



Spokane Design Review Board

Wednesday, December 18, 2019

5:30 – 7:15 PM

City Hall Lobby Tribal Conference Room

808 W Spokane Falls Blvd, Spokane, WA 99201

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 – 5:45	1. Chair Report	Steven Meek
	2. Secretary Report <ul style="list-style-type: none">• Update on New Design Guidelines process• Final Call for Nominations (list of nominees)• Farewell & Thank-you to the current Chair	Dean Gunderson

Board Business:

5:45 – 5:55	1. Approve 12/11/2019 meeting minutes 2. Old Business 3. New Business 4. Changes to agenda?	Steven Meek
-------------	--	-------------

Workshops:

5:55 – 7:15	1. Papillon Development <ul style="list-style-type: none">• Staff Report..... 5-10 m• Applicant Presentation..... 10-15 m• Reserved for Public Comment (3 m ea.)..... 20 m• Board Discussion and Advisory Action(s)..... 30 m	Taylor Berberich
-------------	--	------------------

Adjournment:

The next DRB meeting will be held on Wednesday, January 15, 2020

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password: STbz4z3S

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.

Meeting Procedure - Spokane Design Review Board

Call to Order

- Chair calls the meeting to order, noting the date and time of the meeting.
- Chair asks for roll call for attendance.

Board Briefing

- Chair Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Board Business

- Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
- Chair asks is there any old business? Any old business is discussed.
- Chair asks is there any new business? Any new business is discussed.
- Chair asks if there any changes to the agenda.

Board Workshop

- Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) the Board will not consider un-permitted, possible surrounding development(s) except those which are contemplated under the Comprehensive Plan and Development Code; c) it is the applicant's responsibility to meet all applicable Code requirements regardless of what might be presented or discussed during workshops.
- Chair asks for a staff report.

Staff Report

- Staff report on the item, giving findings of fact. Presentation will be kept to 5-10 minutes.

Applicant Presentation

- Chair invites the applicant(s) to sit at the table and invites the applicant to introduce the project team and make a 10-15 minute presentation on the project.

Public Comment *

- Chair asks if there are comments from other interested parties – comments shall be kept to 3 minutes, and confined to the design elements of the project.
- Chair reads any written comments submitted by interested citizens.

** Contact Planning Department staff after the meeting for additional opportunities to comment on the proposal.*

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments.
- Chair leads discussion amongst the DRB members regarding the staff recommendations, applicable design criteria, identification of key issues, and any proposed design departures.

Design Review Board Motions

- Chair asks whether the DRB is ready to make a motion.
- Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
- Chair asks for discussion on the motion.
- Chair asks the applicant if they would like to respond to the motion.
- After discussion, Chair asks for a vote.

Design Review Board Follow-up

- Applicant is advised that they may stay or leave the meeting.
- Next agenda item announced.

Other

- Chair asks board members and audience if there is anything else.

Adjourn

- Chair asks for a motion to adjourn. After the motion is seconded, and approved by vote, Chair announces that the meeting is adjourned, noting the time of the adjournment.

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.

Design Review Board - Meeting Minutes Draft

December 11, 2019

City Council Briefing Center

Meeting called to order at 5:31 PM by Steven Meek

Attendance:

- *Board Members Present:* Chad Schmidt, Steven Meek (Chair), Kathy Lang (Vice-Chair & CA Liaison), Ted Teske, Chuck Horgan (Art Commission Liaison), Grant Keller (arrived at 5:36 PM)
- *Board Members Not Present:* Anne Hanenburg, Mark Brower
- *Quorum Present:* yes
- *Staff Members Present:* Dean Gunderson, Taylor Berberich

Public Comment:

- None

Briefing Session:

Chair Report - Steven Meek

- None

Secretary Report - Dean Gunderson

- Portland-based UrbsWorks has been awarded the contract to assist in developing new design guidelines for Public Projects and Structures, Right of Way Encroachments (i.e. skywalks), and Citywide Design Guidelines, and possibly for Planned Unit Developments while also investigating other potential process and procedural improvements.
- We've received three nominations for DRB Chair, to fill the opening that will be left by Steven Meek. The election for that board officer position is slated for January 15th.
- Once Steven Meek leaves the DRB, the architect position on the board must be filled. One application has been received to-date. His name is Drew Kleman, and he's an architect working for Kattera. The new chair will be tasked with authorizing an interview committee to meet with all qualified applicants.

Board Business:

Approval of Minutes: Minutes from the November 20, 2019 meeting approved unanimously, with the addition of what the proposal discussed in the Secretary Report is for (New Design Guidelines).

Old Business:

- None

New Business:

- None

Changes to Agenda:

- None

****Chuck Horgan recused himself from the workshop, since he works for the architecture firm handling the Collaborative Workshop project.**

Workshops:

1. Collaborative Workshop for Riverfront Park - North Bank Playground - M & O Facility

- Staff Report: Taylor Berberich
- Applicant Presentation: Julia Culp & David Hipp (Bernardo|Wills)
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the December 11, 2019 Recommendation Meeting, the Design Review Board recommends the approval of the project subject to the following conditions:

1. The board accepts the applicant's proposal to omit the CXT restroom from the project. Should the need arise for a restroom facility to be constructed independent of the M&O building, that project will be brought before the Design Review Board.

Please see the following Comprehensive Plan Goals and Policies: LU 2.1 Public Realm Features, LU 5.5 Compatible Development, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.5 Character of the Public Realm.

Please see the following Downtown Plan Strategies: 2.2 BUILT FORM AND CHARACTER, and 2.4 OPEN SPACE, and PUBLIC REALM AND STREETSCAPES.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-4 Reinforce the Urban Form and Architectural Attributes of the Immediate Area, and D-4 Provide Elements that Define the Place.

2. The applicant should use a solid, sight obscuring fencing material. If such a fence is not installed, the applicant shall install view-obscuring landscaping adjacent to the public side of the fence (similar to the view-obscuring landscaping at the West Havermale service area).

Please see the following Comprehensive Plan Goals and Policies: LU 2.1 Public Realm Features, LU 5.5 Compatible Development, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, and DP 2.6 Building and Site Design.

Please see the following Downtown Plan Strategies: 2.2 BUILT FORM AND CHARACTER, and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area, D-1 Provide Inviting and Usable Open Space, D-4 Provide Elements that Define the Place, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

3. In regard to the fence design, the applicant is encouraged to explore opportunities to incorporate an aesthetically complimentary transition, utilizing a similar material palette, between the M&O building and the neighboring masonry fence to the east.

Please see the following Comprehensive Plan Goals and Policies: LU 2.1 Public Realm Features, LU 5.5 Compatible Development, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm and DP 2.6 Building and Site Design.

Please see the following Downtown Plan Strategies: 2.2 BUILT FORM AND CHARACTER, and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area, D-1 Provide Inviting and Usable Open Space, D-4 Provide Elements that Define the Place, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

4. The applicant shall incorporate a more playful color palette for the public restroom doors, canopy and signage, consistent with the materials proposed for the playground.

Please see the following Comprehensive Plan Goals and Policies: LU 2.1 Public Realm Features, LU 5.5 Compatible Development, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm and DP 2.6 Building and Site Design.

Please see the following Downtown Plan Strategies: 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area, D-1 Provide Inviting and Usable Open Space, and D-4 Provide Elements that Define the Place.

5. The applicant shall revise the proposed eave/soffit configuration as presented in the submittal packet.

Please see the following Comprehensive Plan Goals and Policies: DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm and DP 2.6 Building and Site Design.

Please see the following Downtown Plan Strategies: 2.2 BUILT FORM AND CHARACTER.

6. If the skate park is built up to the M&O building, the applicant shall provide protection to the insulated metal panels of the building.

Please see the following Comprehensive Plan Goals and Policies: LU 2.1 Public Realm Features, LU 5.5 Compatible Development, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.

Please see the following Downtown Plan Strategies: 2.2 BUILT FORM AND CHARACTER, and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, and D-7 Design for Personal Safety and Security.

Note: Kathy Lang was identified as a member of the Downtown Plan Update Steering Committee, representing DRB, but will be continuing to fill the Community Assembly Liaison role until a replacement is appointed. The board reached general consensus accepting Kathy's service as the board's representative on the Downtown Plan Update Steering Committee.

Meeting Adjourned at 7:26 PM

Next Design Review Board Meeting scheduled for Wednesday, December 18, 2019

Papillon Mixed Use Development

1 - Program Review/Collaborative Workshop

Design Review Staff Report

December 2, 2019

**Staff:**

Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

Neighborhood & Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Applicants:

Mike Stanicar, Architect
Bernardo Wills Architecture
509-838-4511

ATTN:

Design Review Board Authority

Spokane Municipal Code [Chapter 04.13](#) Design Review Board

A. Purpose. The design review board is hereby established to:

1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. 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.
3. advocate for the aesthetic quality of Spokane's public realm;
4. 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.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
 - a. wisely allocate the City's resources,
 - b. serve as models of design quality

Under SMC [Section 17G.040.020](#) **Design Review Board Authority** all new buildings or structures within the gateway area on the Downtown Design Review Threshold Map are subject to design review.

Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Recommendations.

Recommendations of the Design Review Board will be forwarded to the Interim Planning Director and the chair of the Riverside neighborhood council.

Project Description

Please see applicant's submittal information.

Location & Context

The project entails the construction of two mixed-use towers and associated site work. The site currently consists of four parcels spanning Cataldo Alley-35181.4217 and 35181.4231 to the north of Cataldo Alley and 35181.4404 and 35181.4407 to the south. All parcels are located in the Riverside neighborhood council. Three historic buildings are located within a quarter mile of the site- Broadview Dairy on the southwest corner of Cataldo Alley and Washington Street, The Flour Mill directly south of the Spokane Arena, and the Wonder Building on the northeast corner of Lincoln and Broadway. The nearest bus stop is for the Plaza Arena Shuttle, .15 miles north of the site on Howard Street.

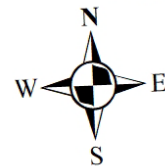


1/4 MILE BUFFER- PAPILLION DEVELOPMENT

MAP KEY

- ★ Historic Property
- Parcel
- Existing Structure
- City Park
- Trail
- STA Bus Stops**
- Stop Location

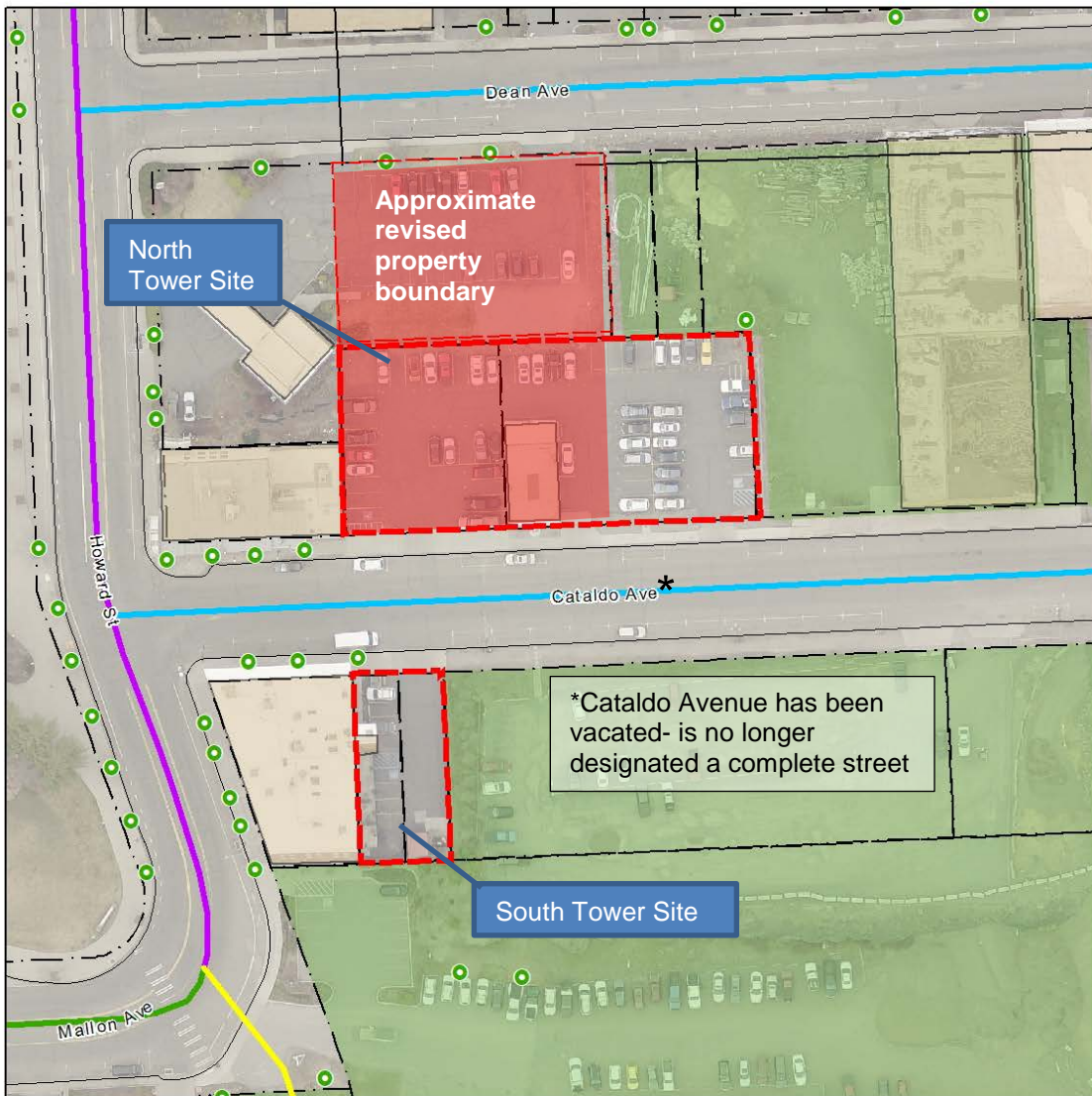
0 280 560 1,120 Feet



Character Assets

Dean Avenue to the north is a Type IV complete street and Howard Street to the west is a Type II complete street. Cataldo Avenue was vacated on October 28, 2019 as part of the Spokane Sportsplex development to be built directly east of the Papillon project), and will likely be called Cataldo Alley. The Papillon project proposes developing Cataldo Alley between the north and south towers into a festival street to encourage pedestrian connectivity.

All four parcels are currently being used as surface parking lots. The two north parcels will go through a boundary line adjustment to align (approximately) with the red box on the map below. Two city-owned street trees border the north parcels along Dean Avenue. The south tower site sits above the basalt bluff which marks the northern boundary of Riverfront Park.



SITE CONTEXT- PAPILLION DEVELOPMENT

Legend

Complete Streets

- Bike/Pedestrian Path
- Type II Complete Street
- - - Pedestrian Street
- Type III Complete Street
- Type I Complete Street
- Type IV Complete Street
- Tree Inventory

0 50 100 200 Feet



Regulatory Analysis

Zoning Code Requirements

All four parcels are zoned Downtown General. The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

Recommendations of the Design Review Board must be consistent with adopted regulations. The DRB may not waive any code requirements.

Notes from the Pre-Dev meeting are attached at the end of this staff report.

Downtown Design Standards

Design standards in the code appear in the form of Requirements (R), Presumptions (P), and Considerations (C). Upon request of the applicant, the board may offer some flexibility from certain eligible code “design standards” if the board recommends that the proposed solution is equal or better than what is required, and still meets the purpose of the standard.

