



Spokane Plan Commission Agenda

Wednesday, October 27, 2021

2:00 PM

Virtual Teleconference

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting - See Below For Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each	Citizens are invited to address the Plan Commission on any topic not on the agenda.
----------------	---

Commission Briefing Session:

2:00 – 2:30	<ol style="list-style-type: none">1. Approve 10/13/2021 meeting minutes2. City Council Report3. Community Assembly Liaison Report4. President Report5. Transportation Sub-Committee Report6. Secretary Report <p>-Introduction of Steven MacDonald, new Community and Economic Division Director</p>	All CM Lori Kinnear Mary Winkes Todd Beyreuther Clifford Winger Louis Meuler
-------------	---	---

Workshops:

2:30 – 2:50	1. 2022 Plan Commission Work Program	Louis Meuler
2:50 – 3:30	2. Full Draft Guidelines for City Wide, Skywalks, Public Projects	Dean Gunderson
3:30 – 4:00	3. Comprehensive Plan Amendments Ideas	Beyreuther, Winger, Banks

Continued Hearing:

4:00 – 5:00	<ol style="list-style-type: none">1. Comprehensive Plan Amendments <p>-link to Comprehensive Plan Amendments web page</p>	Kevin Freibott
-------------	---	----------------

Adjournment: The next PC meeting will be held on Wednesday, November 10, 2021

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission Meeting Information

Wednesday, October 27, 2021

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.

Members of the general public are encouraged to join the on-line meeting using the following information:

Meeting Password:
PlanCommission

Meeting Number
(access code):
146 443 9763

Join Webex Meeting Online: [JOIN MEETING](#)

Tap to join from a mobile device (attendees only):

+1-408-418-9388,,1462059622##

+tel:%2B1-408-418-9388,,*01*1462059622%23%23*01* United States Toll

Join by phone: +1-408-418-9388 United States Toll

Global call-in numbers:

<https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af7864559443420dee7b>

Join from a video system or application: Dial [sip:1462059622@spokanecity.webex.com](tel:sip:1462059622@spokanecity.webex.com)

You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business Dial:

[sip:1462059622.spokanecity@lync.webex.com](tel:sip:1462059622.spokanecity@lync.webex.com)

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Louis Meuler at plancommission@spokanecity.org

The audio proceedings of the Plan Commission meetings will be recorded, with digital copies made available upon request.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Spokane Plan Commission - Draft Minutes

October 13, 2021

Webex Teleconference

Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

Attendance:

- Board Members Present: Todd Beyreuther (President), Greg Francis (Vice President), Michael Baker, Jesse Bank, Carole Shook, Tim Williams, Clifford Winger, Jo Anne Wright
- Board Members Not Present:
- Non-Voting Members Present/Not Present: Mary Winkes (Community Assembly Liaison), Council Member Lori Kinnear
- *Quorum Present: yes*
- Staff Members Present: Louis Meuler, Tirrell Black, Jackie Churchill, Colin Quinn-Hurst, Kevin Freibott, James Richman, Tate Andrie, Amanda Beck, Jessica Stratton, Paul Ingiosi

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

Minutes: Minutes from September 22, 2021 meeting approved unanimously.

Briefing Session:

1. City Council Liaison Report - Louis Meuler reported CM Lori Kinnear

- Mr. Meuler reported that Transportation Secretary Roger Millar gave a presentation to City Council which addressed Transit Oriented Development around Centers and Corridors.
- City Council is starting to weigh into City Budget and a public meeting will be held on Friday October 15, 2021.
- City Council passed a resolution, unanimously, on October 11th which asked the Mayor to hire consultants to apply for funding for housing.
- Mr. Meuler related CM Kinnear's statement about traffic issues in neighborhoods that were written about in the Spokesman Review, that she was glad traffic issues were identified as a problem and that speed cameras are not yet allowed around parks.

2. Community Assembly Liaison Report - Mary Winkes

- None

3. Commission President Report - Todd Beyreuther

- None

4. Transportation Subcommittee Report - Clifford Winger

- Mr. Winger reported that the PCTS did meet on October 5 and discussed Ray Freya Alternatives. Another item that was discussed was the US 195/ I-90 study and the report is available on the Spokane Regional Transportation Council (SRTC) website. He urged the Plan Commission members to examine the report and to consider the ramifications of development along the US 195 corridor.
- Mr. Winger also stated that a member of the Plan Commission needs to be assigned to the Citizen Transportation Advisory Board. Mr. Winger volunteered to be the CTAB member.

5. Secretary Report - Louis Meuler

- Mr. Meuler reported that he has scheduled two upcoming joint City Council/Plan Commission meetings. One for October 21, 2021 at 11am to discuss Comprehensive Plan Amendment ideas. Another is planned for November 11 to discuss 2022 PC work program.

Workshop(s):

1. Center Line Transit Oriented Development Framework Study

- Presentation provided by Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

2. 2022 Plan Commission Work Program

- Presentation provided by Louis Meuler
- Questions asked and answered
- Discussion ensued

3. Sustainability Action Plan

- Presentation provided by Kara Odegard
- Questions asked and answered
- Discussion ensued

4. Comprehensive Plan Amendment Ideas

- Presentation provided by Todd Beyreuther
- Questions asked and answered
- Discussion ensued

Hearings:

1. 6 Year City Wide Capital Improvement Program Hearing

- Presentation provided by Jessica Stratton
- Questions asked and answered
- Discussion ensued
- Public Comment:
 - Nicolette Ocheltree spoke in opposition of the CIP program based on the lack of specificity of funding sources.

Greg Francis moved to recommend for adoption of the 2022-2027 City Wide Capital Improvement Program to City Council. Seconded by Clifford Winger. Motion Carried Unanimously (8,0)

2. Comprehensive Plan Amendments

- Presentation provided by Kevin Freibott, Kara Mowery Frashefski, and Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

Z20-194COMP:

- Public Comment: None

Z20-206COMP:

- Public Comment:
 - Andy Louie, 162 East Fairview, spoke in opposition of Z20-206COMP, stating that he believes that traffic will change and increase, and that crime will likely increase too.
 - Alex Louie, 220 East Fairview, Logan Neighborhood, spoke in opposition of Z20-206COMP stating his concern about possible increase in traffic.
 - Lynn Shirrill, 408 E. Fairview Ave, Logan Neighborhood, spoke in opposition of Z20-206COMP and expressed concern that the one way road will have too much traffic.
 - Bill Down, 408 East Fairview, spoke in opposition of Z20-206COMP saying that the streets are too narrow for increased traffic.
 - Cheryl Louie, 162 E Fairview, spoke in opposition of Z20-206COMP.
 - Chris Hardin, 915 E Euclid Ave, spoke in favor of Z20-206COMP and thinks that public transit should be added along with additional cross walks on N. Foothills Drive.
 - Jocelynn Slade commented that she thinks that the public should have been noticed about the proposed change sooner.
 - Greg Koller, owner of 317 E Cleveland, 323 E Cleveland and 403 E Cleveland, spoke in favor of Z20-206COMP, and stated that the area had been zoned for a higher density in the past and was changed its current lower density zone.
- Z20-207COMP - Dwight Hume Agent, Mark Agee Applicant
 - Public Comment:
 - Eric Iannelli spoke in opposition to Z20-207COMP, stating that changes shouldn't be made until concerns about the Llyod Apartments are addressed.
- Z20-208COMP - Dwight Hume Agent, Mark Agee Applicant
 - Public Comment:
 - Chris Hardin spoke in favor of Z20-208COMP.
- Z20-209COMP Kandis Larsen, Integrus Architecture Agent, Greg Forsyth
 - Public Comment:
 - None
- Z21-022COMP City Sponsored Amendment to the Bike Map network
 - Public Comment:
 - None

Comprehensive Plan Amendments Hearing was continued to the next Plan Commission meeting on October 27, 2021.

Meeting Adjourned at 5:50 PM

Next Plan Commission Meeting scheduled for Wednesday, October 27, 2021

Discussion Draft Plan Commission 2022 Work Plan

Project Name	Start/Status	Plan Commission Review	Project Completion
Design Guidelines – Shoreline, Public Projects, PUD, Skywalk, etc.	In Progress	Q4-2021	Q1-2022
Housing Action Plan Implementation Grant - If Awarded	Q4-2021	Phase 1 - Q1-2022	Q2-2023
Phase 1 - Housing Code Amendments; ADU, Attached, Duplex, Short Plat, SEPA exemptions, etc.	In Progress	Q1-2022	Q1-2022
Phase 2 - Housing Code Amendments	Q2	TBD	TBD
Transit Oriented Development Implementation Grant. U-District - If Awarded	Q4-2021	TBD	Q2-2023
Regional Planning / County Wide Planning Policies Update	Q1-2022	TBD	TBD
Design Guidelines – Shoreline, Public Projects, PUD, Skywalk, etc.	In Progress	Q4-2021	Q1-2022
Capital Facilities Chapter Update - Water	In Progress	TBD	TBD
Capital Facilities Chapter Update - Sewer	TBD	TBD	TBD
Highway 2 - West Plains Transportation Study - WSDOT Lead	In Progress	Q4-2021	Q1-2022
U.S. 195 / I-90 Transportation Study - SRTC Lead	In Progress	Q4-2021	Q1-2022
Division Street Study - Finish Phase 1 - Start Phase 2 - SRTC Lead	In Progress	Q4-2021	Q1-2022
"City Line" TOD Overlay Framework Study	In Progress	Q4-2021	Q1-2022
Transit Oriented Development Centers and Corridors Planning - Monroe	Q1-2022	Q4-2022	Q1-2023
North Bank / Stadium District Plan Completion	Q1-2022	Q3-2022	Q4-2022
Unified Development Code Clean-up: Depending on Resources	TBD	TBD	TBD
Short Term Rental Housing Ordinance Update	TBD	TBD	TBD
North Town - Center Planning	TBD	TBD	TBD

2022 Mandated / Annual Projects

6-Year Transportation Program Update	In Progress	Q2-2022	Q2-2022
6-Year City-Wide Capital Program Update	Q2-2022	Q3-2022	Q4-2022
2021 / 2022 Annual Comp Plan Amendments	In Progress	Q2/Q3 - 2022	Q4-2022
Flood Plain Regulation Update	Q2-2021	Q3-2021	Q4-2021

Notes:

Remaining Neighborhood Plans - Minnehaha, Shiloh Hills, Balboa / S. Indian Trail, Latah/Hangman

Spokane County Urban Growth Area Mandatory Review - 2025

WA State Periodic Comprehensive Plan Update - June, 2026

Next WA State Shoreline Program Update - June, 2030

DRAFT

Design Guidelines for Public Projects

Publication Page & Date



CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

Breean Beggs, City Council President

Lori Kinnear, Council Member

Betsy Wilkerson, Council Member

Kate Burke, Council Member

Michael Cathcart, Council Member

Candace Mumm, Council Member

Karen Stratton, Council Member

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

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

Stakeholders

Andrew Rowles, Downtown Spokane Partnership

City of Spokane Staff

Dean Gunderson, Planning Services, Senior Urban Designer

Taylor Berberich, Planning Services, Urban Designer

Tami Palmquist, Principal Planner

James Richman, Legal Services

Louis Meuler, Planning Services, Interim Director

Technical Working Group

Kathy Russell, AIA Spokane

Steele Fitzloff, WASLA Eastern Association

Mary May, WAPA Inland Empire Section

Kathy Lang, City of Spokane Design Review Board

Steering Committee Members

Table of Contents

PROJECT BACKGROUND, EXPLANATION, AND PURPOSE	4
DESIGN GUIDELINES FOR SKYWALKS: DEFINED	5
HOW TO USE THIS BOOKLET	6
A URBAN DESIGN	10
A-1: Provide a 360-degree Design	12
A-2: Provide a Sustainable Framework	14
A-3: Accomodate the Multi-modal Transportation Network	16
A-4: Design for Change	18
B PUBLIC AMENITIES	20
B-1: Provide Inviting and Usable Open Space	22
B-2: Enhance the Building and Site with Landscaping	24
B-3: Provide Elements that Define the Place	26
B-4: Provide Context Sensitive Signage and Lighting	28
B-5: Design for Personal Safety and Security	30
B-6: Universal Design	32
C PEDESTRIAN ENVIRONMENT	34
C-1: Design Façades at Many Scales	36
C-2: Reinforce Primary Building Entries	38
C-3: Provide Appropriate Weather Protection	40
C-4: Enhance Alleyways	42
C-5: Develop Pedestrian-oriented Spaces Along Street Frontages	44
C-6: Provide a High-Quality Design for the Public Realm	46
D ARCHITECTURAL EXPRESSION	48
D-1: Create Transitions in Bulk and Scale	50
D-2: Design a Well-proportioned and Unified Building/Structure/Site	52
D-3: Maintain the Prevailing Street Edge	54
D-4: Design with a Legible Parti	56
D-5: Enhance the Skyline	58
E ACCESS & SCREENING	60
E-1: Maximize Pedestrian Access to the Building and Site	62
E-2: Minimize the Impact of Parking Facilities Along Street Frontages	64
E-3: Minimize the Presence of Service Areas	66
E-4: Design Sustainable Parking	68

Project background, explanation, purpose

Guideline vs. Standard
What is a Design Guideline?

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

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

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

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

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

How is this different than a Design Standard?

Design Standard: an obligatory design requirement for any project.

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

The design review process cannot waive compliance with these standards.

