Spokane Plan Commission Agenda

Wednesday, March 09, 2022
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	1. Approve 2/23/2022 meeting minutes 2. City Council Report 3. Community Assembly Liaison Report 4. President Report 5. Transportation Sub-Committee Report 6. Secretary Report	All CM Lori Kinnear Mary Winkes Todd Beyreuther Clifford Winger Spencer Gardner
Workshops:		
2:30 – 3:30	1. Continued Phase 1 – Residential Development Code Changes	Nate Gwinn, Amanda Beck, and MAKERS
3:30 – 4:00	2. Design Guidelines Update, City Wide Skywalks, Public Projects	Dean Gunderson and Taylor Berberich

Adjournment: The next PC meeting will be held on Wednesday, March 23, 2022

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, March 09, 2022

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): **146 205 9622**	**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=m514c2d4fc1d4af78645594 43420dee7b **Join from a video system or application:** Dial 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

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: plancommission@spokanecity.org

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

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Spokane Plan Commission – Draft Minutes

February 23, 2022
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, Kris Neely, Ryan Patterson, Carole Shook, Tim Williams, Clifford Winger
- Board Members Not Present:
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Council Member Lori Kinnear
- *Quorum Present: yes*
- Staff Members Present: Spencer Gardner, Tirrell Black, Jackie Churchill, KayCee Downey, Amanda Beck, Nate Gwinn, Scotty Nicol, James Richman, Giacobbe Byrd, Jeff Gunn

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each. **NONE**

Minutes: Minutes from Feb. 9th Meeting approved unanimously.

Briefing Session:

1. **City Council Liaison Report – Lori Kinnear**
   - Council Member Kinnear reported that she was included in a Spokane Transit Authority (STA) event that hosted Governor Inslee. He toured the bus barn and the new electric buses. She talked with him about Transit Oriented Development (TOD) and density opportunities that the new City Line and Bus Rapid Transit line will provide.
   - Ms. Kinnear reported that she and City Staff are continuing to work on Development Incentives. The Projects of Citywide Significance program is being streamlined and Planner Teri Stripes is making changes to the Multifamily Tax Exemption (MFTE) incentive.
   - She also reported that park zone camera legislation is still in the process of being approved. The goal of the legislation is to slow traffic around schools and parks.
2. **Community Assembly Liaison Report – Mary Winkes**
   - Ms. Winkes reported that Community Assembly had not met since the last Plan Commission meeting. However, she attended a Pedestrian Transportation and Traffic (PeTT) Committee meeting and reported that the new Chair, Randy McGlenn, is exploring ways of coordinating with the different committees to further communication between the groups.
3. **Commission President Report – Todd Beyreuther**
   - Mr. Beyreuther thanked the Council President and members, Eric Paulson, and others for engaging with the Plan Commission by giving them updates on legislative bills. Mr. Beyreuther enjoyed studying the process and proposed including time during PC meetings to discuss this process as the City moves closer to Comprehensive Plan Updates and the ongoing Development Code work.
4. **Transportation Subcommittee Report – Clifford Winger**
   - Mr. Winger reported the Plan Commission Transportation Subcommittee will meet on March 1st. Kevin Picanco will present the 6-Year Street Program and matrix scoring.
5. **Secretary Report – Spencer Gardner**
   - Mr. Gardner reported that Plan Commissioners are encouraged to take a short course in Planning that is offered by the Department of Commerce. The short course gives an overview of the Growth Management Act, laws pertaining to planning, and Open Public Meeting Training (OPMA).

- He also reported that Plan Commissioners are able to get an American Planning Association (APA) membership which would provide them with additional resources and information about planning.

Workshop(s):

1. Continued Phase 1 – Residential Development Code Changes
    - Presentation provided by Nate Gwinn and Amanda Beck
    - Questions asked and answered
    - Discussion ensued
        - **The Plan Commission recommended to eliminate the lot size transition requirement.**

Meeting Adjourned at 4:35 PM

Next Plan Commission Meeting scheduled for Wednesday, March 9, 2022

BRIEFING PAPER
Plan Commission Workshop
Shaping Spokane Housing, Development Code Amendments
March 9, 2022

Subject

The City is initiating a series of code amendments to the Unified Development Code (UDC) to encourage the development of more housing. This Plan Commission workshop follows the presentation from previous workshops on design and dimensional standards in the code affecting subjects for new residential development:

- Single-Family Residential Development: Discussion of potential new design standards that would address topics that currently affect development on narrow lots (less than 40 feet) and other housing types, to address the pedestrian environment and neighborhood character. Such topics include front finish details, street front entrance, and minimum front window coverage.
- Duplexes and Attached Housing: The draft text incorporates the design of model sites showing a possible density bonus for small duplex units as allowed housing types in additional locations, proposed front yard setback exceptions for porch projections, and a minimum required outdoor area for duplexes.

Background

The City's Comprehensive Plan provides a vision of affordable housing that is safe, clean, healthy, and attainable for all residents. Approved in July 2021, the City adopted its Housing Action Plan (HAP) to guide implementation of Comprehensive Plan policies by identifying strategies to achieve our community's housing needs and objectives. The HAP identifies actions that the city can enact to encourage more housing options that create more homes for more people. To implement the work of the HAP, the city is pursuing several residential development code amendments. These proposed changes are also guided by Mayor Woodward's July 26, 2021 Housing Emergency Proclamation and the City Council's HAP Implementation Plan.

Find more information on the project webpage: ShapingSpokaneHousing.com

Impact

Given the housing shortage locally, the proposed code amendments correspond with action items from the Housing Action Plan that are flagged for short- or mid-term timelines and focus on increasing housing units and the diversity of housing types. These code amendments focus on the following HAP strategies:

- A1, "Explore and expand allowed housing types to encourage missing middle housing throughout Spokane's neighborhoods."
- A5, "Revise Accessory Dwelling Unit standards to allow for additional flexibility."

Phase 1 amendments will explore attached houses (townhouses), accessory dwellings, duplexes, and streamlining permit processes that could further encourage construction of housing. Future Phase 2 code amendments may require Comprehensive Plan changes, exploring opportunities for increasing the number of homes allowed per acre of land, and permitting for a wider variety of housing types generally.

Staff contact: Nate Gwinn, ngwinn@spokanecity.org and Amanda Beck, abeck@spokanecity.org

The table below shows where the draft text appears in the attached document. The numbered items in the list correspond with the January 26 Plan Commission Workshop presentation by the City's consultant, MAKERS.

Recommendation	Section
R-1. Minimum usable open space standards	Table 17C.110-3
R-2. Adjust the maximum building coverage standard	Table 17C.110-3
R-3. Require alley access where available	17C.110.305(C)
R-4. Create/update minimum design standards	17C.110.305(C)
TH-1. Allow more than two attached units in RSF & RSF-C zones	17C.110.310(F)
TH-2. Incentivize small attached units in the RSF & RSF-C zones	17C.110.205(B)
TH-3. Prohibit front-loaded units where at least 3 units are attached	17C.110.305(C)
TH-4. Create other site & building design standards specific to attached units. Element: Auto court/internal driveway design	17C.110.305(C)
DUP-1. Allow & incentivize small duplexes in RSF & RSF-C zones (<1,200sf)	17C.110.205(B)
DUP-3. Deemphasize garages in the design of duplexes	17C.110.305

Attachment: Redlined Draft Text

DRAFT TEXT

Chapter 17C.110 Residential Zones

17C.110.115 Housing Types Allowed

A. Purpose.
In the RA through RTF zones, housing types are limited to maintain the overall image and character of the city's residential neighborhoods. However, the standards allow options to increase housing variety and opportunities, and to promote affordable and energy-efficient housing. Other housing types, including multifamily units, are allowed in the higher density zones under the RMF and RHD categories.

B. The kinds of housing types allowed in the residential zones are stated in Table 17C.110-2.

TABLE 17C.110-2
RESIDENTIAL ZONE HOUSING TYPES ALLOWED
(Click here to view PDF)

P – Permitted **N –** Not Permitted **CU –** Conditional Use review required	**RA**	**RSF and RSF-C**	**RTF**	**RMF**	**RHD**
Single-family Residence (detached) [1]	P	P	P	P	P
Attached Single-family Residence [1]	P	P	P	P	P
Cottage Housing [1]	CU	CU	CU		
Housing on Transitional Sites [1]	P	P	P		
Zero Lot Line [1]	P	P	P	P	P
Accessory Dwelling Unit (ADU) [2]	P	P	P	P	P
((~~Detached ADU [2]~~))	((~~P~~))	((~~P~~))	((~~P~~))	((~~P~~))	((~~P~~))

Duplexes [1]	N	((~~N~~)) P	P	P	P
Manufactured Home [3]	P	P	P	P	P
Mobile Home Parks [3]	CU	CU	N	N	N
Single Room Occupancy (SRO)	N	N	N	P	P
Group Living	See SMC 17C.330.100				
Multidwelling Structure	N	N	N	P	P
Short Term Rentals [4]	P/CU	P/CU	P/CU	P/CU	P/CU
Notes: [1] See SMC 17C.110.300 through 17C.110.360, ((~~Alternative Residential Development Standards~~)) Development and Design Standards for Small-Scale Housing Types. [2] See chapter 17C.300 SMC, Accessory Dwelling Units. [3] See chapter 17C.345 SMC, Manufactured Homes and Mobile Home Parks. [4] See chapter 17C.316 SMC, Short Term Rentals.					

Section __. That SMC section 17C.110.200 is amended to read as follows:

17C.110.200 Lot Size

A. Purpose.
The standards of this section allow for development on lots, but do not legitimize lots that were divided in violation of chapter 17G.080 SMC, Subdivisions. The required minimum lot size, lot depth, lot width and frontage requirements for new lots ensure that development will, in most cases, be able to comply with all site development standards. The standards also prevent the creation of very small lots that are difficult to develop at their full density potential. Finally, the standards also allow development on lots that were reduced by condemnation or required dedications for right-of-way.

B. Existing Lot Size.

1. Development is prohibited on lots that are not of sufficient area, dimension and frontage to meet minimum zoning requirements in the base zone. Except:

a. one single-family residence may be developed on a lot that was legally created under the provisions of chapter 58.17 RCW, Plats – Subdivisions – Dedications, or applicable platting statutes;

b. a PUD lot may be less than the minimum size of the base zone, if such lot is delineated on a PUD plan, which has been approved by the hearing examiner. All use and development standards of the

zone wherein such lot is located, shall be complied with, unless modified through the PUD process by the hearing examiner. A PUD shall comply with the requirements of subsection (C) of this section.

2. No lot in any zone may be reduced so that the dimension, minimum lot area, frontage or area per dwelling unit is less than that required by this chapter, except as modified through the PUD process by the hearing examiner.

3. Lots Reduced by Condemnation or Required Dedication for Right-of-way. Development that meets the standards of this chapter is permitted on lots, or combinations of lots, that were legally created and met the minimum size requirements at the time of subdivision, but were reduced below one or more of those requirements solely because of condemnation or required dedication by a public agency for right-of-way.

C. Land Division.

1. All new lots created through subdivision must comply with the standards for the base zone listed in Table 17C.110-3.

((~~1. Transition Requirement.~~

~~For sites two acres or greater, transition lot sizes are required to be included as a buffer between existing platted land and new subdivision subject to the requirements of this section. The purpose of this section is to transition lot sizes between the proposed and existing residential developments in order to facilitate compatible development and a consistent development pattern. In the RA and RSF zones, the minimum lot size is subject to transitioning of lots sizes. Lots proposed within the initial eighty feet of the subject property are required to transition lot sizes based on averaging under the following formulas:~~

Staff note: Subsection 17C.110.200(C)(1) is proposed to be repealed, removing the lot transition requirement following direction from Plan Commission at the February 23 workshop. 17C.110.200(C) would remain to reinforce that newly created lots would be required to comply with the base zone requirements listed in this section in Table 17C.110-3 Development Standards.

~~a. Transitioning is only required of properties adjacent to or across the right-of-way from existing residential development. "Existing residential development" in this section shall mean existing lots created through subdivision or short plat.~~

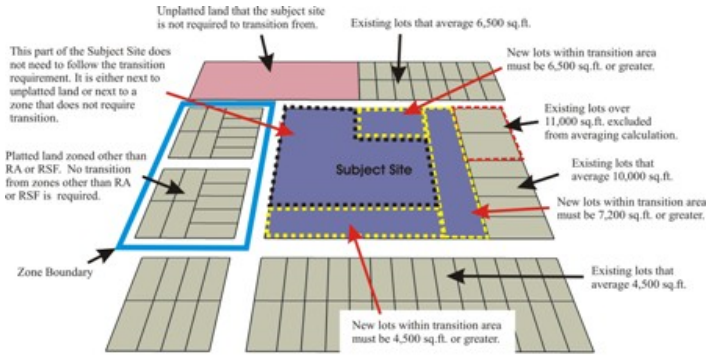
~~b. Lot size in the transition area is based on the average of the existing lot size in subdivisions adjacent to, or across the street from, the~~

~~subject property. Lots greater than eleven thousand square feet are not counted in the averaging.~~

~~c. If the existing average lot size is greater than seven thousand two hundred square feet, then the lot size in the transition area can be no less than seven thousand two hundred square feet.~~

~~d. If the existing average lot size is less than seven thousand two hundred square feet, then the lot size in the transition area can be equal to or greater than the average.~~

~~e. If the subject site shares boundaries with more than one subdivision, the minimum lot size in the transition area shall be based on the average lot sizes along each boundary. When two boundaries meet, the lot size shall be based on the larger of the two boundaries. See example below; and~~



[Note: Delete graphic above.]

~~f. If the subject site shares a boundary with property zoned other than RA or RSF, then there are no transition requirements along that boundary.~~

~~g. After the first set of lots in the transition area, lot sizes may be developed to the minimum lot size of the base zone, i.e., four thousand three hundred fifty square feet in the RSF zone.~~))

2. Planned unit developments, combined with a subdivision, may reduce the minimum lot size, lot with, lot depth and frontage requirements in the RA and RSF zones pursuant to SMC 17G.070.030(C)(1) ((~~, except in the transition area required by subsection (C)(1) of this section~~)).

D. Ownership of Multiple Lots.
Where more than one adjoining lot is in the same ownership, the ownership may be separated as follows:

1. If all requirements of this chapter will be met after the separation, including lot size, density and parking, the ownership may be separated through either a boundary line adjustment (BLA) or plat, as specified under chapter 17G.080 SMC, Subdivisions.

2. If one or more of the lots does not meet the lot size standards in this section, the ownership may be separated along the original plat lot lines through a boundary line adjustment (BLA).

E. New Development on Standard Lots. New development on lots that comply with the lot size standards in this section are allowed subject to the development standards and density requirements of the base zone as required under Table 17C.110-3.

F. Lot Frontage. All residential lots shall front onto a public street and meet the minimum lot frontage requirements of Table 17C.110-3. Except, that frontage on a public street is not required for lots created through alternative residential subdivision under SMC 17G.080.065, and lots approved in a planned unit development or a manufactured home park may have lots or spaces fronting onto private streets, subject to the decision criteria of SMC 17H.010.090.

TABLE 17C.110-3
DEVELOPMENT STANDARDS [1]

DENSITY STANDARDS					
	RA	RSF & RSF-C	RTF	RMF	RHD
Density - Maximum	4,350 (10 units/acre)	4,350 (10 units/acre)	2,100 (20 units/acre)	1,450 (30 units/acre)	--
Density - Minimum	11,000 (4 units/acre)	11,000 (4 units/acre)	4,350 (10 units/acre)	2,900 (15 units/acre)	2,900 (15 units/acre)
MINIMUM LOT DIMENSIONS LOTS TO BE DEVELOPED WITH:					
Multi-Dwelling Structures or Development					
	RA	RSF & RSF-C	RTF	RMF	RHD
Minimum Lot Area				2,900 sq. ft.	2,900 sq. ft.
Minimum Lot Width				25 ft.	25 ft.
Minimum Lot Depth				70 ft.	70 ft.
Minimum Front Lot Line				25 ft.	25 ft.
Compact Lot Standards [2]					

Minimum Lot Area [3]		3,000 sq. ft.			
Minimum Lot Width		36 ft.			
Minimum Lot Depth		80 ft.			
Minimum Front Lot Line		30 ft.			
Attached Houses as defined in SMC 17A.020.010					
Minimum Lot Area [3]	7,200 sq. ft.	4,350 sq. ft. [15]	1,600 sq. ft.	1,450 sq. ft.	None
Minimum Lot Width	40 ft.	40 ft. [15]	36 ft. or 16 ft. with alley parking and no street curb cut	Same	Same
Minimum Lot Depth	80 ft.	80 ft. [15]	50 ft.	None	None
Minimum Front Lot Line	40 ft.	40 ft. [15]	Same as lot width	Same as lot width	Same as lot Width
Detached Houses					
Minimum Lot Area [3]	7,200 sq. ft.	4,350 sq. ft.	1,800 sq. ft.	1,800 sq. ft.	None
Minimum Lot Width	40 ft.	40 ft.	36 ft.	25 ft.	25 ft.
Minimum Lot Depth	80 ft.	80 ft.	40 ft.	25 ft.	25 ft.
Minimum Front Lot Line	40 ft.	40 ft.	30 ft.	25 ft.	25 ft.
Duplexes					
Minimum Lot Area		8,700 sq. ft. [16]	4,200 sq. ft.	2,900 sq. ft.	None
Minimum Lot Width		40 ft. [16]	25 ft.	25 ft.	25 ft.
Minimum Lot Depth		80 ft. [16]	40 ft.	40 ft.	25 ft.
Minimum Front Lot Line		40 ft. [16]	25 ft.	25 ft.	25 ft.
PRIMARY STRUCTURE					

Maximum Building Coverage					
	RA	RSF & RSF-C	RTF	RMF	RHD
Lots 5,000 sq. ft. or larger, calculated for entire development under SMC 17G.080.065	40%	((~~2,250~~)) 2,400 sq. ft. + ((~~35%~~)) 40% for portion of lot over 5,000 sq. ft.	((~~2,250~~)) 2,400 sq. ft. + ((~~35%~~)) 40% for portion of lot over 5,000 sq. ft.	50%	60%
Lots 3,000 - 4,999 sq. ft.	1,500 sq. ft. + ((~~37.5%~~)) 45% for portion of lot over 3,000 sq. ft.				
Lots less than 3,000 sq. ft.	50%				
Attached housing as defined in SMC 17A.020.010, lots any size	Same as above			Up to 70%	Up to 80%
Building Height					
Maximum Roof Height	35 ft. [5]	35 ft. [5]	35 ft. [5]	35 ft. [6]	35 ft. [6]
Maximum Wall Height	25 ft.	25 ft.	25 ft.	-- [6]	--
Floor Area Ratio (FAR)					
FAR	0.5	0.5 [4]	0.5 [4]	--	--
Setbacks					
Front Setback [7, 8]	15 ft.				
Side Lot Line Setback – Lot width more than 40 ft.	5 ft.				
Side Lot Line Setback – Lot width 40 ft. or less	3 ft.				
Street Side Lot Line Setback [7]	5 ft.				
Rear Setback [9, 10]	25 ft.	25 ft. [11]	15 ft.	10 ft.	10 ft.
Required Outdoor Area					

Required Outdoor Area for ((~~attached and~~)) detached houses. Minimum dimension (See SMC 17C.110.223)	((~~250 sq. ft.~~)) Min. 10% of lot area ((~~12~~)) 15 ft. x ((~~12~~)) 15 ft.	((~~250 sq. ft.~~)) Min. 10% of lot area ((~~12~~)) 15 ft. x ((~~12~~)) 15 ft.	250 sq. ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.	48 sq. ft. 7 ft. x 7 ft.
Required Outdoor Area for attached houses and each duplex unit. Minimum dimension (See SMC 17C.110.223)	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.	48 sq. ft. 7 ft. x 7 ft.
ACCESSORY STRUCTURES					
	RA	RSF & RSF-C	RTF	RMF	RHD
Maximum Roof Height	30 ft.	20 ft.	20 ft.	35 ft.	35 ft.
Maximum Wall Height	30 ft.	15 ft.	15 ft.	35 ft.	35 ft.
Maximum Coverage [12]	20%	15%	15%	See Primary Structure	See Primary Structure
Maximum Coverage with Accessory Dwelling Unit, Lots less than 5,500 sq. ft. [12]	20%			See Primary Structure	See Primary Structure
Front Setback	20 ft.				
Side Lot Line Setback – Lot width 40 ft. or wider [13]	5 ft.				
Side Lot Line Setback – Lot width less than 40 ft. [13]	3 ft.				
Street Side Lot Line [14]	20 ft.				
Rear [13]	5 ft.				
Rear with Alley	0 ft.				

Notes:
-- No requirement
[1] Plan district, overlay zone, or development standards contained in SMC 17C.110.310 through 360 may supersede these standards.
[2] See SMC 17C.110.209, Compact Lot Standards.
[3] For developments two acres or greater, lots created through subdivision in the RA, RSF and the RSF-C zones are subject to the lot size transition requirements of SMC 17C.110.200(C)(1).
[4] In the RSF-C and RTF zones, and sites in the RSF zone qualifying for compact lot development standards, described in SMC 17C.110.209, FAR may be increased to 0.65 for attached housing development only.
[5] No structure located in the rear yard may exceed twenty feet in height.
[6] Base zone height may be modified according to SMC 17C.110.215, Height.
[7] Attached garage or carport entrance on a street is required to be setback twenty feet from the property line.
[8] See SMC 17C.110.220(D)(1), setbacks regarding the use of front yard averaging.
[9] See SMC 17C.110.220(D)(2), setbacks regarding reduction in the rear yard setback.
[10] Attached garages may be built to five feet from the rear property line except, as specified in SMC 17C.110.225(C)(6)(b), but cannot contain any living space.
[11] In the RSF-C zone and sites in the RSF zone qualifying for compact lot development standards, described in SMC 17C.110.209, the rear setback is 15 feet.
[12] Maximum site coverage for accessory structures is counted as part of the maximum site coverage of the base zone.
[13] Setback for a detached accessory structure and a covered accessory structure may be reduced to zero feet with a signed waiver from the neighboring property owner, except, as specified in SMC 17C.110.225(C)(5)(b).
[14] The setback for a covered accessory structure may be reduced to five feet from the property line.
[15] Where two of the attached houses are limited in size, only the parent site for those two attached homes are subject to these standards. Where more than two homes are attached, this option only applies to two of the attached homes. See SMC 17C.110.205(B).
[16] Minimum duplex lot size may be 4,350 sq. ft. and other standards as stated in the table, only if both units limited in size. See SMC 17C.110.205(B).

Staff note: Edits to Table 17C.110-3, above, address consultant recommendations:

- *R-1 Minimum usable open space standards*
- *R-2 Adjust the maximum building coverage standard*

Section _. That SMC 17C.110.205 is amended to read as follows:

17C.110.205 Density

A. Purpose.
The number of dwellings per unit of land, the density, is controlled so that housing can match the availability of public services. The density standards also allow the housing density to be matched with the carrying capacity of the land. The use of

density minimums ensure that in areas with the highest level of public services, that the service capacity is not wasted and that the City's housing goals are met.

B. Single-dwelling or duplex development.

1. When single-dwelling or duplex development is proposed for some or all of the site, the applicant must show how the proposed lots can meet minimum density and not exceed the maximum density stated in Table 17C.110-3. Site area devoted to streets is subtracted from the total site area in order to calculate minimum and maximum density.

2. Density bonus for small units.

a. Attached housing.

In the RSF and RSF-C zones, on lots larger than the minimum lot size for detached houses stated in Table 17C.110-3 and smaller than eight thousand seven hundred square feet, development of two attached houses where no dwelling unit is larger than one thousand two hundred square feet shall be considered as a single-family dwelling for the purposes of calculating density.

i. Subdivision of land under this calculation must be approved under 17G.080.065 Alternative Residential Subdivisions.

Staff note: This text would provide for a different density calculation for attached housing if both units are 1,200 sq. ft. or smaller.

Consultant recommendation

- *TH-2. Incentivize small attached units in the RSF & RSF-C zones*

b. Duplexes. In the RSF and RSF-C zones, on lots larger than the minimum lot size for detached houses stated in Table 17C.110-3 and smaller than eight thousand seven hundred square feet, development of each duplex where neither dwelling unit is larger than one thousand two hundred square feet shall be considered as a single-family dwelling for the purposes of calculating density.

Staff note: This text would provide for a different density calculation for duplexes if both units are 1,200 sq. ft. or smaller.

Consultant recommendation

- *DUP-1. Allow & incentivize small duplexes in RSF & RSF-C zones (<1,200sf)*

C. All other development. When development other than single-dwelling or duplex is proposed, minimum and maximum density must be met at the time of development.

D. Calculating Density.
The calculation of density for a subdivision or residential development is net area, and is based on the total area of the subject property, less the area set aside for right-of-way and tracts of land dedicated for stormwater facilities. Land within a critical area (see definitions under chapter 17A.020 SMC) may be subtracted from the calculation of density. When the calculation of density results in a fraction, the density allowed is rounded down to the next whole number. For example, a calculation in which lot area, divided by minimum unit area equals 4.35 units, the number is rounded down to four units.

E. Maximum Density.
The maximum densities for the single-family and multi-dwelling zones are stated in Table 17C.110-3. All new housing built, or converted from other uses, must be on sites large enough to comply with the density standards. The number of units allowed on a site is based on the presumption that all site development standards will be met. Maximum density is based on the zone and size of the site. The following formula is used to determine the maximum number of units allowed on the site:

Square footage of site, less the area set aside for right-of-way and tracts of land dedicated for stormwater facilities;

Divided by maximum density from Table 17C.110-3;

Equals maximum number of units allowed. If this formula results in a decimal fraction, the resulting maximum number of units allowed is rounded to the next whole number. Decimal fractions of five tenths or greater are rounded up. Fractions less than five tenths are rounded down.