Section 17C.124.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.580 and SMC 17C.124.590 follow [SMC 17C.124.015](#), 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 17C.124.550 Ground Level Details – Building Design: The purpose of this standard is “to ensure that buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape.” While only the north tower has a frontage onto a street (Dean Avenue) where this standard is required, providing ground level details throughout the project may be a benefit due to the high level of pedestrian interaction proposed elsewhere on the site.

Section 17C.124.580 Plazas and Other Open Spaces: as the proposed buildings are both over 40,000 square feet, they will require “plazas, courtyards, or other pedestrian spaces at or near their main entrances.”

Section 17C.124.590 Treatment of Blank Walls on Tall Buildings – Building Design: the purpose of this standard is “to ensure that upper floors with blank facades on tall buildings are visually interesting when viewed from surrounding streets and buildings.” This requirement can be achieved through the use of a) a mural b) textured concrete c) faux windows or fenestration d) recesses e) bands of differing texture and color or f) an architectural element not listed above, as approved, that meets the intent.

Since the architecture of the towers has not been realized yet, the applicant is encouraged to review the Downtown Design Standards as the design develops to ensure it meets the city standard.

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

CHAPTER 3: LAND USE

LU 1 CITYWIDE LAND USE

LU 1.9 Downtown: Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.

LU 2 PUBLIC REALM ENHANCEMENT

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

LU 3 EFFICIENT LAND USE

LU 3.5 Mix of Uses in Centers: Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

LU 4 TRANSPORTATION

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

LU 5 DEVELOPMENT CHARACTER

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

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

LU 5.3 Off-Site Impacts: Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

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

LU 5.5 Compatible Development: Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

45re

CHAPTER 4: TRANSPORTATION

TR GOAL A: PROMOTE A SENSE OF PLACE- Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

TR GOAL B: PROVIDE TRANSPORTATION CHOICES- Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY- Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY- Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

TR 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

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

TR 5 Active Transportation: Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 6 Commercial Center Access: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

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

TR 18 Parking: Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

CHAPTER 7: ECONOMIC DEVELOPMENT

ED 3.10 Downtown Spokane: Promote downtown Spokane as the economic and cultural center of the region.

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 2 URBAN DESIGN

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

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

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

DP 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

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

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

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

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

DP 4: DOWNTOWN CENTER VIABILITY

DP 4.1 Downtown Residents and Workers: Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

DP 4.2 Street Life: Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

DP 4.3 Downtown Services: Support development efforts that increase the availability of daily needed services in downtown Spokane.

CHAPTER 9: NATURAL ENVIRONMENT

NE 1 WATER QUALITY

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

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

CHAPTER 10 SOCIAL HEALTH

SH 3 ARTS AND CULTURAL ENRICHMENT

SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

"Fast Forward" Downtown Plan

[Downtown Plan Link](#)

2.1 ECONOMIC DEVELOPMENT

Goal: Foster economic development within the Downtown Core

Objectives:

- Support existing Downtown businesses
- Develop additional retail in existing and developing retail districts that complements existing Downtown retail
- Identify, evaluate, and develop "Opportunity Sites"
- Improve basic and ancillary services for residents and other stakeholders (i.e., site a full-line grocery store, enhance the farmer's market, etc.)
- Attract future employers (including but not limited to "green collar" businesses and biomedical facilities; provide incubator space for emerging businesses)

2.2 BUILT FORM AND CHARACTER

Goal: Foster and improve upon the unique, Downtown "sense of place"

Objectives:

- Preserve and enhance historic building stock
- Promote local identity and unified character with a focus on unique districts throughout Downtown
- Design complementary infill and restrict surface parking lots with limited exceptions
- Encourage increased density and smaller building footprints
- Strive to reasonably protect solar-access in key areas as well as views of key amenities

2.3 MULTI-MODAL CIRCULATION AND PARKING

Goal: Improve circulation and parking in and around Downtown for all users

Objectives:

- Increase parking supply in high demand areas and develop parking incentives (i.e. reduced weekend and evening parking costs, incentives for building parking structures, increased on-street parking)
- Reduce the supply of off-street surface parking through higher and better uses of available land
- Increase modal share of alternative transportation (i.e., bike facilities, public transit, pedestrian-friendly streets, revitalized historic trolley routes, high-capacity transit systems)
- Improve pedestrian and bicycle connections (i.e., over Division, between Convention Center and University District, between Downtown and adjacent neighborhoods such as Browne's Addition and Peaceful Valley)
- Convert key streets from one-way to two-way
- Encourage use of public transportation (i.e. improvements to STA Plaza, "fareless square" district, Downtown circulator routes, "car share" options)

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements
- Improve access to Riverfront Park and Spokane River for all modes of travel
- Designate bicycle boulevards leading into Downtown
- Link Downtown with a series of green space amenities
- Upgrade existing underpasses and consider pedestrian/bike bridges where appropriate
- Establish gateways at key intersections signifying the entrance to Downtown and special districts

2.5 HOUSING AND NEIGHBORHOOD

Goal: Increase housing options Downtown and protect existing neighborhood character

Objectives:

- Develop mixed-use neighborhoods and buildings within Downtown
- Maintain an adequate inventory of affordable housing within Downtown
- Increase housing within and in proximity to University District (including student housing)
- Increase mid-range housing for rent and for sale within and adjacent to Downtown
- Strengthen connections between Downtown and surrounding neighborhoods
- Develop Kendall Yards and establish strong links to Downtown Core

2.6 Environmental Stewardship

Goal: Incorporate sustainable practices in redevelopment efforts

Objectives:

- Improve live/work balance by promoting Downtown living
- Increase availability of locally-produced foods (i.e. farmer's markets, rooftop gardens)
- Encourage LEED® certification for new construction
- Preserve and/or adaptively re-use historic buildings
- Mitigate stormwater (i.e. increase permeable surfaces)
- Support a thriving and functionally sustainable street tree system

Downtown Design Guidelines

[Guidelines PDF Link Here](#)

The Downtown Design Guidelines must be followed per [Section 17C.124.500](#) Design Standards Implementation. While other adopted codes, plans, and policies listed in this staff report may be referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets, and
3. Sustainability

A: Site Planning & Massing- Responding to the Larger Context

A-1 Respond to the Physical Environment

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

A-2 Enhance the Skyline

Design the upper portion of the building to create visual interest and variety in the Downtown skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

B: Architectural Expression - Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 Create Transitions in Bulk and Scale

Building form should be consistent with the character of Downtown 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.

B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area

Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-4 Design a Well-proportioned and Unified Building

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

B-5 Explore Opportunities for Building "Green"

Promote 'green' buildings by choosing sustainable design practices whenever possible.

C: Pedestrian Environment - Define the Pedestrian Environment

C-1 Promote Pedestrian Interaction

The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-2 Design Facades at Many Scales

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

C-3 Provide Active Facades

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce Building Entries

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

C-5 Consider Providing Overhead Weather Protection

Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D: Public Amenities - Enhancing the Streetscape and Open Space

D-1 Provide Inviting and Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

D-2 Enhance the Building with Landscaping

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

D-4 Provide Elements that Define the Place

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

D-5 Provide Appropriate Signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-6 Provide Attractive and Appropriate Lighting

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Personal Safety and Security

Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create 'Green Streets'

Enhance pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site, and reducing the area of heat islands.

E-1 Minimize Curb Cut Impacts

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

E-2 Integrate Parking Facilities

Minimize the visual impact of parking by integrating parking facilities with surrounding development; and incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-4 Design "Green" Parking

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

Topics for Discussion

To address the Downtown Design Standards, Comprehensive Plan Policies, and Downtown Design Guidelines listed in the staff report, staff would offer the following for consideration and discussion:

Neighborhood

1. If the applicant cannot successfully negotiate a southern connection from the south tower to the playground, does the board have any advice to offer the applicant for improved pedestrian connectivity?
2. What advice can the board give the applicant for an improved pedestrian crossing of Howard Street to the Arena? (Note: Improvements between the curbs are finalized with Planning and Development Services.)

Site

3. Given that the Sportsplex has indicated the complex's needs for satellite vehicle parking near the loading facility (which would eliminate the ability to provide landscaping at the proposed location) what advice can the board provide for pedestrian improvements at this location when the area is not used for staging?
4. Where Cataldo Alley (Private) intersects Howard Street, it appears that pedestrians would be required to walk in the drive lanes due to proposed plantings and furniture. Does the board have advice to offer regarding pedestrian amenities at this location?
5. Is there an opportunity to better accentuate the entrance of Cataldo Alley in order to provide better placemaking?

6. As “Cataldo Alley” is a private drive, and stormwater will not be permitted to flow into Howard Street, What opportunities are there to incorporate green parking improvements? (Permeable paving, bioretention, etc.)

Building

7. Is there an opportunity to provide an aesthetic connection for the south tower to the existing Coffman Implement Company Building (which houses David Evans Consulting)?
8. Is there an opportunity to provide an aesthetic connection for the north tower to the existing Spokane Art School building (circa 1904)
9. The applicant is currently showing the north tower set back from Dean Avenue, with foundational plantings. Does the board have any advice to offer for maintaining the street wall along the building’s frontage (as the required plaza square footage is met along the eastern frontage)?

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 Current Planning Section of Planning and Development Services.

Policy Basis

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



Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Papillon

To: Mike Stanicar
Bernardo Wills Architects
153 S Jefferson St
Spokane, WA 99201
mstanicar@bwarch.com

Phone: 509-838-4511

From: Tami Palmquist, Facilitator

Phone: 509-625-6157

Project Name: Papillon
Permit No.: B19M0114PDEV
Site Address: 522, 523, 527 & 531 W Cataldo
Parcel No.: 35181.4217, .4231, .4404, .4407
Meeting Date: Thursday, November 07, 2019

Thank you for attending a Pre-Development meeting with the City of Spokane. Below are notes summarizing the information that was presented to you at your meeting on Thursday, November 7, 2019. These notes are broken down into three sections:

- Section 1: This section describes those proposed items specific to the building improvements with directives for code compliance addressed by the Building and Fire Departments as well as Spokane Regional Health District when warranted.
- Section 2: This section describes all issues outside of the building within the property boundaries including landscaping, parking requirements and accessibility, utilities, traffic, and refuse addressed by Planning, Engineering, Traffic, and Solid Waste Departments.
- Section 3: This section contains information for permit submittal, our intake process, and general information.

Please be advised that these notes are non-binding and do not constitute permit review or approval. The comments were generated based on current development standards and information provided by the applicant; therefore, they are subject to change. Comments on critical items will be highlighted in **bold** text.

Project Information:

- A. Project Description: Papillon North, Papillon South
- B. Scope and Size: **North** -- The scope of work is a new high rise mixed use (retail, restaurants, office and residential) building with 13-14 floors and no basement. There will also be an occupied rooftop which will need further review to determine any additional requirements. There was a discussion that the project will be conducted in phases. It was noted that

physical separation between construction and occupied areas will be required as indicated by Chapter 33 of the IFC.

The total area of the project is approximately 331,600 square feet. The occupancy is B, M, A2, S2, and R. The construction type was not noted, and is assumed to be Type IA.

South -- The scope of work is a high rise mixed use (retail and office) building with 6 floors and a basement that will be connected to an existing 3 floor and basement building. There will also be an occupied rooftop which will need further review to determine any additional requirements.

The total area of the project is approximately 35,000 for the addition. The occupancy is B and M. The construction type was not noted, and is assumed to be Type IIIB based on the existing building certificate of occupancy.

- C. Special Considerations:SEPA, DRB, Lighting – Fire Ariel Access, High Rise, Speed table in Howard.
- D. Estimated Schedule: Permit June 2020
- E. Estimated Construction Cost: \$80 million

Section 1 – Comments Specific to the Building

Dermott Murphy - Deputy Building Official (509-625-6142):

1. The Plan Review will reflect the extent and completeness of the submitted documents. **Attached** is a listing (by discipline) of the plans, specifications, and engineering details which should be submitted.

Tami Palmquist – Associate Planner (509-625-6157):

Papillon – North

1. Please review our design standards for commercial buildings in the Downtown 17C.124.500-90, specifically:
 - a. Windows – **for buildings visible from, fronting on and located within 60ft of a property line of a complete street, 60% minimum glazing is required on ground floor façades between two and ten feet.** On the ground floor, display windows may be used to meet half the requirement. 40% glazing is required between 10 and 40 feet.

In all downtown zones, buildings that do not front on a designated complete street or an alley a minimum of thirty percent of any ground floor nonresidential building facade that is visible from, fronting on, and located within sixty feet of the lot line of the street shall be comprised of windows. Display windows may be used to meet half of this requirement.

In all cases, required window glazing between two and forty feet shall comprise of clear, “vision” glass allowing views into the interior.

Blank wall areas on street facing facades may not extend more than twenty-five feet without a window, glass-covered display area, entryway, or a recessed area of a minimum size of two feet deep by six feet wide by ten feet high.

- b. Base/Middle/Top – **the “top” of the building shall be treated with a distinct outline with elements such as projecting parapet, cornice, or projection.**
- c. Articulation - **Facades longer than fifty feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs and other elements of the building’s mass. 17C.124.530.B.1.**
- d. Prominent Entrance
- e. Ground Level Details – **ground floor of the buildings shall have at least three of the identified elements in 17C.124.550.B.2**
- f. Roof Expression
- g. Treating Blank Walls – **where windows are not provided on walls facing streets, the façade shall provide at least four of the identified elements in 17C.124.570.B**
- h. Plazas and Other Open Spaces – **new buildings over 40,000 square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrance. Plazas/courtyards shall be a minimum of one square foot of plaza per 100 square feet of building area. This area may count toward interior landscaping requirements. The plaza or courtyard shall include at least three of the elements identified in 17C.124.580.B.3**

2. Signs: 17C.124.350

A separate sign permit is required. The sign standards are stated in [chapter 17C.240 SMC](#), Sign Code.

Tami Palmquist – Associate Planner (509-625-6157):

Papillon – South

- 1. Please review our design standards for commercial buildings in the Downtown 17C.124.500-90, specifically:
 - a. Base/Middle/Top – **the “top” of the building shall be treated with a distinct outline with elements such as projecting parapet, cornice, or projection.**
 - b. Windows - In all downtown zones, buildings that do not front on a designated complete street or an alley a minimum of thirty percent of any ground floor nonresidential building facade that is visible from, fronting on, and located within sixty feet of the lot line of the street shall be comprised of windows. Display windows may be used to meet half of this requirement.

In all cases, required window glazing between two and forty feet shall comprise of clear, "vision" glass allowing views into the interior.

Blank wall areas on street facing facades may not extend more than twenty-five feet without a window, glass-covered display area, entryway, or a recessed area of a minimum size of two feet deep by six feet wide by ten feet high.

- c. Articulation shall be provided along facades visible from the street, as well as from neighboring residential areas **17C.124.530.B.2.**
- d. Prominent Entrance
- e. Ground Level Details – **ground floor of the buildings shall have at least three of the identified elements in 17C.124.550.B.2**
- f. Roof Expression
- g. Treating Blank Walls – **where windows are not provided on walls facing streets, the façade shall provide at least four of the identified elements in 17C.124.570.B**
- h. Plazas and Other Open Spaces – **new buildings over 40,000 square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrance. Plazas/courtyards shall be a minimum of one square foot of plaza per 100 square feet of building area. This area may count toward interior landscaping requirements. The plaza or courtyard shall include at least three of the elements identified in 17C.124.580.B.3**

2. Signs: 17C.124.350

A separate sign permit is required. The sign standards are stated in [chapter 17C.240 SMC](#), Sign Code.

