

Design Review Board - Meeting Minutes

May 23, 2018

Meeting called to order at 5:32 PM

Attendance

- Board Members Present: Dave Buescher - Chair pro-tem, Ted Teske, Alex Maxwell, Ryan Leong, Charlene Kay.
- Board Members Not Present: Steven Meek - Chair, Anne Hanenburg, Kathy Lang (CA Liaison).
- Quorum present. YES (*No less than four*).
- Staff Present: Dean Gunderson, and Omar Akkari

Briefing Session:

1. **Chair Report:** No report.
2. **Approval of the May 9, 2018 meeting minutes.**
 - Call for a motion:
 - **Motion to approve minutes as amended Ryan; Alex seconded; Minutes approved unanimously 5/0.**
 - Old Business? No.
 - New Business? Dean indicated that several applications have been submitted for the June 13 meeting; two were received today. One application is for a seven-story tower collaborative workshop; the second is for the Riverfront Park Pavilion shade structure final recommendation meeting; the third application is for the Garden District (South Hill PUD) recommendation meeting. We can only review two projects on the 13th. It was suggested to hold-off on the Pavilion recommendation since they are still demolishing at that site. The Garden District should be first on the agenda due to anticipated public comment; and the seven-story tower second. The DRB can review the Pavilion project on June 27th, Dean to contact Parks.
 - Any Changes to the Agenda? No

Workshop:

3. **Collaborative Workshop: STA High Performance Transit Line**

The DRB will consider the design of the proposal as viewed from the surrounding public realm.

- **Staff Report:** Omar Akkari - City of Spokane
 - Omar gave a PowerPoint presentation and staff report. He noted that this project covers a lot of elements. Karl Otterstrom, STA Director of Planning and Development, and Daniel Wells, STA Deputy Director of Capital Development were in attendance.
 - How to structure such a large project was asked of the attendees.
 - Omar familiarized the group with the parts and pieces of the various elements of the project, including the kit-of-parts. There will be similar elements at each station.
 - The focus today will be on the Central City Line stations.
 - This project will be crossing several different regulatory zones, including historic districts, downtown, and centers and corridors, which all have their distinct regulations and language, which will guide how stations are treated in these various zones.
 - The second DRB meeting will focus on parts of the system that are not Central City Line.
 - The third meeting will present advisory actions.
 - Discussed during this presentation were: built and urban form, character, context, sense of place, green building, stormwater components, pedestrian interaction, public amenities, lighting standards, as discussed in the Comprehensive Plan.
 - This project is fully-funded.
 - Omar reviewed the *Topics of Discussion* as outlined in the presentation.

- **Applicant Presentation**
 - There are 7-8 transit projects coming forward this year; some roads will be re-engineered. Some of the transit shelters may need to be installed this fall, e.g. along Monroe St.
 - Tonight, the plan is to be able to get to the ‘nuts and bolts’ of this project in order to get ready for the next meeting.
 - Karl discussed **High Performance Transit**, which is of a higher performance than a regular bus; and the Connect Spokane principles.
 - Dan discussed the kit-of-parts and elements of the station design - including the Central City Line, and other routes of the system.
 - Bike routes, ADA loading, various shelter designs, furniture, right-of-way, maintenance, the STA Comprehensive Plan, and various transit elements, funding opportunities for art, and site-lines at shelters were discussed.
 - Three overall shelter concepts were reviewed, along with the public engagement that has occurred to date for this project.
- **Public Comment:** Verbal and Written comments
 - No public comment.
- **Board Discussion and Motion**
 - Will there be doors on both sides of the Central City Line bus? *The other routes will have doors on one side; they won't have center-lane stops.*
 - Will there be better weather protection at the bus shelters? *Yes.*
 - Fixtures will be appropriate heights to just light the specific bay. 3 to 5-foot candles are industry standards. City may ask STA to extend lighting beyond the transit stop in some areas.
 - Co-location of facilities may include stormwater features tied to landscaping.
 - STA has met with Urban Forestry, and STA has indicated they can't replace trees that are removed for facility installation, but will assure the City has no net loss of street trees.
 - Way-finding signs and gateway sites adjacent to sites STA will be disturbing was discussed.
 - There are several elements we are reviewing: heated stations to melt snow; solar. There will not be emergency buttons or recharge stations at the transit stations.

Char asked STA if they could add some uniqueness to each station? Perhaps a way to integrate into the structure design elements that tie into the neighborhood, where they can choose what elements or colors that are not part of the modular design. They could choose one of three design elements.

How will you inform pedestrians and bike users into using these transit services? At each station we propose to have an LCD screen and static map - a Content Management System - could include location information along with weather, PSAs, schedule, etc. A static map would be a wayfinding tool. Station specific maps would be a certain color describing that area. Bricks/stamped concrete will be part of the context sensitive design; we want a 50-100 year life on features; we want the facility to be sustainable.

Ryan noted that a lot has been focused on enhancements; please send along a kit-of-parts matrix;

Advisory Actions:

Based on review of the materials submitted by the applicant and discussion during the May 23, 2018 Collaborative Workshop, the Design Review Board recommends the following:

1. **While recognizing the importance of the modular and expandable kit-of-parts, it is important to have a suite of visual “identification” options (as defined by STA), that are part of an expanded kit-of-parts from which neighborhoods and districts may select.**
2. **The applicant shall further identify within districts or contextual areas, which stations should have similar visual identification options within the expanded kit-of-parts, and present those options before the DRB. This should be done through collaboration with neighborhood councils or relevant associations.**
3. **We encourage the applicant to work with the City of Spokane to provide contextual identification elements based on already pre-established City-selected amenities.**

4. The applicant shall better define site lighting and potential light pollution that could affect adjacent private properties.

Motion to Approve made by Char, Dave seconded: Passed unanimously 5/0.

Board Business: No board business

Meeting adjourned at 8:32 p.m.

Next Design Review Board meeting is scheduled for **June 13, 2018**