F. Minimum Density.
The minimum density requirements for the single-family and multi-dwelling zones are stated in Table 17C.110-3. All subdivision is required to comply with the minimum density requirements of the base zone, unless modified by a PUD under SMC 17G.070.030(B)(2). A site that is nonconforming in minimum density may not move further out of conformance with the minimum density standard. Minimum density is based on the zone and size of the site, and whether there are critical areas (see definitions under chapter 17A.020 SMC). Land within a critical area may be subtracted from the calculation of density. The following formula is used to determine the minimum number of lots required on the site.

Square footage of site, less the area set aside for right-of-way and tracts of land dedicated for stormwater facilities;

Divided by minimum density from Table 17C.110-3;

Equals minimum number of units required.

G. Unit/Area.
The maximum units per net lot area are stated in Table 17C.110-3. ((~~These~~)) Except as provided in SMC 17C.110.205(B) above, these provisions allow for one single-family residence per lot in the RA, RSF, and RSF-C zones, one duplex per lot in the RTF and increases in the number units in the multifamily zones based on size of the lot.

G. Transfer of Density.
Density may be transferred from one site to another subject to the provisions of chapter 17G.070 SMC, Planned Unit Developments.

Section __. That SMC 17C.110.208 is amended to read as follows:

17C.110.208 Lot Dimension Standards

A. Purpose.
These standards ensure that:

1. Each lot has enough room for a reasonably-sized house and garage;

2. Lots are of a size and shape that development on each lot can meet the development standards of the zoning code;

3. Lots are not so large that they seem to be able to be further divided to exceed the maximum allowed density of the site in the future;

4. Each lot has room for at least a small, private outdoor area;

5. Lots are compatible with existing lots;

6. Lots don't narrow to an unbuildable width close to the street;

7. Each lot has adequate access from the street;

8. Each lot has access for utilities and services;

9. Lots are not landlocked;

10. Lots are an appropriate size and shape so that development on each lot can be oriented toward the street as much as possible;

11. The multi-dwelling zones can be developed to full potential;

12. Housing goals for the City are met; and

13. To avoid having the garage door as the dominant feature of the front of a house on narrow lots.

B. Lot Dimensions.
Minimum lot dimensions are stated in Table 17C.110-3. Minimum lot dimensions for lots that will be developed with residential structures are stated in Table 17C.110-3.

C. Minimum Lot Width.
Each lot must meet the minimum lot width standard stated in Table 17C.110-3. Lots that do not meet these regulations may be requested through a planned unit development.

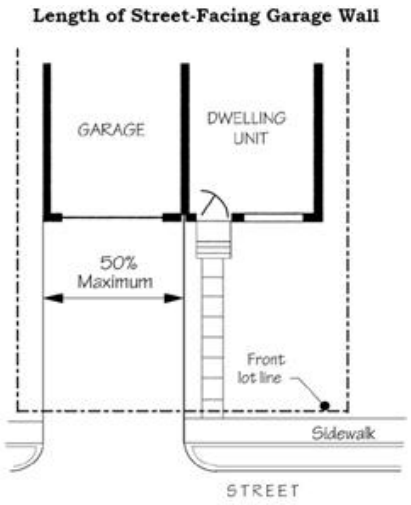
D. Lot Access.
If the lot abuts a public alley, then vehicle access shall be from the alley unless this requirement is waived by the planning services director as provided in SMC 17C.110.245(B). This requirement will be imposed as a condition of approval of the subdivision;

E. Garage Wall Limitation.
Lots in the RA, RSF, RSF-C and RTF zones must be configured so that development on the site will be able to meet the following garage limitation standards at the time of development:

1. Application.
Unless exempted by (2) of this subsection, the regulations of this subsection apply to garages on lots accessory to houses, attached houses, manufactured homes, and duplexes in the RA, RSF, RSF-C and RTF zones.

2. Exemptions.

a. Garages that are accessory to development on lots which slope up or down from the street with an average slope of ten percent or more are exempt from the standards of this subsection.



b. Garages in unexpired and uncompleted phases of subdivisions ((~~and~~)) with PUDs that received preliminary approval prior to November 2, 2012 are exempt from the standards of this subsection.

c. On corner lots, only one street-facing garage wall must meet the standards of this subsection.

((~~d. The garage wall limitation is not required on lots that are more than thirty six feet wide.~~))

3. Standards.

a. The length of the garage wall facing the street may be up to fifty percent of the length of the street-facing building façade. For attached houses, this standard applies to the combined length of the street-facing façades of each unit. For all other lots and structures, the standards apply to the street-facing façade of each unit.

b. Where the street-facing façade of a unit is less than twenty two feet long, an attached garage is not allowed as part of that façade.

c. Modifications to the standards of this subsection are allowed through a planned unit development.

F. Minimum Front Lot Line.
Each lot must have a front lot line that meets the minimum front lot line standard stated in Table 17C.110-3. Lots that do not meet the minimum front lot line standard may be requested through a planned unit development.

G. Minimum lot depth. Each lot must meet the minimum lot depth standard stated in Table 17C.110-3. Lots that do not meet the minimum lot depth standard may be requested through planned unit development.

17C.110.220 Setbacks

A. Purpose

The setback standards for primary and accessory structures serve several purposes. They maintain light, air, separation for fire protection, and access for fire fighting. They reflect the general building scale and placement of houses in the City's neighborhoods. They promote options for privacy for neighboring properties. They provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity. They provide room for a car to park in front of a garage door without overhanging the street or sidewalk, and they enhance driver visibility when backing onto the street.

B. Required Setbacks

The required setbacks for primary and accessory structures are stated in Table 17C.110-3. Other setbacks may apply to specific types of development or situations. Setbacks for parking areas are stated in chapter 17C.230 SMC, Parking and Loading.

C. Extensions into Required Building Setbacks

1. Minor features of a structure such as eaves, awnings, chimneys, fire escapes, bay windows and uncovered balconies may extend into a required building setback up to twenty-four inches. Bays and bay windows extending into the setback also must meet the following requirements:

   a. Each bay and bay window may be up to twelve feet long, but the total area of all bays and bay windows on a building facade cannot be more than thirty percent of the area of the facade.

   b. Bays and bay windows must cantilever beyond the foundation of the building; and

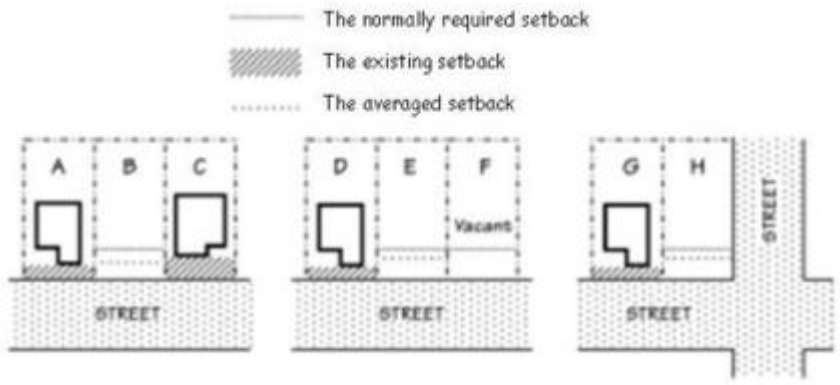
   c. The bay may not include any doors.

2. Accessory Structures. The setback standards for accessory structures are stated in Table 17C.110-3. Fences are addressed in SMC 17C.110.230. Detached accessory dwelling units are addressed in chapter 17C.300 SMC, Accessory Dwelling Units. Signs are addressed in chapter 17C.240 SMC, Signs.

3. Porch Projections. Porches, exterior balconies, or other similar areas not enclosed by walls that are more than forty-two inches in height, for fifty percent or more of their perimeter, may project up to six feet into the front setback, as adjusted for averaging under subsection (D)(1) below, if applicable. ***[Note: Insert graphic with permissible porch projection.]***

D. Exceptions to the Required Setbacks

1. Setback Averaging.
The front building setback is as provided in Table 17C.110-3, unless there exists a residence on both sides of the subject property; or in the case of a corner lot the lot to side in the same block. In this case, the setback is based on the average of the respective setbacks on the two adjoining lots, or one side of a corner lot. If one of the adjoining lots is vacant, the setback for the adjoining vacant lot for purposes of averaging is presumed to be as provided in Table 17C.110-3. The setback based on averaging shall not be greater than twenty feet.



2. The rear yard of a lot established as of May 27, 1929, may be reduced to provide a building depth of thirty feet.

3. Split Zoning.
Where a site is split between more than one zone and a building is proposed that will cross an internal lot line that is also a zoning line, no setbacks are required from that lot line.

4. Setback – Corner Lot Subdivisions.

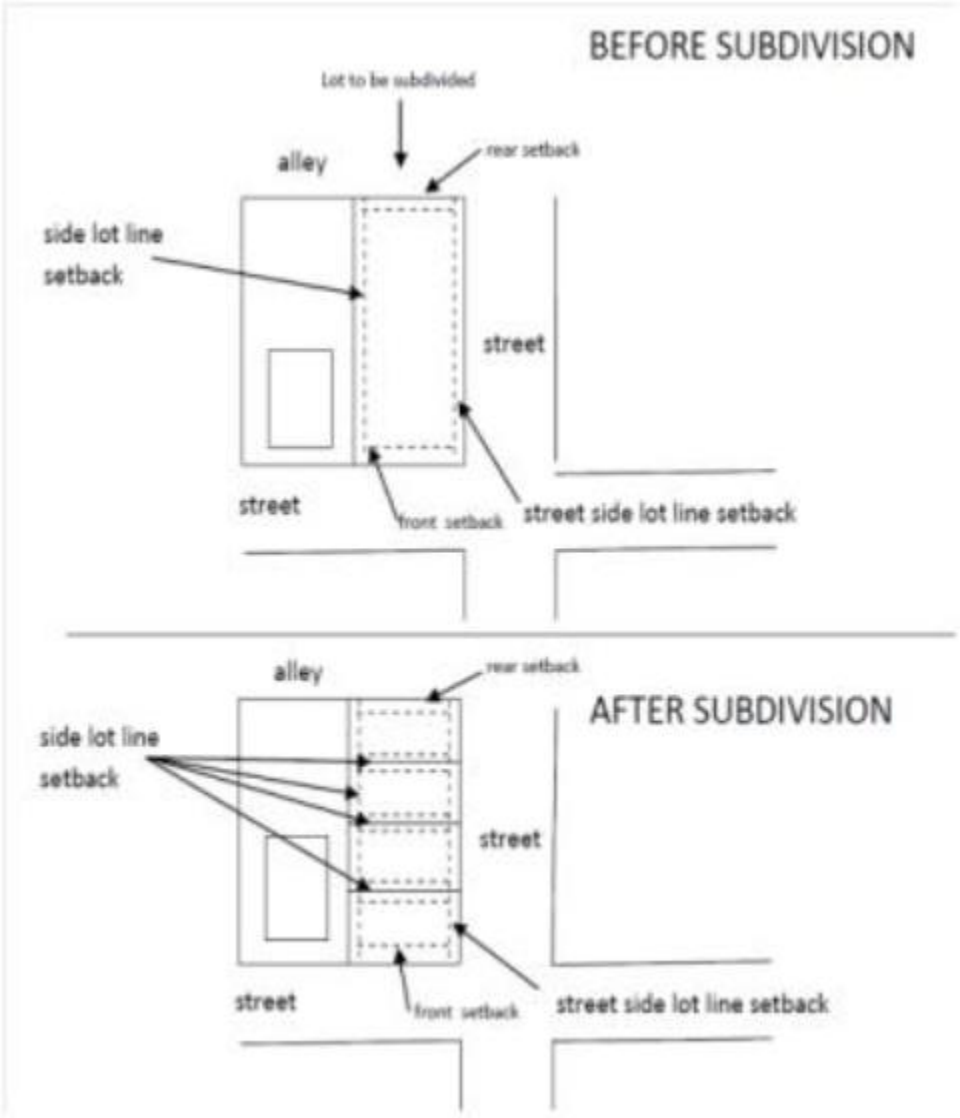
a. The planning services director upon an application for a building permit, a subdivision, short subdivision, or a boundary line adjustment determines the building setback requirements for lots resulting from a corner lot subdivision. The determination of required building setbacks is based on:

i. the purposes of the various setback requirements with respect to neighboring improvements, including setback averaging,

ii. the platting pattern in the block, and

iii. the designation of front yards on the plat, if any.

b. In general, the building setbacks for the lots that are created through a subdivision, short subdivision, or a boundary line adjustment shall remain consistent with building setbacks as required prior to the corner lot subdivision. The figures below will be used to guide the planning services director decision.



Section __. That SMC section 17C.110.223 is amended to read as follows:

17C.110.223 Required Outdoor Areas

A. Purpose.
The required outdoor areas standards assure opportunities in the residential zones for outdoor relaxation or recreation. The standards work with the maximum building coverage standards to ensure that some of the land not covered by buildings is of an adequate size and shape to be usable for outdoor recreation or relaxation. The location requirements provide options for private or semiprivate areas. The requirement of a required outdoor area serves in lieu of a large rear setback requirement and is an important aspect in addressing the livability of a residential structure.

B. Required Outdoor Area Sizes.
The minimum sizes of required outdoor areas per dwelling unit are stated in Table 17C.110-3. The shape of the outdoor area must be such that a square of the stated dimension will fit entirely in the outdoor area.

C. Requirements.

1. The required outdoor area must be a contiguous area and may be on the ground or above ground.

2. The area must be surfaced with lawn, pavers, decking, or sport court paving which allows the area to be used for recreational purposes. User amenities, such as tables, benches, trees, planter boxes, garden plots, drinking fountains, spas, or pools may be placed in the outdoor area. It may be covered, such as a covered patio, but it may not be fully enclosed area.

3. Required outdoor area located in the front yard shall be located behind the sidewalk and delineated from the public way by a wall or fence. The wall or fence must have a minimum height of sixteen inches and must meet the requirements of 17C.110.230, Fences.

[Note: Insert graphic with outdoor area dimensions.]

Section __. That SMC section 17C.110.225 is amended to read as follows:

17C.110.225 Accessory Structures

A. Purpose.
This section regulates structures that are incidental to primary buildings to prevent them from becoming the predominant element of the site. The standards provide for necessary access around structures, help maintain privacy to adjoining lots and maintain open front setbacks.

B. General Standards.

1. Accessory structures are allowed on a lot only in conjunction with a primary building, and may not exist on a lot prior to the construction of the primary structure, except as allowed by subsection (B)(2) of this section.

2. An accessory structure that becomes the only structure on a lot as the result of a land division may remain on the lot if the owner has submitted a financial guarantee to the City for the cost of demolition and removal of the structure. The financial guarantee will be used by the City if the owner has not removed the accessory structure if, within one year of final plat approval or boundary line adjustment (BLA), a primary structure has not been built and received final inspection. The financial guarantee must be accepted by the City prior to approval of the final plat or boundary line adjustment.

3. An accessory structure shall not contain a kitchen or space for living, sleeping, eating, or cooking unless it is approved as an accessory dwelling unit under chapter 17C.300 SMC.

C. Setbacks.

1. Mechanical Structures.
Mechanical structures are items such as heat pumps, air conditioners, emergency generators, and water pumps.

   a. Front Setback Standard.
   Mechanical structures are not allowed in required front building setbacks.

   b. Side and Rear Setback Standard.
   Mechanical structures are allowed inside and rear building setbacks if the structure is no more than forty-eight inches high.

2. Vertical Structures.
Vertical structures are items such as flagpoles, trellises and other garden structures, radio antennas, satellite receiving dishes and lampposts. Fences are addressed in SMC 17C.110.230. Sign standards are in chapter 17C.240 SMC, Signs.

   a. Setback Standard.
   Vertical structures are allowed in required side and rear building setbacks if they are no larger than four feet in width, depth or diameter and no taller than seven feet. If they are larger or taller, they are not allowed in required building setbacks. Trellises and other gate features are allowed in front yard if they are no larger than four feet in width, depth or diameter and no taller than seven feet and do not conflict with the clear view triangle provisions under SMC 17C.110.230, Fences.

3. Uncovered Horizontal Structures.
Uncovered horizontal structures are items such as decks, stairways, entry bridges, wheelchair ramps, swimming pools, hot tubs, tennis courts, and boat docks that are not covered or enclosed.

a. Setback Standard.

i. Projection Allowed.
The following structures are allowed in required building setbacks, as follows:

A. Structures that are no more than two and one-half feet above the ground are allowed in side and rear building setbacks. Handrails required by the IBC/IRC are not included in the maximum height.

B. On lots that slope down from the street, vehicular or pedestrian entry bridges that are no more than two and one-half feet above the average sidewalk elevation are allowed in all building setbacks; and

C. Stairways and wheelchair ramps that lead to one entrance on the street-facing facade of a building are allowed in street setbacks.

4. Covered Accessory Structures.
Covered accessory structures are items such as greenhouses, storage buildings (not used to cover motor vehicles), sheds, covered decks, covered porches, gazebos, and covered recreational structures.

a. Setback Standard.
Covered accessory structures are not allowed in the required front and side building setbacks.

5. Detached Accessory Structures.
Detached accessory structures are garages, carports, and other structures utilized to cover motorized vehicles.

a. Setback Standard.
A detached accessory structure is not allowed in the front building setback. A detached accessory structure that has an entrance, which faces a street, is required to be setback twenty feet from the property line or from the back of the sidewalk, as stated in Table 17C.110-3.

b. Detached accessory structures may be built to the rear property line, unless parking in front of the structure is proposed, then the structure

is required to be built a minimum of eighteen feet from the edge of the alley tract, easement, or right-or-way.

6. Attached Accessory Structures.
Accessory structures are garages, carports or other structures utilized to cover motorized vehicles that are connected by a common wall to the primary structure.

a. Setback Standard.
An attached accessory structure is not allowed in the front building setback. An attached accessory structure that has an entrance which faces a street is required to be setback twenty feet from the property line as stated in Table 17C.110-3.

b. Attached accessory structures may be built to within five feet of the rear property line, unless parking in front of the structure is proposed, then the structure is required to be built a minimum of eighteen feet from the edge of the alley tract, easement or right-or-way.

D. Building Coverage.
The combined building coverage of all detached accessory structures and covered accessory structures may not exceed fifteen percent of the total area of the site, and when combined with all other structures on-site shall not exceed the maximum building coverage of the base zone. On lots with an accessory dwelling unit, combined building coverage of all detached accessory structures and covered accessory structures may not exceed twenty percent of the total area of the site, and when combined with all other structures on-site shall not exceed the maximum building coverage of the base zone.

E. Building Height.
The building height of detached accessory structures and covered accessory structures is listed in Table 17C.110-3. Accessory structures, which contain an ADU over a garage, are subject to the height limitations in chapter 17C.300 SMC, Accessory Dwelling Units.

TABLE 17C.110.225-1 **MAXIMUM HEIGHT – DETACHED ACCESSORY BUILDING [1]**	
Maximum Wall Height [2]	15 ft.
Maximum Roof Height [3]	20 ft.

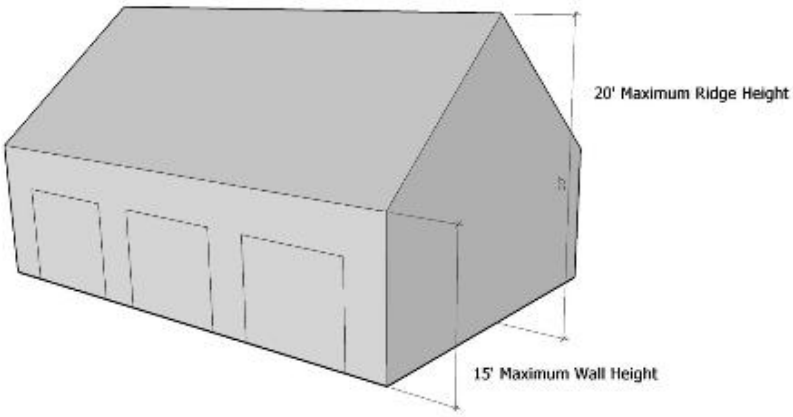
[1] Cannot include living area, nor any storage areas with a ceiling height of six-feet eight-inches or greater.

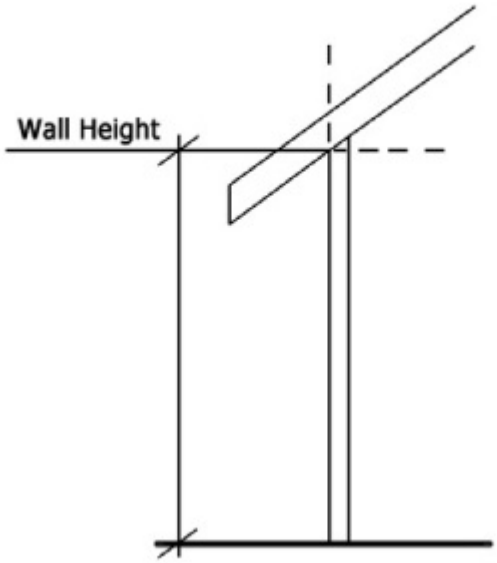
[2] The height of the lowest point of the roof structure intersects with the outside plane of the wall.

[3] The height of the ridge of the roof.

See “Example A” below.

Example A





Section _. That SMC 17C.110.300 is amended to read as follows:

17C.110.300 ((~~Alternative Residential Development~~)) Development and Design Standards for Small-Scale Housing Types

A. Purpose.
The ~~alternative development options~~ development and design standards and guidelines found in SMC 17C.110.300 through 17C.110.360 allow for variety in housing while maintaining the overall character of a residential neighborhood. ((~~These~~)) Implementation of these standards and guidelines for different housing options offer several public benefits ((~~. They~~)) : they allow greater compatibility and consistent application to development that is more diverse in size and type, allows for more opportunities for affordable housing and efficiency of city services.

B. General Requirements.
The ((~~alternative development options~~)) housing types and flexible development options listed in ~~this section~~ SMC 17C.110.305 through 17C.110.360 are allowed as permitted uses unless specifically stated otherwise. The project must comply with all of the applicable development standards of ((~~this section~~)) SMC 17C.110.300 through 17C.110.360. The project must also conform to all other development standards of the base zone unless those standards are superseded by the standards in this section.

C. Design Standards Implementation.
The design standards and guidelines found in SMC 17C.110.300 through 17C.110.360 follow SMC 17C.110.015, Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through chapter 17G.030 SMC, Design Departures, for those eligible standards and guidelines contained in the zoning code.

Section _. That there is adopted a new section 17C.110.305 to chapter 17C.110 SMC to read as follows:

17C.110.305 Design Standards for Detached and Attached Single-Family and Duplex Development

A. Purpose.

1. Enhance the character of the street and neighborhood by providing a comfortable and safe conditions for people walking, biking, or driving;

Staff note: Text in 17C.110.305 is a new section. Some text was relocated here and edited from existing design

2. Direct connectivity to the street right-of-way and the neighborhood;

standards in other sections, and some text is new.

3. Incorporation of complementary architectural details, and building massing, proportionality, and materials, that characterize single-family neighborhoods in Spokane;

4. A lively and active building street face; and

5. Features that relate to the surrounding urban and natural environment and social interaction in the public realm, which includes public and private places outdoors where people interact with their surroundings and other people outside their own household.

B. Applicability.
Single-family residential buildings (detached), attached housing, and duplexes on sites where development is permitted in the RA, RSF, RSF-C, RTF, RMF, and RHD zones. A multi-family residential building of three or more units, and attached housing in the RMF and RHD zones, are subject to the design standards of SMC 17C.110.400 through 17C.110.465.

C. Design Standards.

1. Facade Facing the Public or Private Street.
For units adjacent to both a public and private street, these standards apply to the façade facing the public street. For units that front onto an internal walkway or courtyard (where vehicular access is provided by an alley, private street or other means), these standards apply to the façade facing the internal walkway or courtyard.

Staff note: Text addresses recommendation:

- *R-4 Create/update minimum design standards*

a. Covered entry. All dwelling units must have a covered, primary building entry-related porch or stoop area of at least fifty square feet with no dimension less than five feet. For duplexes, one shared covered entrance is permitted. (R)

b. Façade modulation – buildings twenty-five to forty feet wide. All buildings must integrate at least one of the following features. For street-facing facades with two or more dwelling unit entrances, the facade must integrate at least two of the following features: (R)

i. Projecting covered, entry-related porch(es) or stoop area(s). Where two features are required, each separated porch may count as an additional feature.

ii. Building modulation, which steps the building wall back or forward at least four feet, or at least two feet with a siding or material change.

iii. Roofline modulation, such as a change in orientation of a sloped roof (with a minimum slope of 4:12) or integration of a roof dormer with a window.

c. Façade modulation – buildings wider than forty feet. All buildings must integrate at least two of the following features. For street-facing facades with two or more dwelling unit entrances, one additional feature must be integrated into the façade design: (R)

i. Projecting covered, entry-related porch(es) or stoop area(s). Where additional features are required, each separated porch may count as an additional feature.

ii. Building modulation, which steps the building wall back or forward at least four feet, or at least two feet with a siding or material change.

iii. Roofline modulation, such as a change in orientation of a sloped roof (with a minimum slope of 4:12) or integration of a roof dormer with a window.

[Note: Insert illustrative graphic with roofline and building modulation.]

d. Duplexes and attached houses on corner lots shall be designed so each unit is oriented towards a different street. This gives the structure the overall appearance of a house when viewed from either street. (R)

e. Window coverage. Windows shall be provided on all facades facing streets, comprising at least fifteen percent of the façade area, which may include any windows on attached garages, not including garage doors. (R)

f. Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front facade. (R)

g. Create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)

h. Design details - a minimum of two of the following decorative design details shall be integrated on the facade: (R)

i. Molding/framing details around all ground floor windows and doors.

ii. Building materials using stone, brick, or natural siding materials coordinated with façade modulation.

iii. Decorative entry or porch design, including decorative columns or railings.

iv. Decorative door design including transom or side lights or other distinctive feature.

v. Bay window or balconies.

vi. Window design - Buildings shall include four-inch window trim or two-inch recess.

i. Context sensitive design. Reduce the potential impact of new duplex and attached housing development on established and historic neighborhoods by incorporating elements and forms from nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (C)

j. Garages are subject to the following limitations: (R)

i. The length of the garage wall facing the street may be up to fifty percent of the length of the building façade. For attached houses, this standard applies to the combined length of the façades of each unit.