Dave Kokot – Fire Prevention Engineer (509-625-7056):

Papillon – North

- 1. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
- 2. The building will be required to be provided with fire sprinklers. (IFC 903)
- 3. Where the highest occupied floor level is more than 30 feet above the lowest level of Fire Department access, Class I standpipes are required in each stairwell (IFC 905 amended by SMC 17F.080.030.B.11). Multiple standpipes in a building shall be connected to a common Fire Department connection (IFC 905 amended by SMC 17F.080.030.B.11) and no more than 150 feet from a fire hydrant along an acceptable path of travel (SMC 17F.080.310). A minimum of one outlet is required on the roof (IFC 905.4). The standpipe outlet pressure at the roof manifold shall be at least 100 PSI provided by a building fire pump for buildings exceeding 5 floors in height above the lowest level of Fire Department access (IFC 905.2 amended with SMC 17F.080.480). The fire pump will be approved, installed, and inspected as soon as the construction reaches the 5th floor, or 55', above the lowest level of fire apparatus access.
- 4. An emergency voice/alarm system fire alarm system with central monitoring is required throughout this building (including tenant spaces) in accordance with the Municipal Code including the provision for "Special Areas to be Protected". (SMC 17F.080.110)
- 5. Smoke detectors are required above the panel, power supplies, annunciator, and other panels associated with the fire alarm system.
- 6. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-

initiating zone, as per Spokane Fire Department policy and as provided in NFPA 90A. The codes require duct detection only on return air.

7. Smoke control or pressurization will require a separate permit with the Fire Department and is required to have a rational analysis provided with the construction documents. The Fire Department will be reviewing the design, approving the 3rd party commissioning agent, monitoring the testing, and approving the permit.
8. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
9. Fire extinguishers are required for A, B, E, F, H, I, M, R-1, R-2, R-3 and S occupancies in accordance with IFC 906 – Table 906.3(1).
10. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
11. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

Papillon – South

1. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
2. The building will be required to be provided with fire sprinklers. (IFC 903)
3. Where the highest occupied floor level is more than 30 feet above the lowest level of Fire Department access, Class I standpipes are required in each stairwell (IFC 905 amended by SMC 17F.080.030.B.11). Multiple standpipes in a building shall be connected to a common Fire Department connection (IFC 905 amended by SMC 17F.080.030.B.11) and no more than 150 feet from a fire hydrant along an acceptable path of travel (SMC 17F.080.310). A minimum of one outlet is required on the roof (IFC 905.4). The standpipe outlet pressure at the roof manifold shall be at least 100 PSI provided by a building fire pump for buildings exceeding 5 floors in height above the lowest level of Fire Department access (IFC 905.2 amended with SMC 17F.080.480). The fire pump will be approved, installed, and inspected as soon as the construction reaches the 5th floor, or 55', above the lowest level of fire apparatus access.
4. An emergency voice/alarm system fire alarm system with central monitoring is required throughout this building (including tenant spaces) in accordance with the Municipal Code including the provision for "Special Areas to be Protected". (SMC 17F.080.110)
5. Smoke detectors are required above the panel, power supplies, annunciator, and other panels associated with the fire alarm system.
6. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-initiating zone, as per Spokane Fire Department policy and as provided in NFPA 90A. The codes require duct detection only on return air.
7. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
8. Fire extinguishers are required for A, B, E, F, H, I, M, R-1, R-2, R-3 and S occupancies in accordance with IFC 906 – Table 906.3(1).
9. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
10. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

Eric Meyer – Spokane Regional Health District (509-324-1582):

Although the Health District has no requirements at this time for the Papillon proposal, I will attend the meeting to answer any questions the applicant may have. Any potential food service facilities will be reviewed when tenant improvement permits are applied for.

Section 2 – Comments Specific to the Site

Tami Palmquist – Associate Planner (509-625-6157):

Papillon – North

1. These parcels are in the City's Downtown General (DTG) zone - All projects in Downtown Zones must address the pertinent design standards and guidelines.
2. *Note: Dean is listed as a Type IV Complete Street (Neighborhood Street) and Cataldo Ave was also, however was recently vacated by Ordinance C35820 on 10-28-19, effective date pending.*
3. The use is classified as "Retail Sales & Service", which is an allowed use in the DTG zone.
4. **A Boundary Line Adjustment is required to align the three parcels involved adhering to required setbacks for all proposed and existing structures.**
5. **Design Review is required for the proposal.**
6. The property is located in the downtown no parking zone – no off-street parking is required within the no-parking zone.
7. Screening in Downtown Zones: *17C.124.250*
 - a. Garbage Collection Areas.
All exterior refuse (including garbage, recycling, and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with the standards of chapter 17C.200 SMC, Landscaping and Screening.
 - b. Mechanical Equipment.
Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation tall enough to screen the equipment.
 - c. Rooftop Mechanical Equipment.
Mechanical equipment on roofs must be screened from the ground level of nearby streets and residential areas. Mechanical equipment shall be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building. Cell phone transmission equipment shall be blended in with the design of roofs.
 - d. Other Screening Requirements.
The screening requirements for parking, exterior storage, and exterior display areas are stated with the standards for those types of development.
8. Sidewalks and Street Trees: *17C.124.230*
 - a. Sidewalks are required to be constructed and shall be at least twelve feet wide and consist of a clear walking path at least seven feet wide (in addition to a pedestrian buffer zone and planting zone for street trees per [SMC 17C.200.050](#)). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be measured from back of curb to building facades or parking lot screening and other landscaping.

- b. Street trees must be installed and maintained by the adjacent property in all streets bordering development. Requirements for street trees and landscaping are stated in [chapter 17C.200 SMC](#), Landscaping and Screening.
- 9. Landscape and Screening: 17C.200
 - a. On all sites of more than 7,000 sq. ft. a Landscape Plan prepared and stamped by a licensed landscape architect, registered in the state of Washington, must be submitted at time of application for a development permit.
 - b. Irrigation is required as per 17C.200.100
 - c. Along all downtown zoned properties except where buildings are built with no setback from the property line: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in [SMC 17C.200.050](#), Street Tree Requirements. Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways. *See also Parking Lot Landscaping below.*
 - d. A Street Tree Permit is required for removal, pruning and planting of street trees in the right-of-way. Contact Urban Forestry for permit.
 - e. In the downtown, Individual Planting Areas in tree vaults are required. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of un-compacted soils per tree at a maximum depth of three feet. The average spacing for all tree sizes and types shall be twenty-five feet. Trees planted adjacent to parallel parking stalls with meters may be spaced twenty feet apart.

Tami Palmquist – Principal Planner (509-625-6157):

Papillon – South

- 1. These parcels are in the City's Downtown General (DTG) zone - All projects in Downtown Zones must address the pertinent design standards and guidelines.
- 2. *Note: Cataldo Ave. was listed as a Type IV Complete Street (Neighborhood Street) however was recently vacated by Ordinance C35820 on 10-28-19, effective date pending.*
- 3. The use is classified as "Retail Sales & Service", which is an allowed use in the DTG zone.
- 4. **A Boundary Line Adjustment is required to aggregate the two parcels to be built upon.**
- 5. **Design Review is required for the proposal.**
- 6. The property is located in the downtown no parking zone – no off-street parking is required within the no-parking zone.
- 7. Screening in Downtown Zones: 17C.124.250
 - a. Garbage Collection Areas.
All exterior refuse (including garbage, recycling, and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with the standards of chapter 17C.200 SMC, Landscaping and Screening.
 - b. Mechanical Equipment.
Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation tall enough to screen the equipment.
 - c. Rooftop Mechanical Equipment.
Mechanical equipment on roofs must be screened from the ground level of nearby streets and residential areas. Mechanical equipment shall be screened by extended

parapet walls or other roof forms that are integrated with the architecture of the building. Cell phone transmission equipment shall be blended in with the design of roofs.

d. Other Screening Requirements.

The screening requirements for parking, exterior storage, and exterior display areas are stated with the standards for those types of development.

8. Sidewalks and Street Trees: [17C.124.230](#)

a. Sidewalks are required to be constructed and shall be at least twelve feet wide and consist of a clear walking path at least seven feet wide (in addition to a pedestrian buffer zone and planting zone for street trees per [SMC 17C.200.050](#)). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be measured from back of curb to building facades or parking lot screening and other landscaping.

b. Street trees must be installed and maintained by the adjacent property in all streets bordering development. Requirements for street trees and landscaping are stated in [chapter 17C.200 SMC](#), Landscaping and Screening.

9. Landscape and Screening: [17C.200](#)

a. On all sites of more than 7,000 sq. ft. a Landscape Plan prepared and stamped by a licensed landscape architect, registered in the state of Washington, must be submitted at time of application for a development permit.

b. Irrigation is required as per [17C.200.100](#)

c. Along all downtown zoned properties except where buildings are built with no setback from the property line: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in [SMC 17C.200.050](#), Street Tree Requirements. Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways. *See also Parking Lot Landscaping below.*

d. A Street Tree Permit is required for removal, pruning and planting of street trees in the right-of-way. Contact Urban Forestry for permit.

e. In the downtown, Individual Planting Areas in tree vaults are required. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of un-compacted soils per tree at a maximum depth of three feet. The average spacing for all tree sizes and types shall be twenty-five feet. Trees planted adjacent to parallel parking stalls with meters may be spaced twenty feet apart.

Joelie Eliason – Engineering Tech IV (509-625-6385):

1. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
2. Maintain clear view at intersections, pedestrian ways, and driveways.
3. Warning devices will be needed where the parking garage exits to the sidewalk. The types of warning devices (visual and/or audible), for both pedestrians and vehicles, will be dependent on the designed layout of the garage exit.
4. All parking and maneuvering areas are to be hard surfaced. All required parking, landscaping, and onsite stormwater designs must be within the property lines and not in the public right-of-way.
5. The Pavement Cut Policy will be applicable.

6. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes, and driveway approaches on the site plan. Add directional arrows and signage for one-way travel lanes within the parking lot.
7. The parking stalls must be striped to current standards and for accessible barrier free parking spaces and aisles, must be shown and comply with the City of Spokane Standard Plan G-54 & G-80A. An accessible route of travel connecting to the nearest accessible building entrance is required with a marked accessible route of travel. All barrier free spaces and aisles need to be designed, drawn, referenced, ***and must be added as details on the plans*** per these standards. Note on the site plan the van accessible stalls and the sign locations. The access aisle for van accessibility must be eight feet wide.
8. Any new or modified driveway access locations must be reviewed and approved by Traffic Engineering prior to permit issuance. All unused driveways must be removed and replaced with City standard curb and sidewalk.
9. Confine illumination lighting to the site.
10. *"The City shall collect impact fees, based on the schedules in SMC 17D.075.180, or an independent fee calculation provided for in SMC 17D.075.050, from any applicant seeking development approval from the City."* A transportation impact fee will be assessed for the Downtown Service Area. This fee must be paid with the other permit fees prior to issuance of the building fee permit. A copy of the transportation impact fee schedule was provided during the Pre-Development Conference. Per SMC 17D.075.070, fee payers may request a partial credit for the following (please review SMC 17D.075.070 for credit application details):
 - a. Mixed use development which features both an "active" first floor (e.g. office, retail) and a residential component shall qualify for a partial credit of 10% of the impact fees otherwise payable as a result of the development activity.
 - b. Development of bicycle and pedestrian connections through their site to a public park or school, or that expand the connectivity of the trail network shall entitle a fee payer to a partial credit of ten percent of the impact fees otherwise payable as a result of the development activity.
 - c. Development projects that incorporate covered and lockable bicycle storage for at least fifty percent of their required bicycle parking shall qualify for a credit of \$1,000 per bike space, subject to the limitation in subsection (B)(6) below. The bicycle storage area must be dedicated for that use only. See SMC 17C.230.200 for space requirements.

Mike Nilsson – Engineer (509-625-6323):

1. Our records indicate that the building located at 908 N Howard St is connected to the public sanitary sewer. It appears to **share a connection with 920 N Howard St**. Per a sided sewer permit from 1988 *"Proven to be connected to sewer by Color Test on 11/2/88 N. 920 Howard St connected to pump in basement of this address."* There is an existing eight-inch PVC sanitary sewer in Cataldo Avenue available for connection.
2. Address the conditions of the Cataldo vacation. Show easements on the plans.
3. A new commercial side sewer shall be a minimum of six inches in diameter, have a minimum slope of two percent and 3.5 feet of cover where vehicular traffic passes over, two feet minimum in other areas. Sewer and Water separation requirements are 18 inches minimum vertical, five feet minimum horizontal. Sewer cleanouts shall be installed at every 100 feet and every angle 45 degrees or greater. See City of Spokane Design Standards Section 4 for additional information on Sewers. Provide sewer capacity analysis for the proposed buildings.

4. Mallon Avenue is scheduled for reconstruction in 2024 per the six year street plan.
5. The proposed project is within the General Facility Charge (GFC) Waiver Zone, so GFCs will not be assessed for this project for new sewer/water service connections.
6. A sand/oil separator collecting floor drainage and connected to the sanitary sewer is required if underground or in-building parking is proposed. Wastewater Management accepts design of these facilities using the 1991 Uniform Plumbing Code Appendix for sand/oil separators.
7. A grease trap is required for restaurant use. The design of these facilities is covered in the Uniform Plumbing Code.
8. A drain for the trash enclosure is required to be connected to sewer if there is food service. Hot running water needs to be available to the enclosure for cleaning.
9. All storm water and surface drainage generated on-site must be disposed of on-site in accordance with *SMC 17D.060.140* "Storm water Facilities". Stormwater requirements can be found in the Spokane Regional Stormwater Manual (SRSW) and City of Spokane Design Standards Section 6. In general, any new impervious surface will require a geotechnical site characterization (report) and drainage report/plan. Please include a detailed Site Plan or Civil Plans, which show and clearly delineate existing and proposed sewer, water, drainage structures, dry well types, swale bottom dimensions and areas, and property lines. Show proposed and existing pavement. Geotechnical reports, drainage reports, and civil plans must be stamped and signed by an engineer licensed in the State of Washington. **If a design variance is desired, it will need to be completed prior to intake.**
10. Combining landscape and stormwater treatment areas per Washington State Department of Ecology (DOE) low impact development (LID) guidelines is allowed. The link to DOE LID resources can be found at:

<http://www.ecy.wa.gov/programs/wq/stormwater/municipal/LID/Resources.html>

11. Any drywells and subsurface drainage galleries (existing and proposed) for the site must be shown on the plans and registered with the Washington State Department of Ecology (DOE). Please send a copy of the completed registration form to the City of Spokane Development Services Center. See the following link at the Department of Ecology (DOE) website for information about the Underground Injection Control (UIC):
<https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program>

Note all new projects must submit a UIC registration to Ecology at least 60 days prior to commencing UIC well construction. Ecology's approval of the registration is required prior to construction of a new UIC well.

12. Most land-disturbing activities require an Erosion and Sediment Control (ESC) plan. Land-disturbing activities are activities that result in a change in existing soil cover (vegetative or non-vegetative) or site topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing and grubbing, grading, and logging. An ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to the Development Services Center for review and acceptance prior to construction of said phase. See Section 9 of the SRSW for ESC requirements and applicability. The following link provides information on ESC training and certification programs:
<https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Certified-erosion-sediment-control>
13. All cracked or broken curb and sidewalk will be repaired or replaced whether caused by construction or not and the following words must appear on the plan, "ALL BROKEN HEAVED OR SUNKEN SIDEWALK AND CURBS ADJACENT TO THE PROJECT WILL BE REPLACED OR REPAIRED"(SMC 12.01.010).