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

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

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

Design Guidelines for Public Projects

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

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



How to use this booklet

Guideline

Clarification

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

Images

Visuals to reinforce the explanatory text

B-3 Provide Elements that Define the Place

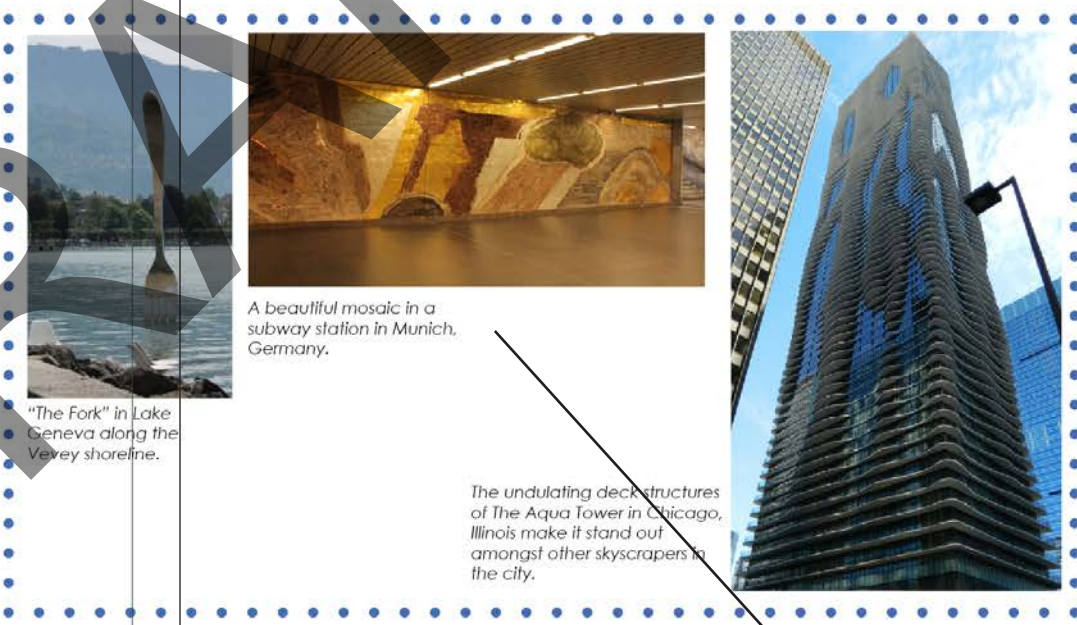
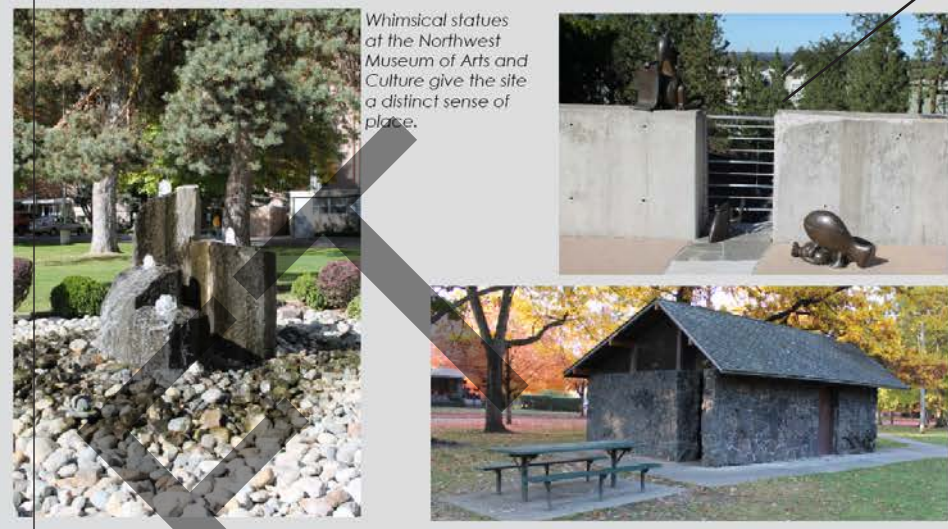
Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable 'sense of place' associated with the building/structure and site.

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

Clarification

Key Points:

Related Design Criteria:
Design Guidelines-
Comprehensive Plan Goals and Policies:



26 | Design Guidelines for Public Projects

Design Guidelines for Public Projects | 27

Related Design Criteria

Other project type guidelines and design criteria associated with this guideline

Key Points

Examples from project types demonstrating compliance with the guideline

Aspirational Examples

Images of exemplary urban design from national and international locales

Guidelines

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

DRAFT

A URBAN DESIGN

Area of Influence: Region, City, Neighborhood, District

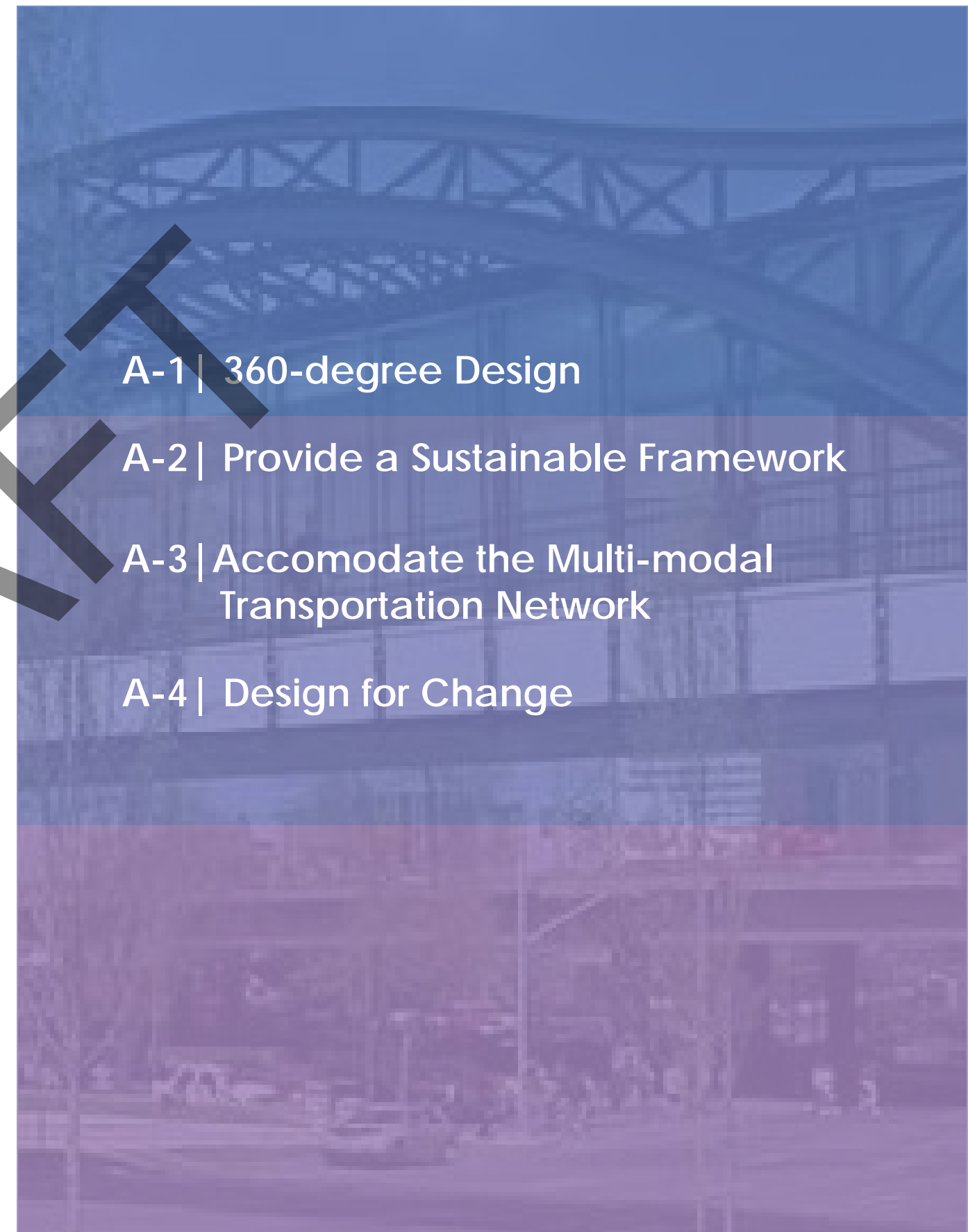
Design Objective

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

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

Graphic noting area of influence

DRAFT



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 facades with similar effort and consideration as the primary/front facades.

Key Points:

Related Design Criteria:

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



The Lincoln Heights Reservoir Tank #1

The Numerica Skate Ribbon in Riverfront Park



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



A-2 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles.

Clarification

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

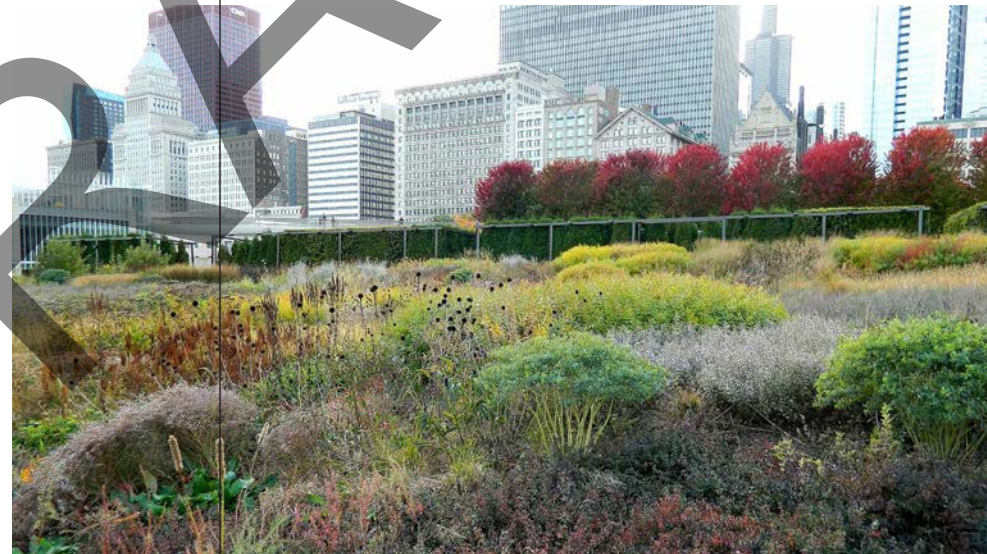
Promote resilient development by choosing sustainable design and building practices whenever possible. Employ passive solar design in façade configurations, treatments, and materials - and where practicable incorporate active solar power systems. Employ techniques and technologies to improve the ecological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

Key Points:

Related Design Criteria:

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

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



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

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



A-3 Accomodate the Multi-modal Transportation Network

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

Clarification

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

Key Points:

Related Design Criteria:

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

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

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

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



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

A-4 Design for Change

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

Clarification

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

Key Points:

Related Design Criteria:

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



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



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

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



B PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

Graphic noting area of influence

DRAFT

B-1 | Provide Inviting and Usable Open Space

B-2 | Enhance the Building and Site with Landscaping

B-3 | Provide Elements that Define the Place

B-4 | Provide Context-Sensitive Signage and Lighting

B-5 | Design for Personal Security

B-6 | Universal Design

B-1 Provide Inviting and Usable Open Space

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

Clarification:

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

Key Points:

Related Design Criteria:

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



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

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

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



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



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

B-2 Enhance the Building and Site with Landscaping

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

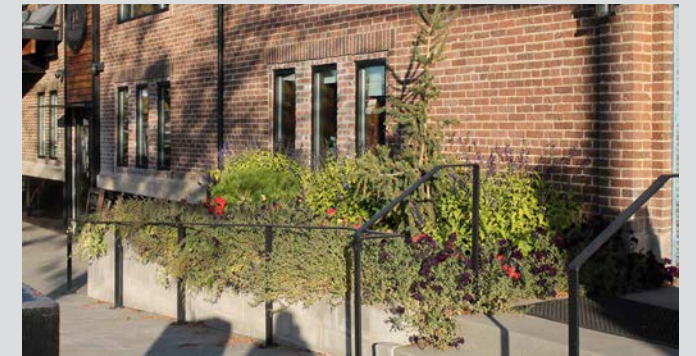
Clarification

Key Points:

Related Design Criteria:

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

The landscaping at the Northwest Museum of Arts and Culture



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

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



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

B-3 Provide Elements that Define the Place

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

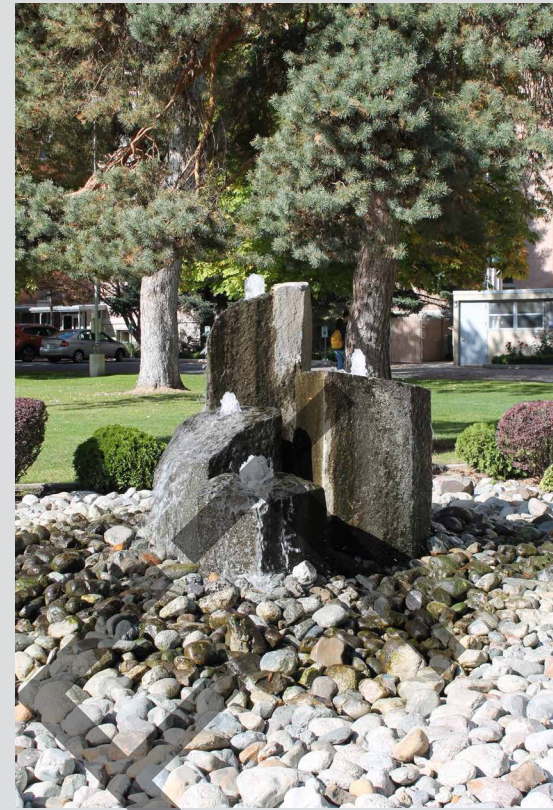
Renovations, restorations, and additions should respect nearby historic features. New buildings and/or structures in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context.