Staff note: Text addresses recommendation:

- *DUP-3. Deemphasize garages in the design of duplexes*

ii. Where the façade of a unit is less than twenty two feet long, an attached garage is not allowed as part of the façade.

iii. Garages that are accessory to development on lots which slope up or down from the street with an average slope of ten

percent or more are exempt from the standards of this subsection.

iv. Modifications to the standards of this subsection are allowed through chapter 17G.030 SMC Design Departures or chapter 17G.070 Planned Unit Development.

2. Front and Side Yard Landscaping and Design.

a. All street-facing facades must have landscaping along the foundation. There must be at least one three-gallon shrub for every three lineal feet of foundation. (R)

b. Sixty percent of the area between the front lot line and the front building line must be landscaped. At a minimum, the required landscaped area must be planted with living ground cover, or water-efficient landscape designed by a certified SpokaneScape professional. Up to one-third of the required landscaped area may be for recreational use, or for use by pedestrians. Examples include walkways, play areas, or patios. (R)

c. Each house, attached house, or duplex unit shall integrate at least two items from the following list: (R)

i. A patio with no dimension less than ten feet, and not comprising more than twenty-five percent of the front yard setback, with perimeter landscaping and a low wall separating the patio from the sidewalk.

Staff note: Text addresses recommendation:

- *R-4 Create/update minimum design standards*

ii. A terraced landscaped front yard along at least sixty percent of the frontage with at least one concrete, masonry, or rock retaining wall at least sixteen inches tall.

iii. A low fence with space for shrubs in front along at least sixty percent of the frontage.

iv. A trellis for vine plants with space for planting in front.

3. Vehicular Access.
Alley access is required where available for all housing types under SMC 17C.110.245 and SMC 17H.010.130. Where alley access is

Staff note: Text addresses recommendation:

determined not to be available under SMC 17C.110.245, the number and location of curb cuts are regulated to promote pedestrian-oriented environments along streets, reduce impervious surfaces, and preserve on-street parking and street tree opportunities as follows:

- *R-3 Require alley access where available*

a. Where off-street parking for three or more attached houses will be developed, the off-street parking and access must be provided on the side or rear setbacks of the parent site and not in the area between the building and the street. (R)

Text addresses recommendation:

- *TH-3. Prohibit front-loaded units where at least 3 units are attached*

[Note: Insert illustrative graphic with vehicle access for three or more attached units.]

b. The number and width of curb cuts should be minimized: (P)

i. On inside lots as defined in SMC 17A.020.120, only one curb cut is permitted per duplex lot; and

ii. Street front vehicular access is limited to no more than one for each nine total attached houses.

c. Where off-street parking for two or more dwellings will be developed on abutting lots that are each less than forty feet in width, only one curb cut and sidewalk crossing for each two lots may be permitted. (P)

Staff note: This text exists in SMC 17C.110.310 and would preserve limitations on curb cuts.

d. See 17C.230.145, Development Standards for Residential Uses.

17C.110.310 Attached Housing ~~((, Detached Houses on Lots Less than Forty Feet Wide, and Duplexes))~~

A. Purpose.
Attached housing~~, detached houses on narrow lots and duplexes allow~~ allows for energy-conserving housing and a more efficient use of land. See definition of attached housing under SMC 17A.020.010.

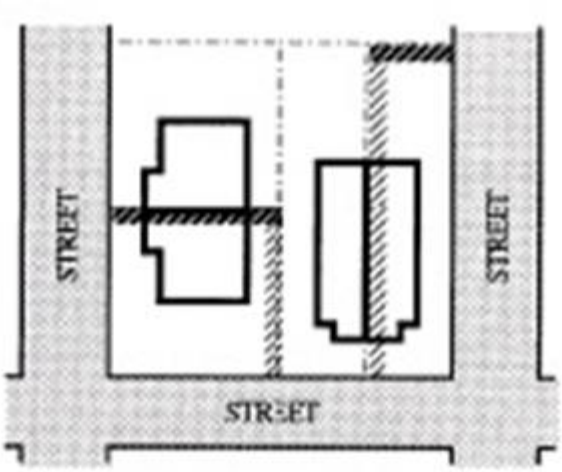
B. Qualifying Situations.
Sites located in the RA through the RHD zones. All lots must be under the same ownership or a signed and recorded agreement to participate in an attached housing development must be submitted to the City by all property owners at the time of building permit application.

C. Lot Development Standards.
Each house must be on a lot that complies with the lot development standards in the base zone as provided in Table 17C.110-3 or as modified under SMC 17C.110.360 Pocket Residential Development and 17G.080.065 Alternative Residential Subdivisions.

D. Building Setbacks for Attached Housing.

1. Interior Lots.
On interior lots, the side building setback on the side containing the common wall is reduced to zero.

2. Corner Lots.
On corner lots, either the rear setback or non-street side setback may be reduced to zero. However, the remaining street side lot line setback must comply with the requirements for a standard side or rear setback.



On corner lots, either the rear setback or the nonstreet side setback can be reduced to zero. However, the remaining nonstreet setback must comply with the requirements for a standard rear setback.

Rear lot line

Nonstreet side lot line

3. Internal building separation. Where attached housing units are configured across from each other and separated by a private internal street or shared driveway, such buildings shall maintain at least thirty feet of separation, except on side that has no vehicular access to the building.

Staff note: New text would address additional spacing between side-oriented slot homes, that create a "canyon" effect over an internal auto court.

- *TH-4. Create other site & building design standards specific to attached units. Element: Auto court/internal driveway design*

E. Design Standards.

((~~This section is subject to the provisions of SMC 17C.110.015, Design Standards Administration.~~)) Attached housing follows the design standards in 17C.110.305 Detached and Attached Single-Family and Duplex Development.

((~~1. A multi-family residential building of three or more units and attached housing in the RMF and RHD zones are subject to the design standards of SMC 17C.110.400 through 17C.110.465.~~

~~2. For detached houses on lots forty feet or less wide and duplexes, where permitted, in the RSF, RSF-C, RTF, RMF and RHD zones, as well as attached housing in the RA, RSF, RSF-C, and RTF zones, the following design standards must be met:~~

a. All street-facing facades must have landscaping along the foundation. There must be at least one three-gallon shrub for every three lineal feet of foundation. (R)

b. Sixty percent of the area between the front lot line and the front building line must be landscaped. At a minimum, the required landscaped area must be planted with living ground cover. Up to one-third of the required landscaped area may be for recreational use, or for use by pedestrians. Examples include walkways, play areas, or patios. (R)

c. Use of planting materials and landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged, with plantings consistent with L3 open area landscaping standard of SMC 17C.200.030. (P)

d. Front facade.
Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front facade of the building. (R)

e. Duplexes and attached houses on corner lots shall be designed so each unit is oriented towards a different street. This gives the structure the overall appearance of a house when viewed from either street. (R)

f. Detached houses on lots forty feet or less wide and both units of a duplex or attached houses must meet the following standards to ensure that the units have compatible elements. Adjustments to this paragraph are prohibited, but modifications may be requested through a design departure. The standards are:

i. Entrances. Each of the units must have its address and main entrance oriented toward a street frontage. Where an existing house is being converted to two units, one main entrance with internal access to both units is allowed. (R)

ii. Each unit must have a covered, main entry-related porch or stoop area of at least fifty square feet with no dimension less than five feet. (R)

iii. Buildings must be modulated along the public street at least every thirty feet. Building modulations must step the building wall back or forward at least four feet. (R)

iv. Reduce the potential impact of new duplex and attached housing development on established and historic neighborhoods by incorporating elements and forms from

~~nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (P)~~

~~v. Create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)~~

~~g. Garages are subject to the garage limitation standards of SMC 17C.110.208(E). (R)~~

~~h. Where off-street parking for two or more dwellings will be developed on abutting lots that are each less than forty feet in width, only one curb cut and sidewalk crossing for each two lots may be permitted, to promote pedestrian-oriented environments along streets, reduce impervious surfaces, and preserve on-street parking and street tree opportunities. (P)~~))

F. Number of Units.

1. RA, RSF and RSF-C Zones.
A maximum of ((~~two~~)) four houses may be with a common wall. Structures made up of ((~~three~~)) five or more attached houses are prohibited unless approved as a planned unit development.

((~~2. RTF Zone.~~
~~Up to eight attached houses may have a common wall. Structures made up of nine or more attached houses are prohibited unless approved as a planned unit development.~~))

((~~3.~~)) 2. RTF, RMF and RHD zones.
There is no limit to the number of attached houses that may have common walls.

Note: Increases to the number of houses with a common wall are suggested as follows:

- *Increase the allowed number of attached units on individual lots in RSF, RSF-C and RTF zones outright. Housing Action Plan, Strategy A1.*
- *Increase the number of attached residential units to greater than two… with appropriate and complementary dimensional standards, parking standards, setbacks, site coverage, and frontage requirements in place. Proclamation Addressing Housing Emergency Action Item 2.b.*
- *Consultant recommendation TH-1. Allow more than two attached units in RSF & RSF-C zones*

BRIEFING PAPER
City of Spokane
Plan Commission Workshop
2022 Design Guidelines
March 2, 2022

Subject

Design Guidelines are used by the Design Review Board to "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" (from the Board's mission statement, SMC 04.13.015). However, only two of the six project types requiring design review have adopted design guidelines. This project establishes design guidelines for the following areas which currently have no guidelines:

- Public Projects and Structures
- Skywalks over Public Rights-of-Way
- City-Wide (or Base) Guidelines

Spokane Municipal Code revisions to support the design guidelines and provide clarity to the design review process are also included in your packet. The project sponsor is Councilmember Stratton. The Plan Commission workshop on March 9, 2022 will include public input to date and the draft of the guideline booklets and code revisions. The design guideline priorities are to:

- Add surety to the design review process
- Reduce frustration on the part of applicants, the public, and staff
- Provide adequate type-specific guidance for the Design Review Board

Background

The city hired Urbsworks as a consultant to analyze the city's current process and provide recommendations for improvement, which were submitted in 2021.

Design Guideline Booklets have been drafted with the assistance of key stakeholders and the public. The intent of the guideline update is to:

- Provide clarity on design objectives for all project types subject to design review.
- Provide similar review criteria and threshold structures for all project types subject to design review.
- Identify improvements to the design review process for the aforementioned project types.

Additionally, code changes are proposed to:

- Delete Design Review for Shoreline permits (this was previously removed in the last Shoreline Master Plan update in 2021)
- Delete Design Review for Planned Unit Developments (PUDs) from the preliminary plat application review.
- Revise outdated terms for the Design Review process.
- Clarify design standards eligible for Design Departures.
- Move the development and design standards for Skywalks into a new chapter in Unified Development Code (these criteria will be deleted from Title 12)

BRIEFING PAPER
City of Spokane
Plan Commission Workshop
2022 Design Guidelines
March 2, 2022

Action

Following the Plan Commission's March 9, 2022 workshop, a Public Hearing before the Plan Commission is tentatively scheduled for April 13, 2022, where the Plan Commission will make a recommendation to the City Council. A workshop with the City Council Urban Experience Committee is tentatively scheduled for April 11, 2022. The public hearing for City Council to workshop and adopt the changes is not yet set.

Engagement/Outreach

The following is a list of outreach actions for this project:

City Council Committee
- August, 2019 (Urban Experience)

Plan Commission
- October, 2020 (status update)
- September, 2021 (review of draft design guidelines)

Design Review Board
- October, 2020 (review of Phase I work – interviews, research, recommendations)
- November, 2021 (review of design guidelines)
- December, 2021 (review of draft design guidelines)

Stakeholders
- March, 2020 (Interviews with Key Stakeholders)

Technical Team
- May/June, 2020 (online presentations with Q&A)
- June, 2021 (review of draft design guidelines)
- January/February, 2022(review of draft code revisions)

Public Outreach
- February, 2020 (public workshops)
- February-May, 2020 (public survey)

Action

Following the Plan Commission's March 9 workshop, the Commission will hold a public hearing April 13, 2022. After the public hearing, the Commission will make a recommendation to the Spokane City Council.

DRAFT OF CODE REVISIONS FOR THE NEW DESIGN GUIDELINES

ORDINANCE NO. _____

AN ORDINANCE RELATING TO DESIGN GUIDELINES OF THE UNIFIED DEVELOPMENT CODE; AMENDING SMC SECTION 17G.040.020; AND ADOPTING NEW DESIGN GUIDELINES.

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

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

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

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

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

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

THE CITY OF SPOKANE DOES ORDAIN:

Section 1. That Title 17 SMC is amended to include new design guidelines for the following project types currently subject to design review.

A. Public Projects and Structures.

1. See Exhibit A

B. Skywalks.

1. See Exhibit B

C. Citywide

1. See Exhibit C

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

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

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

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

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

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

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

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

1. Within the central area identified on the Downtown Design Review Threshold Map 17G.040-M1:

   a. New buildings and structures greater than twenty-five thousand square feet.

   b. Modification of more than twenty-five percent (at minimum three hundred square feet) of a building façade visible from an adjacent street.

Commented [GD1]: In the revised SMC, this text string will be a hyperlink to the new design guidelines for Public Projects & Structures.

Commented [GD2]: While not strictly related to the adoption of the new design guidelines, this eliminates a conflict in the code – as the references to design review for SCUPs was removed from the Shoreline regulation in 2021.

Commented [GD3]: In the revised SMC, this text string will be a hyperlink to the new design guidelines for Skywalks.

Commented [GD4]: In the revised SMC, this text string will be a hyperlink to the new design guidelines for Citywide.

Commented [GD5]: In the revised SMC, this text string will be a hyperlink to the existing design guidelines for Downtown.

2. Within the perimeter area identified on the Downtown Design Review Threshold Map 17G.040-M1:

   a. New buildings and structures greater than fifty thousand square feet.

   b. Modification of more than twenty-five percent (at minimum three hundred square feet) of a building façade visible from an adjacent street.

3. Within the gateway areas identified on the Downtown Design Review Threshold Map 17G.040-M1:

   a. All new buildings and structures.

   b. Modification of more than twenty-five percent (at minimum three hundred square feet) of a building façade fronting on a designated gateway street or within one hundred feet of an intersection with a gateway street.

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

Commented [GD6]: In the revised SMC, this text string will be a hyperlink to the new design guidelines for Citywide.

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

Commented [GD7]: In the revised SMC, this text string will be a hyperlink to the new design guidelines for Citywide.

((~~G~~)) F. Any ((~~other development proposal or~~)) planning study about which the plan commission, or planning director ((~~, or hearing examiner~~)) requests to have the board's advice pertaining to any design elements. Any development proposal about which the planning director or hearing examiner requests to have the board's advice pertaining to any design elements.

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

Commented [GD8]: In the revised SMC, this text string will be a hyperlink to the new design guidelines for Citywide.

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

Commented [GD9]: In the revised SMC, this text string will be a hyperlink to the existing design guidelines for Mini-Storage Facilities.

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

Section 4. Short Title. This ordinance shall be known as the Design Guidelines Code and may be cited as such.

Passed by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
Assistant City Attorney

_____
Date

_____
Effective Date

DRAFT OF CODE REVISIONS FOR SKYWALKS

ORDINANCE NO. _____

AN ORDINANCE RELATING TO DESIGN GUIDELINES OF THE UNIFIED DEVELOPMENT CODE; AMENDING SMC SECTIONS 12.02.0405, 12.02.0410, 12.02.0424, 12.02.0452, 12.02.0464, 12.02.0470, AND 12.02.0476, ; REPEALING SMC SECTIONS 12.02.0450, 12.02.0460, 12.02.0462 AND 2.02.0474; AND ADDING SMC CHAPTER 17C.255.

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

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

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

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

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

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

THE CITY OF SPOKANE DOES ORDAIN:

Section 1. That the following sections of the Spokane Municipal Code are repealed: SMC section 12.02.0450 entitled “Design”; SMC section 12.02.0460 entitled “Dimensions – Angulation – Slope”; SMC section 12.02.0462 entitled “Arch – Vertical Clearance”; and SMC section 12.02.0474 entitled “Street Access”.

Section 2. Savings Clause. The sections of Spokane Municipal Code which are repealed by this ordinance, shall remain in force and effect until the effective date of this ordinance.

Section 3. That SMC section 12.02.0405 is amended as follows:

Section 12.02.0405 Findings

The city council finds as follows:

A. The City, as a city of the first class, has the power to regulate and control the use of streets and avenues within the corporate limits of the City.

B. The free circulation of pedestrian and vehicle traffic through the City is necessary to the health, safety, and general welfare of the citizens of the City.

C. The construction of overhead pedestrian skywalks will facilitate movement of pedestrian traffic, especially ((~~within the major shopping center of the core area of the City, and reduce the volume of pedestrian traffic on the existing sidewalks and streets, all of which is~~)) within portions of the community where the reduction of pedestrian traffic congestion on the existing skywalks and streets appears warranted, may be to the general benefit of the citizens of the City.

D. The placement of overhead pedestrian skywalks in the airspace across the streets and alleys in the city will not interfere with the use of the surface of the street as a public right-of-way.

E. The issuance of a permit granting the right to use the public airspace to build a pedestrian skywalk or which permits a property owner to obtain access to the pedestrian skywalk system should not carry with it the right for the permittee to prohibit another property owner from joining the skywalk system or from obtaining access to any of its tributaries.

Section 4. That SMC section 12.02.0410 is amended as follows:

Section 12.02.0410 Policy - Purpose

A. The city council, finding overhead pedestrian skywalks to promise improvement of pedestrian and vehicular traffic in congested areas of the City, declares that it is

the policy of the City to approve, in principal, the construction of pedestrian skywalks over City streets and alleys. Said construction is in the interest of the public health, safety and welfare.

B. The purpose of this article is to guide future development of:

1. individual pedestrian skywalks to be situated within the City; and

2. a system of pedestrian skywalks and connecting walkways, generally at the second floor level((~~, supplementing the street level pedestrian sidewalk system in the central business district (Census Tracts 34 and 35). Such pedestrian skywalks are intended to augment pedestrian movement, reduce pedestrian-vehicular conflict, and permit expansion of retail shop and mall areas within convenient reach of the public, particularly in congested areas such as the central business district (CBD).~~)). Such pedestrian skywalks are intended to augment pedestrian movement, reduce pedestrian-vehicular conflict, and permit expansion of desirable land uses within convenient reach of the public.

C. Skywalks are intended and reserved for the movement of pedestrians over and across the public streets and alleys of the city. As used herein “skywalks” refers to pedestrian skywalks. Permits for the use of air rights for the movement of goods or the conduct of business may be granted or denied by the city council under such other policy as the council may adopt.

Section 5. That SMC section 12.02.0424 is amended as follows:

Section 12.02.0424 Evaluation by Hearing Examiner

The application is evaluated by the hearing examiner in accord with standards and criteria set forth in this article and ((~~chapter 11.02 SMC~~)) chapter 17G.060 SMC. The hearing examiner may impose such additional conditions or grant such exceptions to this article as the examiner deems appropriate, consistent with the policy and purpose of this article. However, if exceptions to the ((~~standards set forth in this article are granted by the hearing examiner, they may be granted only pursuant to recommendations made by the design review board.~~)) design standards set forth in SMC 17C.255.500 through SMC 17C.255.530 are granted by the hearing examiner, they may be granted only pursuant to recommendations made by the design review board.

Section 6. That SMC section 12.02.0452 is amended as follows:

Section 12.02.0452 Further Specifications

A. The construction of skywalks shall be in accordance with the plans and specifications filed with the City, and shall comply with the City building code, so as to provide necessary fire protection between the pedestrian skywalk structure and the buildings to which it is connected, as well as necessary fire protection between properties within the tributary malls and walkways.

B. Skywalks must be designed and constructed so as to bear solely upon privately owned land and be removable without affecting the structural integrity of the buildings situated on private land.

~~C. All glazing within the skywalk structure shall be not less than one-quarter inch thick tempered glass set in metal frames. Skywalks must have internal, controlled, year-round drainage to adjoining building systems or to the storm sewer, constructed and maintained to the satisfaction of the City of Spokane.~~

Section 7. That section 12.02.0464 is amended as follows:

Section 12.02.0464 ((~~Ramps~~)) Obstructions – Malls and Walkways

~~A.~~ ((~~Ramps within the skywalk structure should be distributed continuously, uniformly, and symmetrically at an incline not exceeding one foot vertically for every twelve feet of horizontal distance (approximately eight and three-tenths percent). There should be no steps within a skywalk structure or in walkways associated with skywalks.~~))

((~~B~~)) A. Malls and walkways continuing from skywalks through buildings shall be maintained reasonably clear of obstructions so as to permit the skywalk system to effectively function in accordance with its purpose, to move pedestrian traffic rapidly within congested areas of the City.

Section 8. That section 12.02.0470 is amended as follows:

Section 12.02.0470 Signs - Lighting

A. No advertising, readerboards, or other signs, except City traffic signs and skywalk wayfinding signage, shall be permitted on the internal or external portions of the skywalk structures. Distinct internal directional signs designating routes within the skywalk system may be permitted, and such signing indicating routes to street access shall be provided at all vertical accesses. Decorations for holiday, seasonal, and civic events may be placed on skywalk structures, on a temporary basis, subject to the prior written approval of the director of engineering services.

B. Skywalks must have ((~~inconspicuous,~~)) nonglare, internal lighting, and where necessary for pedestrian safety and convenience ((~~, inconspicuous external lighting~~)).

C. Signs located on or facing on the sidewalk indicating the direction to and location of skywalk entrances shall conform to guidelines established by the City ((~~plan commission~~)) and shall meet the following criteria:

1. Skywalk entrance direction signs on sidewalks or placed on a structure fronting on the sidewalk should be reasonably standardized and uniform ((~~throughout the downtown area~~)).

2. The signs should not be a safety hazard or unduly restrict pedestrian movement.

3. The signs should be aesthetically pleasing and complementary with existing street furniture.

4. Signs should be simple, readable, and contain no advertising.

5. The costs of the sign and associated maintenance shall be borne by the ((~~property~~)) skywalk owners.

D. The hearing examiner administers skywalk sign proposals submitted as a part of a skywalk application as well as those proposed separately from and not a part of a skywalk application. The hearing examiner may prepare and adopt project-specific signage guidelines that reflect the above criteria to assist in the administration of applications for placement of sidewalk entrance signs.

Section 9. That section 12.02.0476 is amended as follows:

Section 12.02.0476 Limitation on Permits

A. No more than one permit for a pedestrian skywalk should be granted in any one block of street frontage. In cases of unusually long blocks, or unusual property or physical problems, two standard second-floor-level skywalks may be permitted so long as their combined width does not exceed ten percent of the length of the block.

B. Structures other than skywalks spanning public streets shall not preclude a pedestrian skywalk in the same block and such structures shall not be calculated in the ten percent limitation set forth hereinabove. In each case, the ((~~plan commission~~)) design review board shall carefully evaluate the need for an additional structure across such street and the location of the proposed pedestrian skywalk in relation to the existing structure with the intent of keeping the

structures spanning the street to the minimum number necessary for a successful pedestrian skywalk system.

Section 10.That a new chapter is added to the Title 17 of the Spokane Municipal Code as follows:

Chapter 17C.255 Skywalks

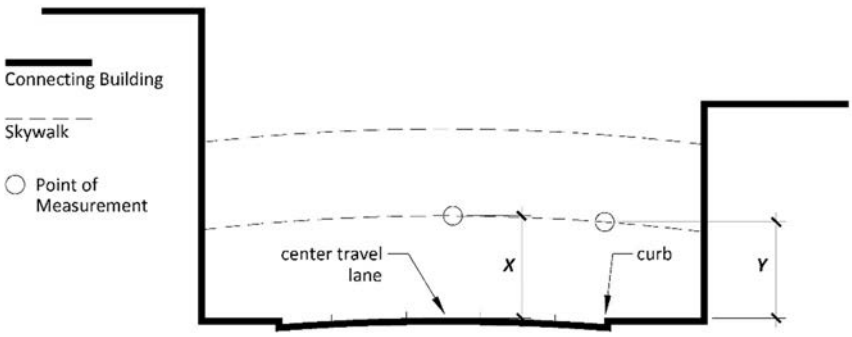
Section 17C.255.010 Purpose

A. Purpose. To ensure public safety and a consistent development of skywalk structures in the public right of way, the following development standards must be met.

B. Skywalk Development Standards

1. Street Clearance

a. Skywalks must have a minimum of sixteen and one-half feet clearance above the existing street grade in the center lane, and must have a minimum of fifteen feet clearance above the street pavement at the curb and over alleys.



X = Distance between highest finish grade in center travel lane and the bottom of the skywalk structure. *X* ≥ 16.5' *X* ≥ 16.5'

Y = Distance between the top of curb and the bottom of the skywalk structure, at the curb. *Y* ≥ 15' *Y* ≥ 15'

2. Circulation

a. Ramps within the skywalk structure should be distributed continuously, uniformly, and symmetrically at an incline not exceeding one foot vertically for every twelve feet of horizontal distance (approximately eight and three-tenths percent).

b. There should be no steps within a skywalk structure or in walkways associated with skywalks.

3. Street Access

    a. Skywalks must have adequate pedestrian access to and from the street level, such access to be available at, at least, one of the termini points of each skywalk.

    b. Each one-block area should have at least one street level pedestrian access point for every two skywalks that enter the subject block. This street level pedestrian access may be through stairways or by mechanical means and such access may be internal or external to the structure.

    c. In the case of existing structures into which a skywalk is built, existing access systems at the property perimeter may be counted for this access to and from the street if it is well marked, accessible, and within fifty feet of the skywalk terminus.

    d. Skywalks outside the central business district shall be provided with such street level pedestrian access as deemed warranted by the city council, acting with the advice and recommendation of the design review board.

