

# Nelson Service Center

## 2 - Recommendation Meeting

### Design Review Staff Report

April 11, 2014



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City of Spokane  
Planning & Development Department

**Applicants**  
City of Spokane Utilities Division  
c/o Rick Romero, Director  
  
Garco Construction, Inc.  
  
OAC Services

### Background

Please see the Design Review – Recommendation Submittal from the applicant, dated March 19, 2014, for details on changes to the landscape plan, site pedestrian connectivity and building design following the DRB Collaborative Workshop Recommendation.

Neighborhood representatives were provided with the recommendation of the Design Review Board from the collaborative workshop on February 26, 2014, as well as the applicant’s submittal in response to the DRB recommendation.

The representatives indicated at the Chief Garry Park neighborhood meeting on April 1, 2014, that they do not want a pedestrian connection directly through the parking lot from the proposed building to DeSmet Avenue, citing concerns about the connection’s use as a shortcut by employees who might drive to work and park on the street instead of driving around to the parking lot, thereby contributing to vehicular traffic on DeSmet. The point in the employee parking lot access was to focus the traffic at the existing entrance on Nelson Street and avoid generating traffic on neighborhood streets like DeSmet.

Another topic discussed at the meeting on April 1 was the location of public art, which is preferred at the Stone Street Park location or further west along the DeSmet side, rather than the third location shown on the landscape plan, near the Nelson Street entrance, because that area is surrounded by industrial uses.

On April 10, 2014, the applicants provided a revised landscape plan with landscaping between the south side of the site and Broadway Avenue, on both sides of the intersection with Cook Street.

A groundbreaking ceremony is scheduled for April 25, 2014.

**Permit status:** The complete building permit application has not yet been submitted. It is anticipated that this building permit application will be approved in phases as it is using the Design Build method.

The Design Review Board Collaborative Workshop was held on February 26, 2014.

The following materials are supplemental to this report:

- Collaborative Workshop Staff Report dated February 14, 2014;
  - Design Review Board Collaborative Workshop Recommendation, dated March 5, 2014.
- Additional information is on file and may be viewed at City Hall.*

Recommendations will be forwarded to the Planning & Development Director.

## Staff Guidance

During the presentation, the applicant is encouraged to describe changes to the design since the Collaborative Workshop and provide an update on any additional modifications since this proposal was submitted, specifically as it relates to DRB recommendations.

Spokane Municipal Code [section 17C.200.050](#) requires street trees to be planted on frontage streets within a continuous planting strip, between the curb and the walking path of the sidewalk. The L2 see-through buffer planting shown on the landscape plan should be located behind the locations for the pedestrian buffer strip and sidewalk. Plans submitted for permits should show the street frontage improvements on Nelson Street and adequate width for future improvements on Broadway Avenue.

To expand on the earlier recommendations forwarded by the DRB intended to help implement the Comprehensive Plan, the following is suggested for discussion:

- a. Wayfinding and pedestrian connections for employees between the neighborhood and the Nelson Service Center.

Integrating pedestrians into site development can improve the safety and character of the community. The DRB may be interested in coordinating a site design strategy with Chief Garry Park neighborhood representatives for additional employee pedestrian connections to neighborhood sidewalks to promote alternative forms of transportation such as transit, walking, carpooling and biking, thereby reducing vehicular traffic.

**Employees who ride the bus on Napa Street are likely to use Stone Street and DeSmet Avenue, passing the Nelson Service Center, as a way to reach the combined vehicle/pedestrian entrance on Nelson Street. Other employees on foot, including bus riders on Mission Avenue, may also wish to access the facility from the north or west by way of a more direct connection rather than having to divert their route and double back. How can transit users and other pedestrians access the facility more conveniently, with reduced travel distance? Do any barriers to pedestrian travel exist, such as walls, ditches or landscaping?**

- b. The design and appearance of the proposed Nelson Service Center features including screen walls, signage, barriers, and paving patterns.
- c. How a cohesive design theme relates to the adjacent landscaping along DeSmet Avenue and Stone Street, shown on the Operations and Maintenance Perimeter Screening Planting Plan in the submitted materials.

## Note

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Planning and Development Department.

## Policy Basis

Spokane Municipal Codes  
City of Spokane Comprehensive Plan  
Public Project Design Guidelines