Clarification

Key Points:

Related Design Criteria:

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



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



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



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



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

B-4 Provide Context Sensitive Signage and Lighting

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

Clarification:

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

Key Points:

Related Design Criteria:

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



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

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

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



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

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

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



B-5 Design for Personal Safety and Security

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

Clarification

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

Key Points:

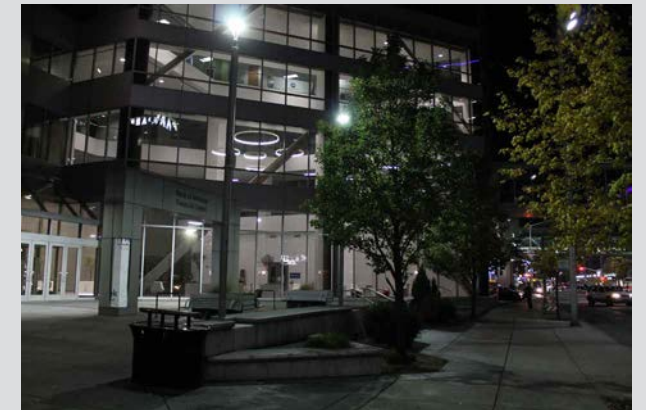
Related Design Criteria:

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

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

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

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



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



B-6 Universal Design

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

Clarification

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

Key Points:

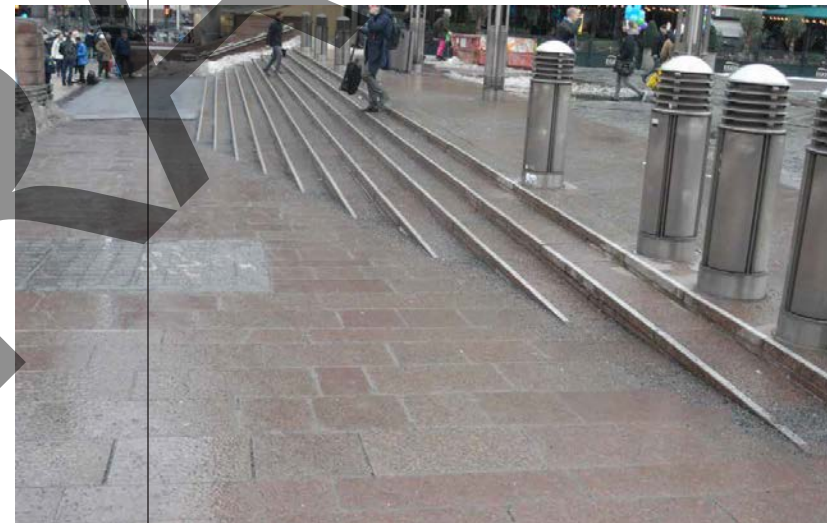
Related Design Criteria:

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



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

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



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



C PEDESTRIAN ENVIRONMENT

Area of Influence: Public Realm

Design Objective

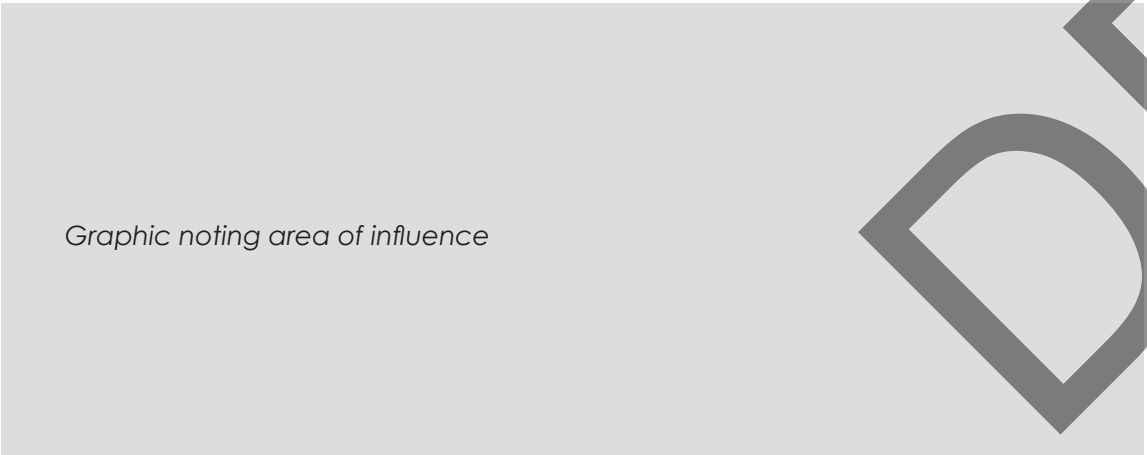
Pedestrian Environment guidelines assist designers and developers in creating skywalks that define the pedestrian environment.

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

While there is a need for automobile, bicycle and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement.

Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised.

The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.



C-1 | Design Façades at Many Scales

C-2 | Reinforce Primary Building Entries

C-3 | Provide Appropriate Weather Protection

C-4 | Enhance Alleyways

C-5 | Develop Pedestrian-Oriented Spaces Along Street Frontages

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

C-1 Design Façades at Many Scales

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

Clarification:

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

Key Points:

Related Design Criteria:

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



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

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



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

C-2 Reinforce Primary Building Entries

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

Clarification

Key Points:

Related Design Criteria:

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



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

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

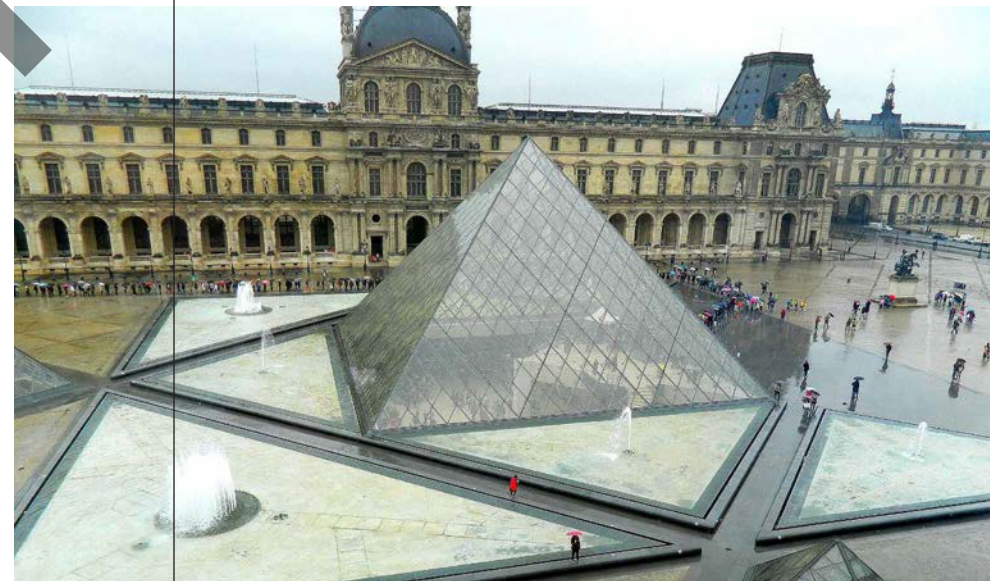
Right: a long promenade in line with the entrance to this university building creates a dramatic statement.



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

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

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



C-3 Provide Appropriate Weather Protection

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

Clarification

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

Key Points:

Related Design Criteria:

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

Left: an arcade on the Gonzaga campus.

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

Bottom right: the Catalyst building's arcade



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



C-4 Enhance Alleyways

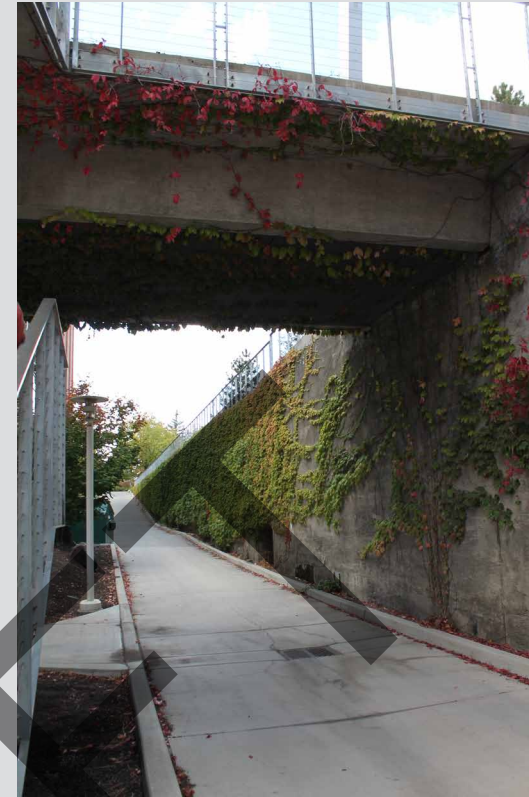
To increase pedestrian safety, comfort, and interest; where proposed develop the alleyway in response to the unique conditions of the site or project.

Clarification

Key Points:

Related Design Criteria:

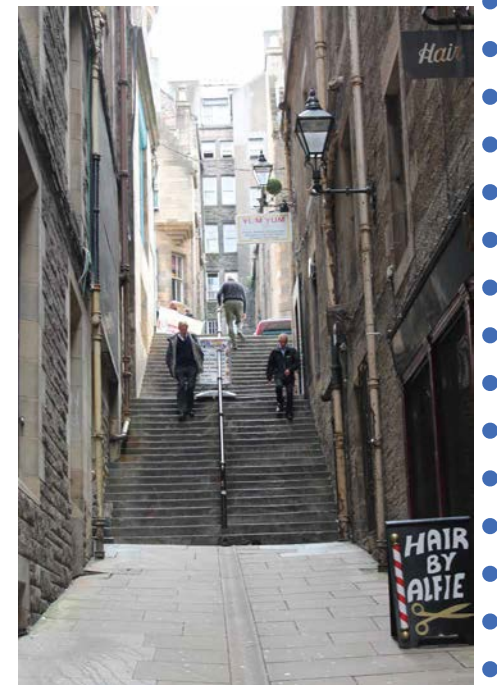
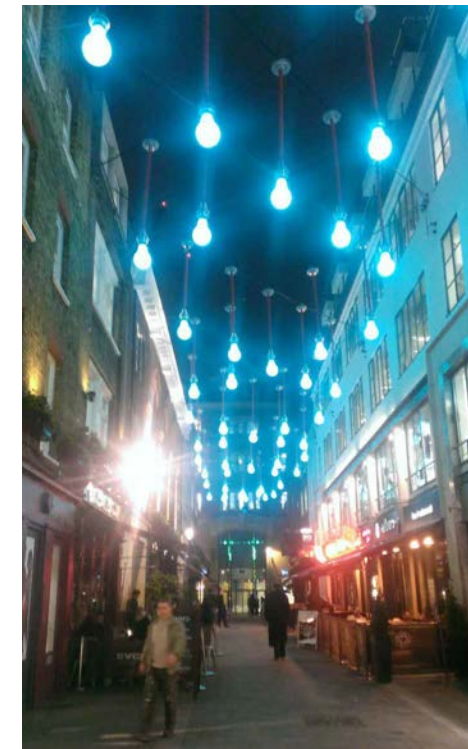
Design Guidelines: Design Guidelines: B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-3 Provide Elements that Define The Place, B-4 Provide Context Sensitive Signage and Lighting, B-5 Design for Personal Safety and Security, B-6 Accommodate Universal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



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



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



C-5 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity.

Clarification

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

Key Points:

Related Design Criteria:

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



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



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



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

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

Clarification

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

Key Points:

Related Design Criteria:

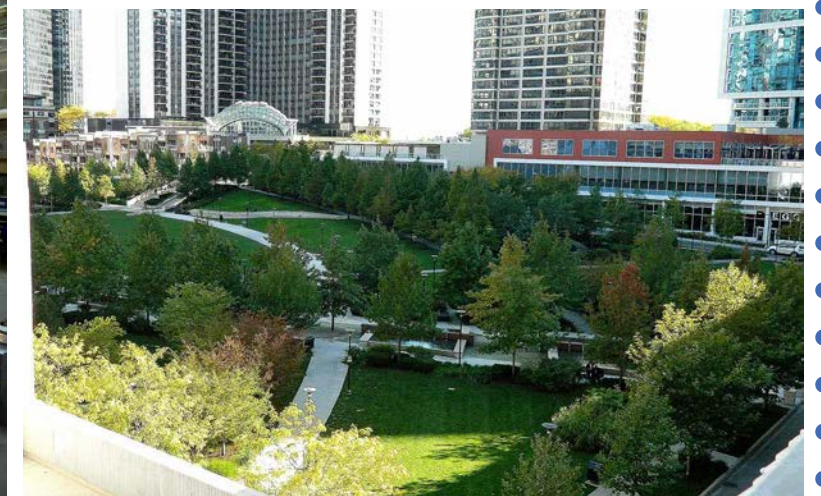
Design Guidelines: A-1 Provide a 360-degree Design, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Building and Site with Landscaping, B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales,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

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

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



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



D ARCHITECTURAL EXPRESSION

Area of Influence: Building, Structure, & Site

Design Objective

Architectural Expression guidelines assist designers and developers in creating skywalks that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote architectural design that is complementary to Spokane's heritage

and character. The following objectives and guidelines for Spokane primarily address the exterior of skywalks and their relationship to its architectural surroundings.



Graphic noting area of influence

DRAFT



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 Part

D-5 | Enhance the Skyline

D-1 Create Transitions in Bulk and Scale

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



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.

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

Clarification

Key Points:

Related Design Criteria:

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



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

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

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

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

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



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.



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

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



Clarification

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

Key Points:

Related Design Criteria:

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

D-3 Maintain the Prevailing Street Edge

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



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

Clarification

Building/structure and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience. The scale and design continuity along a block are important elements that contribute to an active, engaging, and pedestrian-oriented streetscape.

Key Points:

Related Design Criteria:

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

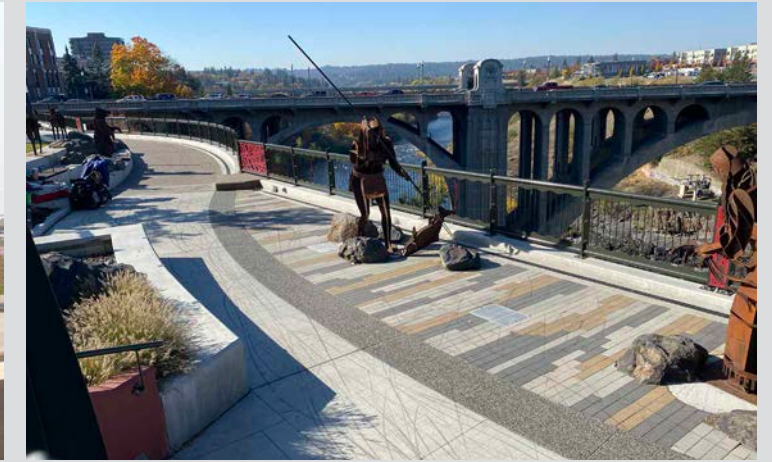


At the far end of the prevailing street edge concept, these European streets have an undeniable street edge to which all the buildings align.



D-4 Design with a Legible Parti

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



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.

Clarification

Since the design of a site, public realm, and building/structure should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement.

Key Points:

Related Design Criteria:

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

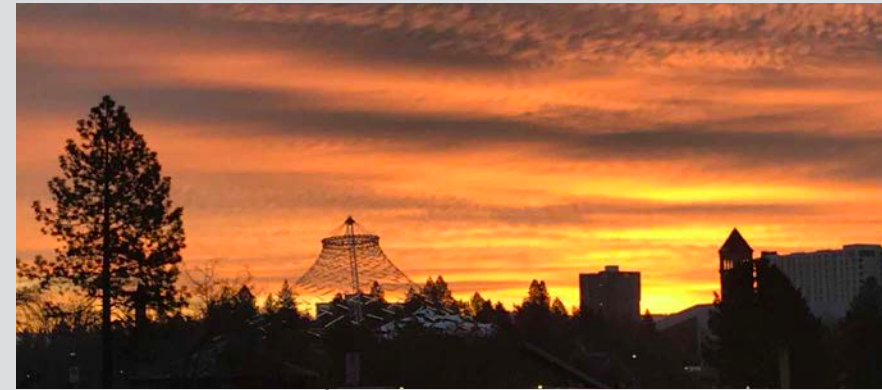


Chicago's "Cloud Gate" and Hard Rock Cafe along with the Pompidou Museum and plaza in Paris all give off clear messages as to their design concepts.