4. Glazing

    a. For impact resistance, all exterior glazing in the skywalk structure shall be not less than one-quarter inch thickness tempered glass set in metal frames.

    b. The use of double-paned insulated glazing and of metal frames with thermal breaks is encouraged.

5. Drainage

    a. Skywalks must have internal, controlled, year-round drainage to adjoining building systems or to the storm sewer, constructed and maintained to the satisfaction of the City of Spokane.

Section 17C.255.015 Design Standards Administration

All projects must address the pertinent design standards. A determination of consistency with the design standards will be made by the planning director following an administrative review process. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each design standard. For design standards that are designated Requirement

(R) an applicant may apply to the Design Review Board pursuant to the procedures set forth in chapter 17G.040 SMC, and the board may recommend approval of alternatives to strict compliance, upon a finding that the alternative satisfies the decision criteria for a design departure in SMC 17G.030.040.

A. Requirements (R).

Requirements are mandatory in that they contain language that is not discretionary, such as “shall,” “must,” and “will.” Requirements must be satisfied by any plan prior to building permit approval. Requirements are listed with an (R) after the standard.

B. Presumptions (P).

Presumptions are standards that are meant to be applied, but with some flexibility. Presumptions indicate that the City is open to design features that are equal to, or better than, that stated – so long as the purpose is satisfied. A submitted plan is incomplete and will be rejected if it does not demonstrate that the presumptive elements have been in some way incorporated or overcome. Presumptions are listed with a (P) after the standard.

1. Overcoming a Presumption.

A presumption that may be unsuitable for a given project may be waived if an applicant can demonstrate to the planning director that there is a good reason why the presumption is inappropriate. The director may approve an alternative that achieves the intent of the presumption. At the discretion of the applicant, or in rare cases the director, may refer the permit to the design review board. A referral from the director would be in those cases where the complexity of the project and/or the cumulative impacts of deviations result in the project no longer meeting the overall intent of the design standard and the comprehensive plan.

2. Appropriate ways to overcome a presumption include:

a. demonstrating that for a specific project the underlying design principle will not be furthered by the application of the presumption;

b. showing that another design principle is enhanced by not applying the presumption;

c. demonstrating an alternative method for achieving the intent of the presumption;

d. explaining the unique site factors that make the presumption unworkable, such as lot size and shape, slope, natural vegetation, drainage, or

characteristics of adjacent development, which are identified through their use of materials, colors, building mass and form, and landscaping.

Note: Increases in the cost of development will not be an acceptable reason to waive a standard or determine that a standard is inappropriate.

C. Considerations (C).

Design standards listed as considerations are features and concepts that an applicant should consider in preparing a plan. Their omission is not grounds for rejecting a plan, but their inclusion or recognition is encouraged and may assist in overcoming certain presumptions and in gaining acceptance for a plan. Considerations are listed with a (C) after the standard.

Section 17C.255.500 Design Standards Implementation

The design standards found in SMC 17C.255.500 through SMC 17C.255.530 follow SMC 17C.255.015, Design Standards Administration. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). An applicant may apply to the Design Review Board pursuant to the procedures set forth in chapter 17G.040 SMC, and the board may recommend approval of alternatives to strict compliance, upon a finding that the alternative satisfies the decision criteria for a design departure in SMC 17G.030.040. All skywalks are subject to design review and are subject to a design review process and shall follow the skywalk design guidelines.

Skywalks must meet the design standards found in SMC 17C.255.500 through SMC 17C.124.530 and follow the skywalk design guidelines. To allow new development to better respond to the unique character of its surroundings, the design review board's recommendations to the planning director may include flexibility from the design standards if the board determines that the proposal meets the intent of the design standards and the skywalk design guidelines. See the Skywalk Design Guidelines and the Design Review Application Handbook for an outline of the design review process.

Section 17C.255.510 Windows – Building Design

A. Purpose. A skywalk should achieve an open character to reveal pedestrian use of the structure.

B. Windows Implementation

1. A skywalk's enclosing structure should have at least seventy percent transparent glazing, excluding structural framing members. (P)

2. Openings in a skywalk structure should be distributed evenly along the length of the skywalk. (P)

Section 17C.255.515 Enclosure – Building Design

A. Purpose. To ensure the year-round physical comfort of the pedestrian users of the skywalk.

B. Enclosure Implementation

1. A skywalk should be fully enclosed. (P)

Section 17C.255.520 Articulation – Building Design

A. Purpose. The exteriors of skywalks will be noncompetitive with the character of the connecting buildings.

B. Articulation Implementation

1. The exterior of the skywalk structure should be contextually compatible with the connecting buildings. (P)

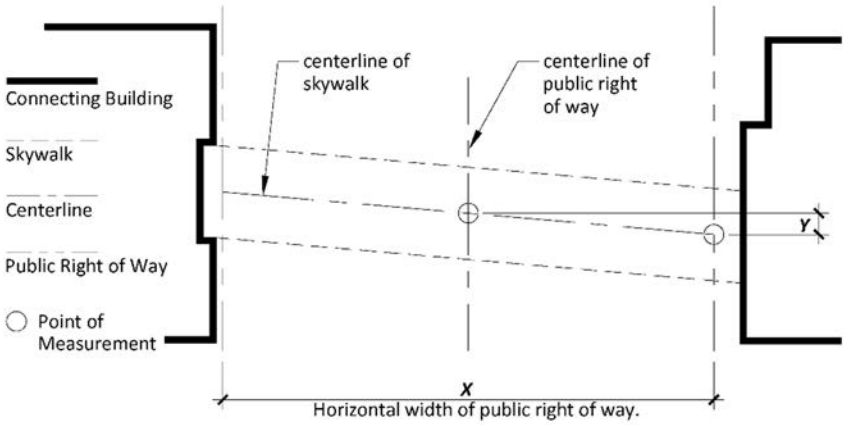
2. The exterior of the skywalk structure should be restrained and conservative in detailing. (P)

Section 17C.255.525 Angulation and Slope

A. Purpose. To convey a sense of structural stability to pedestrians and drivers, a skywalk structure should be as horizontal as feasible, and as orthogonal to the street grid as feasible.

B. Angulation and Slope Implementation

1. The horizontal angulation of the skywalk off the centerline of the right of way should not exceed five percent of the width of the right of way. (P)

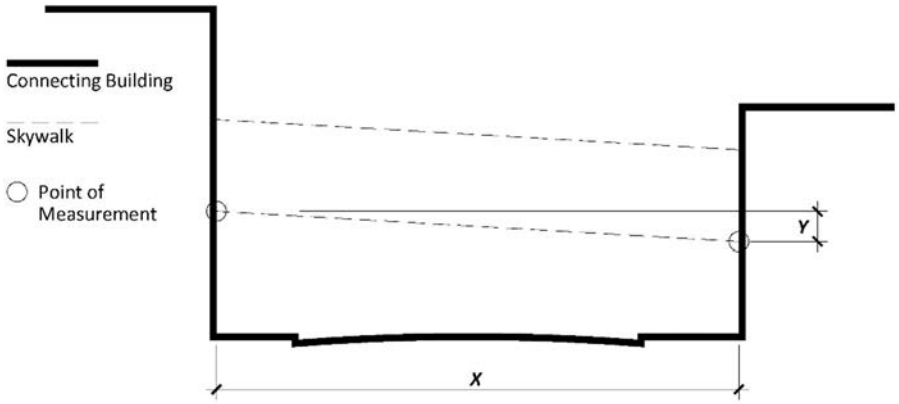


Y = The horizontal offset measured along the centerline of the skywalk, at its intersection with the centerline of the public right of way and its intersection with the edge of the public right of way.

Formula: ***Y*** (max.) ≤ ***X*** multiplied by .05

Example: If ***X*** = 100', then ***Y*** must be equal to or less than 5'

2. The vertical slope of the skywalk structure should not exceed one percent of the width between the connecting buildings' contact points. (P)



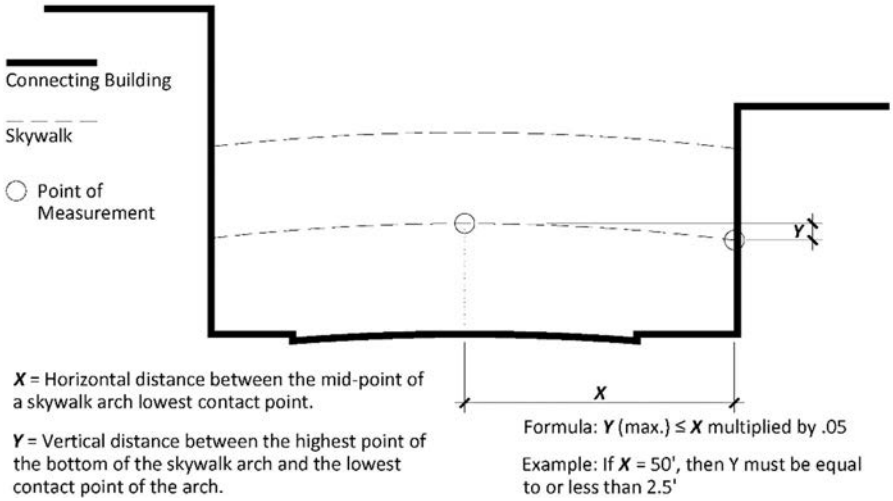
X = Horizontal distance between connecting buildings.

Y = Vertical distance between the highest point of contact to the lowest point of contact.

Formula: ***Y*** (max.) ≤ ***X*** multiplied by .01

Example: If ***X*** = 120', then Y must be equal to or less than 1.2'

3. No skywalk's structure should have an arch with a rise between the lowest end and the midpoint greater than a five percent slope. (P)



Section 17C.255.530 Dimensions

A. Purpose. Skywalk structures must maintain adequate interior skywalk pathway dimensions, without unduly impacting the primary use of the skywalk and the liveliness of public sidewalks.

B. Dimensions Implementation

1. Skywalks must be no less than eight feet nor more than fourteen feet in width. (R)

2. Skywalks must be no more than fourteen feet in height, as measured from the bottom of the skywalk structure to its top. (R)

Section 11. Severability. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 12. Short Title. This ordinance shall be known as the Skywalks Code and may be cited as such.

Passed by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

_____
Mayor

_____
Date

_____
Effective Date

DRAFT OF CODE REVISIONS TO IMPROVE DESIGN REVIEW PROCESS

ORDINANCE NO. _____

AN ORDINANCE RELATING TO DESIGN GUIDELINES OF THE UNIFIED DEVELOPMENT CODE; AMENDING SMC SECTIONS 08.02.0665, 17G.030.020, 17G.060.070, AND 17G.060.170.

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

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

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

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

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

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

THE CITY OF SPOKANE DOES ORDAIN:

Section 1. That SMC section 08.02.0665 is amended as follows:

Section 08.02.0665 Design Review

When design review is required or conducted under the provisions of chapter 4.13 SMC or ((~~chapter 11.19 SMC~~)) chapter 17G.040 SMC, fees shall be as follows:

A. ((~~Review~~)) Administrative review conducted by the urban design staff: Six hundred dollars.

B. ((~~Review~~)) Standard review conducted by the design review ((~~committee~~)) board: One thousand two hundred seventy-five dollars.

Section 2. That section 17G.030.020 is amended as follows:

Section 17G.030.020 Applicable Standards

A. Design Departures.

Design departures may be sought for design standards that are identified as Requirements (R) or Presumptions (P). Design departures are not for development standards (i.e., floor area ratio, building height, setbacks and sidewalks, etc.). The sections that allow for design departures include:

((~~1. site and building design standards (i.e., ground floor windows, base/middle/top, articulation, etc.) contained in chapter 17C.120 SMC.~~))

((~~2. the design standards found in chapter 17C.160 SMC, North River Overlay.~~))

1. Those applicable design standards found in chapter 17C.110 Residential Zones.

2. Those applicable design standards found in chapter 17C.120 Commercial Zones.

3. Those applicable design standards found in Attachment "A" of chapter 17C.122, section 17C.122.060 Center and Corridor Zones.

4. Those applicable design standards found in chapter 17C.124 Downtown Zones.

5. Those applicable design standards found in chapter 17C.130 Industrial Zones.

6. Those applicable design standards found in chapter 17C.160 North River Overlay.

7. Those applicable design standards found in chapter 17C.250 Tall Building Standards.

8. Those applicable design standards found in chapter 17G.070 Planned Unit Developments.

9. Any other design standards found in title 17 written as Requirements (R) or Presumptions (P).

Section 3. That section 17G.060.070 is amended as follows:

SMC 17G.060.070 Application Requirements

A. Application requirements for Type I, II, and III project permit applications shall contain the following:

1. Predevelopment meeting summary as provided in SMC 17G.060.050(B), if required in Table 17G.060-3.

2. Application documents provided by the department specifically including:

a. General application;

b. Supplemental application;

c. Environmental checklist, if required under chapter 17E.050 SMC;

d. Filing fees as required under chapter 8.02 SMC;

e. A site plan drawn to scale showing:

i. property dimensions;

ii. location and dimensions of all existing and proposed physical improvements;

iii. location and type of landscaping;

iv. walkways and pedestrian areas;

v. off-street parking areas and access drives;

vi. refuse facilities; and

vii. significant natural features, such as slopes, trees, rock outcrops including critical areas.

f. Required number of documents, plans, or maps (as set forth in the application checklist);

g. Written narrative identifying consistency with the applicable policies, regulations, and criteria for approval of the permit requested;

h. Other plans, such as building elevations, landscaping plans, or sign plans, which are determined by the permitting department to be necessary to support the application; and

i. Additional application information may be requested by the permitting department and may include, but is not limited to, the following:

i. geotechnical studies,

ii. hydrologic studies,

iii. critical area studies,

iv. noise studies,

v. air quality studies,

vi. visual analysis, and

vii. transportation impact studies.

B. The following Type II and III applications shall meet the requirements in this subsection in addition to the provisions of subsection (A) of this section:

1. Shoreline – Substantial Development Permit, Conditional Use Permit and Variance.

a. Name, address, and phone number of the applicant.
The applicant should be the owner of the property or the primary proponent of the project and not the representative of the owner or primary proponent.

b. Name, address, and phone number of the applicant's representative if other than the applicant.

c. Name, address, and phone number of the property owner, if other than the applicant.

d. Location of the property.
This shall, at a minimum, include the property address and identification of the section, township and range to the nearest quarter, quarter section or latitude and longitude to the nearest minute.

e. Identification of the name of the shoreline (water body) with which the site of the proposal is associated.

f. General description of the proposed project that includes the proposed use or uses and the activities necessary to accomplish the project.

g. General description of the property as it now exists, including its physical characteristics and improvements and structures.

h. General description of the vicinity of the proposed project, including identification of the adjacent uses, structures and improvements, intensity of development and physical characteristics.

i. A site development plan consisting of maps and elevation drawings, drawn to an appropriate scale to depict clearly all required information, photographs and text which shall include:

    i. the boundary of the parcels(s) of land upon which the development is proposed;

    ii. the ordinary high-water mark of all water bodies located adjacent to or within the boundary of the project. This may be an approximate location, provided that for any development where a determination of consistency with the applicable regulations requires a precise location of the ordinary high-water mark, the mark shall be located precisely and the biological and hydrological basis for the location as indicated on the plans shall be included in the development plan. Where the ordinary high-water mark is neither adjacent to or within the boundary of the project, the plan shall indicate the distance and direction to the nearest ordinary high-water mark of a shoreline;

    iii. existing and proposed land contours. The contours shall be at intervals sufficient to accurately determine the existing character of the property and the extent of proposed change to the land that is necessary for the development. Areas within the boundary that will

not be altered by the development may be indicated as such and contours approximated for that area;

iv. a delineation of all wetland areas that will be altered or used as a part of the development;

v. the dimensions and locations of all existing and proposed structures and improvements, including but not limited to: buildings, paved or graveled areas, roads, utilities, material stockpiles or surcharge, and stormwater management facilities;

vi. an inventory of the existing vegetation on the proposed project site, including the location, type, size, and condition, pursuant to SMC 17E.060.240, Shoreline Vegetation Inventory;

vii. a landscape plan prepared and stamped by a licensed landscape architect, registered in the state of Washington;

viii. where applicable, plans for development of areas on or off the site as mitigation for impacts associated with the proposed project shall be included;

ix. quality, source and composition of any fill material that is placed on the site, whether temporary or permanent;

x. quantity, composition and destination of any excavated or dredged material;

xi. vicinity map showing the relationship of the property and proposed development or use to roads, utilities, existing developments, and uses on adjacent properties;

xii. where applicable, a depiction of the impacts to views from existing residential uses;

xiii. on all variance applications, the plans shall clearly indicate where development could occur without the approval of a variance, the physical features and circumstances of the property that provide a basis for the request, and the location of adjacent structures and uses.

2. Certificate of Compliance.

   a. Site plan is to be prepared by a licensed surveyor; and

b. Copies of building permits or other data necessary to demonstrate the building was erected in good faith and all reasonable efforts comply with the code.

3. Plans-in-lieu of Compliance.

   a. Alternative development plan designed in conformance with the applicable development regulations; and

   b. A written narrative of how the proposed development plan is superior, or more innovative, or provides greater public benefit.

4. Preliminary Plat, Short Plat, and Binding Site Plan.
   As provided in chapter 17G.080 SMC.

5. PUD.

   a. Profiles of any structures more than one story, shown in relation to finished grade.

   b. Location, dimension, and boundary of proposed open space.

   c. Site plan demonstrating compliance with ((~~chapter 11.19 SMC~~)) <u>title 17C SMC</u> including signs, off-street parking, structure height, building coverage, yards, density, screening, buffering, and lighting.

6. Skywalk.

   a. A legal description of airspace to be occupied.

   b. Architectural and engineering plans.

   c. Artist's rendering of the proposed skywalk; and

   d. Written narrative of the access for the public from the street, other buildings, and other skywalks.

   <u>e. Acceptance of the final design review recommendations.</u>

   <u>f. Location and design of all wayfinding signage to be placed to ensure public access.</u>

7. Floodplain – Floodplain Development Permit and Variance.
   As provided in chapter 17E.030 SMC.

Section 4. That section 17G.060.170 is amended as follows:

Section 17G.060.170 Decision Criteria

A. The purpose of the following sections is to establish the decision criteria for all permit types regardless of whether the decision is made by the director, hearing examiner, or city council, as applicable.

B. The burden is upon the applicant to present sufficient evidence relevant to the appropriate criteria in support of the application. The decision-maker must make affirmative findings of fact relative to each criterion or the application must be denied.

C. The following decision criteria shall be used for Type II and III permit applications:

   1. The proposal is allowed under the provisions of the land use codes.

   2. The proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.

   3. The proposal meets the concurrency requirements of chapter 17D.010 SMC.

   4. If approval of a site plan is required, the property is suitable for the proposed use and site plan considering the physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic, or cultural features.

   5. The proposal will not have a significant adverse impact on the environment or the surrounding properties, and if necessary conditions can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.

D. The following Type II and III applications have decision criteria listed in this subsection that are required to be met in addition to the provisions of subsection (C) of this section:

   1. Shoreline Substantial Development Permit.

      a. Consistency with the map, goals, and policies of the shoreline master program; and

b. Consistency with chapter 90.58 RCW (Shoreline Management Act) and chapter 173-27 WAC (Permits for Development on Shorelines of the State).

2. Shoreline Conditional Use Permit.

The purpose of a shoreline conditional use permit is to provide a system within the shoreline master program which allows flexibility in the application of use regulations in a manner consistent with the policies of RCW 90.58.020. In authorizing a conditional use, special conditions may be attached to the permit by local government or the department to prevent undesirable effects of the proposed use and/or to assure consistency of the project with the act and the shoreline master program.

a. Uses classified or set forth in these shoreline regulations in Table 17E.060-4 as conditional uses, as well as unlisted uses, may be authorized provided the applicant can demonstrate all of the following:

i. The proposed use is consistent with the policies of RCW 90.58.020 and the shoreline master program.

ii. The proposed use will not unreasonably interfere with the normal public use of public shorelines.

iii. The cumulative impact of several additional conditional use permits on the shoreline in the area will not preclude achieving the goals of the shoreline master program.

iv. The proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under the comprehensive plan and the shoreline master program.

v. The proposed use will cause no significant adverse effects to the shoreline environment in which it is to be located, and the public interest in enjoying physical and visual access suffers no substantial detrimental effect.

b. Consideration shall be given to the cumulative impact of additional requests for like actions in the area. For example, if conditional use permits were to be granted for other developments in the area where

similar circumstances exist, the total of the conditional and shall not produce substantial adverse effects to the shoreline environment.

c. Other uses which are not classified or set forth in the shoreline master program may be authorized as conditional uses provided the applicant can demonstrate consistency with the requirements of this section and the requirements for conditional uses contained in the shoreline master program.

d. Uses which are specifically prohibited by the shoreline master program shall not be authorized by conditional use.

3. Shoreline Variance Permit.

The purpose of a variance permit is strictly limited to granting relief from specific bulk, dimensional or performance standards set forth in shoreline master program where there are extraordinary circumstances relating to the physical character or configuration of property such that the strict implementation of the shoreline master program will impose unnecessary hardships on the applicant or thwart the policies set forth in RCW 90.58.020.

a. Variance permits should be granted in circumstances where denial of the permit would result in a thwarting of RCW 90.58.020. In all instances, the applicant must demonstrate that extraordinary circumstances exist and demonstrate that the public interest in enjoying physical and visual access to the shorelines shall suffer no substantial detrimental effect.

b. Variance permits for development and/or uses that will be located landward of the ordinary high-water mark, as defined in RCW 90.58.030(2)(b), and/or landward of any wetland as defined in RCW 90.58.030(2)(h), may be authorized provided the applicant can demonstrate all of the following:

i. That the strict application of the bulk, dimensional, or performance standards set forth in the shoreline master program regulations precludes, or significantly interferes with, reasonable use of the property.

ii. That the hardship described in (i) of this subsection is specifically related to the property, and is the result of unique conditions such as irregular lot shape, size, or natural features and the application of the shoreline master program regulations, and not, for example, from deed restrictions or the applicant's own actions.

iii. That the design of the project is compatible with other authorized uses within the area and with uses planned for the area under the

comprehensive plan and SMP regulations and will not cause adverse impacts to the shoreline environment.

iv. That the variance will not constitute a grant of special privilege not enjoyed by the other properties in the area.

v. That the variance requested is the minimum necessary to afford relief.

vi. That the public interest in enjoying physical and visual access to the shorelines will suffer no substantial detrimental effect.

c. Variance permits for development and/or uses that will be located waterward of the ordinary high-water mark (OHWM), as defined in RCW 90.58.030(2)(b), or within any wetland as defined in RCW 90.58.030(2)(h), may be authorized provided the applicant can demonstrate all of the following:

i. That the strict application of the bulk, dimensional, or performance standards set forth in the shoreline master program precludes all reasonable use of the property.

ii. That the proposal is consistent with the criteria established under WAC 173-27-170(2)(b) through (f); and

iii. That the public rights of navigation and use of the shorelines will not be adversely affected.

d. In the granting of variance permits, consideration shall be given to the cumulative impact of additional requests for like actions in the area. For example, if variances were to be granted to other developments and/or uses in the area where similar circumstances exist the total of the variances shall also remain consistent with the policies of RCW 90.58.020 and shall not cause substantial adverse effects to the shoreline environment.

e. Variances from the use regulations of the shoreline master program are prohibited.

4. PUD and Plans-in-lieu.

All of the following criteria are met:

a. Compliance with All Applicable Standards.

The proposed development and uses comply with all applicable standards of the title, except where adjustments are being approved as part of the concept plan application, pursuant to the provisions of SMC 17G.070.200(F)(2).

b. Architectural and Site Design.

The proposed development ((~~has completed the design review process and the design review committee/staff has found that the project~~)) demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.

c. Transportation System Capacity.

There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.

d. Availability of Public Services.

There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and stormwater disposal to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.

e. Protection of Designated Resources.

City-designated resources such as historic landmarks, view sheds, street trees, urban forests, critical areas, or agricultural lands are protected in compliance with the standards in this and other titles of the Spokane Municipal Code.

f. Compatibility with Adjacent Uses.

The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned unit development and adjacent uses. There shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features, or other techniques.

g. Mitigation of Off-site Impacts.

All potential off-site impacts including litter, noise, shading, glare, and traffic will be identified and mitigated to the extent practicable.

5. Plat, Short Plat, and Binding Site Plan.

   The proposed subdivision makes appropriate (in terms of capacity and concurrence) provisions for:

   a. public health, safety and welfare;

   b. open spaces;

   c. drainage ways;

   d. streets, roads, alleys, and other public ways;

   e. transit stops;

   f. potable water supplies;

   g. sanitary wastes;

   h. parks, recreation, and playgrounds;

   i. schools and school grounds; and

   j. sidewalks, pathways, and other features that assure safe walking conditions.

E. The following Type II and III applications are not subject to subsections (C) and (D) of this section; they shall comply with the following decision criteria:

   1. Variance.

      a. A variance or modification of the standard or requirement is not prohibited by the land use codes.

      b. No other procedure is provided in this chapter to vary or modify the standard or requirement, or compliance with such other procedure would be unduly burdensome.

      c. Strict application of the standard or requirement would create an unnecessary hardship due to one or more of the reasons listed below. Mere

economic hardship or self-created hardship are not considered for the purposes of this section.

i. The property cannot be developed to the extent similarly zoned property in the area can be developed because the physical characteristics of the land, the improvements or uses located on the land do not allow such development; or

ii. Compliance with the requirement or standard would eliminate or substantially impair a natural, historic, or cultural feature of area-wide significance.

d. In addition, the following objectives shall be reasonably satisfied:

i. Surrounding properties will not suffer significant adverse effects.

ii. The appearance of the property or use will not be inconsistent with the development patterns of the surrounding property; and

iii. The ability to develop the property in compliance with other standards will not be adversely affected.

e. No variance may be granted to allow or establish a use that is not allowed in the underlying districts as a permitted use; or to modify or vary a standard or requirement of an overlay zone, unless specific provision allow a variance.

f. Floodplain variance is subject the additional criteria of SMC 17E.030.090 and SMC 17E.030.100.