Dave Kokot – Fire Prevention Engineer (509-625-7056):

Papillon – North

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 6,000 GPM without automatic sprinklers throughout and requires 6 fire hydrants. Site fire flow is 1,500 GPM with automatic sprinklers throughout and requires 1 fire hydrant.
2. There are 4 existing fire hydrants in the area that meet the code requirements for this project.
3. Site fire flow will be required to be maintained or provided during construction.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. Fire Department Connections for new standpipes shall be located no more than one hundred feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. The proposal appears to meet the requirements of the Fire Code for fire access. There was discussion about the vacated portion of Cataldo on this project to be looked at as a “public place”. There are concerns related to the operation of aerial equipment with any obstructions along that part of the project.
9. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).
10. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height will be required to have a Fire Aerial Access lane of 26 feet wide along at least one side of each building (IFC D105.2). The fire aerial lane is required to be a minimum of 15’ and a maximum of 30’ from the building along the full length of the side of the building.
11. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
12. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48’ from the edge of pavement. Gate openings will be a minimum of 14’ wide, and open gates will not obstruct access to structures.
13. Fire pits (if used) in common areas will be required to comply with IFC Section 308.1.10 (State amendment) in regards to protecting occupants from exposure to flames. The protective devices are required to be reviewed and approved by the Fire Department prior to use.

Dave Kokot – Fire Prevention Engineer (509-625-7056):

Papillon – South

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 4,000 GPM without automatic sprinklers throughout and requires 4 fire hydrants. Site fire flow is 1,500 GPM with automatic sprinklers throughout and requires 1 fire hydrant.
2. There are 4 existing fire hydrants in the area that meet the code requirements for this project.
3. Site fire flow will be required to be maintained or provided during construction.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. Fire Department Connections for new standpipes shall be located no more than one hundred feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. The proposal appears to meet the requirements of the Fire Code for fire access.
9. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).
10. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height will be required to have a Fire Aerial Access lane of 26 feet wide along at least one side of each building (IFC D105.2). The fire aerial lane is required to be a minimum of 15' and a maximum of 30' from the building along the full length of the side of the building.
11. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
12. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48' from the edge of pavement. Gate openings will be a minimum of 14' wide, and open gates will not obstruct access to structures.
13. Fire pits (if used) in common areas will be required to comply with IFC Section 308.1.10 (State amendment) in regards to protecting occupants from exposure to flames. The protective devices are required to be reviewed and approved by the Fire Department prior to use.

Mathias Bauman – Water Department (509-625-7953):

1. There is an existing ¾-inch copper domestic water service running to this parcel. If any existing services are not utilized, they must be disconnected at the main.
2. 6-inch cast iron water mains in Dean Ave and Cataldo Ave are available for the project.
3. A hydraulic model must be performed to prove that the design meets minimum standards and to show how this projects effects our water system.
4. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, utility easements, boundary line adjustments and the aggregation of some parcels will be required.
5. The City of Spokane Water Department Cross Connection Control and Backflow program rules and regulations shall be followed in accordance with Washington Administrative Code (WAC 246-290-490) and the City of Spokane Municipal Code 13.04.0814.
6. Calculated static water pressure is approximately 85 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
7. A utility site plan illustrating new water lines and/or services to be installed shall detail the location of new tap(s) and meter(s) prepared by a Professional Engineer licensed in the State of Washington. Water Department plan reviewers and inspectors will ensure that any new water line(s) and Service line(s) needing backflow assemblies are installed in accordance with applicable rules and regulations. Water Department Water Service Inspectors, (north side) Harry Ward (509) 625-7845, (south side) Ryan Penaluna (509) 625-7844 will review submitted plans and inspect on-site construction. Water Department Cross Connection Control Specialists, Donovan Aurand (509) 625-7968 and Lance Hudkins (509) 625-7967, will review any backflow assemblies where required.
8. Taps and meters can be purchased at Developer Services Center, located on third floor of City Hall -Spokane. Size of service(s) shall comply with International Plumbing Code. Tap, meter, and connection fees will comply with section 13.04 of SMC. Tapping of the water main and installation of new meters shall be done by City forces. All excavation and restoration is the owner's responsibility. All trenches and/or excavations must comply with current W.A.C. #296-155 part N. No City of Spokane employee will be permitted into any trench and/or excavation without proper shoring or sloping, no exceptions. Please see Water Department Rules and Regulations for information about tap and meter sizes and sewer/water separation requirements.

Rick Hughes – Solid Waste (509-625-7871):

1. Refuse containers may be stored inside buildings with Solid Waste and Fire Department approval. On collection day the containers would be required to be moved to a pick location approved by the Solid Waste Department outside of the building. There can be no overhead obstructions at the designated pick up location.

Becky Phillips – Urban Forestry (509-363-5495):

Please see attached document.

Section 3 – General Information and Submittal Requirements

1. Site plan requirements are as shown on the attached “Commercial Building Permit Plan Checklist”. For the permit intake submittal, please provide three (3) **Full Building Plan Sets**

and an electronic copy of the **Site Sets**. **Full Building Plan Sets** shall include all plans created for this project: cover sheet, architectural, structural, plumbing, mechanical, electrical, civil engineered plans, landscaping and irrigation drawings. **Site Sets** shall

include: cover sheet, overall site plan (either architectural or civil engineered), all civil engineering plans, landscaping and irrigation plans, and building elevations. Plans are required to be stamped and sealed by an architect, landscape architect, or engineer licensed to do business within the State of Washington. All reports and supporting documentation noted in departmental comments will also be required for the permit intake submittal (i.e. NREC, drainage report, geotechnical site characterization, etc.)

2. Please provide an electronic copy of site plans showing dimensions, ***property lines, and City Limits***, relative topography, all on-street signs and street markings, any new and existing frontage improvements, all structures, on-street storm drainage facilities, sidewalks, curbs, parking calculations and dimensions, dimension existing roadway, new and existing driveways and their locations, and other relative information. Show all existing topography in the public right-of-way such as street signs, water valves, hydrants, etc. All required landscaping must be within the property lines and not in the public right-of-way.
3. An Intake Meeting handout was provided to you in your packet at the Pre-Development meeting. Please call (509) 625-6300 to schedule an Intake Meeting to submit plans for a new commercial/industrial building, an addition to an existing building, a change-of-use, or a parking lot. Appointments must be made at least 24 hours in advance and can be scheduled for Monday through Thursday.
4. Please provide a complete set of plans to Spokane Regional Health District if food and/or beverage handling business is planned.
5. If you would like a full Certificate of Occupancy on any portion of the permit prior to completion of the other phases, it is required to file separate permits for each phase. An additional \$250 fee will be assessed for a Temporary Certificate of Occupancy and/or a Temporary Certificate of Occupancy extension per SMC 8.02.031M.
6. For additional forms and information, see my.spokanecity.org.



Papillon Project

A Selkirk Development

1st Design Review

November 2019

v1.0

PROJECT INFORMATION

PARCEL NUMBERS P. NORTH

35181.4217 35181.4231

PARCEL NUMBERS P. SOUTH

35181.4404 35181.4407

OWNER / DEVELOPER

SELKIRK DEVELOPMENT INC.

309 W. 2ND AVE.

SPOKANE, WA 99201

ARCHITECT

BERNARDO WILLS ARCHITECTURE PC

153 S. JEFFERSON ST.

SPOKANE, WA 99201

ZONING

DTG

LAND USE

DOWNTOWN

TABLE OF CONTENTS

PROJECT INFO

COVER

NARRATIVE

DESIGN PROPOSAL 01

DESIGN GUIDELINES 02

CONTEXT ANALYSIS

AERIAL MAP (STREET,

CIRCULATION, ZONING) 03

AERIAL MAP (KEY DEVELOPMENTS) 04

CONTEXT PHOTOS 05

CONTEXT PHOTOS 06

SITE ANALYSIS

P. SOUTH PROJECT 07

P. NORTH PROJECT 08

VIEW ANALYSIS

P. SOUTH PROJECT 09

P. NORTH PROJECT 10

CONCEPT

AERIAL DEVELOPMENT SITE 11

P. SOUTH DESIGN CONCEPT 12

P. SOUTH CONCEPT IMAGES 13

P. NORTH DESIGN CONCEPT 14

P. NORTH CONCEPT IMAGES 15

CONCEPTUAL SKYLINE 16



Development Objectives

The main objective of the Papillon Development Project is to redevelop one of the last remaining underdeveloped private properties on the North Bank. This development is in a unique position to take advantage of the proximity to other significant public venues and amenities (Spokane Veterans Memorial Arena, Spokane Regional Sportsplex, Civil Theater, and Riverfront Park & North Bank Regional Playground).

The mission of the development is to put the community first by providing a positive public experience. The project is to blur the lines between "public" and "private" by reducing both physical and visual barriers between the two and providing a continuous path from Riverfront Park and Howard Street Promenade through the private development.

Design Goals

The goal of the project it to provide a unique mixed use development that provides Class A office space, residential living space, retail amenities, and food services. The development will integrate with nearby public live, work and play developments, creating an inviting and dynamic environment. The development offers a central urban location accommodating east access, low commute times, parking availability and convenient access to the downtown business core.

Project to utilize materials and technology to provide efficient systems and modern amenities. Building design to represent progressive modern building design including steel, curtain wall systems and concrete.

Downtown General (DTG)

The downtown general zoning category is a mixed-use use category applied within a large area of the downtown. This is a high-density, mixed-use area in which community-serving retail uses are encouraged, especially at street level; and residential and office uses are encouraged, especially as part of a mixed-use building. A very wide range of uses are allowed. New auto-oriented or intensive industrial uses are discouraged or not allowed.

Comprehensive Plan

Sections relevant to Papillon Project

LU 1 City Wide land Use

LU 1.4 Higher Density Residential Uses: Directs new higher density residential uses to centers and corridors designated on the land use map.

LU 1.5 Office Uses: Directs new offices to centers and corridors designated on the land use plan map.

LU 1.6 Neighborhood Retail Use: Directs new neighborhood retail use to neighborhood centers designated on the land use plan map.

LU 1.9 Downtown: Recognizes the direct relationship between citywide land use planning and the present and future vitality of downtown Spokane.

LU 1.12 Public Facilities and Services: Ensures that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

LU 2 Public Realm Enhancement

LU 2.1 Public Realm Features: Encourages features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

LU 3 Efficient Land Use

LU 3.8 Shared Parking: Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

LU 4 TRANSPORTATION

LU 4.4 Connections: Forms a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 5 DEVELOPMENT CHARACTER

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

LU 5.2 Environmental Quality Enhancement: Encourages site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 5.3 Off-Site Impacts: Ensures that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

LU 5.5 Compatible Development: Ensures that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

Chapter 4: Transportation

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

TR 5 Active Transportation: Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 6 Commercial Center Access: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

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

TR 18 Parking: Develops and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

CHAPTER 7: Economic Development

ED 3.10 Downtown Spokane: Promote downtown Spokane as the economic and cultural center of the region.

CHAPTER 8: Urban Design and Historic Preservation

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

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

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

DP 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

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

DP 4.2 Street Life: Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

CHAPTER 9: Natural Environment

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

NE 12.1 Street Trees: Plant trees along all streets.

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

Downtown Design Guidelines

Sections relevant to Papillon Project

A: Site Planning & Massing

A-1 Respond to the Physical Environment: Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond.

A-2 Enhance the Skyline: Design the upper portion of the building to create visual interest and variety in the Downtown skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

B: Architectural Expression

B-1 Respond to the Neighborhood Context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 Create Transitions in Bulk and Scale: Building form should be consistent with the character of Downtown 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.

B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area: Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-4 Design a Well-proportioned and Unified Building: Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-5 Explore Opportunities for Building “Green”: Promote 'green' buildings by choosing sustainable design practices whenever possible.

C: Pedestrian Environment

C-1 Promote Pedestrian Interaction: The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-2 Design Facades at Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The building façade should create and reinforce a 'human scale' not only *at the street level, but also as viewed from farther away.*

C-3 Provide Active Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce Building Entries: Design building entries to promote pedestrian comfort, safety, and orientation.

C-5 Consider Providing Overhead Weather Protection: Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 Develop Alley Facades: To increase pedestrian safety, comfort, and interest; develop portions of the alley facade in response to the unique conditions of the site or project.

C-7 Install Pedestrian-Friendly Materials at Street Level: Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D: Public Amenities

D-1 Provide Inviting and Usable Open Space: Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

D-2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Respect Historic Features that Define Spokane: Renovation, restoration and additions within Downtown should respect historic features.

D-4 Provide Elements that Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable 'sense of place' associated with the building.

D-5 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-6 Provide Attractive and Appropriate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Personal Safety and Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create 'Green Streets': Enhance pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site, and reducing the area of heat islands.

E: Vehicular Access and Parking

E-1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development; and incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-3 Minimize the Presence of Service Areas: Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible; screen from view those elements which cannot be located to the rear of the building.

North River Overlay District (NRO)

Section 17C.160.010

Purpose: This special overlay addresses the public's value of the views and access to the Spokane River Gorge, Riverfront Park, and the Downtown core from the north side of the Spokane River. The amenity of the river and the public investment in the Spokane River Gorge should be widely shared, not limited to those properties immediately adjacent. The intent of these visual and pedestrian access standards and guidelines are to ensure that buildings and other constructed objects do not create barriers that wall off the Spokane River Gorge, Riverfront Park, or the Downtown Core.

North River Overlay Standards: The North River Overlay development standards are the same as the underlying zone except for the following standards:

1. Maximum FAR: The maximum nonresidential FAR allowed in the North River Overlay is 4.5. If the underlying zone allows an FAR greater than 4.5, then the maximum FAR is the same as the underlying zone. The FAR is calculated the same as in the underlying zone.
2. Maximum Building Site Coverage and East-West Building Width. On sites over twenty thousand square feet in size or with a width greater than one hundred fifty feet wide in an east-west dimension the following conditions apply:
 - 2.1. The maximum building site coverage of all structures is seventy-five percent.
 - 2.2. The maximum east-west dimension of all structures is eighty percent of the east-west dimension of the site.

North River Overlay Application

Papillon South: Though it lays within the North River Overlay, Papillon South does not meet the criteria of 20,000 sf of property area or east-west lot width of 150-feet. Papillon South is therefore, exempt from NRO.