D-5 Enhance the Skyline

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



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

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



Clarification

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

Key Points:

Related Design Criteria:

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



Various notable skylines around the world.

E ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

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

Graphic noting area of influence

DRAFT

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

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

E-3 | Minimize the Presence of Service Areas

E-4 | Design Sustainable Parking

E-1 Maximize Pedestrian Access to the Building and Site

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



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

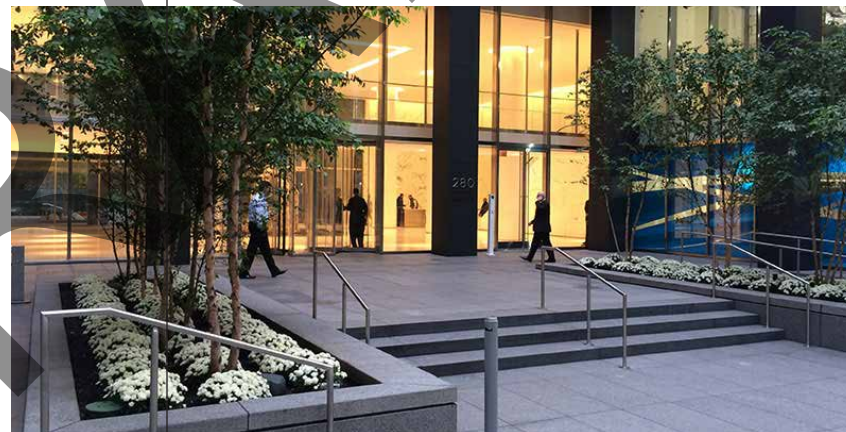
Right: Curb-free entrance plazas allow wheeled pedestrians a wider range of options to access the building. Stone bollards block vehicles from entering the plaza.

Clarification:

Key Points:

Related Design Criteria:

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



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



E-2 Minimize the Impact of Parking Facilities along Street Frontages

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

Clarification

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

Key Points:

Related Design Criteria:

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



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

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



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

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

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



E-3 Minimize the Presence of Service Areas



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

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

Clarification

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

Key Points:

Related Design Criteria:

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



Image Description



E-4 Design Sustainable Parking

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

Clarification

Key Points:

Related Design Criteria:

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

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



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



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



DRAFT

Citywide Design Guidelines

Publication Page & Date



CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

Breean Beggs, City Council President

Lori Kinnear, Council Member

Betsy Wilkerson, Council Member

Kate Burke, Council Member

Michael Cathcart, Council Member

Candace Mumm, Council Member

Karen Stratton, Council Member

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

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

Stakeholders

Andrew Rowles, Downtown Spokane Partnership

City of Spokane Staff

Dean Gunderson, Planning Services, Senior Urban Designer

Taylor Berberich, Planning Services, Urban Designer

Tami Palmquist, Principal Planner

James Richman, Legal Services

Louis Meuler, Planning Services, Interim Director

Technical Working Group

Kathy Russell, AIA Spokane

Steele Fitzloff, WASLA Eastern Association

Mary May, WAPA Inland Empire Section

Kathy Lang, City of Spokane Design Review Board

Steering Committee Members

Table of Contents

PROJECT BACKGROUND, EXPLANATION, AND PURPOSE	4
CITYWIDE DESIGN GUIDELINES: DEFINED	5
HOW TO USE THIS BOOKLET	6
A URBAN DESIGN	10
A-1: Provide a 360-degree Design	12
A-2: Provide a Sustainable Framework	14
A-3: Accomodate the Multi-modal Transportation Network	16
A-4: Design for Change	18
B PUBLIC AMENITIES	20
B-1: Provide Inviting and Usable Open Space	22
B-2: Enhance the Project with Landscaping	24
B-3: Provide Elements that Define the Place	26
B-4: Provide Context Sensitive Signage and Lighting	28
B-5: Design for Personal Safety and Security	30
B-6: Universal Design	32
C PEDESTRIAN ENVIRONMENT	34
C-1: Design Façades at Many Scales	36
C-2: Reinforce Primary Building Entries	38
C-3: Provide Appropriate Weather Protection	40
C-4: Enhance Alleyways	42
C-5: Develop Pedestrian-oriented Spaces Along Street Frontages	44
C-6: Provide a High-Quality Design for the Public Realm	46
D ARCHITECTURAL EXPRESSION	48
D-1: Create Transitions in Bulk and Scale	50
D-2: Design a Well-proportioned and Unified Building/Structure/Site	52
D-3: Maintain the Prevailing Street Edge	54
D-4: Design with a Legible Parti	56
D-5: Enhance the Skyline	58
E ACCESS & SCREENING	60
E-1: Maximize Pedestrian Access to the Building and Site	62
E-2: Minimize the Impact of Parking Facilities Along Street Frontages	64
E-3: Minimize the Presence of Service Areas	66
E-4: Design Sustainable Parking	68

Project background, explanation, purpose

Guideline vs. Standard
What is a Design Guideline?

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

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

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

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

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

How is this different than a Design Standard?

Design Standard: an obligatory design requirement for any project.

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

The design review process cannot waive compliance with these standards.

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

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

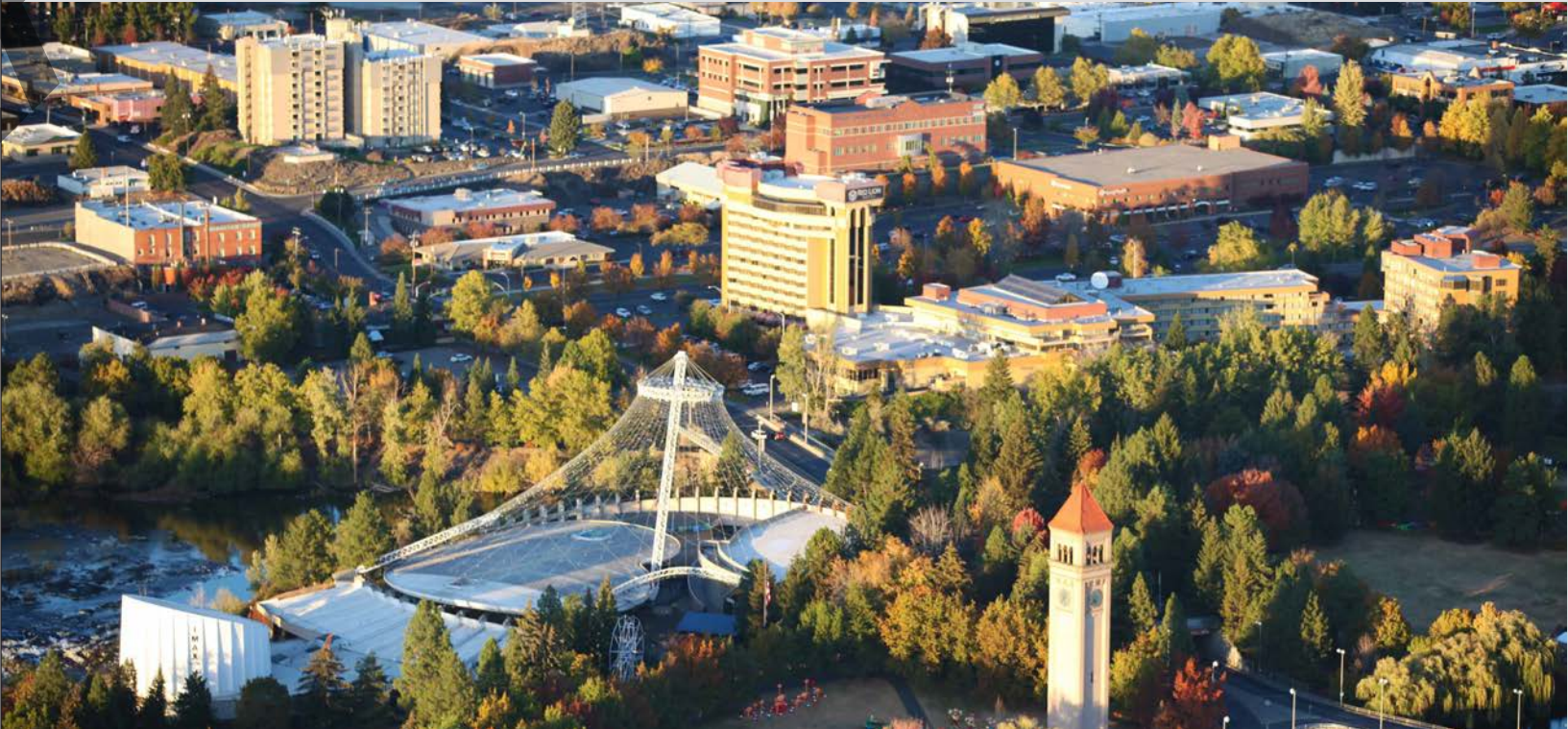
The guidelines are used in order to improve the quality of design above bare minimums, for a select set of projects. Those projects have already been identified by the community for special consideration.

Citywide Design Guidelines

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

When would such guidelines be used?

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



How to use this booklet

Images

Visuals to reinforce the explanatory text

Guideline

Clarification

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

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.

Clarification




Locate and shape skywalks to maintain public views of important structures, places and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as facades of the connecting buildings.

Key Points:

- Aliqui doles aut volorest facilis dolore volorum nonet es molorro volore, et estori nis vererum voluptae dus autatibus aperumquo exceper eperore volor adest est, officium volupti aliae rem eum et
- vent plis coresto occus quam dolesequat ea apienimusam aperchicit velitates sum sit, con estiasp erumqui atiberum eius alis andi consent laccatur, sapiet pe quate eatlum dollorecae od molorerum qui rentibustin eosserum seque pratiam voluptatiur aliquaspel intet accum
- aut voluptas magnam qui quia dic te plicips animint facepud icimil Im re pratrum estestlo occus ut quianim invenisquew

Related Design Criteria:
Design Guidelines-
Comprehensive Plan Goals and Policies:

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



12 | Design Guidelines for Skywalks

Design Guidelines for Skywalks | 13

Related Design Criteria

Other project type guidelines and design criteria associated with this guideline

Key Points

Examples from project types demonstrating compliance with the guideline

Aspirational Examples

Images of exemplary urban design from national and international locales

Guidelines

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

DRAFT

A URBAN DESIGN

Area of Influence: Region, City, Neighborhood, District

Design Objective

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

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

Graphic noting area of influence

DRAFT

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 facades with similar effort and consideration as the primary/front facades.

Key Points:

Related Design Criteria:

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



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



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

A-2 Provide a Sustainable Framework

Design projects to incorporate sustainable design and energy efficiency principles.

Clarification

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

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

Key Points:

Related Design Criteria:

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

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



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

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



A-3 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.

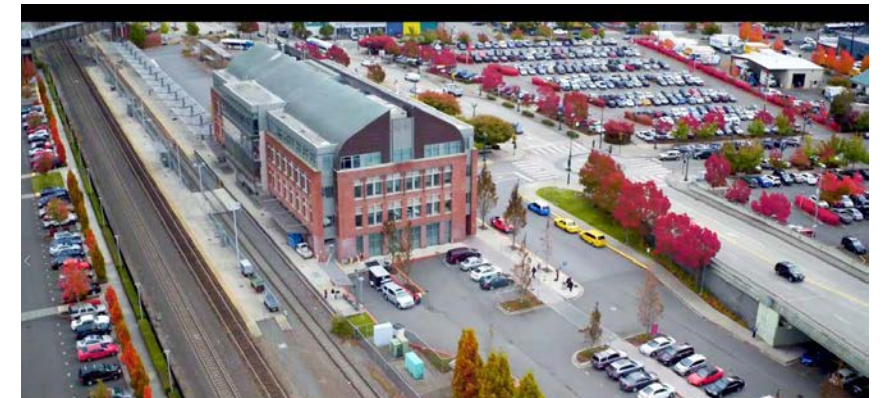
Key Points:

Related Design Criteria:

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



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



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



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

A-4 Design for Change

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

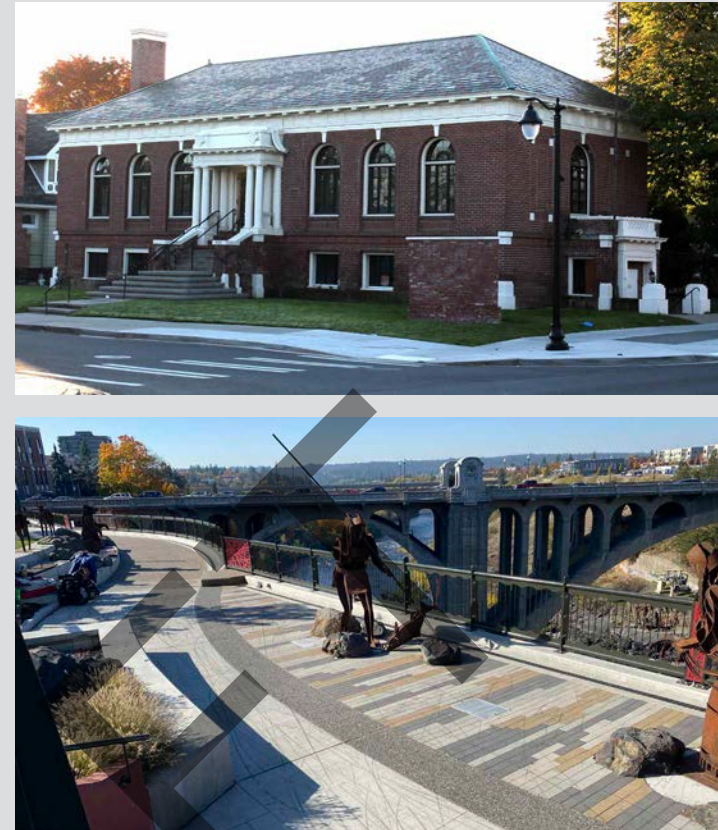
Clarification

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

Key Points:

Related Design Criteria:

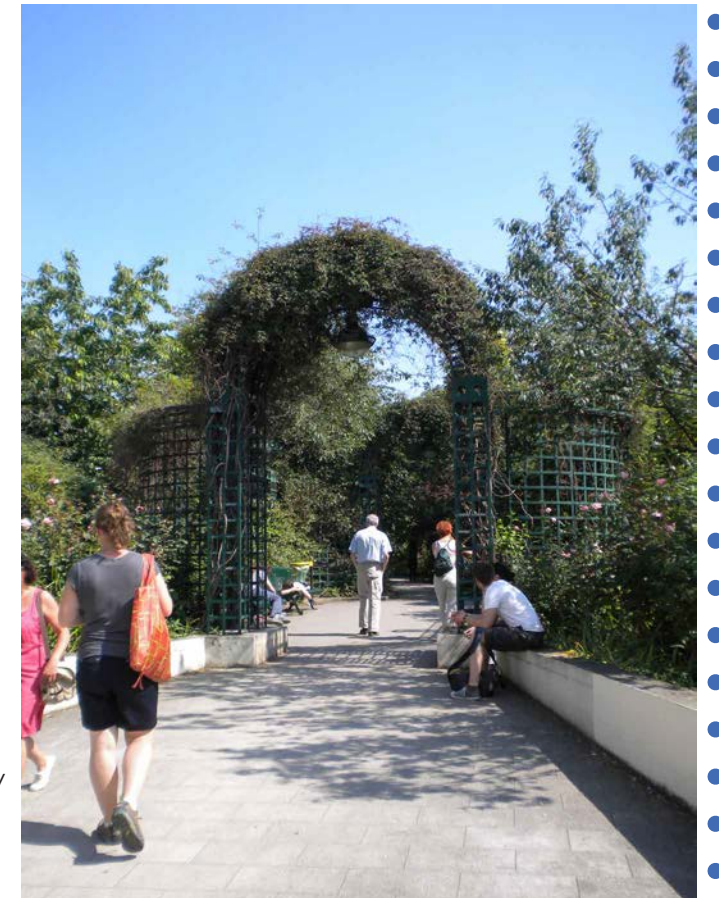
Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accommodate the Multi-Modal Transportation Network, B-1 Provide Inviting and Usable Open Space, B-3 Provide Elements that Define the Place, , B-6 Accommodate Universal Design, C-1 Design Facades at Many Scales, C-3 Provide Appropriate Weather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



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



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



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

B PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

Graphic noting area of influence

DRAFT

B-1 | Provide Inviting and Usable Open Space

B-2 | Enhance the Building and Site with Landscaping

B-3 | Provide Elements that Define the Place

B-4 | Provide Context-Sensitive Signage and Lighting

B-5 | Design for Personal Security

B-6 | Universal Design

B-1 Provide Inviting and Usable Open Space

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

Clarification:

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

Key Points:

Related Design Criteria:

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



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



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



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

B-2 Enhance the Project with Landscaping

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

Clarification

Key Points:

Related Design Criteria:

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



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

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



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

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



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

B-3 Provide Elements that Define the Place

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

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

Clarification

Key Points:

Related Design Criteria:

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

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

reflective statues bring character and interest to the university district.



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

B-4 Provide Context Sensitive Signage and Lighting

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

Clarification:

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

Key Points:

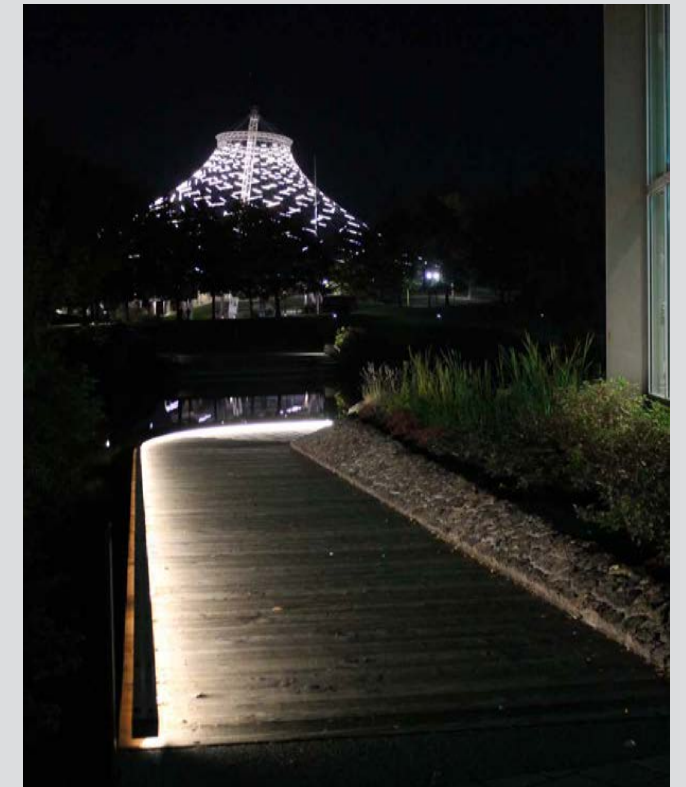
Related Design Criteria:

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



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

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



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



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

B-5 Design for Personal Safety and Security

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

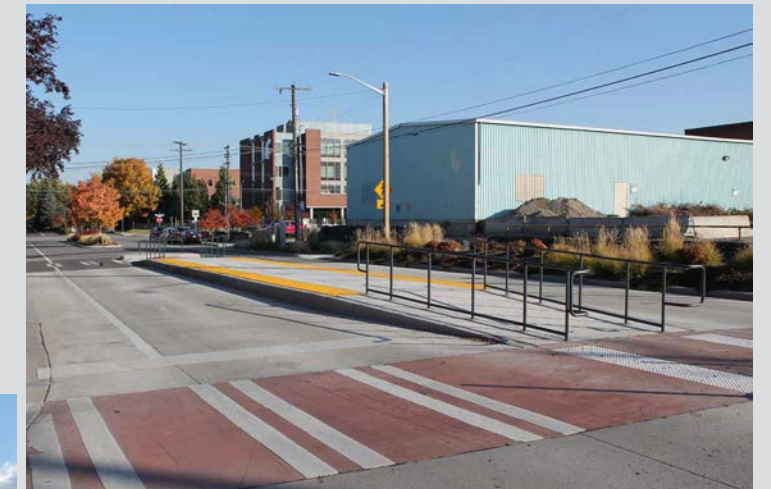
Clarification

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

Key Points:

Related Design Criteria:

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



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

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



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



B-6 Universal Design

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

Clarification

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

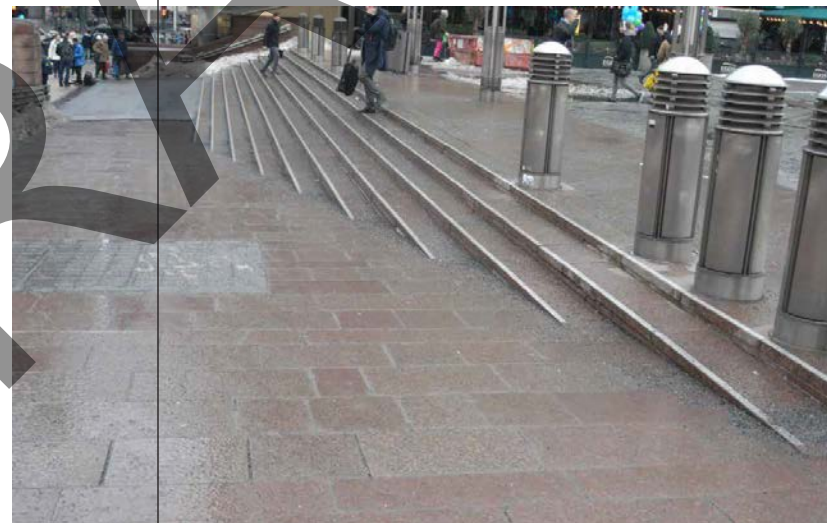
Key Points:

Related Design Criteria:

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



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



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



C PEDESTRIAN ENVIRONMENT

Area of Influence: Public Realm

Design Objective

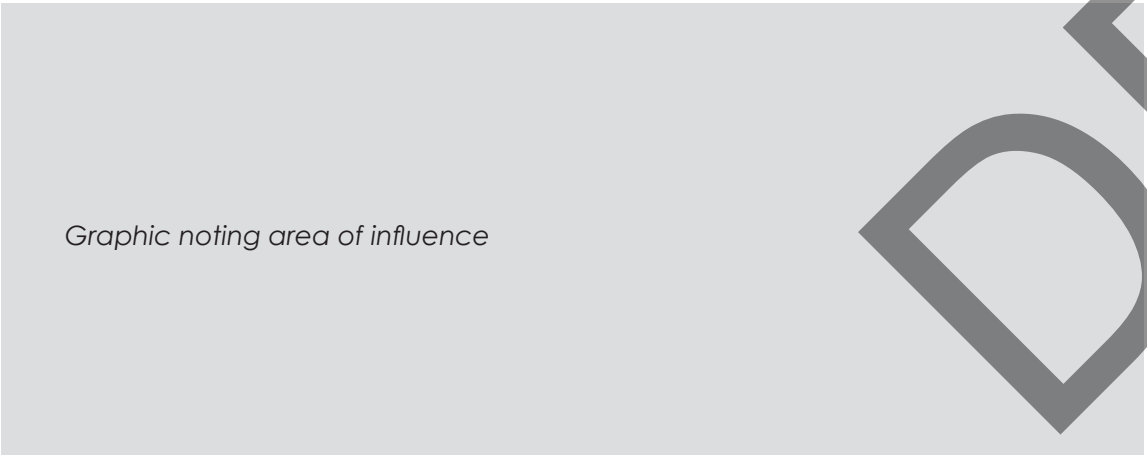
Pedestrian Environment guidelines assist designers and developers in creating skywalks that define the pedestrian environment.

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

While there is a need for automobile, bicycle and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement.

Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised.

The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.



Graphic noting area of influence



C-1 | Design Façades at Many Scales

C-2 | Reinforce Primary Building Entries

C-3 | Provide Appropriate Weather Protection

C-4 | Enhance Alleyways

C-5 | Develop Pedestrian-Oriented Spaces Along Street Frontages

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

C-1 Design Façades at Many Scales

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

Clarification:

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

Key Points:

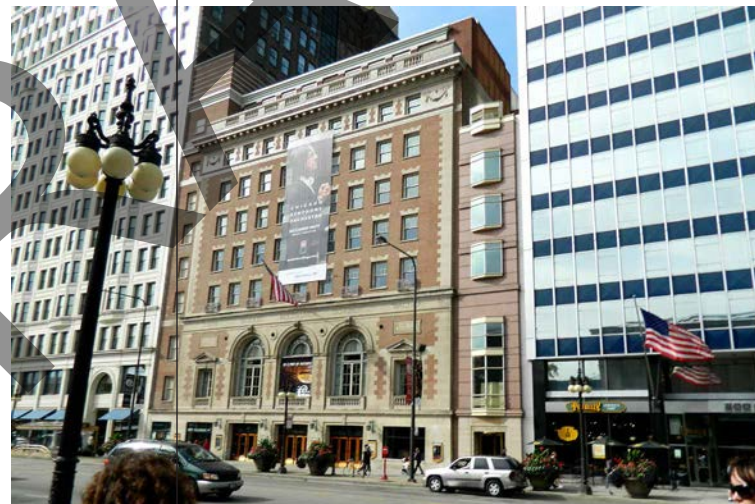
Related Design Criteria:

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



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

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



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

C-2 Reinforce Primary Building Entries

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

Clarification

Key Points:

Related Design Criteria:

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



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



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



C-3 Provide Appropriate Weather Protection

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

Clarification

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

Key Points:

Related Design Criteria:

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



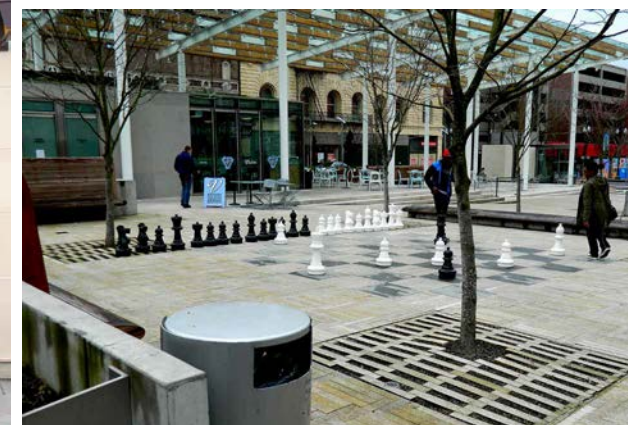
Left: the arcade around the Catalyst building shelters pedestrians and provides covered access down to adjacent trails.

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



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

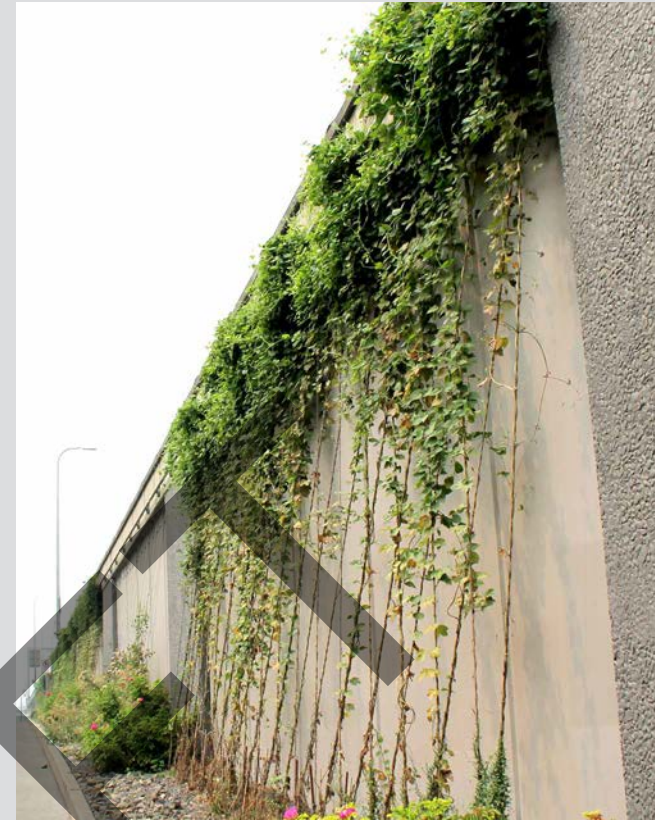
Top right: Dense plantings provide shelter from harsh wind in Chicago, Illinois.



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

C-4 Enhance Alleyways

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



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

Clarification

Key Points:

Related Design Criteria:

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



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



C-5 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity.