2. Certificate of Compliance.

a. Written documentation establishes that all necessary permits were issued and inspections conducted, or the current owner of the property is not the same party responsible for the creation of the violation, but is an innocent purchaser for value.

b. Approval of the certificate of compliance is necessary to relieve the applicant of a substantial practical or economic hardship; and

c. Approval of the certificate of compliance will not adversely affect the neighboring property or the area.

3. Skywalk Permit and Air Rights Use Permit.

a. The proposed skywalk or air rights use is consistent with the comprehensive plan.

b. The proposed ((~~skywalk or~~)) air rights use conforms to the standards contained in ((~~SMC 12.02.0430 through SMC 12.02.0474~~)) SMC 12.02 Article III and the skywalk conforms to the standards contained in SMC 17C.255.500 through SMC 17C.255.530, unless the design review board has approved design deviations.

c. The proposed skywalk or air rights use conforms to the standards contained in the development codes.

d. The City is compensated for the fair market value of public air space used for any activity other than public pedestrian circulation.

e. An agreement, satisfactory to the city attorney, indemnifies and holds the City harmless against all loss or liability, and the applicant obtained approved public liability insurance, naming the City as an additional named insured, with combined limits of five hundred thousand dollars.

Section 5. Severability Clause. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, the decision shall not affect the validity of the remaining portions of this ordinance.

Section 6. Short Title. This ordinance shall be known as the Design Review Revisions Code and may be cited as such.

Passed by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

_____
Mayor

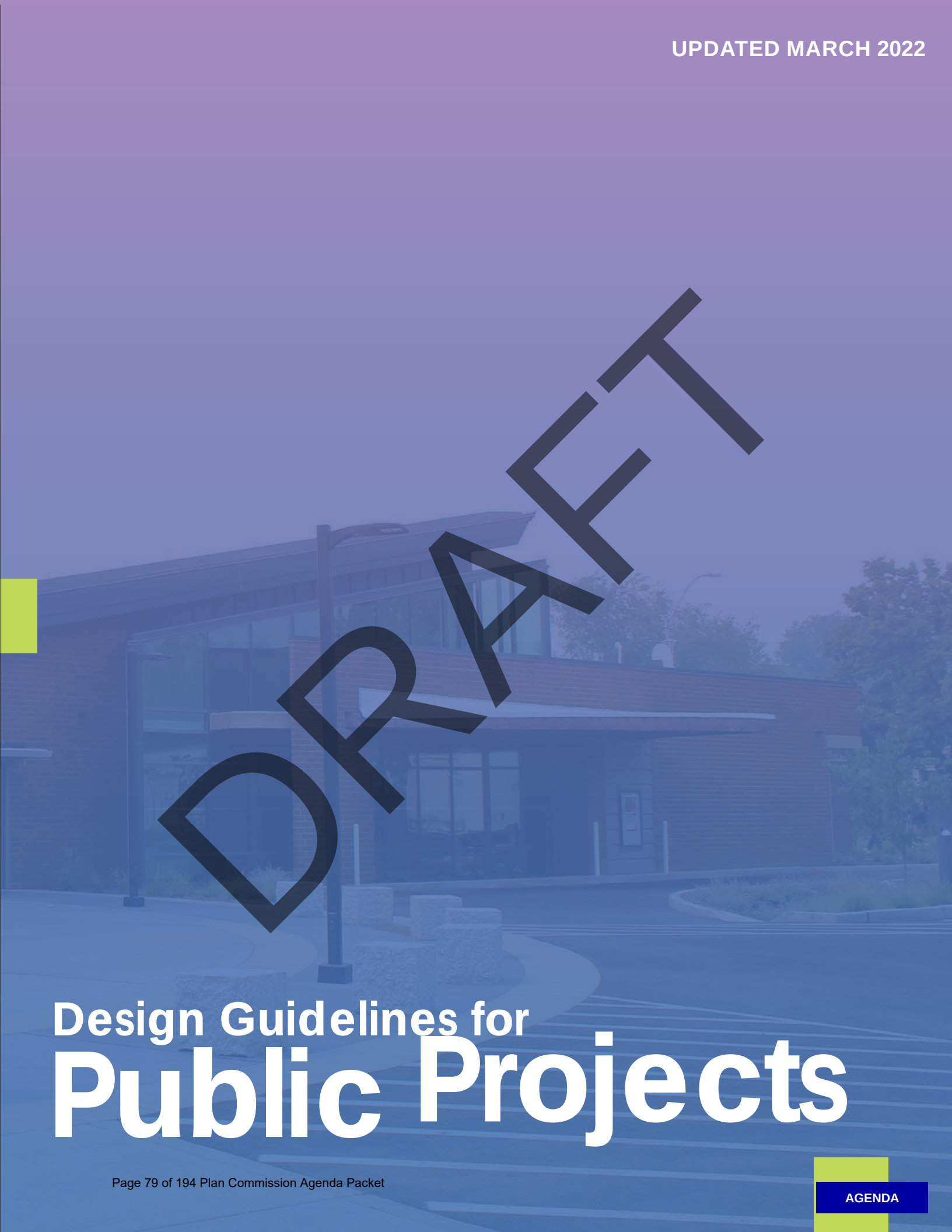
_____
Date

_____
Effective Date

EXHIBIT A

DESIGN GUIDELINES FOR PUBLIC PROJECTS

UPDATED MARCH 2022



Design Guidelines for Public Projects

AGENDA

Publication Page & Date

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.

CITY OF SPOKANE

Nadine Woodward, Mayor

City Council

***Breean Beggs**, City Council President*
***Karen Stratton**, Council Member, Sponsor*
***Lori Kinnear**, Council Member*
***Betsy Wilkerson**, Council Member*
***Michael Cathcart**, Council Member*
***Zack Zappone**, Council Member*
***Jonathan Bingle**, Council Member*
***Candace Mumm**, Former Council Member*
***Kate Burke**, Former Council Member*

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***Louis Meuler**, Former Interim Director*

Develpment Services Center:
***Tami Palmquist**, Principal Planner*

Legal Services:
***James Richman**, Assistant City Attorney*

Stakeholders

Greg Forsyth
Spokane Public Schools, Director of Capital Projects

City of Spokane:
Kathrine E Miller
Director, Integrated Capital Management
Kyle Twohig
Director, Engineering Services
Dan Buller
Senior Engineer, Engineering Services

Design Review Board

Mark Brower, Chair
Civil Engineer
Chuck Horgan, Vice-Chair
Spokane Arts Commission Liason
Grant Keller
Real Estate Developer
Bob Scarfo
Landscape Architect
Kathy Lang
Community Assembly Liason
Ryan Broadwater
Citizen-at-Large
Chad Schmidt
Urban Designer
Drew Kleman
Architect

Former Members:
Anne Hanenburg
Landscape Architect
Ted Teske
Citizen-at-Large

Table of Contents

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*

Figure i.01

How to use this booklet

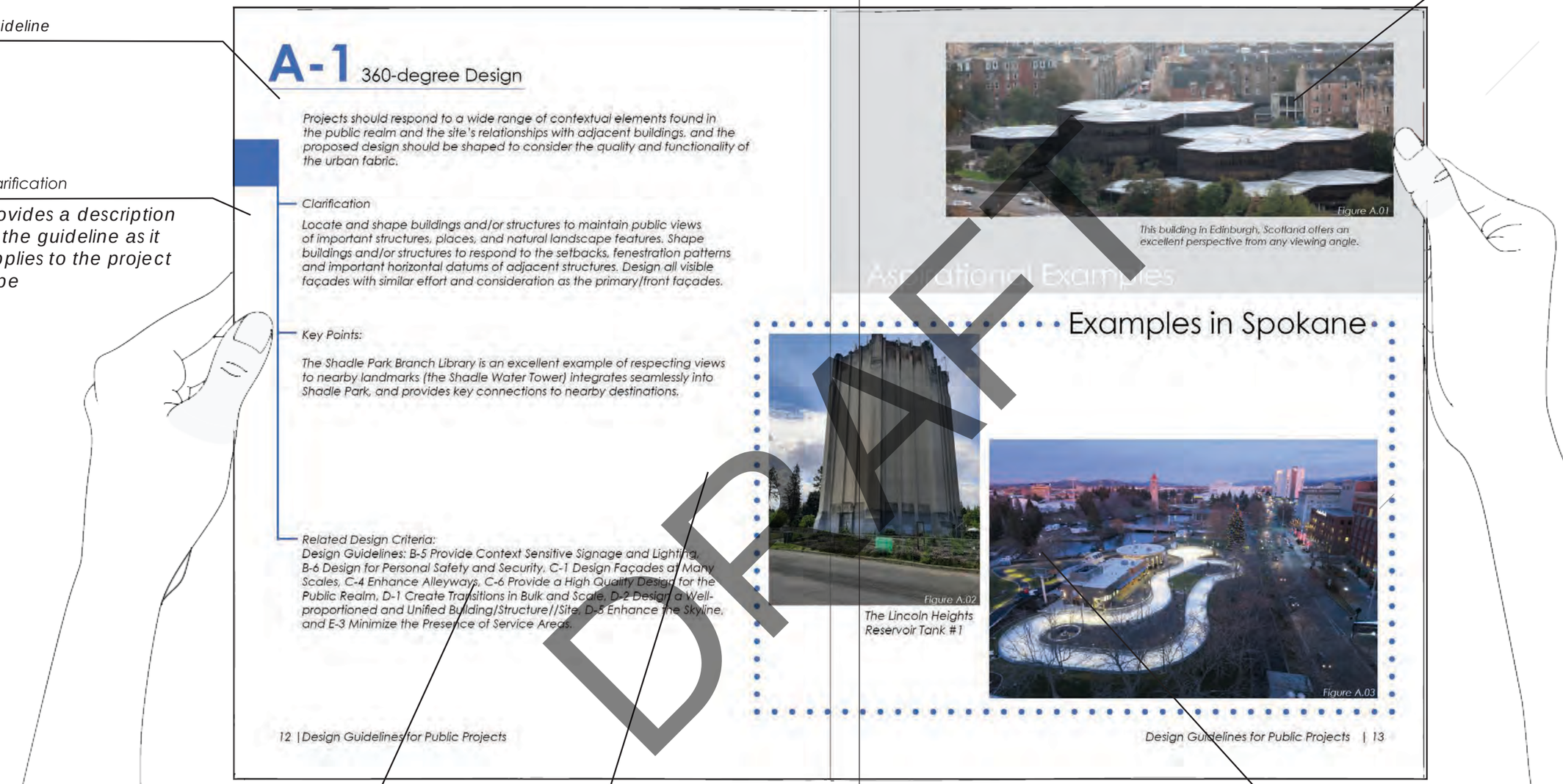
Guideline

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

Clarification

Images

Visuals to reinforce the explanatory text



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

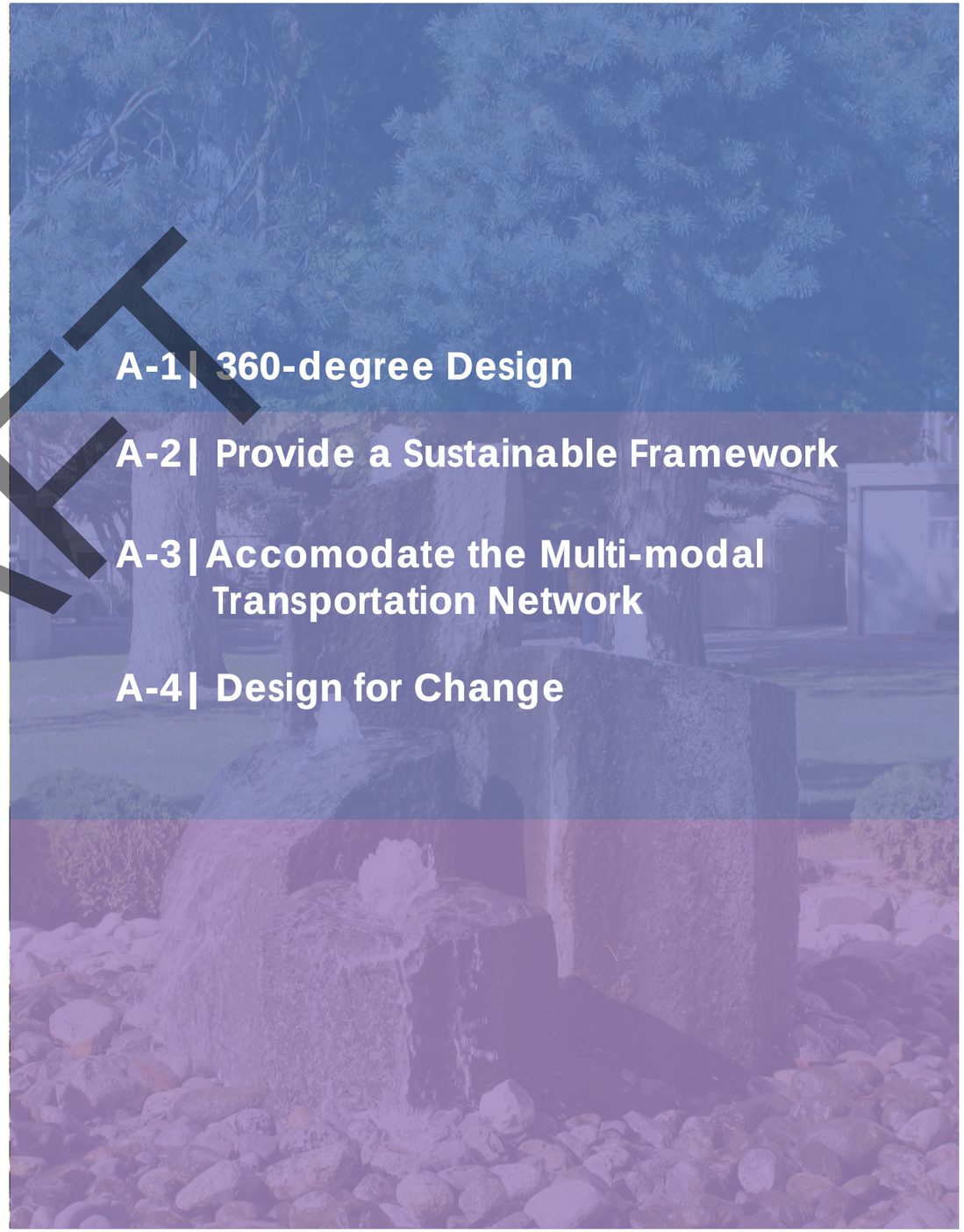
E ACCESS & SCREENING

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.



A-1 360-degree Design

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: B-1: Provide Elements that Define the Place, B-2: Provide Context Sensitive Signage and Lighting, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-6: Enhance Alleyways, 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-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

Figure A.01

This building in Edinburgh, Scotland offers an excellent perspective from any viewing angle.

Aspirational Examples

Examples in Spokane

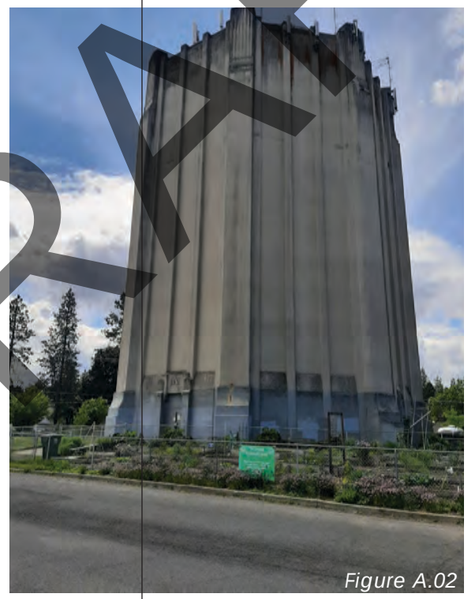


Figure A.02

The Lincoln Heights Reservoir Tank #1

Figure A.03

A-2 Provide a Sustainable Framework

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-3: Accomodate the Multi-modal Transportation Network, A-4: Design for Change, B-4: Universal Design, E-1: Maximize Pedestrian Access to the Building and Site, E-4: Design Sustainable Parking

Figure A.04

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.

Figure A.05

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.

Aspirational Examples

Examples in Spokane

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

Figure A.06

Figure A.07

Figure A.08

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:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-4: Design for Change, B-3: Design for Personal Safety and Security, B-4: Universal Design, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-4: Design Sustainable Parking

Figure A.09

Figure A.10

Figure A.11

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.

Aspirational Examples

Examples in Spokane

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

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

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

Figure A.13

Figure A.12

Figure A.14

A-4 Design for Change

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-3: Accomodate the Multi-modal Transportation Network, B-4: Universal Design, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-4: Design with a Legible Parti, E-1: Maximize Pedestrian Access to the Building and Site, E-4: Design Sustainable Parking

Figure A.15

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.

Figure A.16

Aspirational Examples

Examples in Spokane

Figure A.17

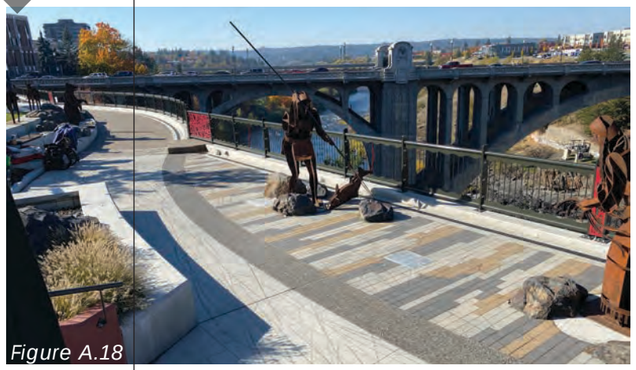


Figure A.18

Figure A.19

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

B PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

B-1 Provide Elements that Define the Place

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-2: Provide Context Sensitive Signage and Lighting, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, D-4: Design with a Legible Parti D-5: Enhance the Skyline

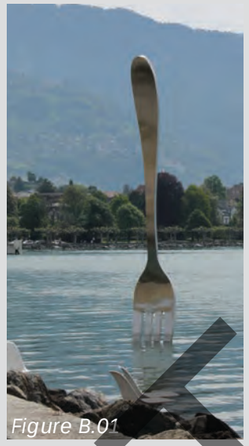


Figure B.01


Figure B.02

Left: "The Fork" in Lake Geneva along the Vevey shoreline.
Center: A beautiful mosaic in a subway station in Munich, Germany.
Right: The undulating deck structures of The Aqua Tower in Chicago, Illinois make it stand out amongst other skyscrapers in the city.


Figure B.03

Aspirational Examples

Examples in Spokane


Figure B.04

Left: a fountain on the Gonzaga campus uses three types of local stone.

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

Bottom Right: One of the original Olstead-era restrooms in Cannon Park.


Figure B.05


Figure B.06

B-2 Provide Context Sensitive Signage and Lighting

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-1: Provide Elements that Define the Place, B-3: Design for Personal Safety and Security, B-4: Universal Design, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-6: Enhance Alleyways, D-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

Figure B.07

The town of Leavenworth, Washington celebrates its Bavarian heritage by creating custom "German-style" signs for businesses in the town center.

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

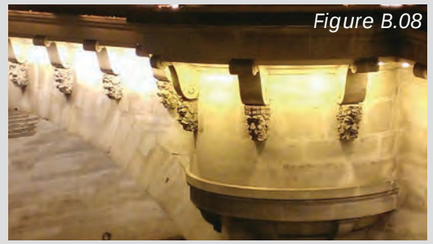


Figure B.08

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

Figure B.09

Aspirational Examples

Examples in Spokane

Figure B.10

Figure B.12

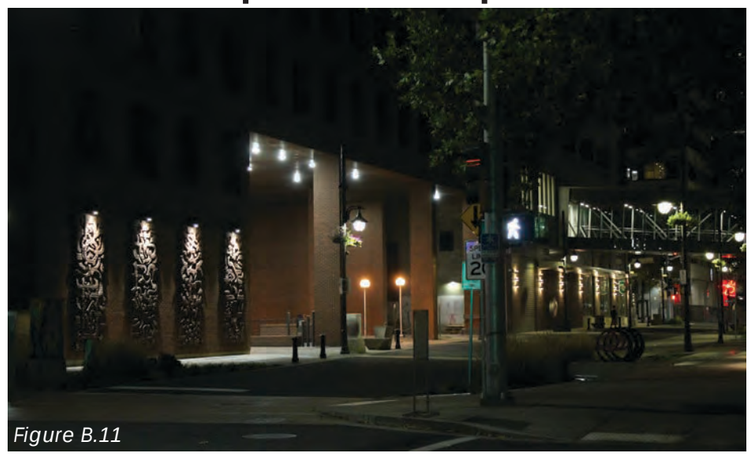


Figure B.11

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: Downtonw lightinjg provides understated ambiance to Wall Street.

B-3 Design for Personal Safety and Security

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

Clarification

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-3: Accomodate the Multi-modal Transportation Network, B-2: Provide Context Sensitive Signage and Lighting, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping,C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages

Aspirational Examples

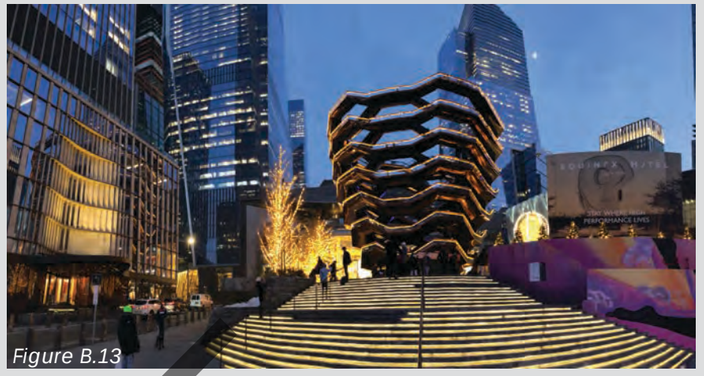


Figure B.13


Figure B.14


Figure B.15

Plentiful and attractive lighting, stone bollards, and striping of pedestrian crossing offer pedestrians a means of safe travel.

Examples in Spokane

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.


Figure B.17


Figure B.16


Figure B.18

B-4 Universal Design

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

Clarification

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-3: Accomodate 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-5: Provide Inviting and Usable Open Space, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages


Figure B.19


Figure B.20


Figure B.21

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

Aspirational Examples

Examples in Spokane


Figure B.23

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.

Figure B.22

B-5 Provide Inviting and Usable Open Space

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: B-1: Provide Elements that Define the Place, B-3: Design for Personal Safety and Security, B-6: Enhance the Building and Site with Landscaping, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, 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

Figure B.24

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.

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

Figure B.25

Aspirational Examples

Examples in Spokane

Figure B.26

Figure B.28

Figure B.27

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 buidling and those waiting for their bus in the nearby transit hub.

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

B-6 Enhance the Building and Site with Landscaping

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-3: Maintain the Prevailing Street Edge D-4: Design with a Legible Parti, 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

Figure B.29

Figure B.30

Left: Notice how different the two halves of this chinese building look with and without landscaping.

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

Aspirational Examples

Examples in Spokane

Top: the landscaping at the Northwest Museum of Arts and Culture

Bottom left: foundational plantings at Salk Middle School

Bottom right: landscaping at the Masonic Temple on Garland Ave.

Figure B.32

Figure B.31

Figure B.33

C PEDESTRIAN ENVIRONMENT

Area of Influence: Public Realm

Design Objective

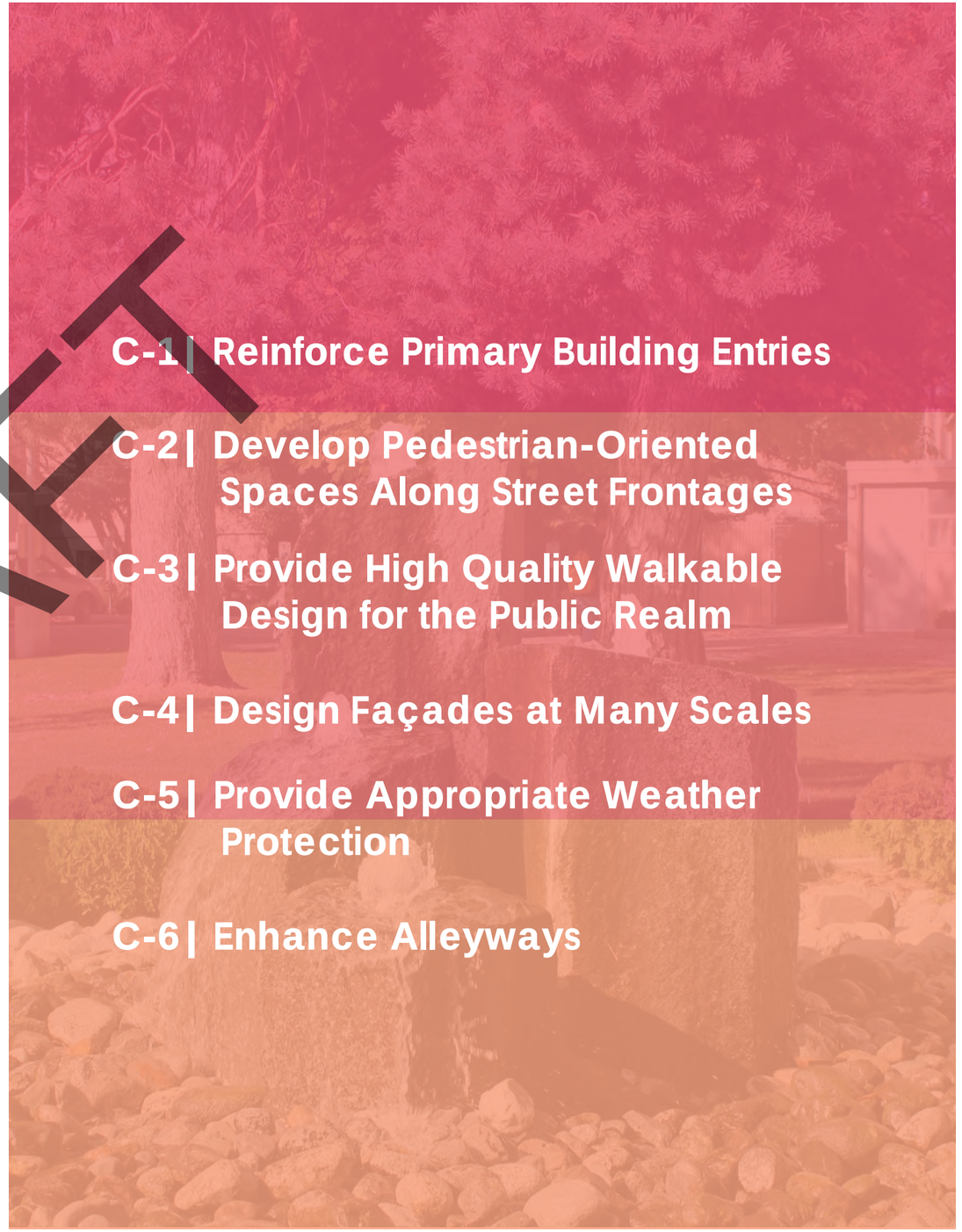
Pedestrian Environment guidelines assist designers and developers in creating skywalks that define the pedestrian environment.