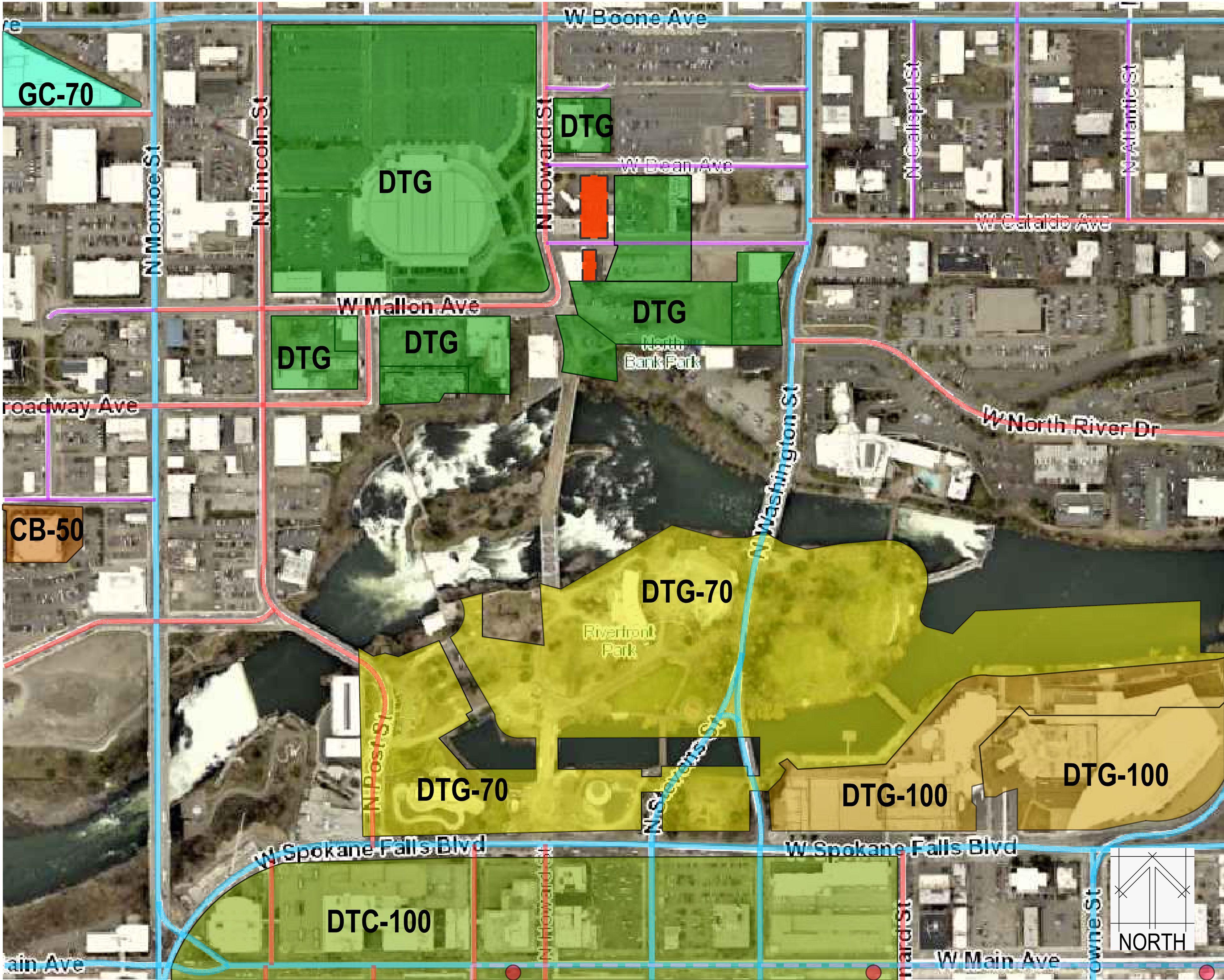
Papillon North: Project meets the thresholds for the North River Overlay. As proposed, the project complies with the provisions of the NRO as follows:

SMC 17C.160.010(B)(1)
The allowable FAR for the underlying zone is 6.The anticipated FAR for Papillon North is ±3.2 as defined by SMC Section 17C.124.210.
COMPLIES

SMC 17C.160.010(B)(2)
a. 75% max. lot coverage:
Bldg Footprint: ±211.5' x ±122' = ±25,800sf
Lot Area [1]: ±35,642 sf
Coverage Ratio: **72.3% COMPLIES**

b. 80% max. East-West lot coverage:
East-west Bldg width: ±122-feet
East-west project width [2]: 160-feet
Percent east-west coverage: **76% COMPLIES**

Notes
[1] Lot area assumes prevailing in vacation of Cataldo Ave.
[2] Project lot width includes 10-foot 'no-build easement' granted to Papillon for the purpose of zoning, building set-backs, and unprotected window openings.



LEGEND

STREET TYPES

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ARTERIAL

CIRCULATIONS

- CENTRAL CITY LINE
- BUS STOPS

ZONES

- PROJECT LOCATION
- GC-70 GENERAL COMMERCIAL - 70
- DTG DOWNTOWN GENERAL
- CB-50 COMMUNITY BUSINESS - 50
- DTG-70 DOWNTOWN GENERAL - 70
- DTG-100 DOWNTOWN GENERAL - 100
- DTC-100 DOWNTOWN CORE - 100





LEGEND

PROMINENT LOCATIONS

- 1
- RIVER PLAZA PROMENADE
- 2
- NORTH BANK REGIONAL PLAYGROUND
- 3
- RIVERFRONT PAVILION
- 4
- SPOKANE VETERANS MEMORIAL ARENA
- 5
- SPORTSPLEX
- 6
- FIRST INTERSTATE CENTER FOR ARTS
- 7
- SPOKANE CONVECTION CENTER
- 8
- SPOKANE REGIONAL PUBLIC HEALTH CENTER
- 9
- FLOUR MILL
- 10
- DAVID'S PIZZA
- 11
- WONDER BUILDING
- 12
- CIVIL THEATER
- 13
- BROADVIEW DAIRY
- 14
- POST STREET CONDOS
- 15
- DOWNTOWN SPOKANE

PROMINENT USES

-
- OPEN SPACES / PARKS
-
- OFFICE / COMMERCIAL
-
- GOVERNMENT BUILDING
-
- MIXED USE / RESIDENTIAL/RETAIL
-
- RESTAURANTS / HOSPITALITY
-
- FINANCE SERVICES
-
- PUBLIC