Clarification

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

Key Points:

Related Design Criteria:
V



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

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



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



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

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

Clarification

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

Key Points:

Related Design Criteria:

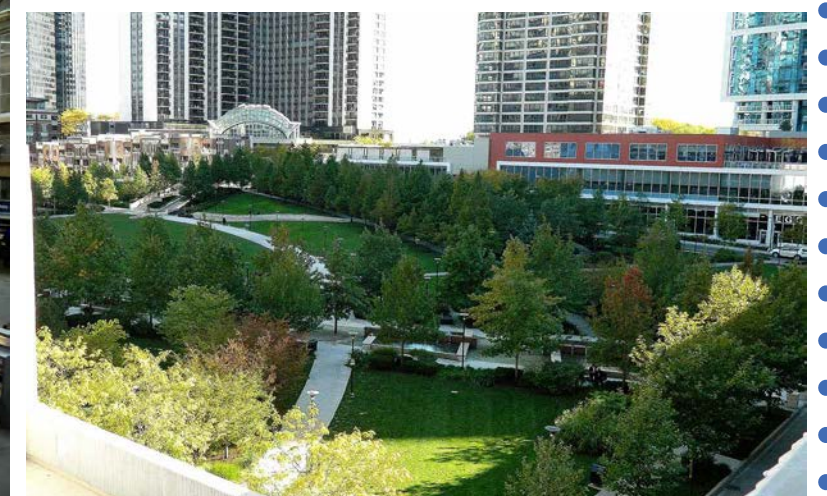
Design Guidelines: A-1 Provide a 360-degree Design, A-3 Accommodate the Multi-Modal Transportation Network, A-4 Design for Change, B-1 Provide Inviting and Usable Open Space, B-2 Enhance the Project with Landscaping, B-3 Provide Elements that Define The Place, C-1 Design Facades at Many Scales, C-2 Reinforce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



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



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



D ARCHITECTURAL EXPRESSION

Area of Influence: Building, Structure, & Site

Design Objective

Architectural Expression guidelines assist designers and developers in creating skywalks that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote architectural design that is complementary to Spokane's heritage

and character. The following objectives and guidelines for Spokane primarily address the exterior of skywalks and their relationship to its architectural surroundings.



Graphic noting area of influence

DRAFT



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 Part

D-5 | Enhance the Skyline

D-1 Create Transitions in Bulk and Scale

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

Clarification

Key Points:

Related Design Criteria:

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



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

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



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

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

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

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

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

Clarification

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

Key Points:

Related Design Criteria:

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

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



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



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

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



D-3 Maintain the Prevailing Street Edge

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



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

Clarification

Building/structure and site frontages should have active and direct engagement to the street to support pedestrian-oriented activity. Street edges help define public space and promote a continuity of urban fabric along with supporting a pedestrian-oriented experience. The scale and design continuity along a block are important elements that contribute to an active, engaging, and pedestrian-oriented streetscape.

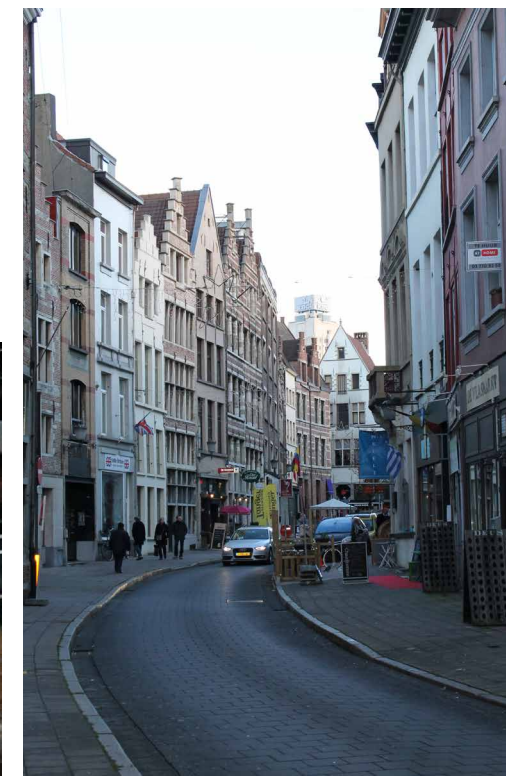
Key Points:

Related Design Criteria:

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



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



D-4 Design with a Legible Parti

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



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.

Clarification

Since the design of a site, public realm, and building/structure should have a comprehensive concept experienced through scale, proportion, enclosure, and compositional clarity this coordinating precept can be expressed in the parti's diagram and statement.

Key Points:

Related Design Criteria:

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



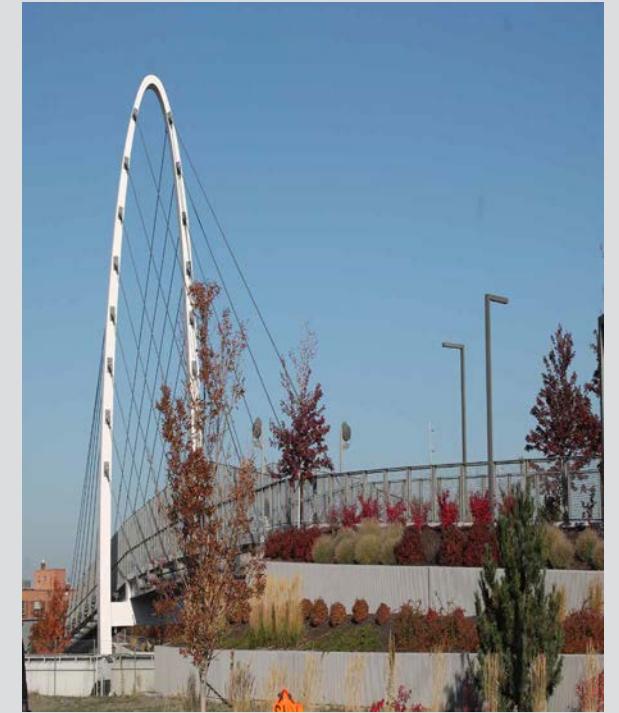
Chicago's "Cloud Gate" and Hard Rock Cafe along with the Pompidou Museum and plaza in Paris all give off clear messages as to their design concepts.

D-5 Enhance the Skyline

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



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



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

Clarification

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

Key Points:

Related Design Criteria:

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



Various notable skylines around the world.

E ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

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

Graphic noting area of influence

DRAFT



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

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

E-3 | Minimize the Presence of Service Areas

E-4 | Design Sustainable Parking

E-1 Maximize Pedestrian Access to the Building and Site

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

Clarification:

Key Points:

Related Design Criteria:

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



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

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



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



E-2 Minimize the Impact of Parking Facilities along Street Frontages

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

Clarification

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

Key Points:

Related Design Criteria:

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



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

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



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

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

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



E-3 Minimize the Presence of Service Areas



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



The same service area as above, from a different angle

Clarification

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

Key Points:

Related Design Criteria:

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



Image Description



E-4 Design Sustainable Parking

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

Clarification

Key Points:

Related Design Criteria:

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

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



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



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



DRAFT

Design Guidelines for Skywalks

Publication Page & Date



CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

Breean Beggs, City Council President

Lori Kinnear, Council Member

Betsy Wilkerson, Council Member

Kate Burke, Council Member

Michael Cathcart, Council Member

Candace Mumm, Council Member

Karen Stratton, Council Member

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

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

Stakeholders

Andrew Rowles, Downtown Spokane Partnership

City of Spokane Staff

Dean Gunderson, Planning Services, Senior Urban Designer

Taylor Berberich, Planning Services, Urban Designer

Tami Palmquist, Principal Planner

James Richman, Legal Services

Louis Meuler, Planning Services, Interim Director

Technical Working Group

Kathy Russell, AIA Spokane

Steele Fitzloff, WASLA Eastern Association

Mary May, WAPA Inland Empire Section

Kathy Lang, City of Spokane Design Review Board

Steering Committee Members

Table of Contents

PROJECT BACKGROUND, EXPLANATION, AND PURPOSE	4
DESIGN GUIDELINES FOR SKYWALKS: DEFINED	5
HOW TO USE THIS BOOKLET	6
A URBAN DESIGN	10
A-1: Provide a 360-degree Design	12
A-2: Provide a Sustainable Framework	14
A-3: Accomodate the Multi-modal Transportation Network	16
A-4: Design for Change	18
B PUBLIC AMENITIES	20
B-1: Provide Elements that Define the Place	22
B-2: Provide Context Sensitive Signage and Lighting	24
B-3: Design for Personal Safety and Security	26
B-4: Universal Design	28
C PEDESTRIAN ENVIRONMENT	30
C-1: Reinforce Pedestrian Access	32
C-2: Develop Pedestrian-oriented Spaces Along Street Frontages	34
C-3: Provide a High-Quality Design for the Public Realm	36
D ARCHITECTURAL EXPRESSION	38
D-1: Create Transitions in Bulk and Scale	40
D-2: Design a Well-proportioned and Unified Skywalk	42
D-3: Enhance the Streetscape	44
E ACCESS & SCREENING	46
E-1: Maximize Pedestrian Access to the Skywalk	48
E-2: Minimize Adverse Visual Impacts to Traffic Flow	50

Project background, explanation, purpose

Guideline vs. Standard
What is a Design Guideline?

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

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

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

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

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

How is this different than a Design Standard?

Design Standard: an obligatory design requirement for any project.

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

The design review process cannot waive compliance with these standards.

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

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

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

Design Guidelines for Skywalks

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

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



How to use this booklet

Guideline

Clarification

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

Images

Visuals to reinforce the explanatory text

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.

Clarification




Locate and shape skywalks to maintain public views of important structures, places and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as facades of the connecting buildings.

Key Points:

- Aliqui doles aut volorest facilis dolore volorum nonet es molorro volore, et estori nis vererum voluptae dus autatibus aperumquo exceper eperore volor adest est, officium volupti aliae rem eum et
- vent plis coresto occus quam dolesequat ea apienimusam aperchicit velitates sum sit, con estiasp erumqui atiberum eius alis andi consent laccatur, sapiet pe quate eatlum dollorecae od molorerum qui rentibustin eosserum seque pratiam voluptatiur aliquaspel intet accum
- aut voluptas magnam qui quia dic te plicips animint facepud icimil Im re pratrum estestlo occus ut quianim invenisquew

Related Design Criteria:
Design Guidelines-
Comprehensive Plan Goals and Policies:

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



12 | Design Guidelines for Skywalks

Design Guidelines for Skywalks | 13

Related Design Criteria

Other project type guidelines and design criteria associated with this guideline

Key Points

Examples from project types demonstrating compliance with the guideline

Aspirational Examples

Images of exemplary urban design from national and international locales

Guidelines

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

DRAFT

A URBAN DESIGN

Area of Influence: Region, City, Neighborhood, District

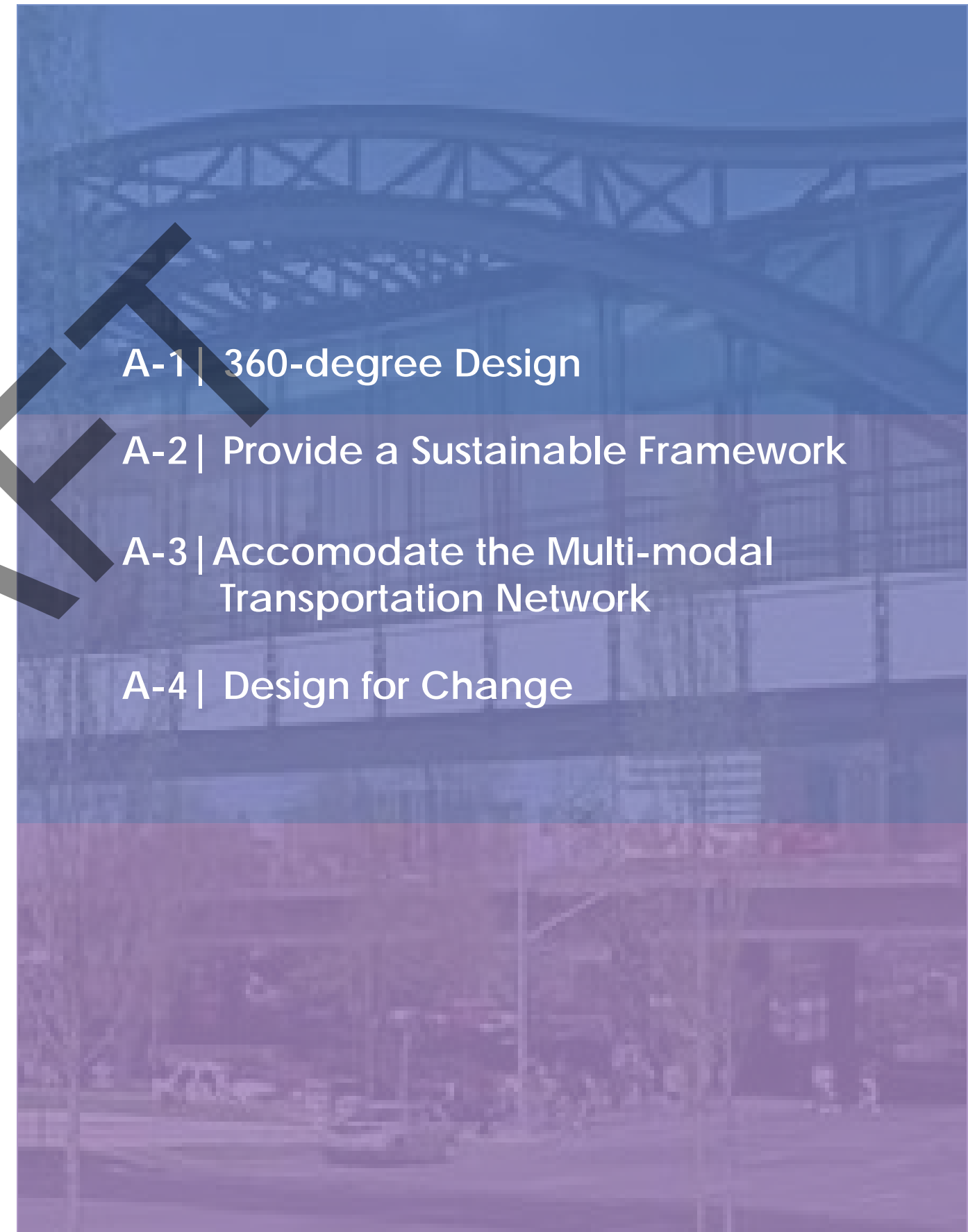
Design Objective

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

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

Graphic noting area of influence

DRAFT



A-1 | 360-degree Design

A-2 | Provide a Sustainable Framework

A-3 | Accomodate the Multi-modal Transportation Network

A-4 | Design for Change

A-1 360-degree Design

Skywalks should respond to the local area context, the public realm and the relationships with adjacent buildings, and should be shaped to consider the quality and functionality of the urban fabric.

Clarification

Locate and shape skywalks to maintain public views of important structures, places and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as facades of the connecting buildings.