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

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-5: Enhance the Skyline

Aspirational Examples

Figure C.01

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

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

Figure C.02

Examples in Spokane

Figure C.03

Left: the façade 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.

Figure C.04

C-2 Reinforce Primary Building Entries

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-2: Provide Context Sensitive Signage and Lighting, B-3: Design for Personal Safety and Security, B-4: Universal Design B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, E-1: Maximize Pedestrian Access to the Building and Site

Figure C.05

The entrance to this building in Frankfurt, Germany uses an art installation to direct patrons to the front door.

The ornate canopy of the Samaritaine department store in Paris, France tell shoppers where to enter the building.

Figure C.06

Aspirational Examples

Examples in Spokane

Figure C.07

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.

Figure C.08

Figure C.09

C-3 Develop Pedestrian-oriented Spaces Along Street Frontages

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

Clarification:

This guideline promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street. Consideration should be given to the proper composition of the sidewalk. This includes the building shy zone, flexible retail space (e.g. outdoor sales, al fresco dining), pedestrian travelway, furniture zone (which would accommodate the landscape buffer and street trees, street furnishings, street lighting), and the curb zone.

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, A-3: Accomodate the Multi-modal Transportation Network, A-4: Design for Change, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-3: Maintain the Prevailing Street Edge, -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

Figure C.10

Figure C.11

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

Figure C.12

Aspirational Examples

Examples in Spokane

Figure C.14

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

Figure C.13

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

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

Clarification:

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

Key Points:

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

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-2: Provide Context Sensitive Signage and Lighting, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-5: Provide Appropriate Weather Protection, D-1: Create Transitions in Bulk and Scale, D-3: Maintain the Prevailing Street Edge, D-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

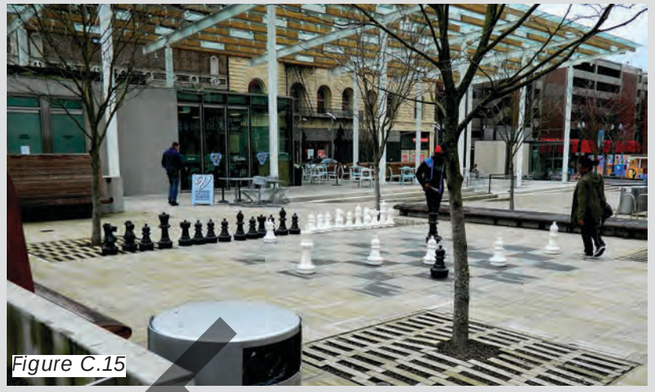


Figure C.15

Figure C.16

Figure C.17

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

Aspirational Examples

Examples in Spokane

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

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

Figure C.18

Figure C.19

Figure C.20

C-5 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. This may be achieved through the use of overhead weather protection (marquees, awnings, arcades, etc.), generous inclusion of an urban forest canopy, heated sidewalks to avoid ice build-up, windbreaks (walls or landscape materials), etc.

Key Points:

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

Related Design Criteria:

Design Guidelines: A-3: Accomodate the Multi-modal Transportation Network, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping,C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, E-1: Maximize Pedestrian Access to the Building and Site

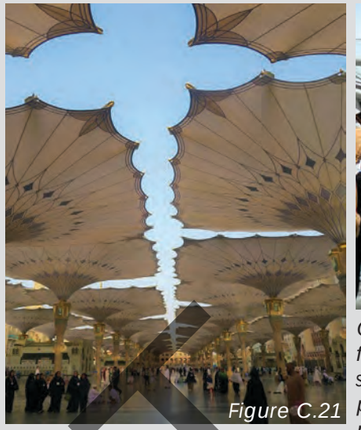


Figure C.21

Figure C.22

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

Figure C.23

Aspirational Examples

Examples in Spokane

Left: an arcade on the Gonzaga campus.

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

Bottom right: the Catalyst building's arcade

Figure C.24

Figure C.25

Figure C.26

C-6 Enhance Alleyways

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, E-1: Maximize Pedestrian Access to the Building and Site, E-3: Minimize the Presence of Service Areas

Figure C.26

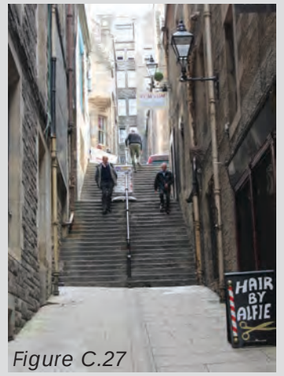


Figure C.27

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

Figure C.28

Aspirational Examples

Examples in Spokane

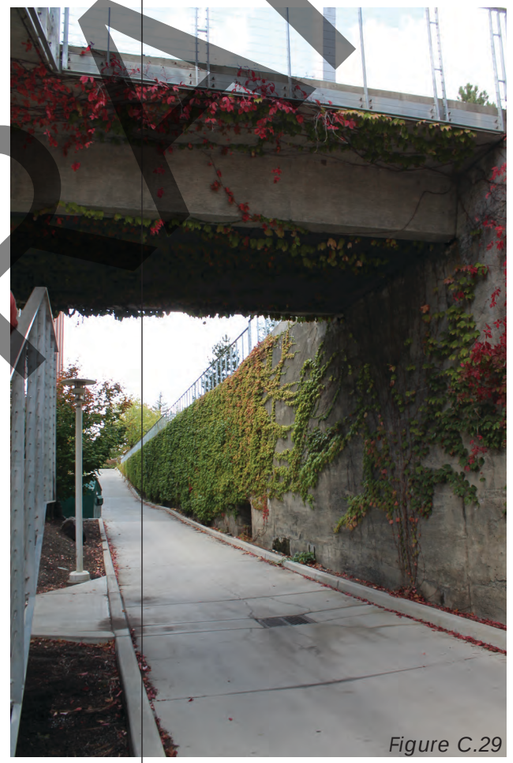


Figure C.29

Figure C.30

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

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.

D-1 Create Transitions in Bulk and Scale

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries , C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-3: Maintain the Prevailing Street Edge, D-5: Enhance the Skyline


Figure D.01


Figure D.02


Figure D.03

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

Center: the undulating wall of Tanner Springs Park in Portland, Oregon creates a fun transition between the surrounding office builidngs and the sunken natural area.

Right: skyscrapers in Chicago, Illinois use step backs to reduce bulk.

Aspirational Examples

Examples in Spokane


Figure D.05

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

Left: due to its placement behind the sidewalk, the bus shelter outside Lewis and Clark High School provides a transition in architecture thereby lessening the bulk of the school building.


Figure D.04

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:

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

Related Design Criteria:

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

Figure D.06

Figure D.07

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

This terraced hedge in Chicago softens the hardscape and brings balance to the space.

Figure D.08

Aspirational Examples

Examples in Spokane

Figure D.09

Figure D.10

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

Figure D.11

D-3 Maintain the Prevailing Street Edge

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages

Figure D.11

Figure D.12

Figure D.13

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

Figure D.14

Aspirational Examples

Examples in Spokane

Figure D.15

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

D-4 Design with a Legible Parti

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure D.16

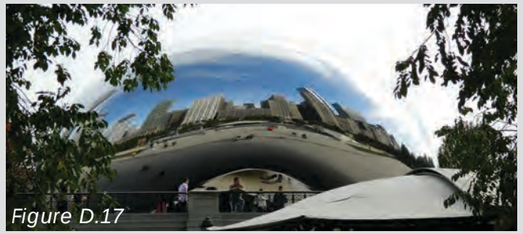


Figure D.17

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.

Figure D.18

Aspirational Examples

Examples in Spokane

Figure D.19

Figure D.20

Figure D.21

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

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

D-5 Enhance the Skyline

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-1: Provide Elements that Define the Place, B-2: Provide Context Sensitive Signage and Lighting, C-1: Design Façades at Many Scales, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/ Structure/Site, D-4: Design with a Legible Parti

Figure D.22

Figure D.23

Various notable skylines around the world: Singapore (Malaysia), New York City (USA), and Frankfurt (Germany).

Figure D.24

Aspirational Examples

Examples in Spokane

Figure D.25

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.

Figure D.26

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.

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:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, A-2: Provide a Sustainable Framework, A-3: Accomodate 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: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

Figure E.01

Figure E.02

Figure E.03

Large entry plazas separated from vehicular travel, pedestrian-scale lighting, seating, and landscaping all ensure safe and comfortable access to these public buildings.
Top left and right: open spaces in Portland Oregon. Bottom right: Scottish Parliament Building in Ediburgh, Scotland

Aspirational Examples

Examples in Spokane

Figure E.05

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.

Figure E.04

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:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, A-3: Accomodate the Multi-modal Transportation Network, B-2: Provide Context Sensitive Signage and Lighting, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space,B-6: Enhance the Building and Site with Landscaping, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-3: Maintain the Prevailing Street Edge, E-1: Maximize Pedestrian Access to the Building and Site

Figure E.06

Figure E.07

Figure E.08

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

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

Bottom right: plants and decorative screens help screen the parking garage from view.

Aspirational Examples

Examples in Spokane

Figure E.09

Figure E.10

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.

E-3 Minimize the Presence of Service Areas

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure E.11

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

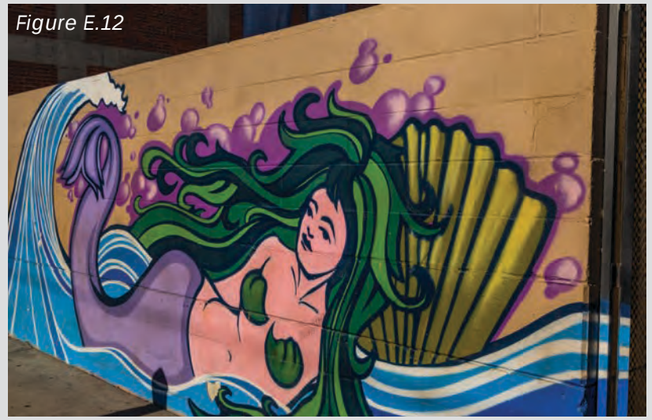


Figure E.12

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

Aspirational Examples

Examples in Spokane

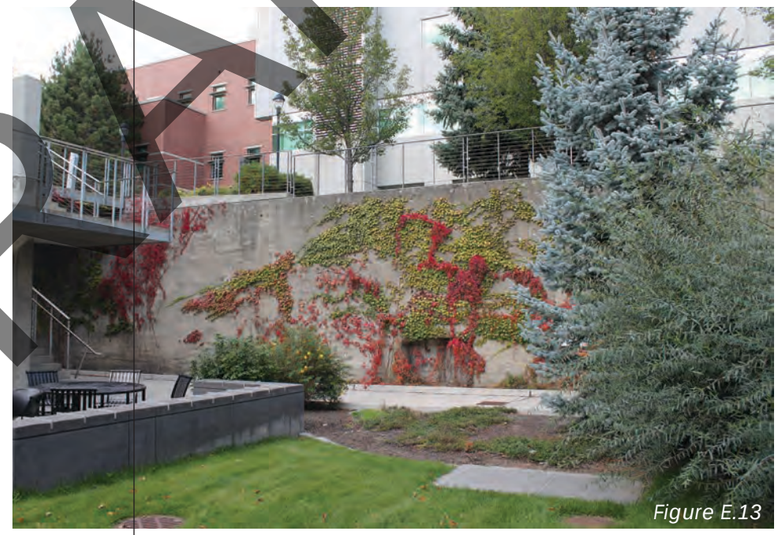


Figure E.13

Figure E.14

Figure E.15

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.

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:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-3: Accomodate the Multi-modal Transportation Network, A-4: Design for Change, B-6: Enhance the Building and Site with Landscaping,

Figure E.16

Solar panels built into shade structures, charging for electric vehicles, rain gardens to capture surface runoff, and permeable paving are all excellent ways to fascilitate sustainable parking.

Figure E.17

Figure E.18

Aspirational Examples

Examples in Spokane

Figure E.19

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

Figure E.20

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

Glossary of Terms

Glossary of Terms

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

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

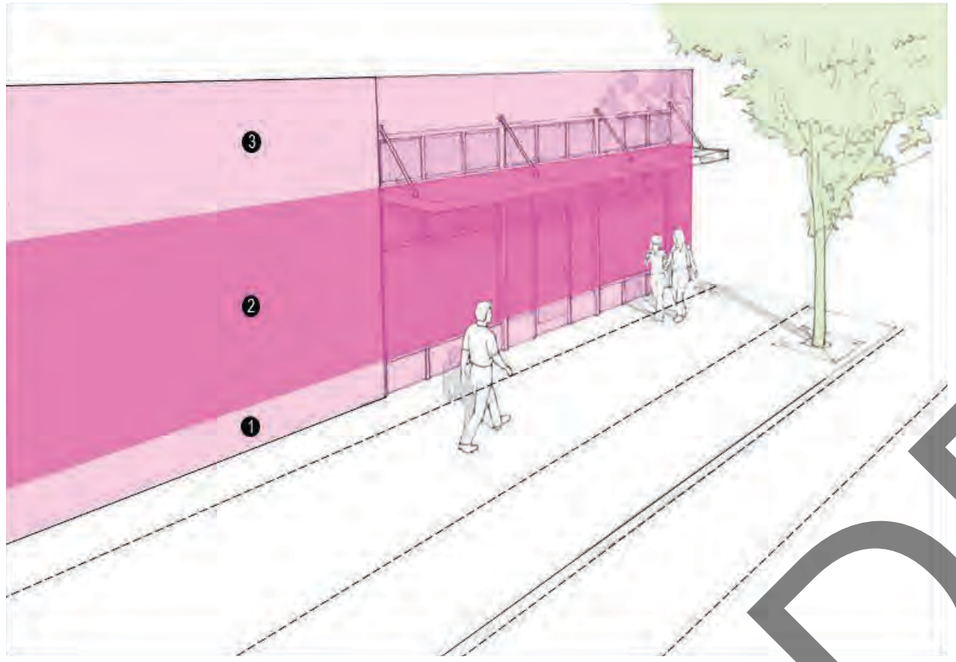


Image modified from the National Association of City Transportation Officials

1. **Bulkhead/Kickplate Zone**

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

2. **Storefront/Window Zone**

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

3. **Transom/Ceiling Zone**

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

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

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

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

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

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

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

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

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

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

Green: See *Sustainable*

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

Glossary of Terms (continued)

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

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

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

Resilient: See *Sustainable*

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

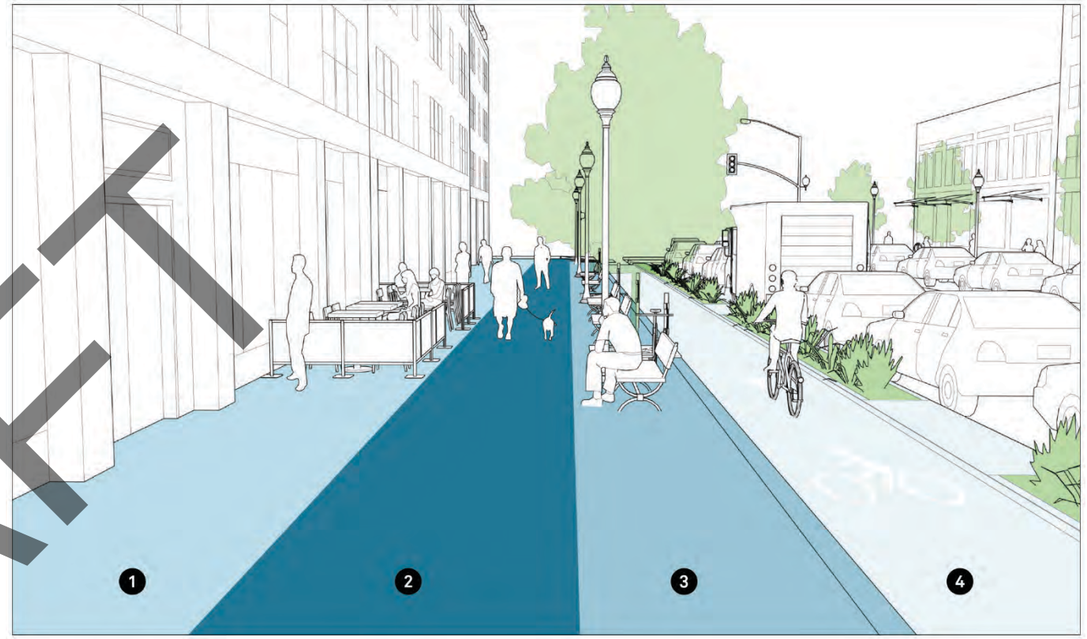


Image from Global Designing Cities and the National Association of City Transportation Officials

1. Frontage Zone

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

2. Clear Path Zone

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

3. Street Furniture Zone

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

4. Buffer Zone

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

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

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

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

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

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

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

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Image Index (continued)

EXHIBIT B

DESIGN GUIDELINES FOR SKYWALKS

UPDATED MARCH 2022

DRAFT

Design Guidelines for

Skywalks

AGENDA

Publication Page & Date

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

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

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Table of Contents

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 to be built over a publicly-owned right-of-way. Here's a brief list these kinds of projects:

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

Figure i.01

How to use this booklet

Guideline

Clarification

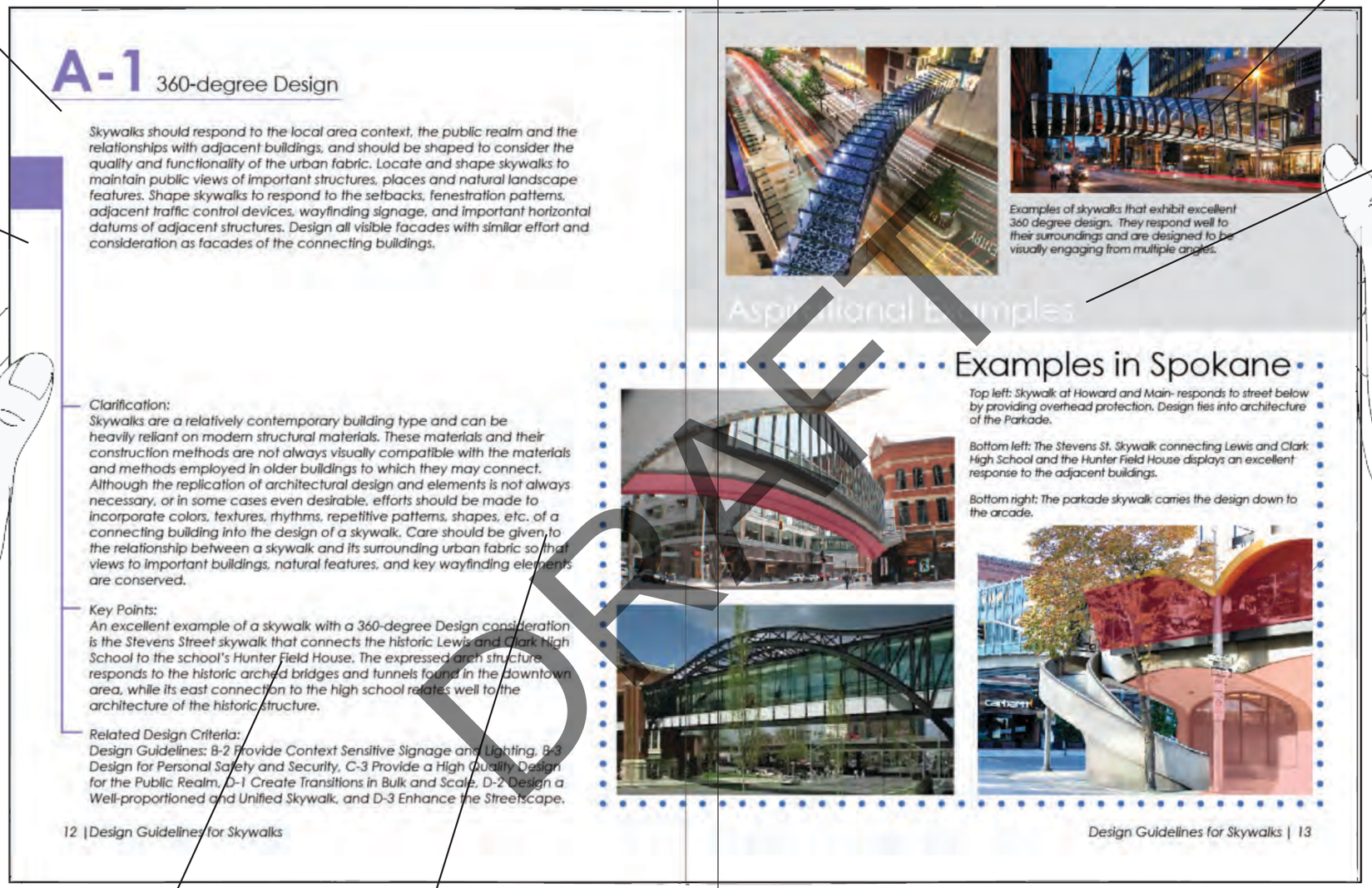
Provides a description of the guideline as it applies to the project type

Images

Visuals to reinforce the explanatory text with descriptive captions and highlighted elements

Aspirational Examples

Images of exemplary design from national and international locales



A-1 360-degree Design

Skywalks should respond to the local area context, the public realm and the relationships with adjacent buildings, and should be shaped to consider the quality and functionality of the urban fabric. Locate and shape skywalks to maintain public views of important structures, places and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as facades of the connecting buildings.

Clarification:
Skywalks are a relatively contemporary building type and can be heavily reliant on modern structural materials. These materials and their construction methods are not always visually compatible with the materials and methods employed in older buildings to which they may connect. Although the replication of architectural design and elements is not always necessary, or in some cases even desirable, efforts should be made to incorporate colors, textures, rhythms, repetitive patterns, shapes, etc. of a connecting building into the design of a skywalk. Care should be given to the relationship between a skywalk and its surrounding urban fabric so that views to important buildings, natural features, and key wayfinding elements are conserved.

Key Points:
An excellent example of a skywalk with a 360-degree Design consideration is the Stevens Street skywalk that connects the historic Lewis and Clark High School to the school's Hunter Field House. The expressed arch structure responds to the historic arched bridges and tunnels found in the downtown area, while its east connection to the high school relates well to the architecture of the historic structure.

Related 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.

Examples of skywalks that exhibit excellent 360 degree design. They respond well to their surroundings and are designed to be visually engaging from multiple angles.

Aspirational Examples

Examples in Spokane

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

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

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

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

Guidelines

A URBAN DESIGN

B PUBLIC AMENITIES

C PEDESTRIAN ENVIRONMENT

D ARCHITECTURAL EXPRESSION

E ACCESS & SCREENING

A URBAN DESIGN

Area of Influence: Region, City, Neighborhood, District

Design Objective

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

A-1 360-degree Design

Skywalks should respond to the local area context, the public realm and the relationships with adjacent buildings, and should be shaped to consider the quality and functionality of the urban fabric. Locate and shape skywalks to maintain public views of important structures, places and natural landscape features. Shape skywalks to respond to the setbacks, fenestration patterns, adjacent traffic control devices, wayfinding signage, and important horizontal datums of adjacent structures. Design all visible facades with similar effort and consideration as facades of the connecting buildings.

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Key Points:
Care should be given to the relationship between a skywalk and its surrounding urban fabric so that views to important buildings, natural features, and key wayfinding elements are conserved. An excellent example of a skywalk with a 360-degree Design consideration is the Stevens Street skywalk that connects the historic Lewis and Clark High School to the school's Hunter Field House (see figure A.04). The expressed arch structure responds to the historic arched bridges and tunnels found in the downtown area, while its east connection to the high school relates well to the architecture of the historic structure.

Related Design Criteria:

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


Figure A.01


Figure A.02

Examples of skywalks that exhibit excellent 360 degree design. They respond well to their surroundings and are designed to be visually engaging from multiple angles.