PROJECT LOCATIONS

-
- PAPILLON PROJECT



1 RIVERFRONT PLAZA PROMENADE



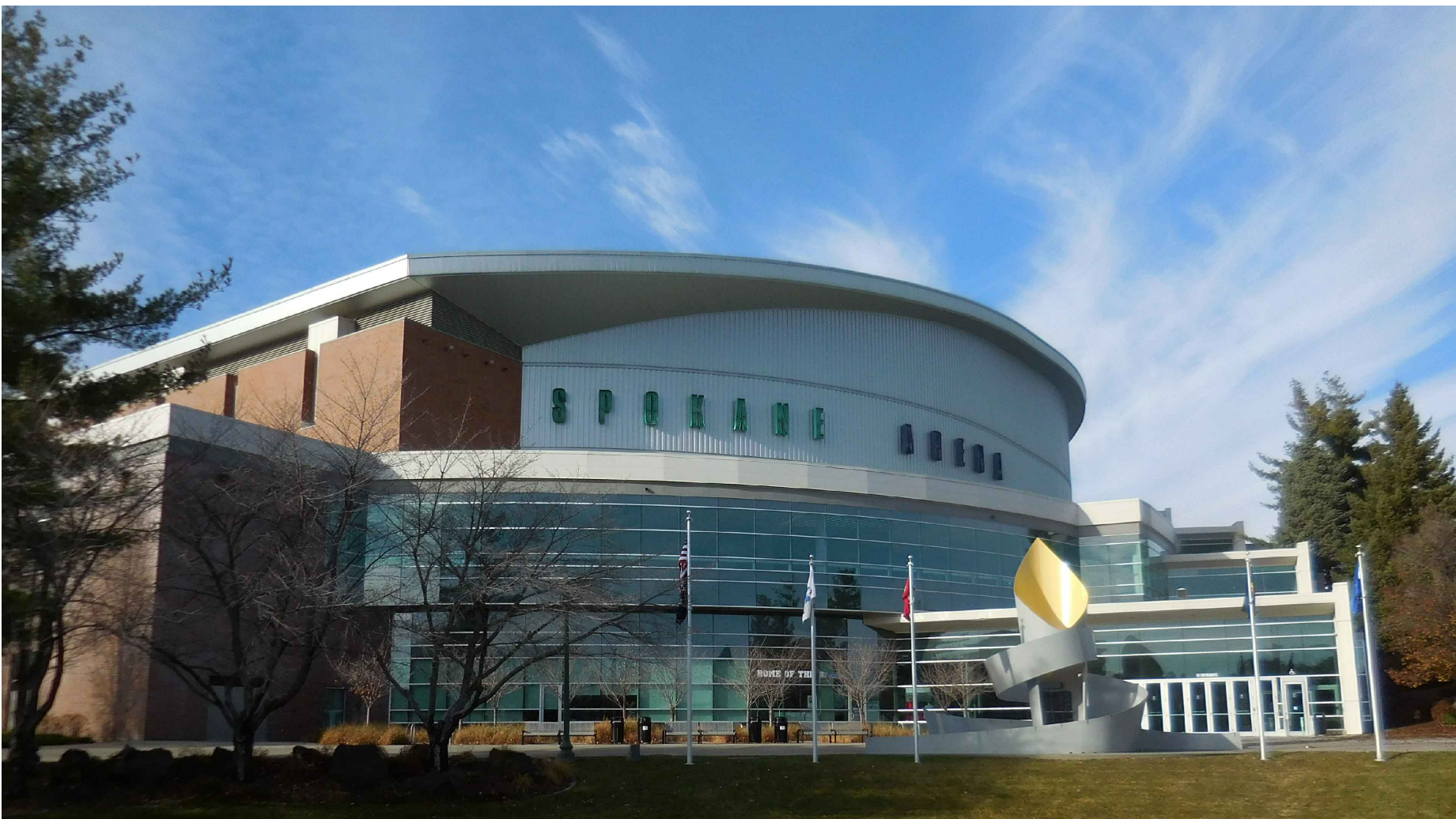
2 NORTH BANK REGIONAL PLAYGROUND



3 RIVERFRONT PAVILION



4 SPOKANE VETERANS MEMORIAL ARENA



5 SPORTSPLEX



6 FIRST INSTATE CENTER FOR ARTS



7 SPOKANE CONVENTION CENTER



8 PUBLIC HEALTH CENTER



9 FLOUR MILL



1 DAVID'S PIZZA



2 WONDER BUILDING



3 CIVIL THEATER



4 BROADVIEW DAIRY



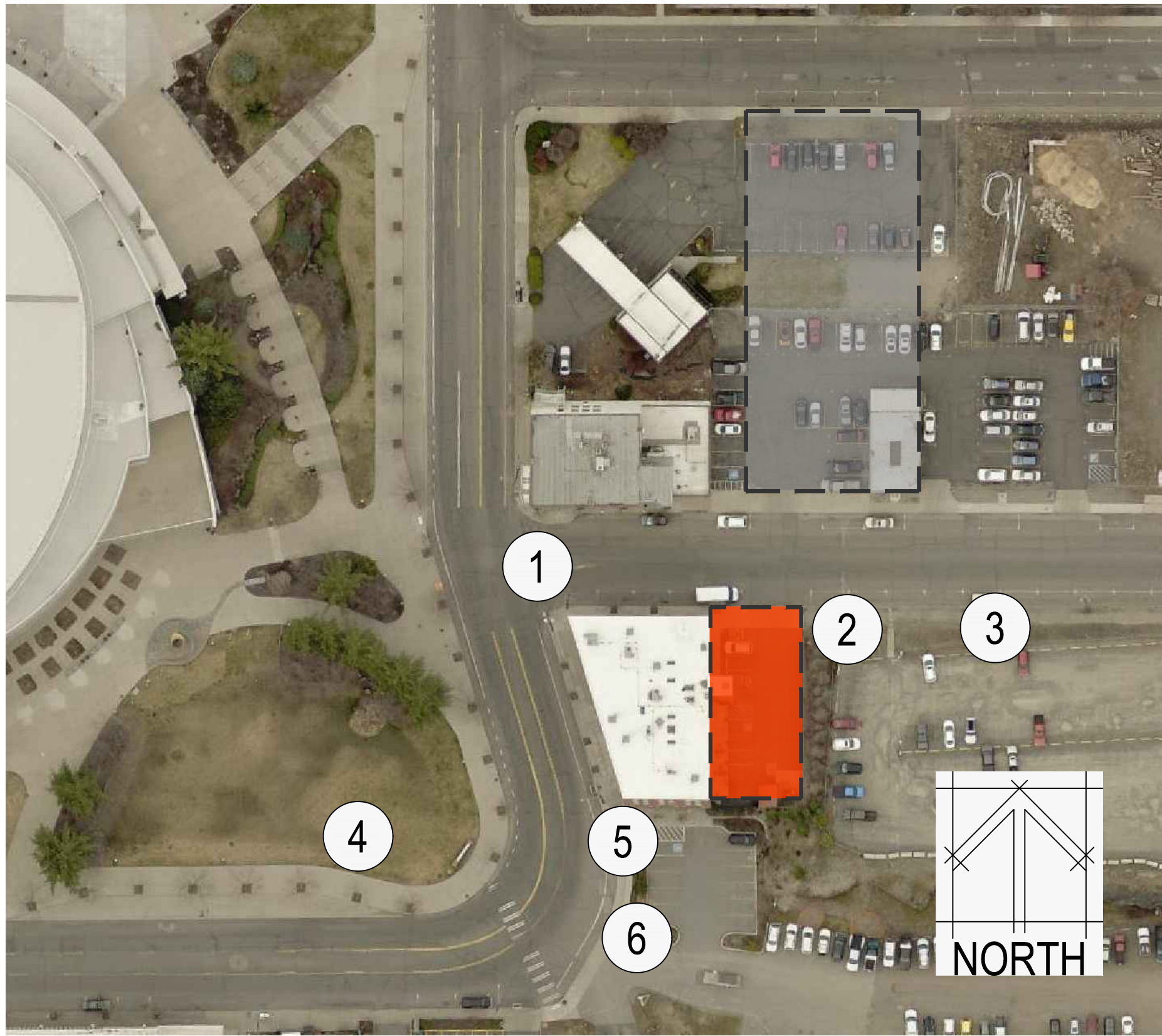
5 POST STREET CONDOMINIUMS



6 DOWNTOWN SPOKANE



SITE ANALYSIS - PAPILLON SOUTH



1 NORTH SITE VIEW



2 NORTHEAST SITE VIEW



3 EAST SITE VIEW



4 WEST SITE VIEW



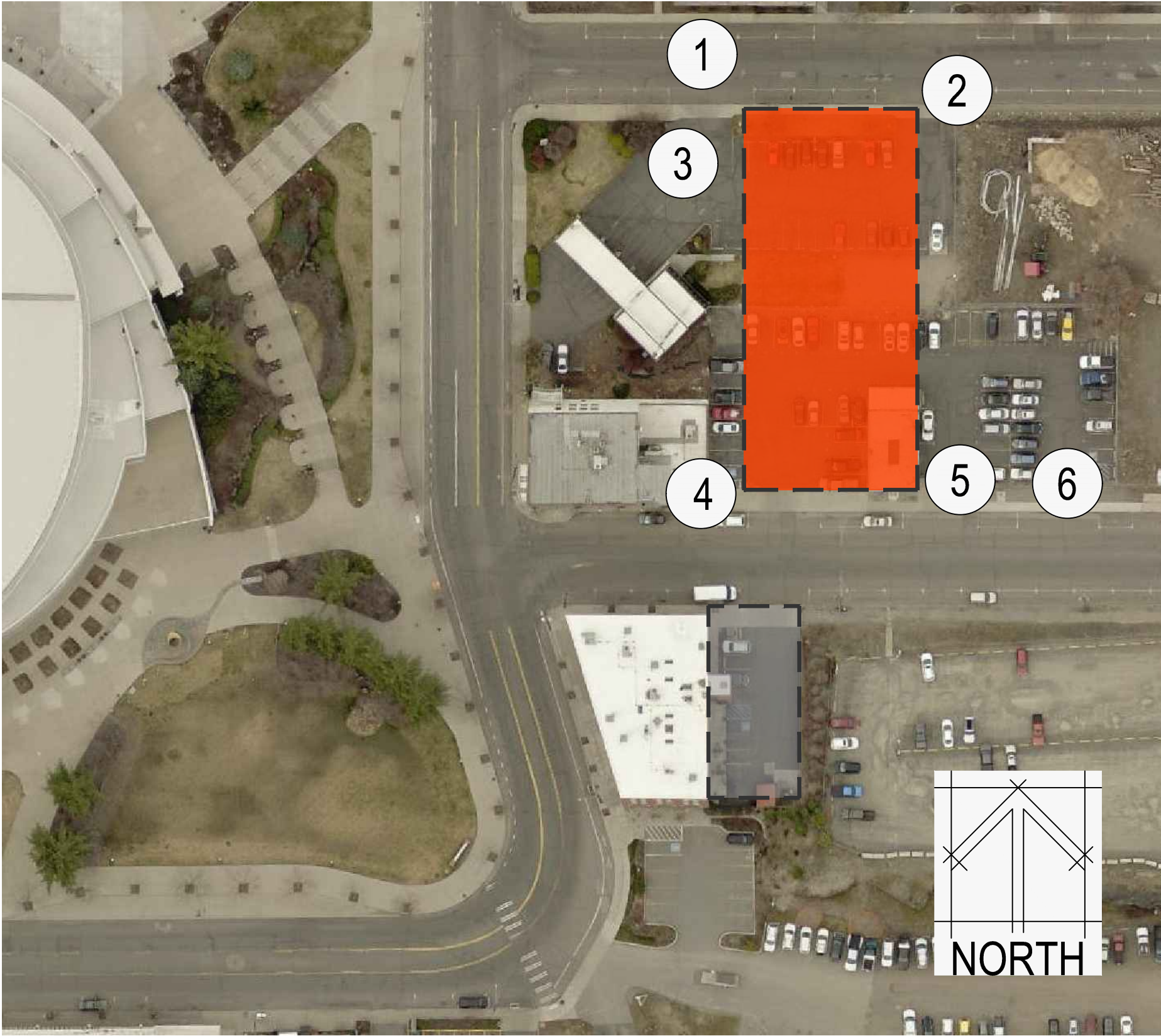
5 SOUTHWEST SITE VIEW



6 SOUTH SITE VIEW



SITE ANALYSIS - PAPILLON NORTH



1 NORTHWEST SITE VIEW



2 NORTHEAST SITE VIEW



3 WEST SITE VIEW



4 SOUTHWEST SITE VIEW



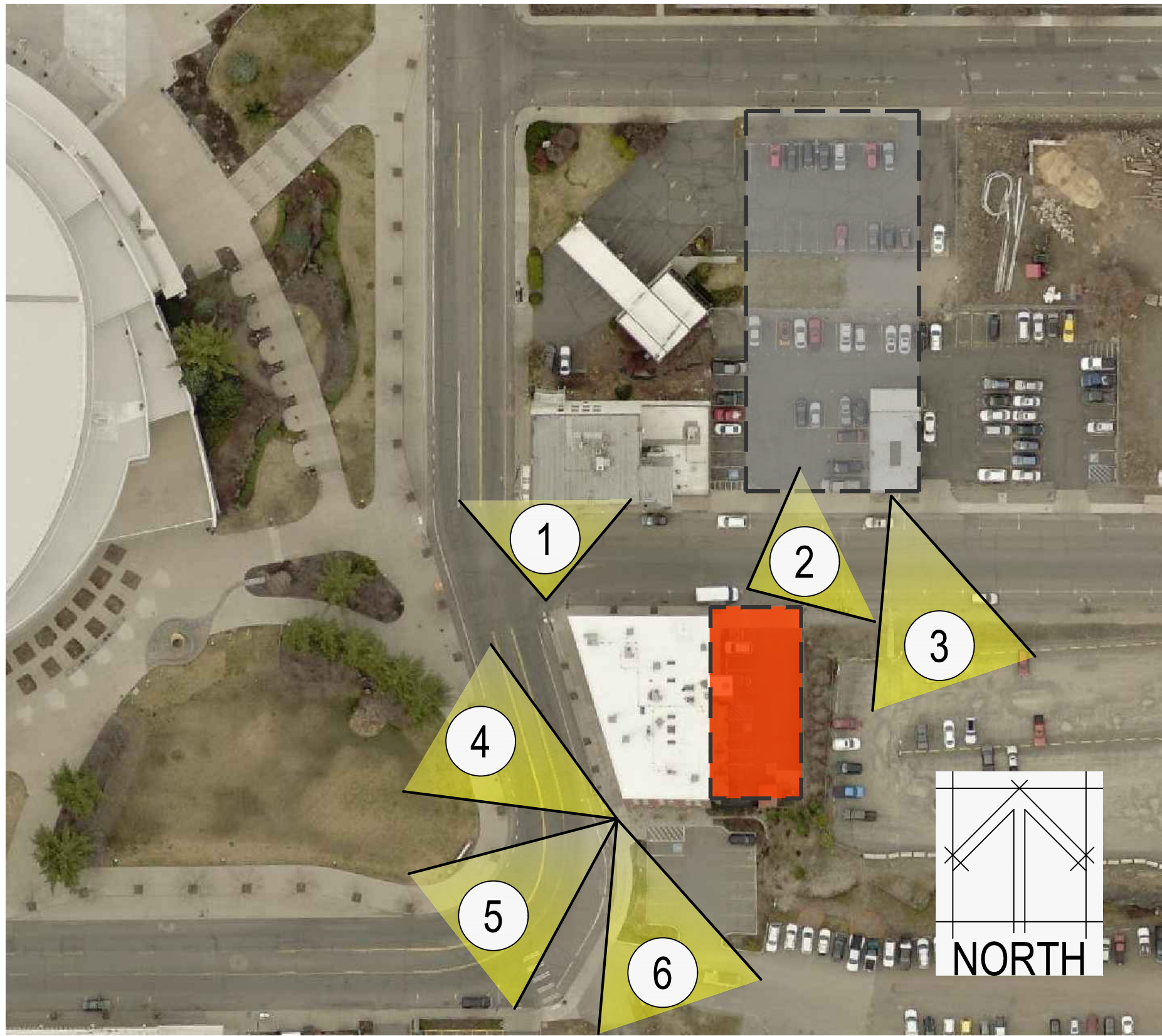
5 SOUTHEAST SITE VIEW



6 EAST SITE VIEW



VIEW ANALYSIS - PAPILLON SOUTH



1 NORTH VIEW



2 EAST VIEW



3 NORTHEAST VIEW



4 WEST VIEW



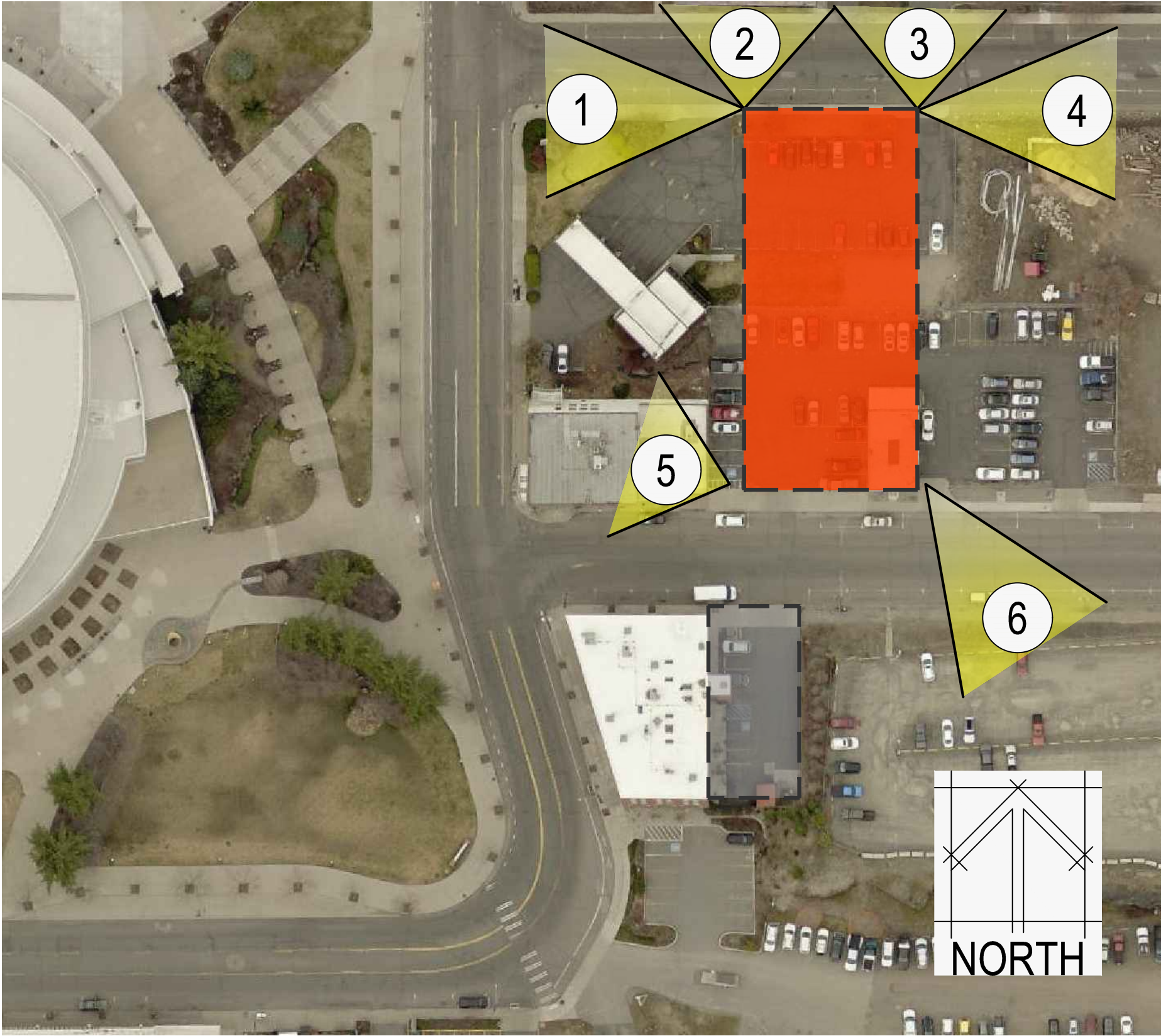
5 SOUTHWEST VIEW



6 SOUTH SITE VIEW



VIEW ANALYSIS - PAPILLON NORTH



1 WEST VIEW A



2 NORTH VIEW A



3 NORTH VIEW B



4 EAST VIEW



5 WEST VIEW B

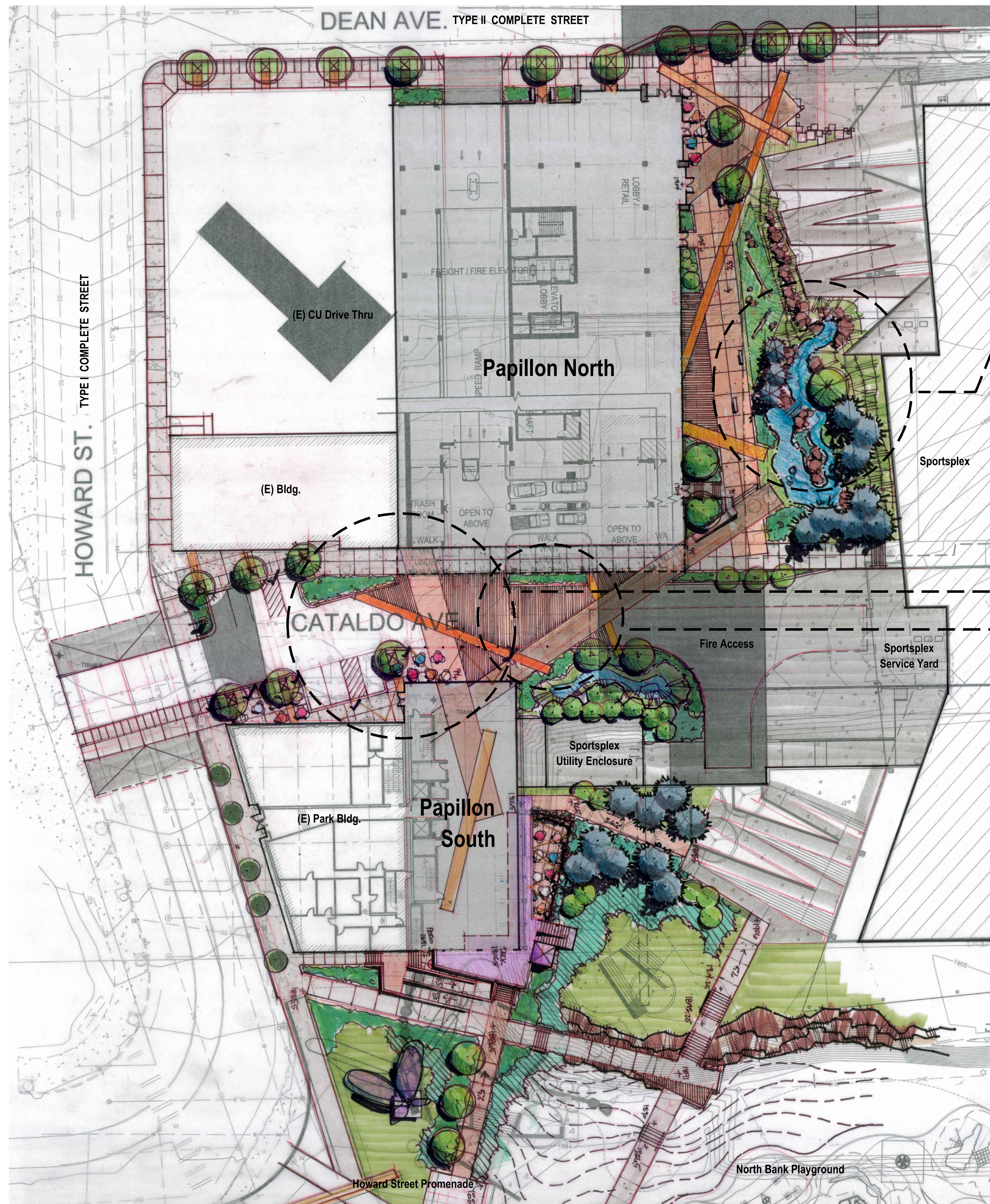


6 SOUTHEAST VIEW



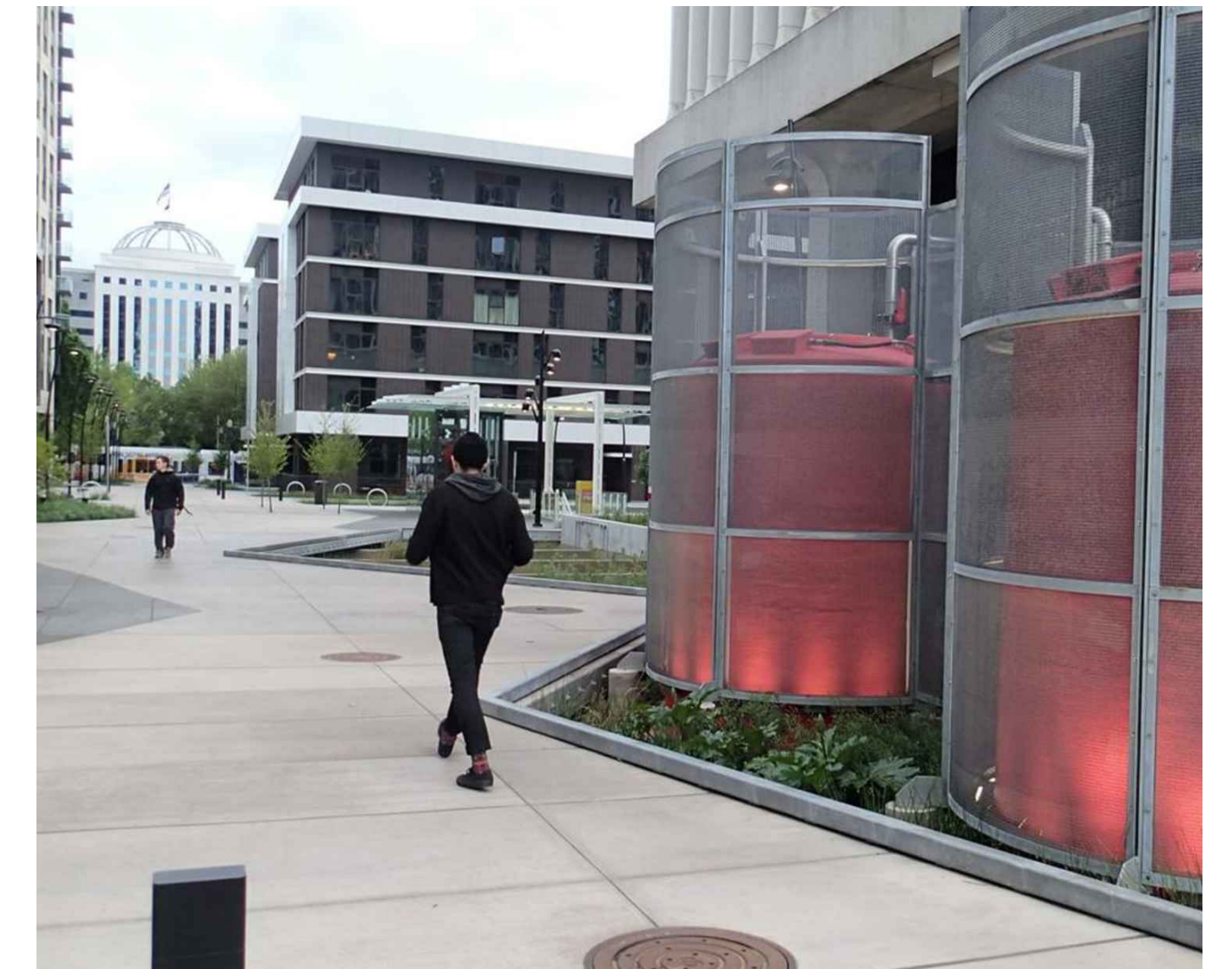
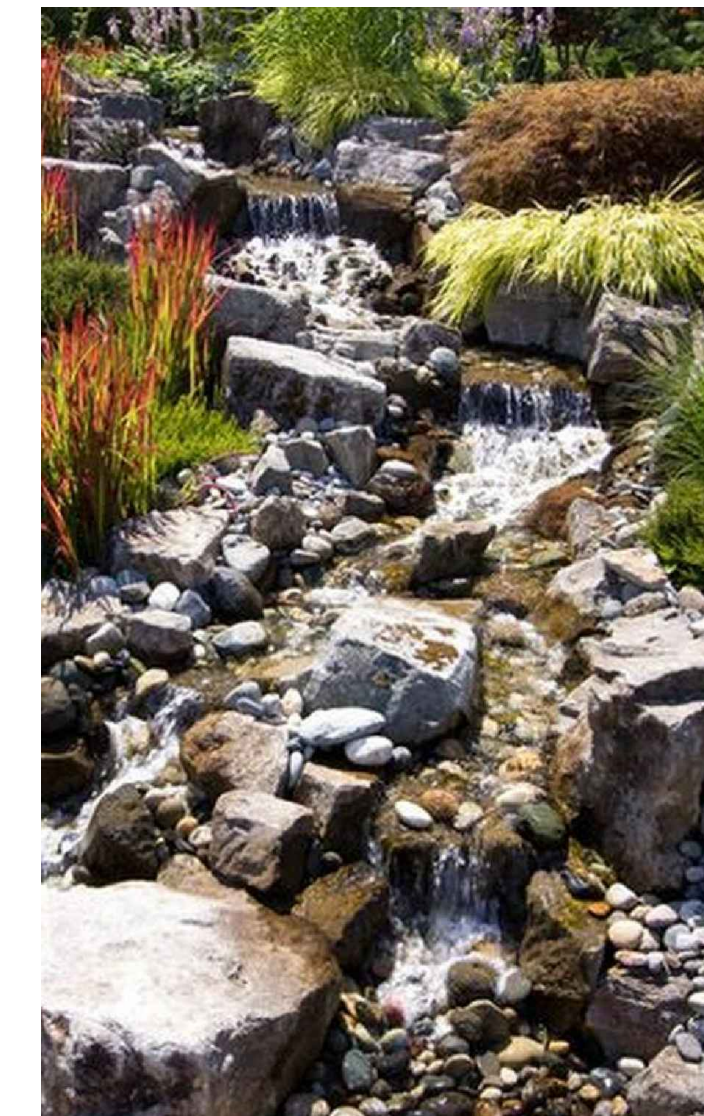
Site Plan - Papillon Development

SCALE: 1" = 30'-0"



Storm Water Collection

Proposed alternative methods for onsite storm water management such as collection tanks and dry riverbed creek .



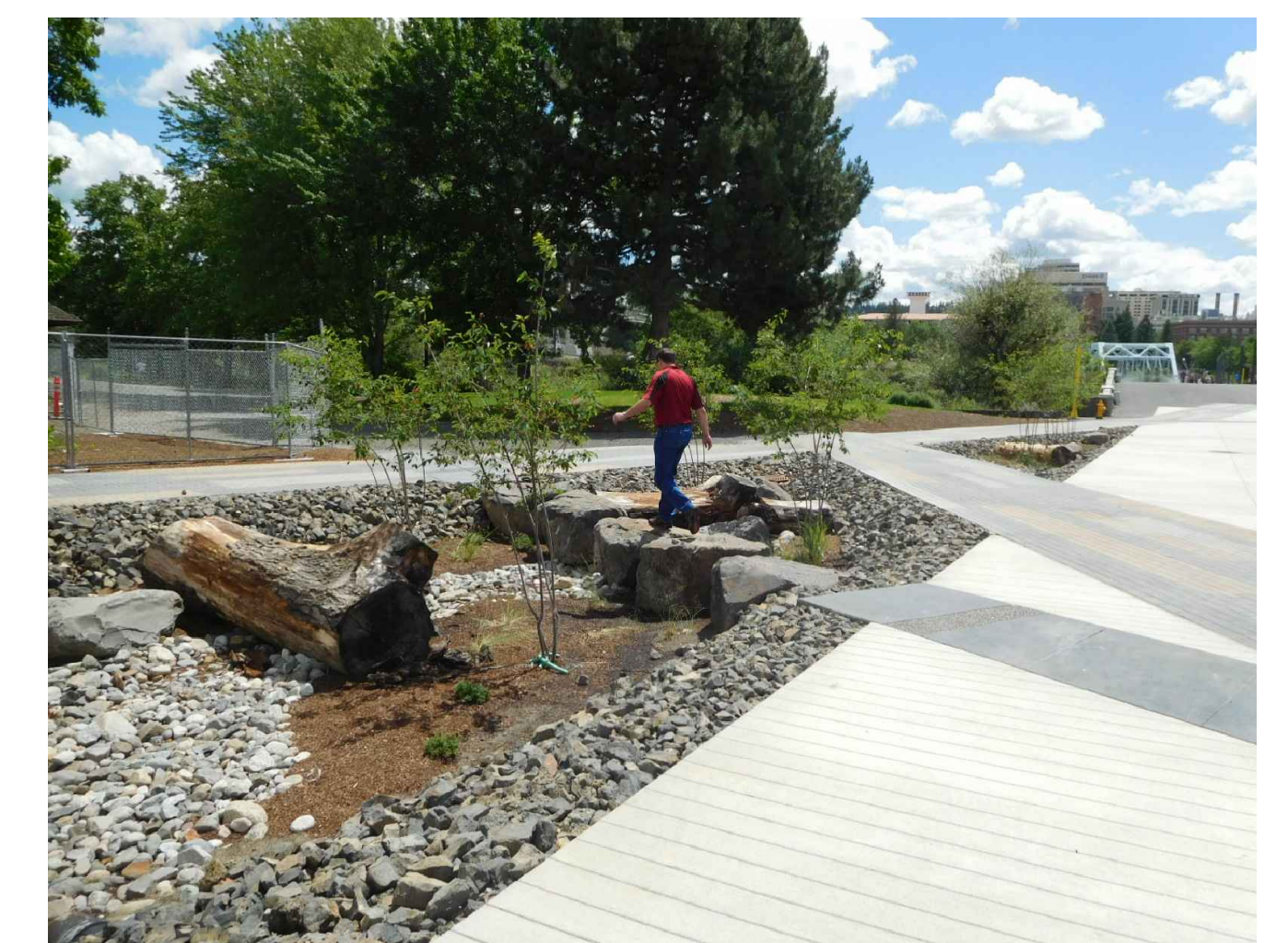
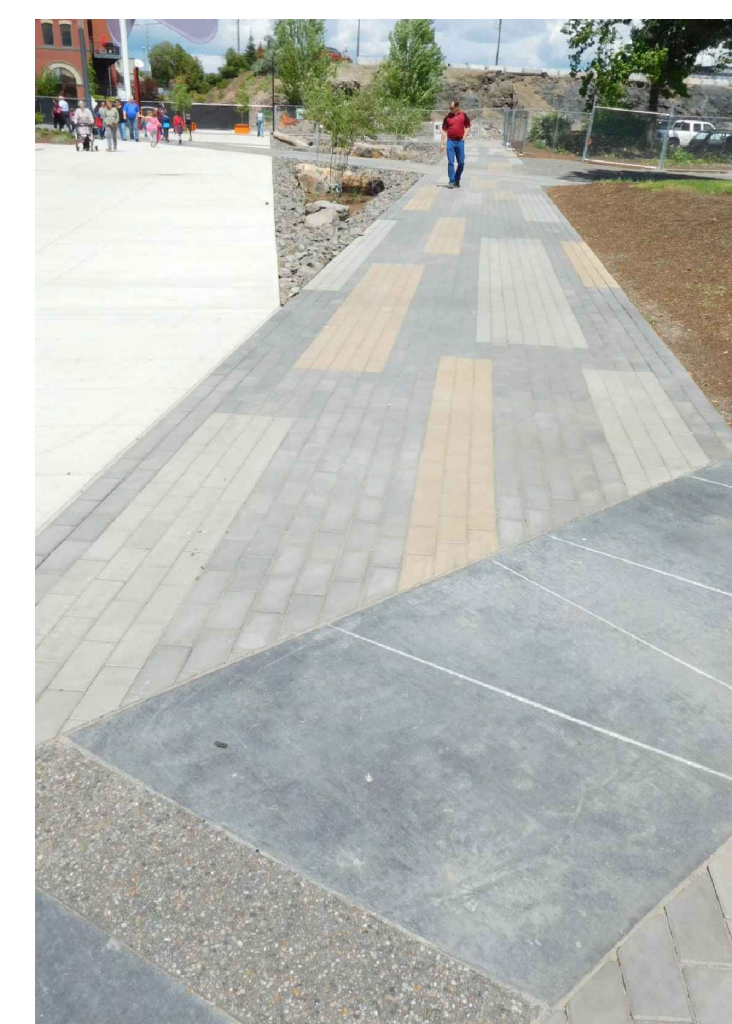
Pedestrian Street

Propose to turn Cataldo Alley into a pedestrian street using hard surface materials and visual barriers to promote pedestrian vs. vehicular use.



Howard Street Promenade

Propose to continue the elements and materials used for the Howard Street Promenade throughout the help guide the public and promote passage through the park.



B W A BERNARDO | WILLS
ARCHITECTS PC

CONCEPT
PAPILLON PROJECT