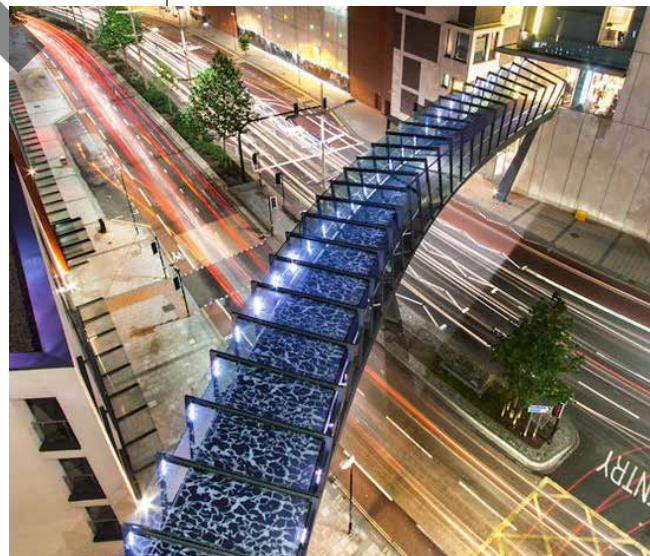
Key Points:

Related Design Criteria:

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

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

Below: The skywalk going into the STA plaza is made with similar materials to the main building.



Examples of skywalks that exhibit excellent 360 degree design. They respond well to their surroundings and are designed to look nice from every angle.

A-2 Provide a Sustainable Framework

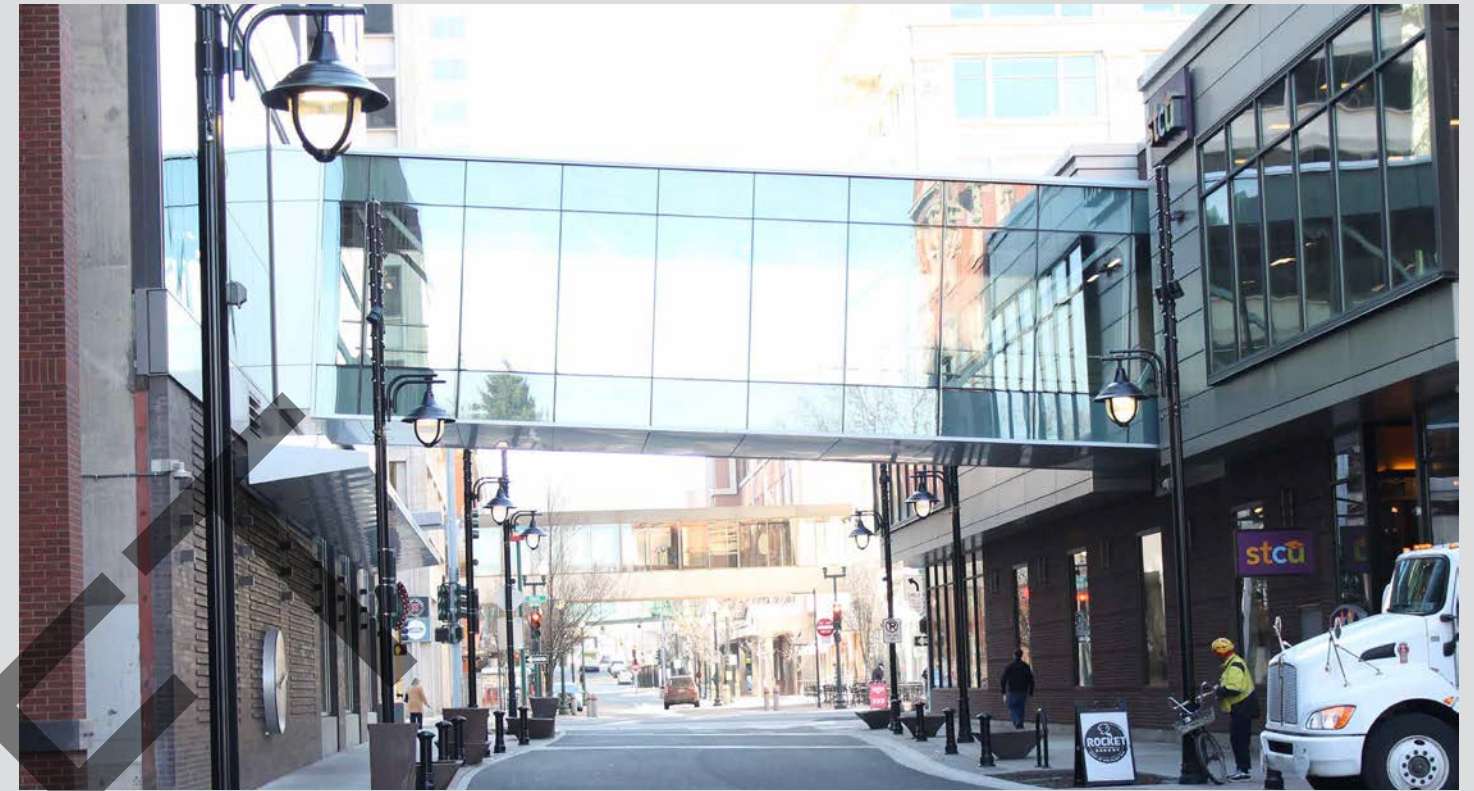
Design skywalks to incorporate sustainable design and energy efficiency principles. Skywalks should be designed to meet the City's environmental policies.

Clarification

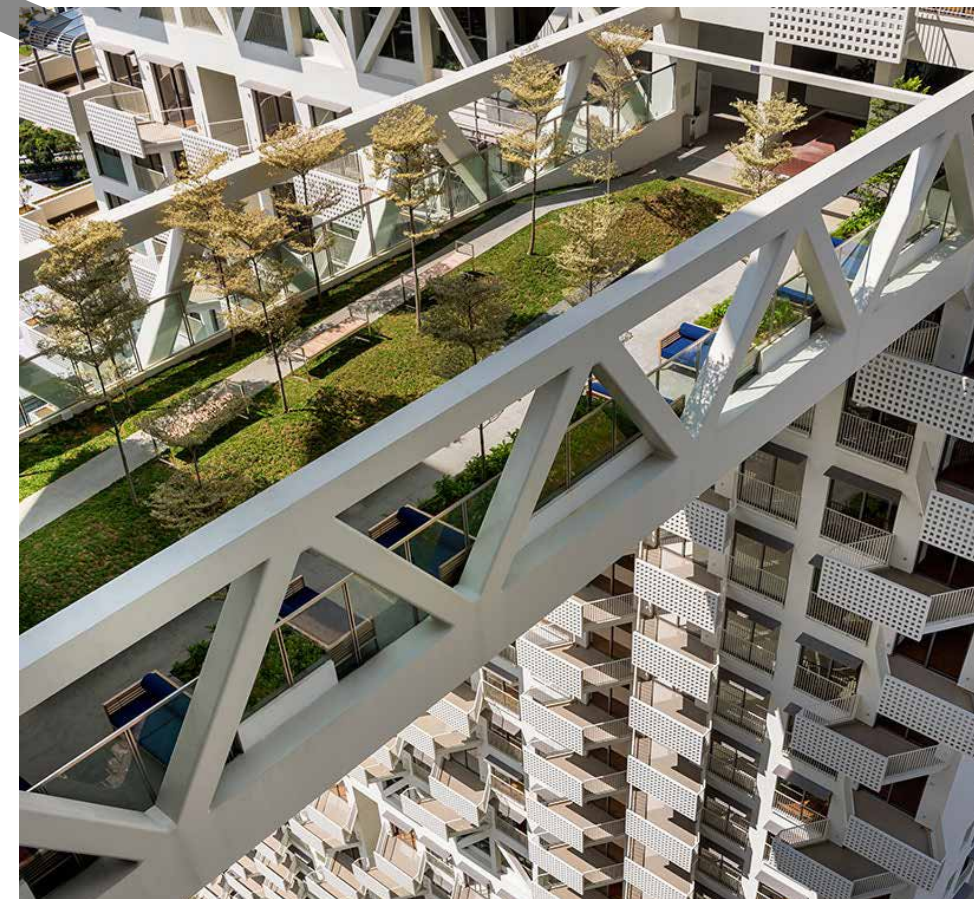
Key Points:

Related Design Criteria:

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



Renovated skywalk using energy efficient materials



Skywalk using greenery for bioremediation and shade

A-3 Accomodate the Multi-modal Transportation Network

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

Clarification

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

Key Points:

Skywalks that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged.

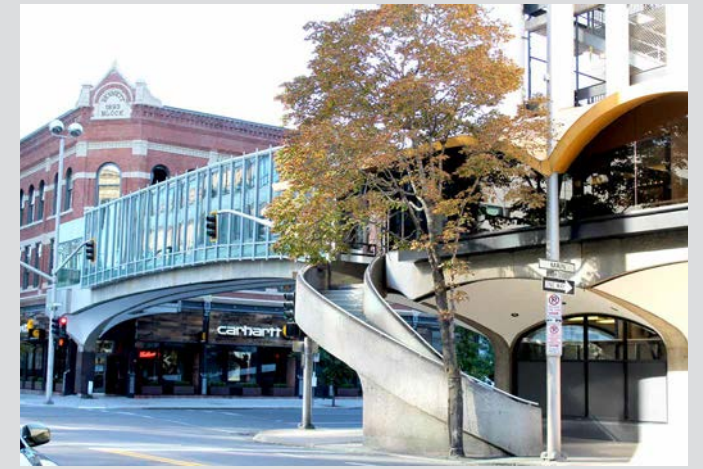
Related Design Criteria:

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

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

Top right: Skywalks on Main and Howard provide safe pedestrian crossings above the street.

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



Skywalks can provide safe pedestrian and bicycle circulation above busy streets.

A-4 Design for Change

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

Clarification

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 ground floor of connecting buildings and those buildings' public realm.

Key Points:

Related Design Criteria:

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



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



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

B PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

Graphic noting area of influence

DRAFT

B-1 | Provide Elements that Define the Place

B-2 | Provide Context-Sensitive Signage and Lighting

B-3 | Design for Personal Security

B-4 | Universal Design

B-1 Provide Elements that Define the Place

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

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

Clarification

Key Points:

Related Design Criteria:

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



Holiday decorations inside Spokane's skywalks



A mural at the entrance to an STA Plaza skywalk



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

B-2 Provide Context Sensitive Signage and Lighting

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

Clarification:

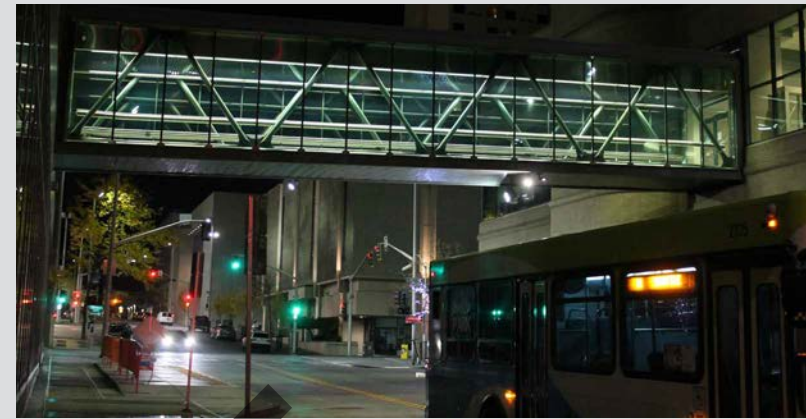
All street-level wayfinding should be oriented to pedestrians in the immediate neighborhood and provide clear directions on how to access the skywalk.

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.

Key Points:

Related Design Criteria:

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



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

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



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

Bottom right: Signage at the street level directing people to the skywalk



Left: A skywalk in Germany illuminated at night. Right: Directional signage in Arizona.

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.

Clarification

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

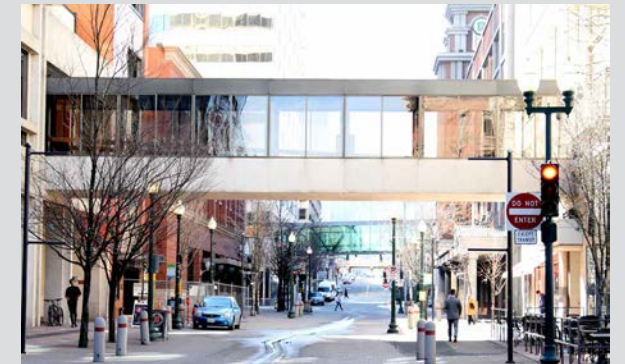
Key Points:

Related Design Criteria:

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



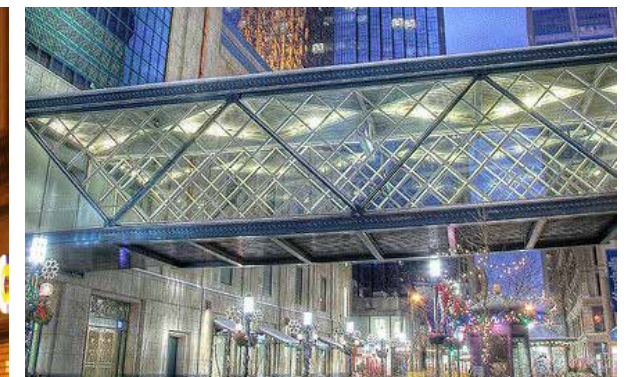
Top left: Security cameras and corner mirrors along the Spokane skywalk network provide safety measures to patrons.



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



Bottom right: Well-lit, clear glass skywalks offer unobstructed passage away from vehicles, and deter potential attackers.



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

B-4 Universal Design

As a skywalk is part of the Public Realm it should be barrier-free, ergonomic, and accessible by all people regardless of physical ability or level of impairment.

Clarification

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.

