park in Portland, Oregon creates a fun transition between the surrounding office buildings and the sunken natural area.
Right: skyscrapers in Chicago, Illinois use setback to reduce bulk.

Above: the window placement and accents create symmetry and texture. The smaller shapes created by the window accents function to lessen the overall bulk.
Left: due to its placement behind the sidewalk, the bus shelter outside Lewis and Clark High School provides a transition in architecture thereby lessening the bulk of the school building.
Design a Well-proportioned and Unified Building/Structure/Site

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building/structure that exhibits a coherent conformance with the original part.

Clarification:

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

Key Points:

The Gonzaga University’s School of Law building (see figure D.09) uses its own strong architectural language to establish a unified composition, whereas the Liberty Park Branch Library (see figures D.10 and D.11) adopts a spatial language from the surrounding park to build a unified composition. Both buildings are well-proportioned and approach composition from different perspectives.

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-6: Enhance the Building and Site with Landscaping, C-1: Design Facades at Many Scales, C-2: Reinforce Primary Building Entries, D-1: Create Transitions in Built and Scale, D-3: Maintain the Prevailing Street Edge, D-4: Design with a Legible Port, D-5: Enhance the Skyline

Examples in Spokane

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

Top and bottom right: The Liberty Park Branch Library utilizes contemporary architecture as well as synergy with the surrounding park to achieve balance and proportion.
D-3 Maintain the Prevailing Street Edge

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

Clarification:

Building/structure and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience.

Key Points:

The scale and harmony of architectural expressions along a block are key features that contribute to a public realm’s ability to support vibrant pedestrian activity. Street edges are the “walls” that define the public room of every well-composed streetscape.

Related Design Criteria:

D-4 Design with a Legible Parti

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

Clarification:

Since the design of a site, public realm, and building/structure should have an organizational concept experienced through scale, proportion, enclosure, and compositional clarity. This parti should not be modified during the design evolution of a project, but should serve as a guide to resolve design issues throughout the maturation of the project.

Key Points:

The images for this guideline (see figures D.16-D.21) depict projects whose organizational logic is well-expressed and was consistent throughout the various projects’ design evolution.

Related Design Criteria:

Design Guidelines: A-4: Design for Change, B-1: Provide Elements that Define the Place, B-6: Enhance the Building and Site with Landscaping, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-5: Enhance the Skyline

Examples in Spokane

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

Right: A Place of Truths Plaza in downtown Spokane is infused with art and elements celebrating the tribal history and sacred connection to Spokane River.
D-5 Enhance the Skyline

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

Clarification:
Respect noteworthy structures within the vicinity of a project site, in order to respond and contribute to the skyline of the surrounding built context. In this guideline, the term “skyline” is scalar in nature. That is, the larger city has a specific skyline defined by its tallest structures. Neighborhoods, districts, and blocks also have unique skylines defined by their taller structures (which may not correspond with the tallest buildings in the surrounding city).

Key Points:
While the images for this guideline (see figures D.22-D.26) depict skylines at a city scale (i.e., of downtown cores) skylines that may influence any particular project may be found at various scales depending on the area of influence of the project site (e.g., blocks, districts, neighborhoods, cities, or regions).

Related Design Criteria:
Maximize Pedestrian Access to the Building and Site

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

Clarification:

This guideline refers to potential impediments to the free flow of pedestrians onto a site from the public realm. Vehicle turn lanes, curb cuts, service areas, and blank walls can all dissuade pedestrians from being able to comfortably approach, or cross adjacent to, buildings and sites.

Key Points:

The images of Spokane projects (see figures E.04 and E.05) depict conditions where pedestrian access to a site or building is prioritized above vehicular access. The aspirational examples (see figures E.01-E.03) also depict a variety of spaces with generous details that emphasize pedestrian access.

Related Design Criteria:


Examples in Spokane

Figure E.04
Left: Direct access to the front door of the building from and through the parking lot make for easy and safe pedestrian movement through vehicle-focused areas.

Figure E.05
Right: Curb-free entrance plazas allow wheeled pedestrians a wide range of options to access the building. Stone bollards block vehicles from entering the plaza.
Minimize the Impact of Parking Facilities along Street Frontages

Minimize the visual impact of parking by designing parking facilities into the building/structure, e.g., below ground, behind veneer non-parking uses, or above the ground floor.

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

Key Points:
The Department of Environmental Quality’s surface parking lot (see figure E.10) is screened from the street with enhanced landscaping. Gonzaga University’s Hamilton Street parking garage (see figure E.09) is screened from the street by the introduction of a veneer of institutional space (campus office space and bookstore). In both cases, the visual presence of a higher concentration of parked vehicles adjacent to the street is either eliminated or mitigated.

Related Design Criteria:
E-3 Minimize the Presence of Service Areas

Screen service areas and mechanical equipment from the view of passersby.