11

Spokane, WA | BWA: 19-06-131 | Design Review v1.0 | November 2019

Southwest Elevation



Northwest Elevation



DESIGN SUMMERY - Papillon South

- 38,800 +/- sq. ft.
- 6 Story (+/- 5,800 sq. ft. per floor) plus Basement
- Building Type: Floor 1 (IA) with Floors 2-6 (IIIA)
- Occupancy: Retail (M), Office (B), Assembly (A-3) and Residential (R-2)
- Building Ht. = 85'-0" above avg. grade
- Setback from lot lines: 0 Feet
- Parking required: No

PAPILLON SOUTH DESIGN CONCEPT:

The ground level of the Papillon South Project will be an extension of the Riverfront Park Promenade to be utilized as a public market space which will house incubator spaces for small food and retail vendors. The public market will provide a hardscape public walkway from the park through the Project to the adjoining Sportsplex, Papillon North and other neighboring developments.

Along with the public access the project will also provide an accessible path from the Riverfront Park Promenade to the Sportsplex and neighboring north properties via ramping and use of a public elevator to the SE of the Papillon South tower.

The second floor of the Papillon South Project will house tenant amenity space, retail and office space. This level will be connected to an upper terrace level that connects to the public elevator and aligns with the existing north bank bluff and allow for an accessible connection to the adjacent Sportsplex.

The remaining floors will be designed for office and residential use. The residential use will be designed for floors five and six only.

The elevator and stair towers will extend access to the roof which will house an open-air roof patio space to be shared by building tenants.

LEGEND

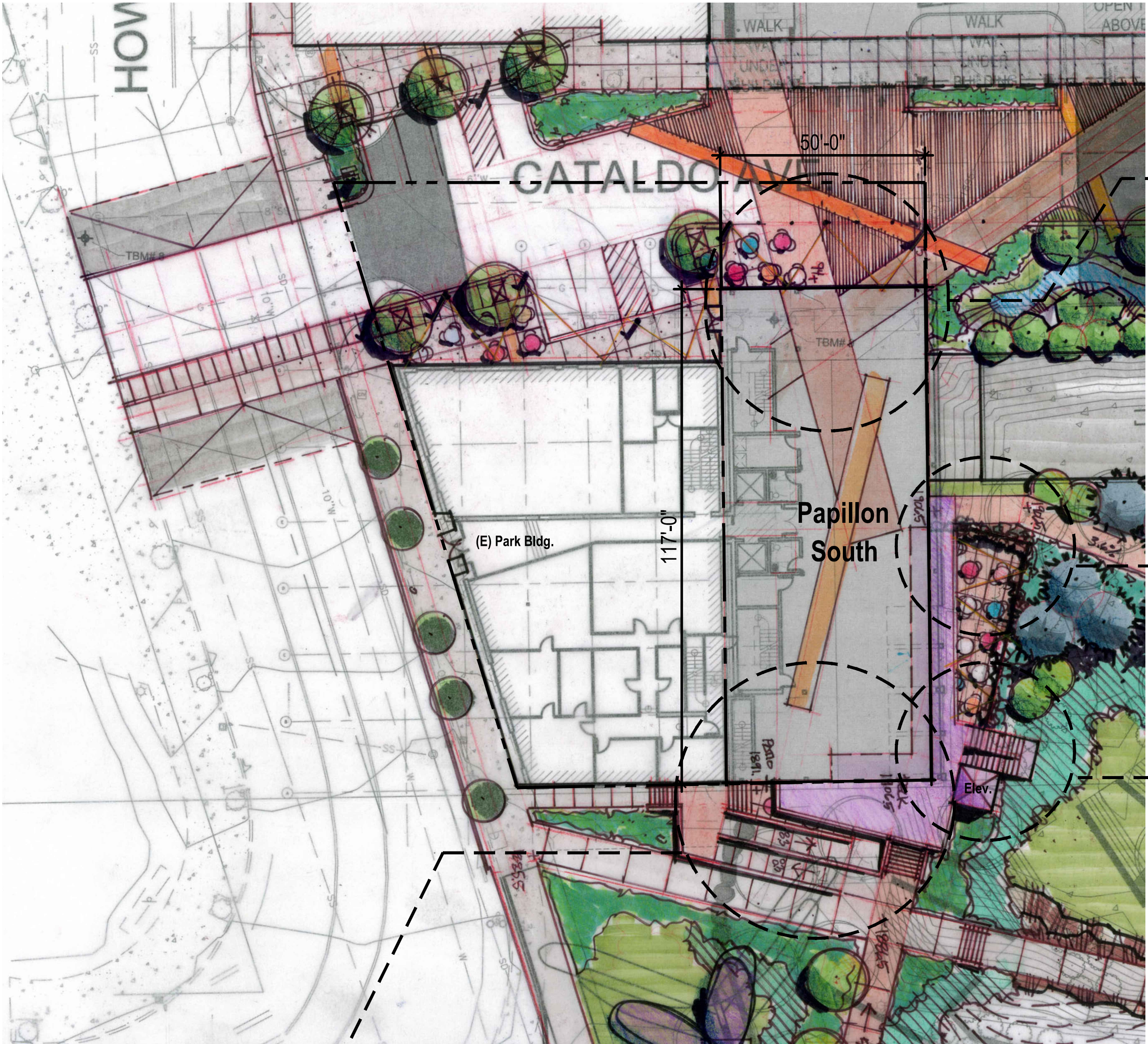
PROPOSED BUILDING USES

- Retail/Restaurant Use (M Occupancy)
- Office Use (B Occupancy)
- Residential or Office Use (B and R-2 Occupancy)



Site Plan - Papillon South

SCALE: 1" = 20'-0"



Public "active" space: Proposed exterior patio space to be used for public use and extension of the Food Hall/Marketplace.