Key Points:

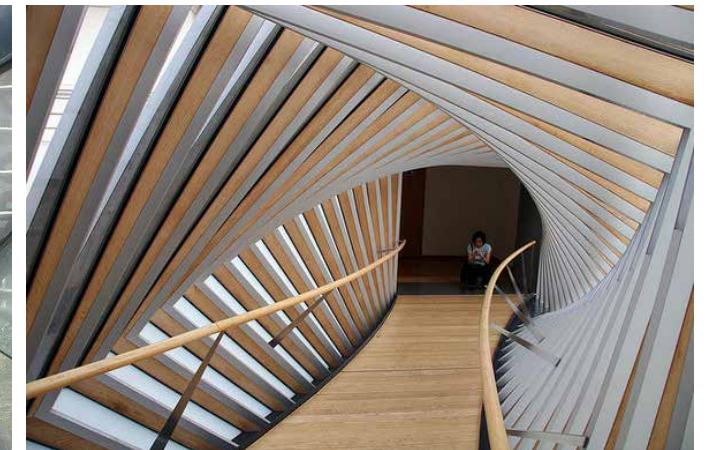
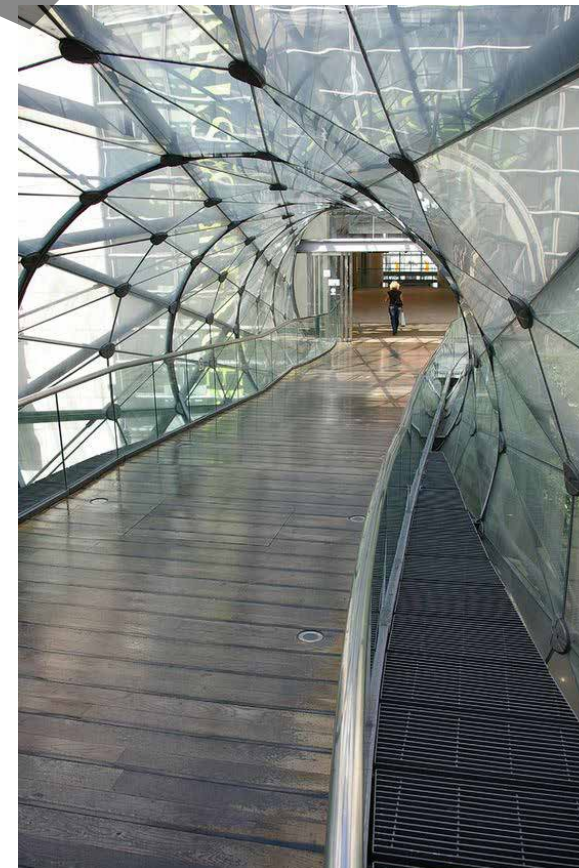
Related Design Criteria:

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

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



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



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

C PEDESTRIAN ENVIRONMENT

Area of Influence: Public Realm

Design Objective

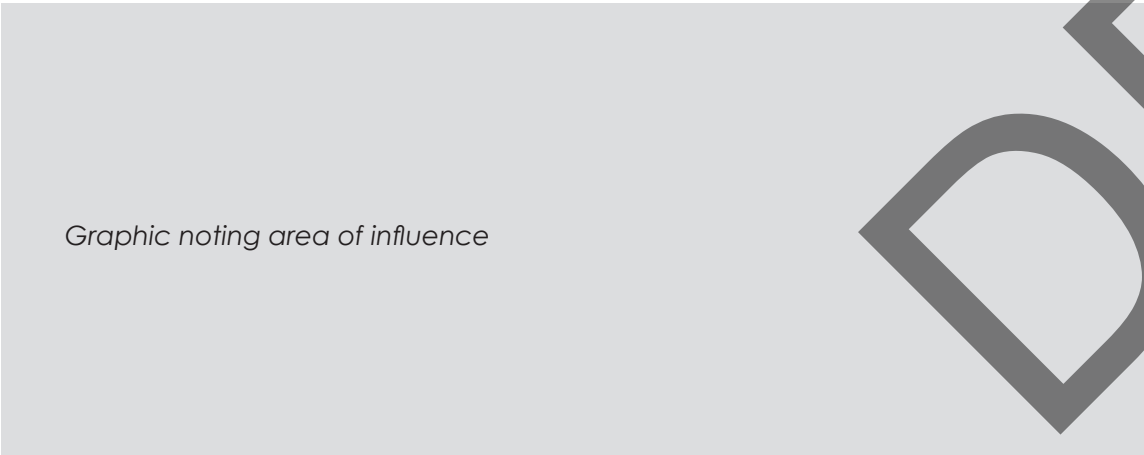
Pedestrian Environment guidelines assist designers and developers in creating skywalks that define the pedestrian environment.

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

While there is a need for automobile, bicycle and transit in Spokane, in all cases the most important consideration is the ease of pedestrian movement.

Where intersections with other transportation modes occur, the pedestrian's comfort, safety and best interests must not be compromised.

The pedestrian should be unimpeded and relatively comfortable in all seasons and hours of the day, in all areas of Spokane.



Graphic noting area of influence

DRAFT



C-1 | Reinforce Pedestrian Access

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

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

C-1 Reinforce Pedestrian Access

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

Clarification

Key Points:

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



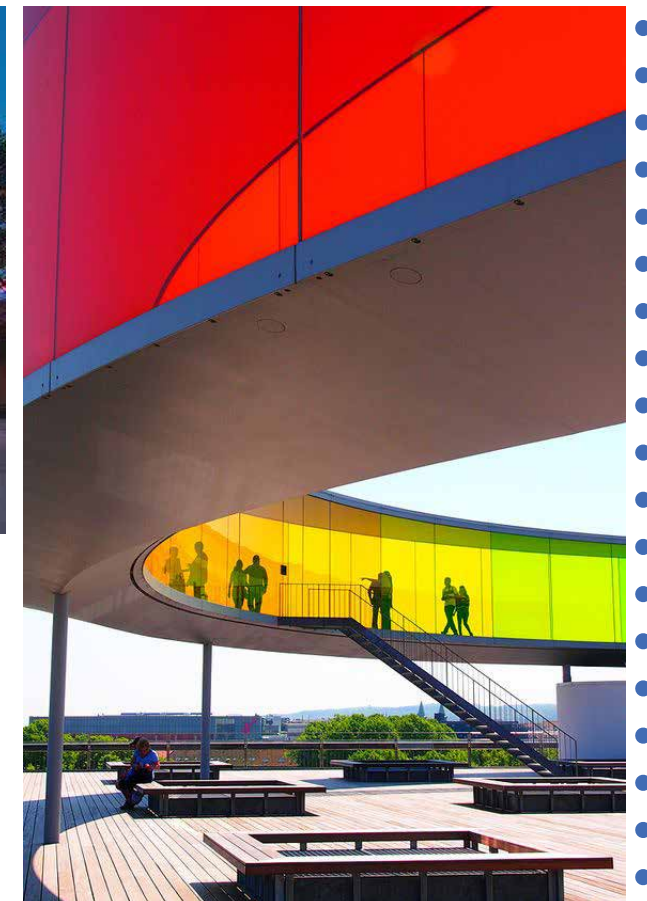
Signage helps people find the entrances to nearby skywalks.

An interesting spiral staircase brings people from the ground level to the skywalk.



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

Right: the skywalk is accessed by a staircase.



C-2 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. Skywalks should not discourage street level activity.

Key Points:

Related Design Criteria:

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



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

Top right: Multiple skywalks to the STA plaza and bountiful 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.



Signage at the ground level directs pedestrians to the skywalk.

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

Create a high quality public realm that supports the culture of walking.

Clarification

Design the skywalk so that pedestrian access is convenient, and the environment is comfortable, memorable and attractive. Use materials that create a sense of permanence and bring life and warmth to the Public Realm. As skywalks are part of the public 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:

Related Design Criteria:

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



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



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



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



D ARCHITECTURAL EXPRESSION

Area of Influence: Building, Structure, & Site

Design Objective

Architectural Expression guidelines assist designers and developers in creating skywalks that relate to the neighborhood context and promote quality development that reinforces the individuality, spirit, and values of Spokane. The guidelines are intended to promote architectural design that is complementary to Spokane's heritage

and character. The following objectives and guidelines for Spokane primarily address the exterior of skywalks and their relationship to its architectural surroundings.



Graphic noting area of influence

DRAFT



D-1 | Create Transitions in Bulk and Scale

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

D-3 | Enhance the Streetscape

D-1 Create Transitions in Bulk and Scale

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



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

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



Clarification

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

Key Points:

Related Design Criteria:

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



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

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

D-2 Design a Well-proportioned and Unified Skywalk

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned skywalk that exhibits a coherent conformance with the original parti.



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



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

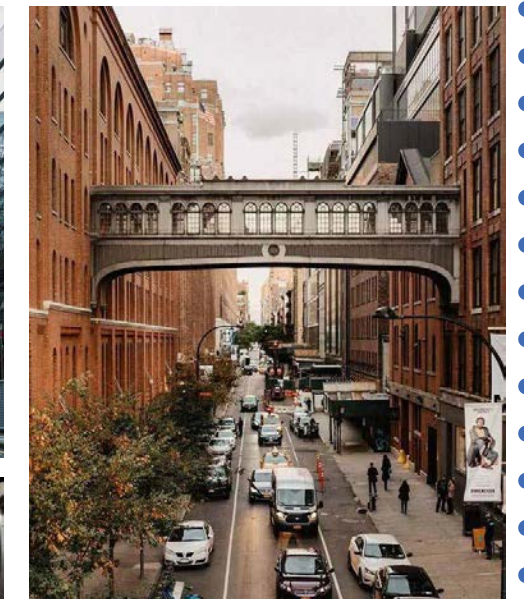
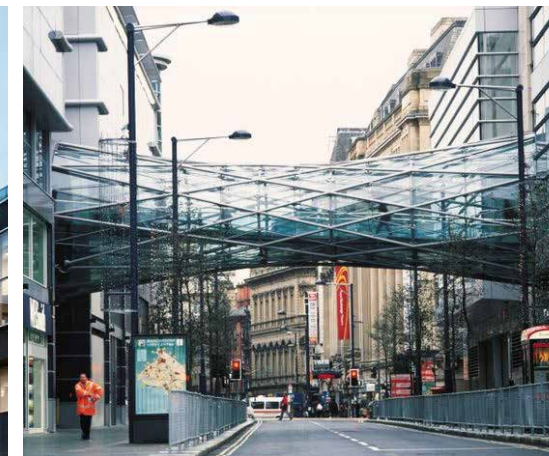
Clarification

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

Key Points:

Related Design Criteria:

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



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

D-3 Enhance the Streetscape

Skywalks should contribute to the liveliness of the streetscape.



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

Clarification

Skywalks can contribute to the liveliness of the streetscape through a variety of means; enhanced treatment of the underside of the skywalk, unique lighting, innovative and sculptural architectural and structural features, and incorporation of public art.

Key Points:

Related Design Criteria:

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



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

E ACCESS & SCREENING

Area of Influence: Building, Structure, & Site

Design Objective

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

Graphic noting area of influence

DRAFT

E-1 | Maximize Pedestrian Access
to the Skywalk

E-1 | Minimize Adverse Visual Impacts
to Traffic Flow

E-1 Maximize Pedestrian Access to the Skywalk

As a skywalk is intended to operate as part of a larger pedestrian multi-level network of pathways, the ease of access between levels of this network is paramount.

Clarification:

Design the skywalk to integrate seamlessly with the overall pedestrian on, and adjacent to, the development.

Key Points:

Related Design Criteria:

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



Ramps allow wheeled access to the skywalk network

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



Left: The skywalk is accessed by a staircase.

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

E-2 Minimize Adverse Visual Impacts to Traffic Flow

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



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



Clarification

Key Points:

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



Examples of skywalks allowing free vehicular movement below.



DECLARING THE INTENT OF THE SPOKANE PLAN COMMISSION TO PROPOSE COMPREHENSIVE
PLAN AMENDMENTS TO LU 1.3 AND LU 1.4 TO INCREASE HOUSING OPTIONS THAT
ACCOMMODATE ALL LEVELS OF AFFORDABILITY, IDENTIFY HISTORICAL ZONING PRACTICES
THAT MAY HAVE HAD A DISCRIMINATORY EFFECT AND IMPLEMENT POLICIES TO UNDO THE
EFFECTS OF SUCH POLICIES, AND ESTABLISH ANTI-DISPLACEMENT STRATEGIES
THROUGHOUT THE CITY OF SPOKANE

WHEREAS, the City's land use and zoning codes impact the range of new housing options available in the City;

WHEREAS, under the Growth Management Act, Chapter 36.70A RCW ("GMA"), the City's land use and zoning codes must be consistent with the Spokane Comprehensive Plan;

WHEREAS, in the Spokane Comprehensive Plan, the land use element (Chapter 3) and the housing element (Chapter 6) are closely linked and offer the greatest relevance to housing options;

WHEREAS, in 2021 the Washington State Legislature passed E2SHB 1220 (Codified in RCW 36.70a.070 (2)) requiring counties and cities planning counties under GMA to update the housing element of the comprehensive plan to increase housing options that accommodate all levels of affordability, identify local zoning policies that may have had an exclusionary and/or discriminatory effect and identify and implement policies that will undo the effects of such policies, and establish anti-displacement strategies;

WHEREAS, LU 1.3 'Single-family Zones' and LU 1.4 'Centers and Corridors' of the land use element define the organizing land use and zoning principles adopted in initial comprehensive plan process in 2001, and should be considered before or in concert with consideration of the housing element;

WHEREAS, pursuant to RCW 36.70A.600, the City created a Housing Action Plan (HAP) with input from a broad range of stakeholders;

WHEREAS, on July 26, 2021, the Spokane City Council adopted Resolution 2021-0062 by unanimous vote, thereby adopting the HAP;

WHEREAS, contained within Council Resolution 2021-0062 is an implementation plan, heretofore known as "Appendix A;"

WHEREAS, Strategy III of Appendix A outlines steps the City should undertake using the Plan Commission process required in Title 17 SMC in an effort to encourage the production of additional dwelling units within the City of Spokane;

WHEREAS, Strategy III.11 calls for the review of Comprehensive Plan policies LU 1.3 and LU 1.4 for consistency with E2SHB 1220;

WHEREAS, pursuant to RCW 36.70A.130(5)(c), the deadline for the City of Spokane "shall take action to review and, if needed, revise their comprehensive plans and development regulations...on or before June 30, 2026";

WHEREAS, pursuant to RCW 36.70A.130(6)(a), "nothing in this section [Comprehensive plans—Review procedures and schedules—Amendments] precludes a county or city from conducting the review and

evaluation required by this section before the deadlines established in subsections (4) and (5) of this section. Counties and cities may begin this process early and may be eligible for grants from the department, subject to available funding, if they elect to do so.”;

WHEREAS, the Annual Comprehensive Plan Amendment process defined by RCW and codified by SMC Title 17 requires Comprehensive Plan amendment proposals to undergo an extensive public notice and participation process and examination by the Plan Commission;

NOW THEREFORE, BE IT ESTABLISHED that the City of Spokane Plan Commission registers its intent to **propose amendments** in the 2022 annual comprehensive plan amendment period regarding the consistency of policies LU 1.3 and LU 1.4 with E2SHB 1220 and to increase housing options that accommodate all levels of affordability, identify local zoning policies that may have had an exclusionary and/or discriminatory effect and to identify and implement policies that will undo the effects of such policies, and to establish anti-displacement strategies throughout the City of Spokane.