Clarification:
Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible. Minimize adverse smells, sounds, views, and physical contact by keeping such service areas away from the public realm.

Key Points:
The Liberty Park Branch Library (see figure E.15) utilizes an aesthetic screen/enclosure to visually shield the HVAC and other machinery. The material used for this enclosure is identical to the exterior finish material used for the main building.

Related Design Criteria:
Design Guidelines: A-1: Provide a 360-degree Design, B-1: Provide Elements that Define the Place, B-6: Enhance the Building and Site with Landscaping, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-6: Enhance Alleys, E-1: Maximize Pedestrian Access to the Building and Site

Aspirational Examples

Examples in Spokane

While an enclosure or screen are common ways to hide service areas and mechanical equipment, planting trees and shrubs in front of these areas can be just as effective.

Commissioning a local artist to paint a brick enclosure is a fantastic way to bring character to a space.
Design Sustainable Parking

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

Clarification:
This design guideline refers to all parking facilities (structures and surface lots). Consideration should be given to on-site stormwater infiltration/retention (e.g., permeable pavement), surface treatments that moderate heat island effects, and provide opportunities for energy conservation/generation (e.g., photovoltaic panels, electric vehicle charging stations).

Key Points:
The parking lot for The Hive on Sprague Avenue (see Figure E.19) uses rain gardens and electric vehicle charging stations as sustainable features.

Related Design Criteria:
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].

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 17A.020.040.A.4).

Design Guidelines: 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.A.4. 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 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 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

**Sidewalk Zones:** The various portions of a public sidewalk with discrete functions. These are (see figure, below):

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

2. **Clear Path Zone**
The pedestrian path defined by the primary, dedicated, and accessible pathway that runs parallel to the street. The clear path ensures that pedestrians have a safe and adequate place to walk and should be 5-feet wide in residential settings and 7-12 feet wide in downtown or commercial areas with heavy pedestrian volumes.

3. **Street Furniture Zone**
The section of the sidewalk between the curb and the clear path, in which street furniture and amenities such as lighting, benches, newspaper boxes, transit facilities, utility poles, tree pits, and cycle parking are provided. The street furniture zone may also contain green infrastructure elements such as rain gardens, trees, or flow-through planters.

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.

*Image from Global Designing Cities and the National Association of City Transportation Officials*
Substantial Change: Any change to a project's design after the conclusion of a 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 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) at 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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Design Guidelines for Skywalks
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 Urbisworks, 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 Urbisworks 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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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 Urbisworks, 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 Urbisworks 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.

CITY OF SPOKANE
Nadine Woodward, Mayor

City Council
Brean Seggs, City Council President
Karen Stratton, Council Member, Sponsor
Lori Kimmer, Council Member
Betsy Wilkerson, Council Member
Michael Callcott, Council Member
Trey Tohnson, Council Member
Jonathan Single, Council Member
Candace Memm, Former Council Member
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Dana Karbaugh, AIA
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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 guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project’s design. (Spokane Municipal Code 17A.020.040.L)

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

... Ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City’s comprehensive plan. (Spokane Municipal Code 04.13.015.8)

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 Standards: 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. These 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 hospital)
- On/Off-ramps to elevated structures located on adjacent parcels
How to use this booklet

**A-1 360-degree Design**

Skywalks should respond to the local area context, the public realm and the relationships with adjacent buildings, and should be shaped to consider the quality and functionality of the urban fabric. Locate and shape skywalks to maintain public views of important structures, places and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal elements of adjacent structures. Design 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 used in older buildings to which they may connect. Although the replication of architectural design and elements is not always necessary, in some cases even desirable, efforts should be made to incorporate colors, textures, rhythms, repetitive patterns, shapes, etc., of a connecting building into the design of a skywalk. Care should be given to the relationship between a skywalk and its surrounding urban fabric that views to important buildings, natural features, and key wayfinding elements are conserved.

**Key Points:***
An excellent example of a skywalk with a 360-degree Design consideration is the elevators and escalators that connect the Historic Lewis and Clark High School to the school's Hunter Field House. The expressed structure responds to the historic arches and bridges found in the downtown area, while its lawn connection to the high school relates well to the architecture of the historic structure.

**Related Design Criteria:***

**Examples in Spokane:***
- The Stevens St. Skywalk connecting Lewis & Clark High School and the Hunter Field House displays an excellent response to the adjacent buildings.
- Bottom: The parkade skywalk carries the design down to the parkade.

Visuals to reinforce the explanatory text and guide is how it applies to the project type

Aspirational Examples
Images of exemplary design from national and international locales

Other project type guidelines and design criteria associated with this guideline

Examples from project types demonstrating compliance with the guideline
Guidelines

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

Area of Influence: Region, City, Neighborhood, District

Design Objective

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

Skywalks should respond to the local area context, the public realm and the relationships with adjacent buildings, and should be shaped to consider the quality and functionality of the urban fabric. Locate and shape skywalks to maintain public views of important urban 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 funnels found in the downtown area, while its east connection to the high school relates well to the architecture of the historic structure.