Aspirational Examples

Examples in Spokane


Figure A.03

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

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

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

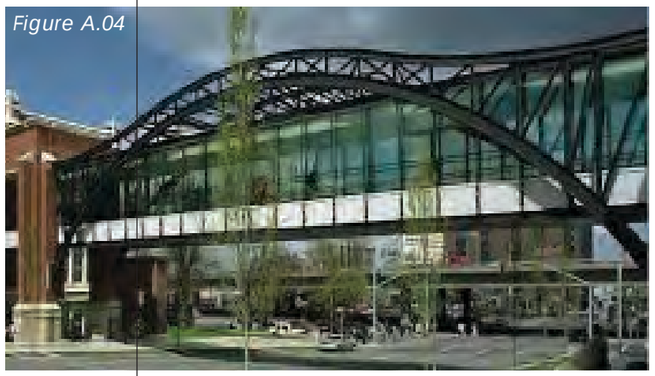
Figure A.04

Figure A.05

A-2 Provide a Sustainable Framework

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

Clarification:

Skywalks are often designed as glazed, open-webbed structural bridges – as such their exterior skin offer little in the way of insulated protection from solar gains and inclement weather. Yet, a skywalk does contribute to the walkability between the connecting buildings while preserving the existing street grid. This increased pedestrian connectivity between buildings and city blocks can contribute to a sustainable framework.

Key Points:
Care should be given to incorporate insulated glazing and energy efficient heating, ventilating, and air conditioning system. Continuously glazed walls on a skywalk should be balanced against the demands of an energy efficient, well insulated wall system. Some skywalks are constructed with less glazing, providing a greater opportunity to insulate the exterior wall of the skywalk. Consider the use of energy-efficient heat-pump HVAC systems for skywalks to lessen the energy required to condition the skywalk interior.

Related Design Criteria:

Design Guidelines: A-3 Accomodate the Multi-modal Transportation Network, A-4 Design for Change, B-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow

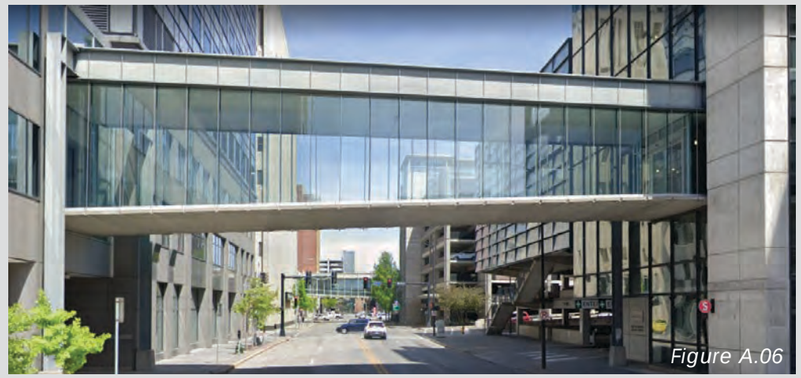

Figure A.06

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

Aspirational Examples

Examples in Spokane

Figure A.07

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

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

Clarification:
As skywalks are considered an addition to the public realm of the adjacent pedestrian street environment, their successful integration into the surrounding sidewalk system and any nearby public open spaces, as well as the mass transit accommodations within these elements cannot be understated. Care should be given to ensuring that the location of skywalks does not impede the view of pedestrian or vehicular traffic signage. While vertical circulation (stairs/elevators) located in the public right-of-way is one way to successfully knit the skywalk improvement into the surrounding pedestrian circulation system, such accommodations should not come at the expense of all the other multi-modal transportation improvements located at the street-level.

Key Points:
An example of a successful integration of a skywalk into the pedestrian realm of the street level is the exterior stairwell from the skywalk to the sidewalk found at the southeast corner of the intersection of Main Avenue and Howard Street (see figure A.11). Another excellent example are the two skywalks servicing the Spokane Transit Authority's Downtown Bus Plaza facility, one of which bridges over Riverside Avenue while the other bridges over Wall Street.

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-4 Design for Change, B-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk, E-2 Minimize Adverse Visual Impacts to Traffic Flow


Figure A.08

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

Aspirational Examples

Examples in Spokane

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

Top right: Skywalks on Main and Howard provide safe pedestrian crossings above the street, increasing pedestrian circulation around the city block.

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


Figure A.09

Figure A.10


Figure A.11

A-4 Design for Change

Design and locate skywalks to be flexible enough to respond to future changes in use, lifestyle, and demography. This means designing for energy and resource efficiency while accepting that connecting buildings may change use and occupancies over time. Skywalks should have an unobstructed connection to the first finish floor elevation of connecting buildings and those buildings' public realm.

Clarification:

Skywalks should not impede a connecting building's changing uses or tenants, over time. Preserving this long-term adaptability extends to how pedestrians circulate through the connecting buildings and ultimately connect to the street level sidewalk network. This often means skywalks are best located closest to the primary entrances of the connecting buildings, as these entrances often lead to atria that provide the buildings' main vertical circulation elements.

Key Points:

Skywalks should not be located near street intersections, since such locations may correspond to the connecting buildings' primary entrances and may rely on the preservation of a one-way street network system. If a one-way street is considered for a potential two-way conversion, a too-close skywalk may pose a visual conflict with modified traffic signalization. A good example of a skywalk that can accommodate future changes to either connecting buildings or adjacent street reconfiguration is the skywalk connecting Deaconess Hospital to the Shriners' Hospital located just west of the intersection of 5th Avenue and Lincoln Street.

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accomodate the Multi-modal Transportation Network, B-4 Universal Design, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages

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

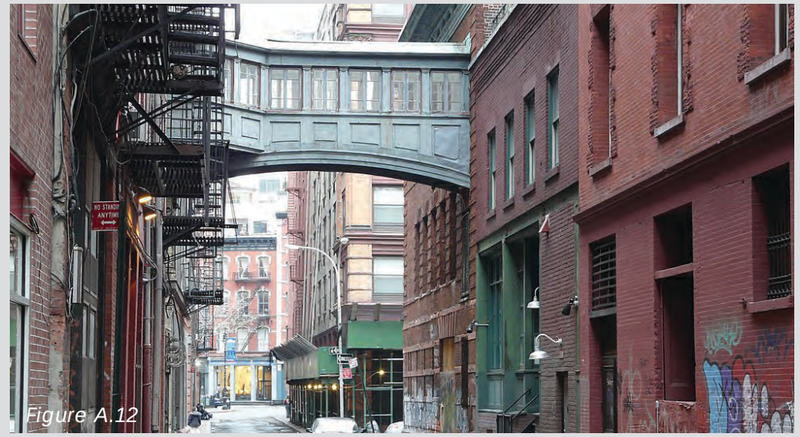

Figure A.12

Aspirational Examples

Examples in Spokane

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

Figure A.13

B PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

B-1 | Provide Elements that Define the Place

B-2 | Provide Context-Sensitive Signage and Lighting

B-3 | Design for Personal Security

B-4 | Universal Design

AGENDA

B-1 Provide Elements that Define the Place

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

Clarification:

Renovations, restorations, and additions within Spokane should respect adjacent or nearby historic features. New skywalks in historic districts should strive to reflect the existing urban fabric and the predominate architectural features within the surrounding context. Although skywalks are akin to stand-alone physical structures, they have a great potential to significantly impact the architectural composition of the connecting building as well as the surrounding physical context. Care should be given to ensuring that a skywalk contributes to, and is sympathetic to, the architectural design of the connecting buildings. This would include, but is not limited to, fenestration pattern, façade articulation and rhythm, exterior finish material, lighting, and architectural details.

Key Points:

While the Stevens Street Skywalk has been mentioned in the A-1 Design Guidelines, it is also a good example of a skywalk that respects the historic building to which it connects by incorporating place-making elements that are sympathetic to, but not replications of, the historical character of the surrounding context. Another wonderful example is the skywalk running parallel to the Howard Street frontage of the Parkade (see figure B.04) as this structure utilizes the architectural elements of the Parkade while serving as a framing/gateway element between the street and the adjacent public plaza. Other excellent examples can be found in skywalks around the world that incorporate highly individual lighting and artistic schemes that imbue the surrounding areas with a unique aesthetic, offering memorable experiences to pedestrians and other travelers.

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

Figure B.01

Figure B.02

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

Aspirational Examples

Examples in Spokane

Figure B.04

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

A mural at the entrance to an STA Plaza skywalk

Figure B.03

B-2 Provide Context Sensitive Signage and Lighting

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

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

Key Points:
Well-lit and well-placed wayfinding signage located at both ends of the skywalk, providing directions for pedestrians to the connecting buildings' main vertical circulation routes and the primary entrances is an important element of good skywalk design. Additionally, how well the exterior of the skywalk is lit at night, and how lighting on the underside of a skywalk can help add a unique experience to the streetscape.

Related Design Criteria:

Design Guidelines: A-1 Provide a 360-degree Design, B-1 Provide Elements that Define the Place, B-3 Design for Personal Safety and Security, B-4 Universal Design, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk

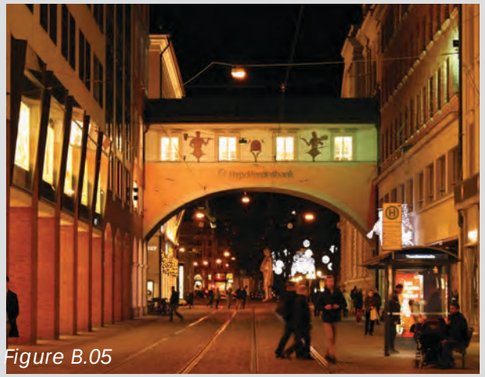
Figure B.05

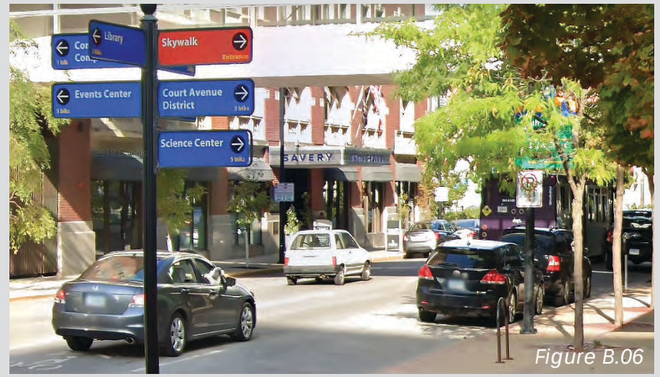

Figure B.06

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

Aspirational Examples

Examples in Spokane


Figure B.07


Figure B.08

Figure B.09

Figure B.10

Top left: the skywalk adjacent to the STA Plaza provides robust lighting for patrons.

Top right: lighting beneath the Parkade skywalk provides light for those on the street below, while accentuating a unique architectural feature.

Bottom left: prominent and legible directional signage in the M Building accommodates ease of access for patrons.

Bottom right: ground-level signage offers easy-to-read directions up to the skywalk.

B-3 Design for Personal Safety and Security

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

Clarification:

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

Key Points:

Good examples of skywalks in Spokane that are designed to meet the broader range of CPTED principles are those found in the hospital district. Of note is the 5th Ave skywalk located between Lincoln and Wall Streets that connects the Deaconess Medical Center's Emergency Room and the Medical Office Building.

Related Design Criteria:

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

Figure B.11

Figure B.12

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

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

Aspirational Examples

Examples in Spokane

Figure B.13

Figure B.14

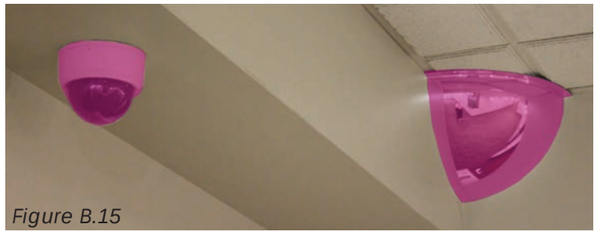

Figure B.15

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

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

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

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accomodate 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, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-3 Enhance the Streetscape, E-1 Maximize Pedestrian Access to the Skywalk

Figure B.16

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

Figure B.17

Aspirational Examples

Examples in Spokane

Figure B.19

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.

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

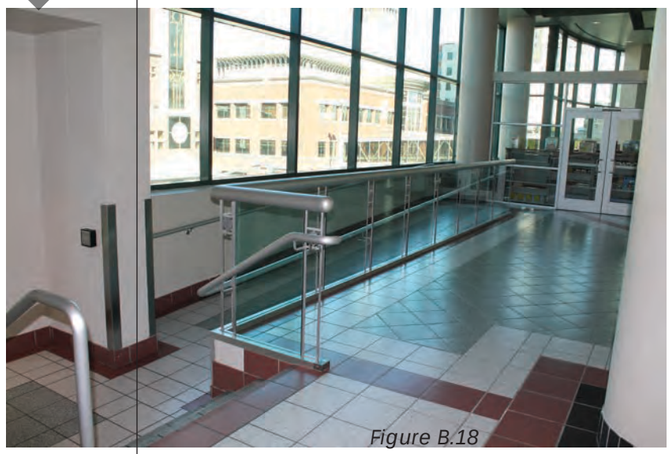

Figure B.18

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 Pedestrian Access

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

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

C-1 Design Façades at Many Scales

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

Clarification:

Skywalks can serve as successful extensions of the connecting buildings' façades. Just as taller buildings are encouraged to contribute to the community's skyline through articulated roof lines and stepbacks, skywalks can also incorporate similar architectural features to contribute to the liveliness of the surrounding streetscape and the avoidance of canyon-like street corridors.

Key Points:

Care should be taken to avoid skywalk designs that block-out the sky while contributing little back to the liveliness of the streetscape below. While opaque roofs and solid soffits are often used in skywalk construction, these elements can be artfully detailed and articulated to add to the visual enjoyment of the streetscape.

Related Design Criteria:

Design Guidelines: A-1 Provide a 360-degree Design, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale, D-2 Design a Well-proportioned and Unified Skywalk, D-3 Enhance the Streetscape

Figure C.01

The architecture and glazing patterns of this building have been clearly translated to the skywalks, providing the same level of design to the pedestrian realm.

Aspirational Examples

Examples in Spokane

Figure C.02

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

Figure C.03

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

C-2 Reinforce Pedestrian Access

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

Clarification:

Because skywalks often span between the upper floors of connecting buildings, how pedestrians gain access to the skywalks from the street level is an often-overlooked design element. The design of the skywalk must include the primary means of pedestrian access to and from the street. Sometime this can be accomplished by including a stair or elevator directly from the skywalk to the sidewalk, though mostly this is accomplished by the skywalk connecting directly to the connecting buildings' primary entries lobbies and primary corridors.

Key Points:

A good local example is the Main Avenue skywalk that connects River Park Square to the Crescent Building, as this skywalk leads directly to the primary circulation corridors in these two buildings.

Related Design Criteria:

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

Figure C.04

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

Figure C.05

Signage at the ground level directs pedestrians to the skywalk.

Aspirational Examples

Examples in Spokane

Figure C.06

The Parkade's spiral staircase brings people from the parking garage to the sidewalk and a comfortable pedestrian environment.

Signage helps people find the entrances to nearby skywalks.

Figure C.07

C-3 Develop Pedestrian-oriented Spaces Along Street Frontages

Designs should create human-scale spaces in response to how people engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. This strategy promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street. Skywalks should not discourage street level activity.

Clarification:

This guideline promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street. Skywalks should not discourage street level activity, and in their design should improve the public realm.

Key Points:

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

Related Design Criteria:

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

Figure C.08

Aspirational Examples

Examples in Spokane


Figure C.09


Figure C.10


Figure C.11

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

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

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

Create a high quality public realm that supports the culture of walking. Create a high-quality public realm that supports the culture of walking and non-motorized transportation. Design the skywalk so that pedestrian access is convenient, and the environment is comfortable, memorable, and attractive. Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. As skywalks are part of this realm they must be integrated into the network of streets, alleys, trails, and public spaces to provide opportunities for civic, cultural, economic, and social activities.

Clarification:

Use materials at street level that create a sense of permanence and bring life and warmth to the Public Realm. As skywalks are part of this realm they must be integrated into the network of streets, alleys, trails, and public spaces to provide opportunities for civic, cultural, economic, and social activities.

Key Points:

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

Related Design Criteria:

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

Figure C.12

Figure C.13

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

Aspirational Examples

Examples in Spokane

Figure C.14

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

Figure C.15

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.

D-1 Create Transitions in Bulk and Scale

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure D.01

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.

Aspirational Examples

Examples in Spokane

Figure D.02

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.

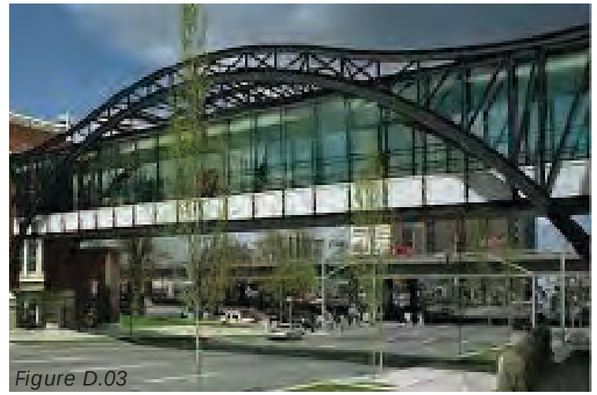

Figure D.03

D-2 Design a Well-proportioned and Unified Skywalk

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure D.04

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

Aspirational Examples

Examples in Spokane

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


Figure D.06

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


Figure D.05

D-3 Enhance the Streetscape

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2 Provide a Sustainable Framework, A-3 Accomodate the Multi-modal Transportation Network, B-1 Provide Elements that Define the Place, B-2 Provide Context Sensitive Signage and Lighting, B-3 Design for Personal Safety and Security B-4 Universal Design, C-1 Design Façades at Many Scales, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages,C-4 Provide a High-Quality Design for the Public Realm, D-1 Create Transitions in Bulk and Scale D-2 Design a Well-proportioned and Unified Skywalk, D-2 Design a Well-proportioned and Unified Skywalk


Figure D.07

Figure D.08

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

Aspirational Examples

Examples in Spokane


Figure D.09

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.

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.

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure E.01

Figure E.02

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

Left: The skywalk is accessed by a staircase.

Aspirational Examples

Examples in Spokane

Figure E.03

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

Ramps allow wheeled access to the skywalk network

Figure E.04

E-2 Minimize Adverse Visual Impacts to Traffic Flow

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1 Provide a 360-degree Design, A-2 Provide a Sustainable Framework, A-3 Accomodate the Multi-modal Transportation Network, B-3 Design for Personal Safety and Security, C-2 Reinforce Pedestrian Access, C-3 Develop Pedestrian-oriented Spaces Along Street Frontages, C-4 Provide a High-Quality Design for the Public Realm, E-1 Maximize Pedestrian Access to the Skywalk

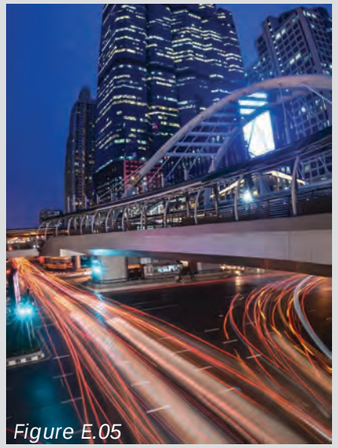
Figure E.05


Figure E.06

Aspirational Examples

Examples of skywalks allowing free vehicular movement below.

Examples in Spokane


Figure E.07

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


Figure E.08

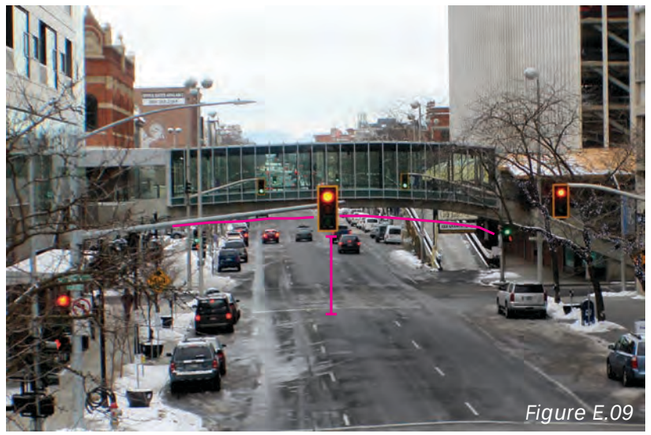
Figure E.09

Glossary of Terms

Glossary of Terms

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

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

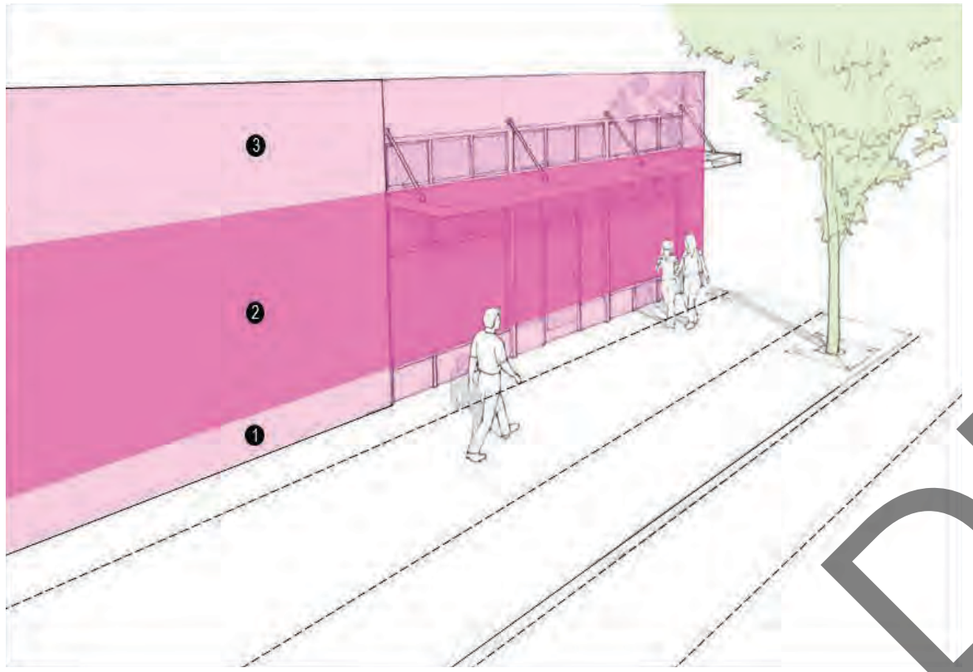

Image modified from the National Association of City Transportation Officials

1. **Bulkhead/Kickplate Zone**

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

2. **Storefront/Window Zone**

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

3. **Transom/Ceiling Zone**

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

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

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

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

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

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

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

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

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

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

Green: See *Sustainable*

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

Glossary of Terms (continued)

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

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

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

Resilient: See *Sustainable*

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

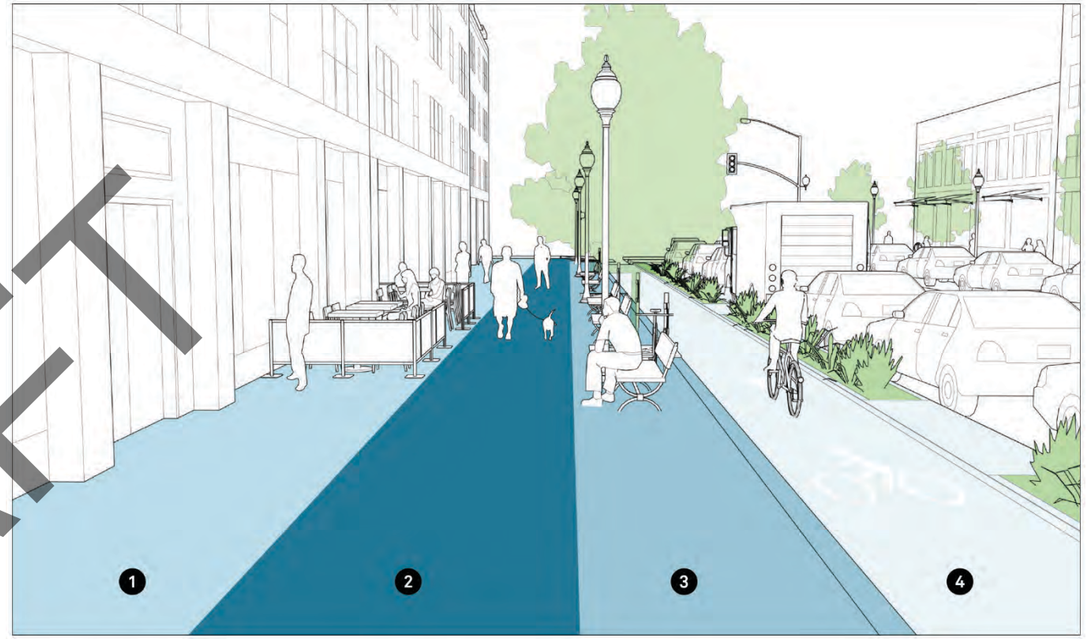

Image from Global Designing Cities and the National Association of City Transportation Officials

1. Frontage Zone

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

2. Clear Path Zone

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

3. Street Furniture Zone

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

4. Buffer Zone

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

Glossary of Terms (continued)

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

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

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

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

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

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

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Image Attributions- Skywalks

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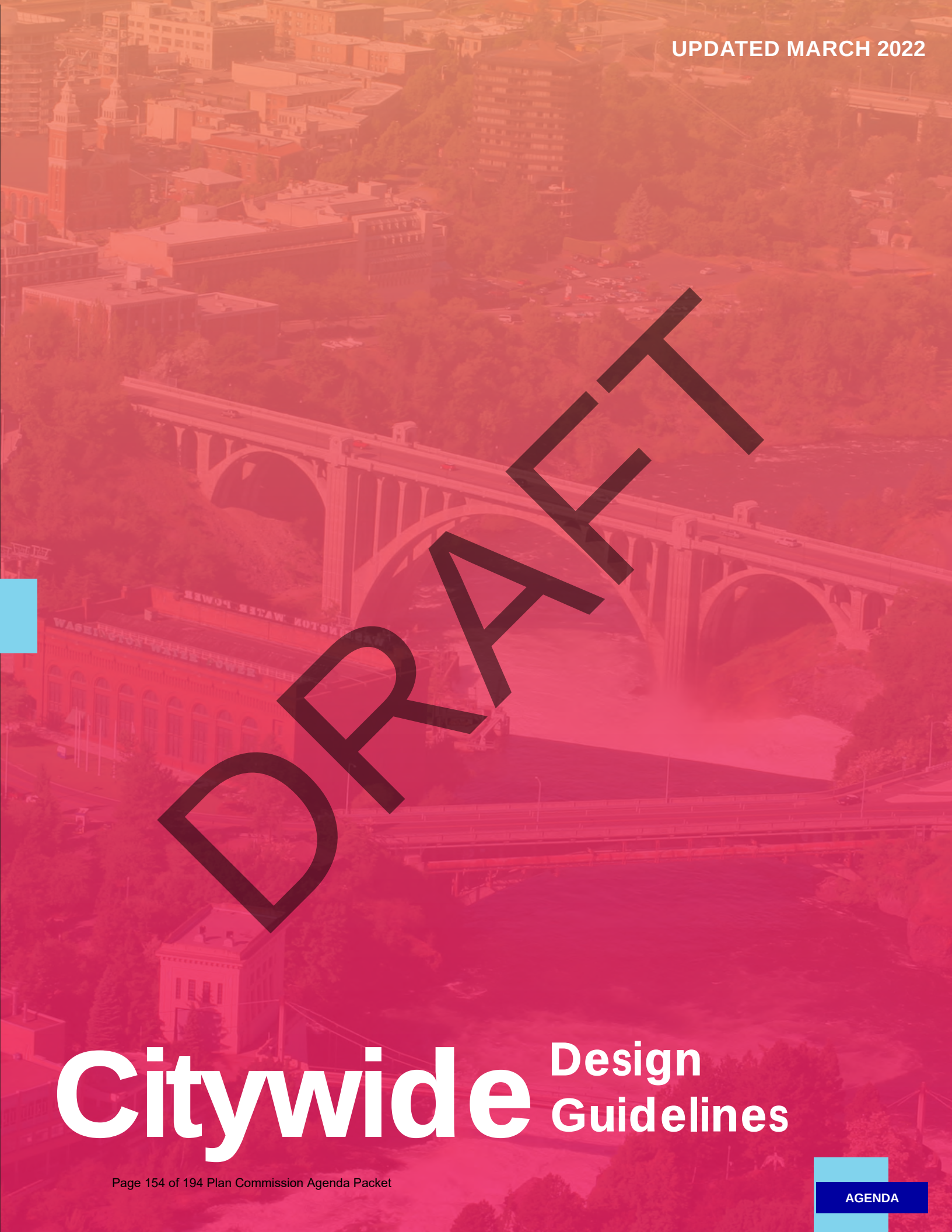
Figure E.06: Millenium Towers, Kuala Lumpur, Malaysia courtesy of PXHere.com

EXHIBIT C

CITYWIDE DESIGN GUIDELINES

UPDATED MARCH 2022



DRAFT

Citywide Design Guidelines

AGENDA

Publication Page & Date

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.