Related Design Criteria:

Design Guidelines: B-1 Provide Elements that Define the Place, B-2 Provide Context, Sensitive Signage and Lighting, 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, 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 arcade.

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.
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:

Examples in Spokane

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

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

Aspirational Examples

Examples in Spokane

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.

Related Design Criteria:
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.

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 too-close 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:

Aspirational Examples

Examples in Spokane

The skywalk’s direct connection to the core (most long-lived) elements of the connecting building (atrium, canopies, and vertical circulation) ensures that the skywalk can serve as a contributing element of a changeable urban environment.
B PUBLIC AMENITIES

Area of influence: Public Realm

Design Objective

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

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
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:

B-2 Provide Context Sensitive Signage and Lighting

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

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

Key Points:
Well-placed 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
B-3 Design for Personal Safety and Security

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

Clarification:

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


Aspirational Examples

Examples in Spokane

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

Top right: well-lit skywalks with straight alignments offer unobstructed passage between connecting buildings, while offering few areas for those seeking to avoid being seen.

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

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

Left: skywalks can serve as territorial reinforcement by asserting the creation of a well-defined outdoor room.
Universal Design

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

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

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

Examples in Spokane

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

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

Area of Influence: Public Realm

Design Objective

Pedestrian Environment guidelines assist designers and developers in creating spaces that define the pedestrian environment.

The intent of the guidelines is to promote a safe and healthy environment where the pedestrian is the priority.

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-1 | Design Façades at Many Scales
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
Design Façades at Many Scales

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

Clarification:

Skywalks can serve as successful extensions of the connecting buildings’ façades. Just as taller buildings are encouraged to contribute to the community’s skyline through articulated roof lines and setbacks, 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 B Dominated Scale, D-2 Design a Well-proportioned and Unified Skywalk, D-3 Enhance the Streetscape.

Aspirational Examples

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 façades.

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 connecting building.
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. Sometimes 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:

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’s 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:


Aspirational Examples

Examples in Spokane

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

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

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

D-1 Create Transitions in Bulk and Scale

D-2 Design a Well-Proportioned and Unified Skywalk

D-3 Enhance the Streetscape

Architectural Expression Guidelines assist designers and developers in creating projects that respect the context and enhance the character of the surrounding built environment. This guideline is intended to guide the design of public realm spaces, ensuring they are complementary to site character and heritage.
D-1 Create Transitions in Bulk and Scale

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

Clarification:

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 part. 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:

D-2 Design a Well-proportioned and Unified Skywalk

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

Clarification:

Design the architectural elements and finish details 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.

Aspirational Examples

Examples in Spokane

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

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

The architecture of the skywalk at Lewis and Clark Middle School fits in well with that of the adjacent architectural parts.
Enhance the Streetscape

Promote resilient development by choosing sustainable design and building practices wherever 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:

Aspirational Examples

Examples in Spokane

The Parkade skywalk 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.
E-1 Maximize Pedestrian Access to the Skywalk

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

Clarification:

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:


Examples in Spokane

Ramps allow wheeled access to the skywalk network.

A stairway at a major downtown intersection provides access to the skywalk, and safe passage above vehicular traffic.
E-2 Minimize Adverse Visual Impacts to Traffic Flow

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

Clarification:

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:

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](image-url)

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

2. **Storefront/Window Zone**
   - The portion of the ground floor with 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.

3. **Transom/Ceiling Zone**
   - The portion of the ground floor accommodating transitional elements from the ground floor to the upper floors. Exterior elements often include marquees, awnings, transom windows, signage, and cornices.

**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 design criteria for design departures listed in the Unified Development Code (Spokane Municipal Code 12A.09.040.A.4).

**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, or 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 12A.09.040.U). 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.
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.

Pilothole: In urban design a pilothole is defined as a projecting masonry coursing that forms a platform for a building. Such a course is typically knee-high, though taller pilotholes 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

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

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 of the building facing the street and the space immediately adjacent to the building.

2. Clear Path Zone
   - The pedestrian clear path defined by the primary accessible pathway that runs parallel to the street. The clear path ensures that pedestrians have a safe and adequate place to walk and should be 5-feet wide in residential settings and 7- to 12-feet wide in downtown or commercial areas with heavy pedestrian volumes.

3. Street Furniture Zone
   - The section of the sidewalk between the curb and the clear path, in which street furniture and amenities such as lighting, benches, newspaper kiosks, transit facilities, utility poles, trees, and bicycle parking are provided. The street furniture zone may also contain green infrastructure elements such as rain gardens, trees, or flow-through planters.

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 curb-side 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 pedestrian, 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.

**Visibility:** A design solution for residential uses that eliminates major accessibility barriers. Visibility 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) at 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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