Table of Contents

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.

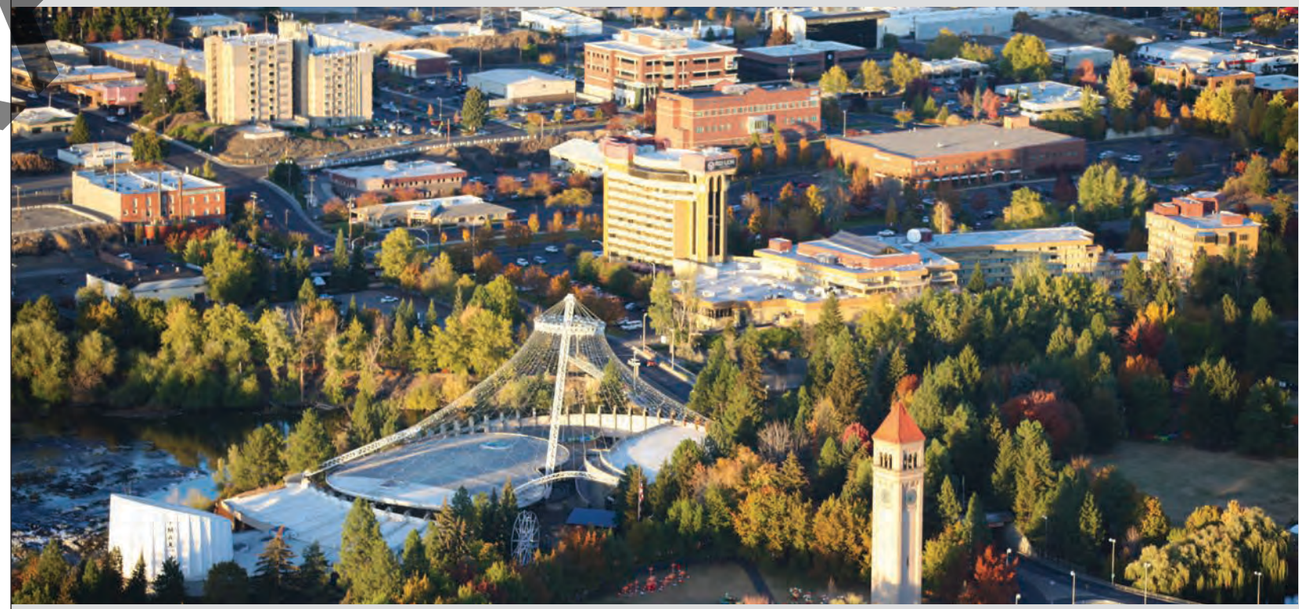
The guidelines are used in order to improve the quality of design above bare minimums, for a select set of projects. Those projects have already been identified by the community for special consideration.

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 proposal 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

Guideline

Clarification

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

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:

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

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.

Figure A.01

Figure A.02

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.

Aspirational Examples

Examples in Spokane

Figure A.03

Figure A.04

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

Figure A.05

Images

Visuals to reinforce the explanatory text

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

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.

A-1 360-degree Design

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: B-1: Provide Elements that Define the Place, B-2: Provide Context Sensitive Signage and Lighting, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-6: Enhance Alleyways, 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-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

Figure A.01

Figure A.02

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.

Aspirational Examples

Examples in Spokane

Figure A.03

Figure A.04

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

Figure A.05

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. Employ techniques and technologies to improve the ecological performance of the building, structure and site improvements.

Key Points:

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

Related Design Criteria:

Design Guidelines: A-3: Accomodate the Multi-modal Transportation Network, A-4: Design for Change, B-4: Universal Design, E-1: Maximize Pedestrian Access to the Building and Site, E-4: Design Sustainable Parking

Aspirational Examples

Figure A.06

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.

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.

Figure A.07

Examples in Spokane

Figure A.08

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

Figure A.09

Figure A.10

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:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-4: Design for Change, B-3: Design for Personal Safety and Security, B-4: Universal Design, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-4: Design Sustainable Parking

Figure A.11

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

Aspirational Examples

Examples in Spokane

Figure A.12

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.

A-4 Design for Change

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-3: Accomodate the Multi-modal Transportation Network, B-4: Universal Design, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-4: Design with a Legible Parti, E-1: Maximize Pedestrian Access to the Building and Site, E-4: Design Sustainable Parking

Aspirational Examples

Figure A.12

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.

Figure A.13

Figure A.14

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.

Examples in Spokane

Figure A.15

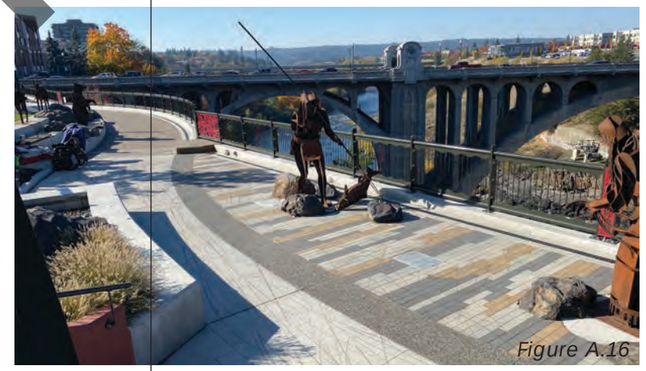


Figure A.16

Figure A.17

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

B PUBLIC AMENITIES

Area of Influence: Public Realm

Design Objective

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

B-1 | Provide Elements that Define the Place

B-2 | Provide Context-Sensitive Signage and Lighting

B-3 | Design for Personal Security

B-4 | Universal Design

B-5 | Provide Inviting and Usable Open Space

B-6 | Enhance the Building and Site with Landscaping

B-1 Provide Elements that Define the Place

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-2: Provide Context Sensitive Signage and Lighting, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, D-4: Design with a Legible Parti D-5: Enhance the Skyline

Figure B.01

Figure B.02

Figure B.03

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

Aspirational Examples

Examples in Spokane

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 uiversity district.

Figure B.04

Figure B.05

B-2 Provide Context Sensitive Signage and Lighting

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-1: Provide Elements that Define the Place, B-3: Design for Personal Safety and Security, B-4: Universal Design, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-6: Enhance Alleyways, D-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

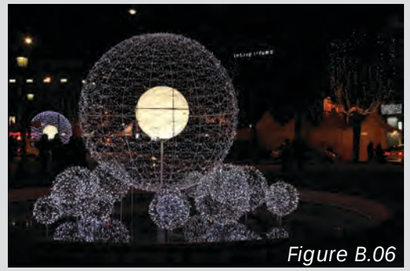


Figure B.06

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

Figure B.07

Figure B.08

Signage in a park in London, England matches the other wrought iron fixtures throughout the park.

Aspirational Examples

Examples in Spokane

Figure B.09

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

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

Figure B.10

B-3 Design for Personal Safety and Security

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-3: Accomodate the Multi-modal Transportation Network, B-2: Provide Context Sensitive Signage and Lighting, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping,C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages

Aspirational Examples

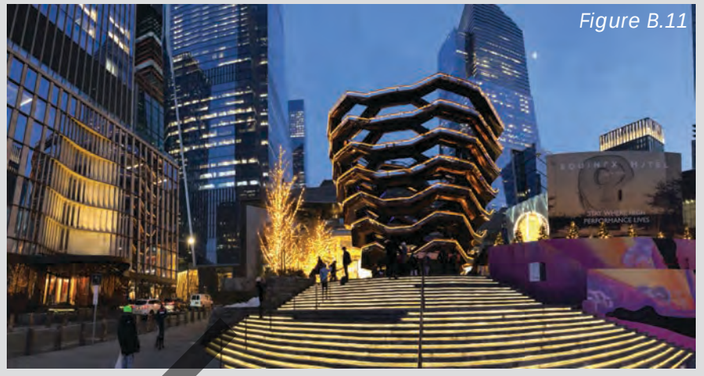


Figure B.11

Plentiful and attractive lighting, stone bollards, and striping of pedestrian crossing offer pedestrians a means of safe travel.


Figure B.12


Figure B.13

Examples in Spokane


Figure B.15

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.


Figure B.14

B-4 Universal Design

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-3: Accomodate 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-5: Provide Inviting and Usable Open Space, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages

Figure B.16

Figure B.17

Figure B.18

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

Aspirational Examples

Examples in Spokane

Figure B.20

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.

Figure B.19

B-5 Provide Inviting and Usable Open Space

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: B-1: Provide Elements that Define the Place, B-3: Design for Personal Safety and Security, B-6: Enhance the Building and Site with Landscaping, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, 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

Figure B.21

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.

Figure B.22

Aspirational Examples

Examples in Spokane

Figure B.24

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

Figure B.23

B-6 Enhance the Project with Landscaping

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, C-6: Enhance Alleyways, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-3: Maintain the Prevailing Street Edge D-4: Design with a Legible Parti, 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

Aspirational Examples

Figure B.25

Figure B.26

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

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

Examples in Spokane

Figure B.27

Figure B.28

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.

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| Develop Pedestrian-Oriented Spaces Along Street Frontages

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

C-5| Provide Appropriate Weather Protection

C-6| Enhance Alleyways

C-1 Design Façades at Many Scales

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-5: Enhance the Skyline

Figure C.01


Figure C.02


Figure C.03

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

Aspirational Examples

Examples in Spokane

Figure C.05


Figure C.04

Left: the façade 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.

C-2 Reinforce Primary Building Entries

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-2: Provide Context Sensitive Signage and Lighting, B-3: Design for Personal Safety and Security, B-4: Universal Design B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, C-5: Provide Appropriate Weather Protection, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, E-1: Maximize Pedestrian Access to the Building and Site

Figure C.06

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

Figure C.07

Aspirational Examples

Examples in Spokane

Figure C.08

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

Figure C.09

C-3 Develop Pedestrian-oriented Spaces Along Street Frontages

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, A-3: Accomodate the Multi-modal Transportation Network, A-4: Design for Change, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-3: Maintain the Prevailing Street Edge, -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

Figure C.10

Figure C.11

Figure C.12

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

Aspirational Examples

Examples in Spokane

Figure C.14

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.

Figure C.13

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

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

Clarification:

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

Key Points:

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

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-2: Provide Context Sensitive Signage and Lighting, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-5: Provide Appropriate Weather Protection, D-1: Create Transitions in Bulk and Scale, D-3: Maintain the Prevailing Street Edge, D-5: Enhance the Skyline, E-1: Maximize Pedestrian Access to the Building and Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

Figure C.15

Figure C.16

Figure C.17

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

Aspirational Examples

Examples in Spokane

Figure C.19

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

Figure C.18

C-5 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. This may be achieved through the use of overhead weather protection (marquees, awnings, arcades, etc.), generous inclusion of an urban forest canopy, heated sidewalks to avoid ice build-up, windbreaks (walls or landscape materials), etc.

Key Points:

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

Related Design Criteria:

Design Guidelines: A-3: Accomodate the Multi-modal Transportation Network, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping,C-2: Reinforce Primary Building Entries, C-4: Provide a High-Quality Design for the Public Realm, E-1: Maximize Pedestrian Access to the Building and Site

Figure C.20

Figure C.21

Figure C.22

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

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

Right: a pedestrian retalil street is sheltered by a glass and steel canopy.

Aspirational Examples

Examples in Spokane

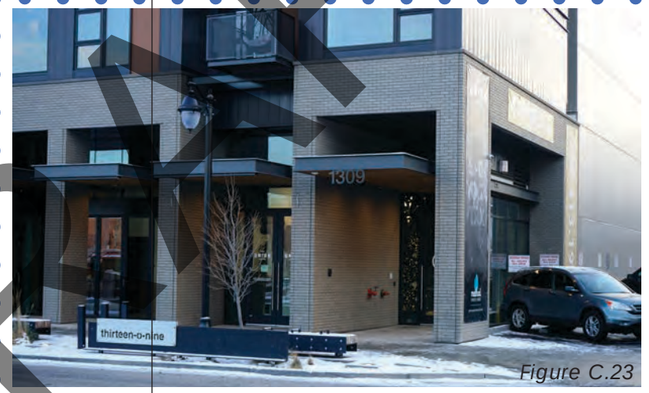


Figure C.23

Figure C.24

Figure C.25

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

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

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

C-6 Enhance Alleyways

Increase pedestrian safety, comfort, and interest along alleyways.

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, E-1: Maximize Pedestrian Access to the Building and Site, E-3: Minimize the Presence of Service Areas

Figure C.26

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

Figure C.27

Aspirational Examples

Examples in Spokane

Figure C.28

Figure C.29

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

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.

D-1 Create Transitions in Bulk and Scale

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-6: Enhance the Building and Site with Landscaping, C-1: Design Façades at Many Scales, C-2: Reinforce Primary Building Entries , C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-2: Design a Well-proportioned and Unified Building/Structure/Site, D-3: Maintain the Prevailing Street Edge, D-5: Enhance the Skyline


Figure D.01


Figure D.02


Figure D.03

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

Center: the undulating wall of Tanner Springs Park in Portland, Oregon creates a fun transition between the surrounding office builidngs and the sunken natural area.

Right: skyscrapers in Chicago, Illinois use step backs to reduce bulk.

Aspirational Examples

Examples in Spokane


Figure D.05

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

Left: The single story sloping roof line of the Liberty Park Branch Library, with the lowest portions of the structure facing the adjacent residential areas offers a smooth transition to the surrounding neighborhood.


Figure D.04

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:

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

Related Design Criteria:

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

Figure D.06

Figure D.07

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

Figure D.08

This terraced hedge in Chicago softens the hardscape and brings balance to the space.

Aspirational Examples

Examples in Spokane

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

Figure D.10

Figure D.09

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

D-3 Maintain the Prevailing Street Edge

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

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/Structure/Site, E-2: Minimize the Impact of Parking Facilities Along Street Frontages

Figure D.11

Figure D.12

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

Figure D.13

Aspirational Examples

Examples in Spokane

Figure D.14

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

D-4 Design with a Legible Parti

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure D.15

Figure D.16

Figure D.17

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.

Aspirational Examples

Examples in Spokane

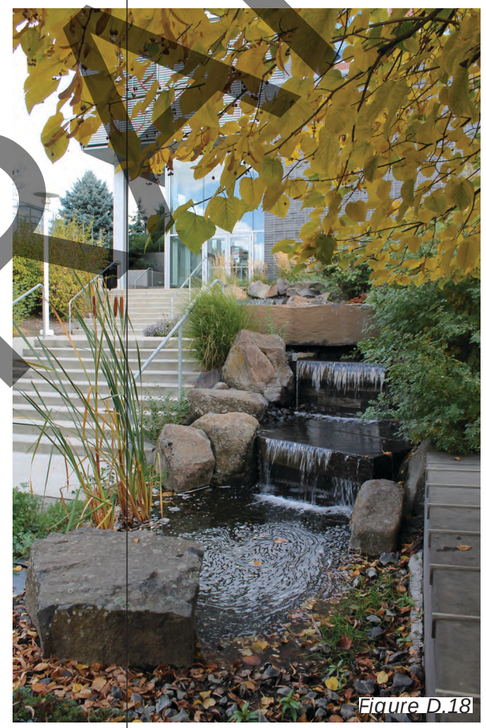


Figure D.18

Figure D.19

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 religous experience.

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.

Clarification:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, B-1: Provide Elements that Define the Place, B-2: Provide Context Sensitive Signage and Lighting, C-1: Design Façades at Many Scales, C-4: Provide a High-Quality Design for the Public Realm, D-1: Create Transitions in Bulk and Scale, D-2: Design a Well-proportioned and Unified Building/ Structure/Site, D-4: Design with a Legible Parti

Figure D.20

Various notable skylines around the world: Singapore (Malaysia), New York City (USA), and Frankfurt (Germany).

Figure D.21

Figure D.22

Aspirational Examples

Examples in Spokane

Figure D.23

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

Figure D.24

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

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.

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:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, A-2: Provide a Sustainable Framework, A-3: Accomodate 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: Universal Design, B-5: Provide Inviting and Usable Open Space, B-6: Enhance the Building and Site with Landscaping, E-2: Minimize the Impact of Parking Facilities Along Street Frontages, E-3: Minimize the Presence of Service Areas

Figure E.01

Figure E.02

Figure E.03

Large entry plazas separated from vehicular travel, pedestrian-scale lighting, seating, and landscaping all ensure safe and comfortable access to these public buildings.
Top left and right: open spaces in Portland Oregon. Bottom right: Scottish Parliament Building in Ediburgh, Scotland

Aspirational Examples

Examples in Spokane

Figure E.03

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

Figure E.04

Left: wide pedestrian-only pathways provide students easy and safe routes to university 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:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-1: Provide a 360-degree Design, A-3: Accomodate the Multi-modal Transportation Network, B-2: Provide Context Sensitive Signage and Lighting, B-3: Design for Personal Safety and Security, B-4: Universal Design, B-5: Provide Inviting and Usable Open Space,B-6: Enhance the Building and Site with Landscaping, C-3: Develop Pedestrian-oriented Spaces Along Street Frontages, C-4: Provide a High-Quality Design for the Public Realm, D-3: Maintain the Prevailing Street Edge, E-1: Maximize Pedestrian Access to the Building and Site

Figure E.06

Figure E.07

Figure E.08

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

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

Bottom right: plants and decorative screens help screen the parking garage from view.

Aspirational Examples

Examples in Spokane

Figure E.10

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.

Figure E.09

E-3 Minimize the Presence of Service Areas

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

Clarification:

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

Key Points:

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

Related Design Criteria:

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

Figure E.11

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

Figure E.12

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

Aspirational Examples

Examples in Spokane

Figure E.13

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

Figure E.14

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:

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

Key Points:

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

Related Design Criteria:

Design Guidelines: A-2: Provide a Sustainable Framework, A-3: Accomodate the Multi-modal Transportation Network, A-4: Design for Change, B-6: Enhance the Building and Site with Landscaping,

Figure E.15

Figure E.16

Solar panels built into shade structures, charging for electric vehicles, rain gardens to capture surface runoff, and permeable paving are all excellent ways to fascilitate sustainable parking.

Figure E.17

Aspirational Examples

Examples in Spokane

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

Figure E.19

Figure E.18

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

Glossary of Terms

Glossary of Terms

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

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

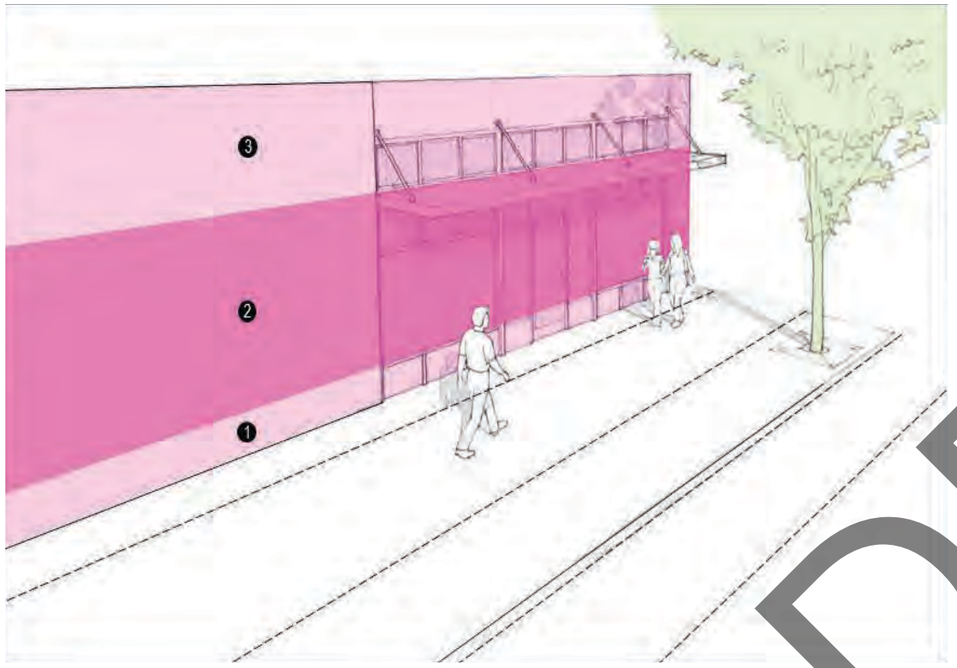


Image modified from the National Association of City Transportation Officials

1. **Bulkhead/Kickplate Zone**

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

2. **Storefront/Window Zone**

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

3. **Transom/Ceiling Zone**

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

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

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

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

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

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

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

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

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

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

Green: See *Sustainable*

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

Glossary of Terms (continued)

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

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

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

Resilient: See *Sustainable*

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

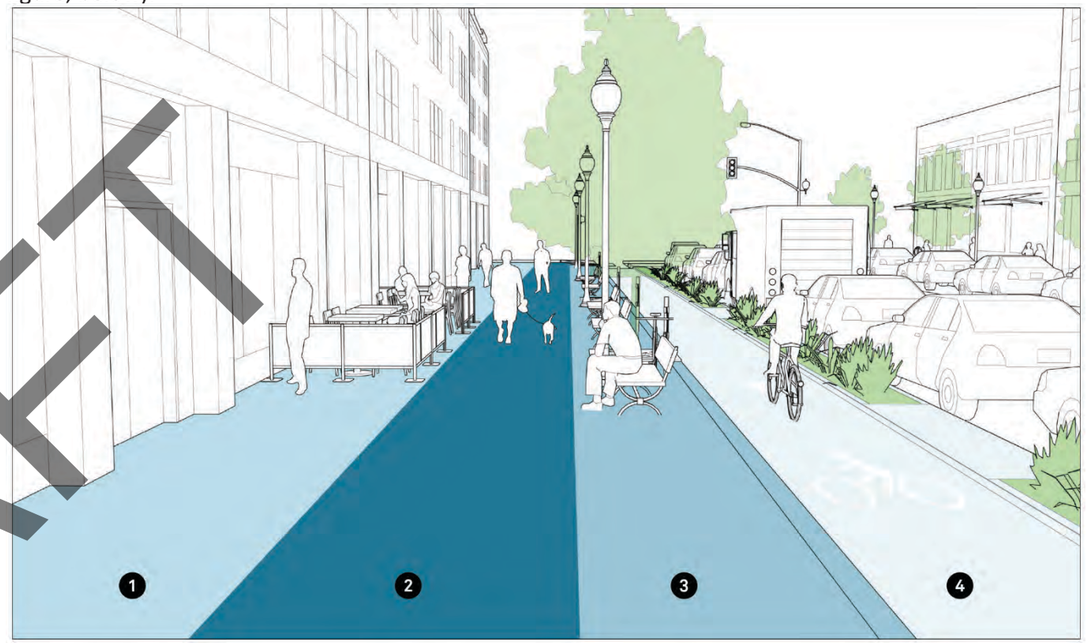


Image from Global Designing Cities and the National Association of City Transportation Officials

1. Frontage Zone

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

2. Clear Path Zone

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

3. Street Furniture Zone

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

4. Buffer Zone

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

Glossary of Terms (continued)

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

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

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

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

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

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

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