Public Marketplace

Proposed public Food Hall/Marketplace allows public access through the main floor of the building connecting the park to properties to the north.



Grotto

Proposed outdoor seating, entertainment, activity space extending the marketplace inside out.



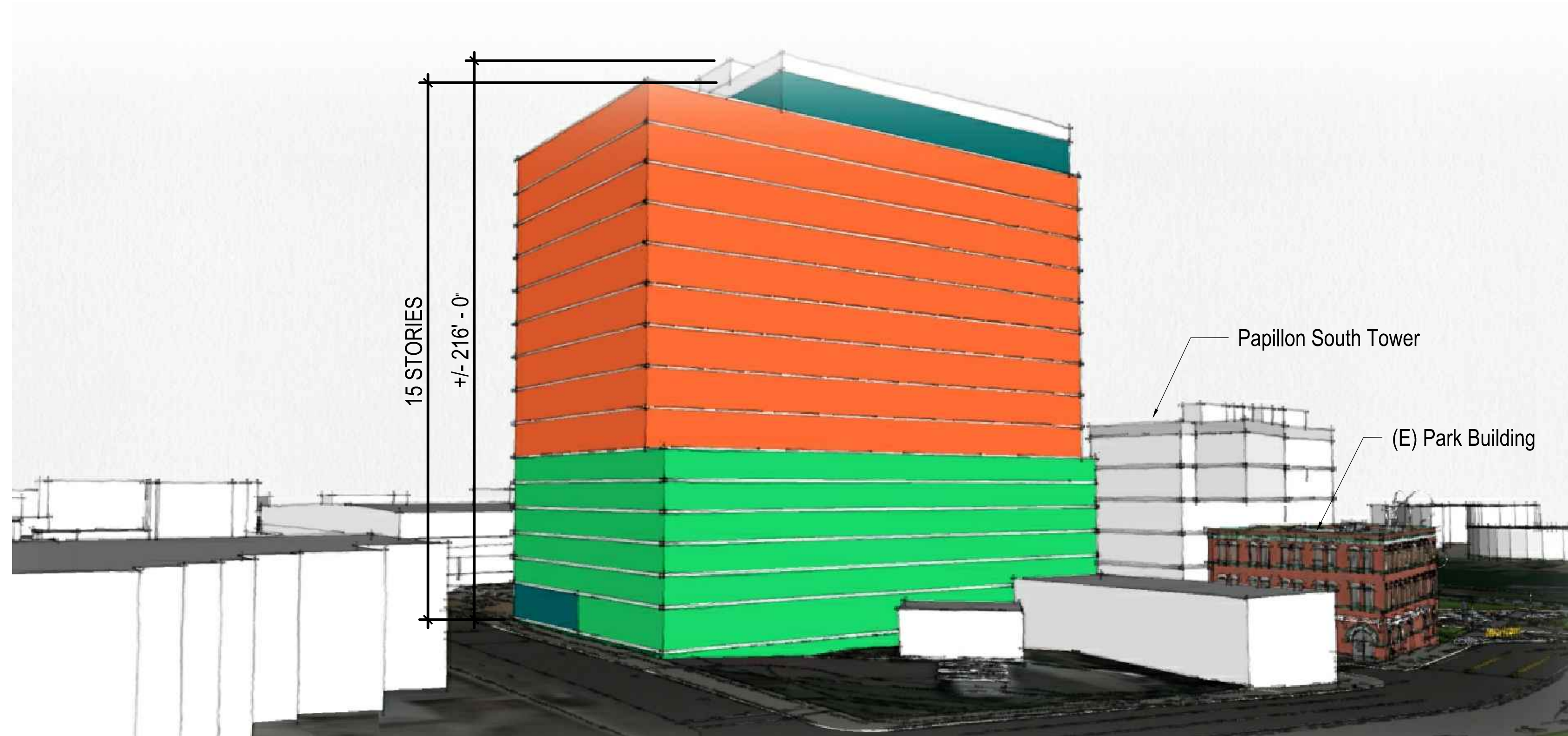
Public Elevator/Stair

Proposed exterior elevator and stair to provide an accessible route from the park to Papillon project and adjacent Sportsplex project.

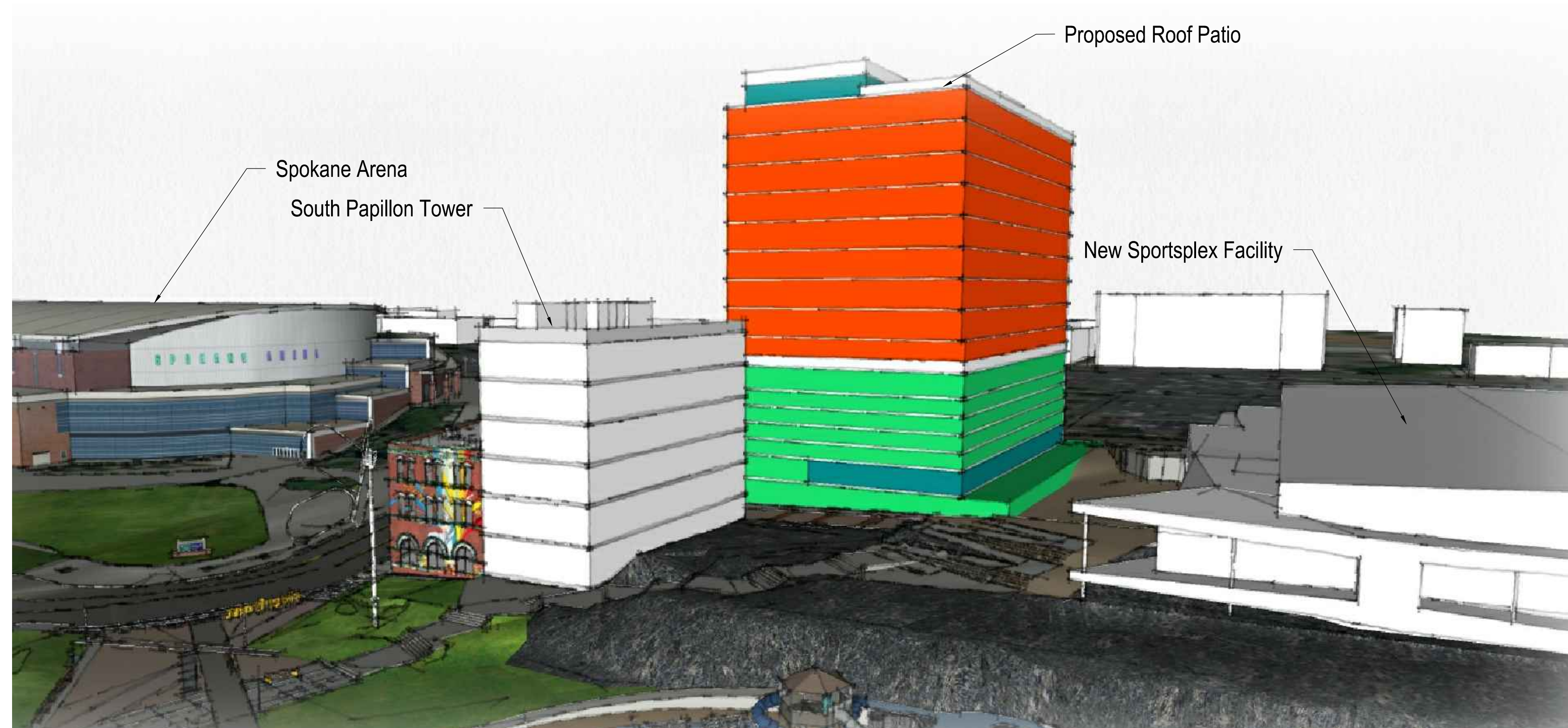


B W A BERNARDO | WILLS
ARCHITECTS PC

Northwest Elevation



Southeast Elevation



DESIGN SUMMERY - Papillon North

- 5 Story Parking Garage Podium (296 Stalls) 24,750 +/- sq. ft. per floor
- 10 Story above podium +/- 225,300 sq. ft. (+/- 23,700 sq. ft. per floor)
- Building Type: (IA)
- Occupancy: Parking (S-1), Retail/Restaurant (M), Office (B) and Assembly (A-3)
- Building Ht. = +/- 212'-0" (above Dean Street grade)
- Setback from lot lines: North = 0 Feet, East = 30 Feet, South = +/- 30 Feet, West = 0 Feet
- Parking required: No

PAPILLON NORTH DESIGN CONCEPT:

The project will include a 5 story parking garage to be accessed from Dean Street. The garage is designed to accommodate the parking needs of the new Papillon Development and support event parking for the adjacent Sportsplex and Spokane Arena during non-business hours. Lower level secured parking as well as two ATM drive thru lanes will be accessible from Cataldo Street.

The lower lever of the garage will also house building services including trash, compactor, mechanical, a fire command center, generator and transformers as required to serve the structure. These building services will be accessed from Cataldo Street.

The main level of the tower (Dean Street) will include a speed ramp to parking above however the majority of the floor plate will include retail/food service use and serve as the main Lobby space for the tower. This level will have access to a 30 foot wide at-grade plaza (East of tower) to connect both the Papillon South Tower and the Sportsplex Project.

In addition to the parking garage the North Tower will include 9 Stories of office space above the 5 story parking podium. The core is to be centralized within the floor plates allowing panoramic views at all levels. The core will include four passenger elevators, 1 freight elevator, mechanical & trash shafts, electrical/IT rooms, restrooms and stair towers.

The upper level of the tower will house a +/- 12,000 sf. ft. Event & Conferencing Center to include an outdoor event space (roof patio). The tower design is centered around creating an urban mixed-use development to include retail, office and conferencing uses.

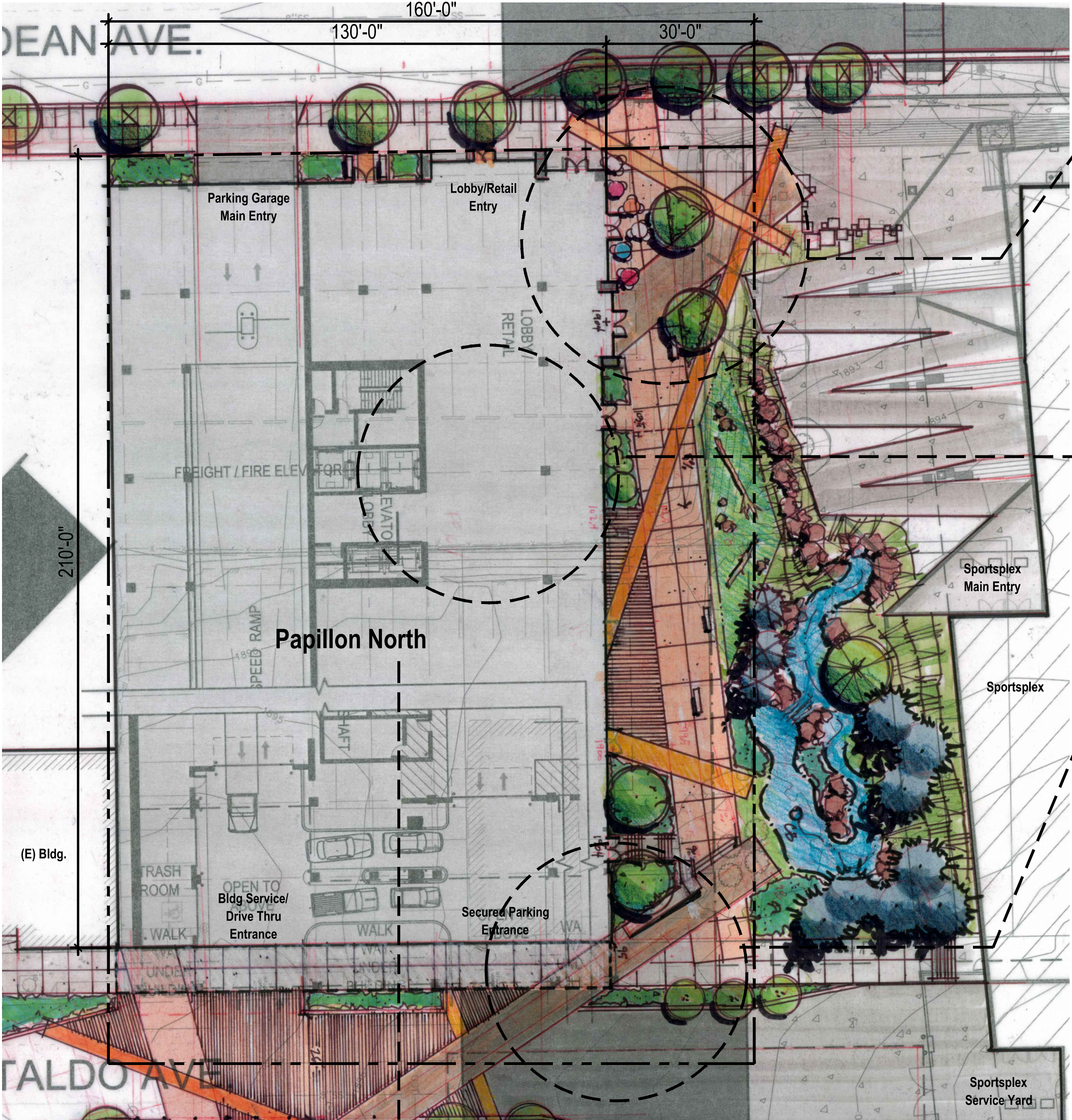
LEGEND

- Retail/Restaurant/Event Use (M & A-3 Occupancy)
- Office Use (B Occupancy)
- Parking (S-2 Occupancy)



Site Plan - Papillon North

SCALE: 1" = 20'-0"



Public Plaza

Project has provide 30'-0" wide setback at East side of property between Sportsplex project to create a shared public plaza.



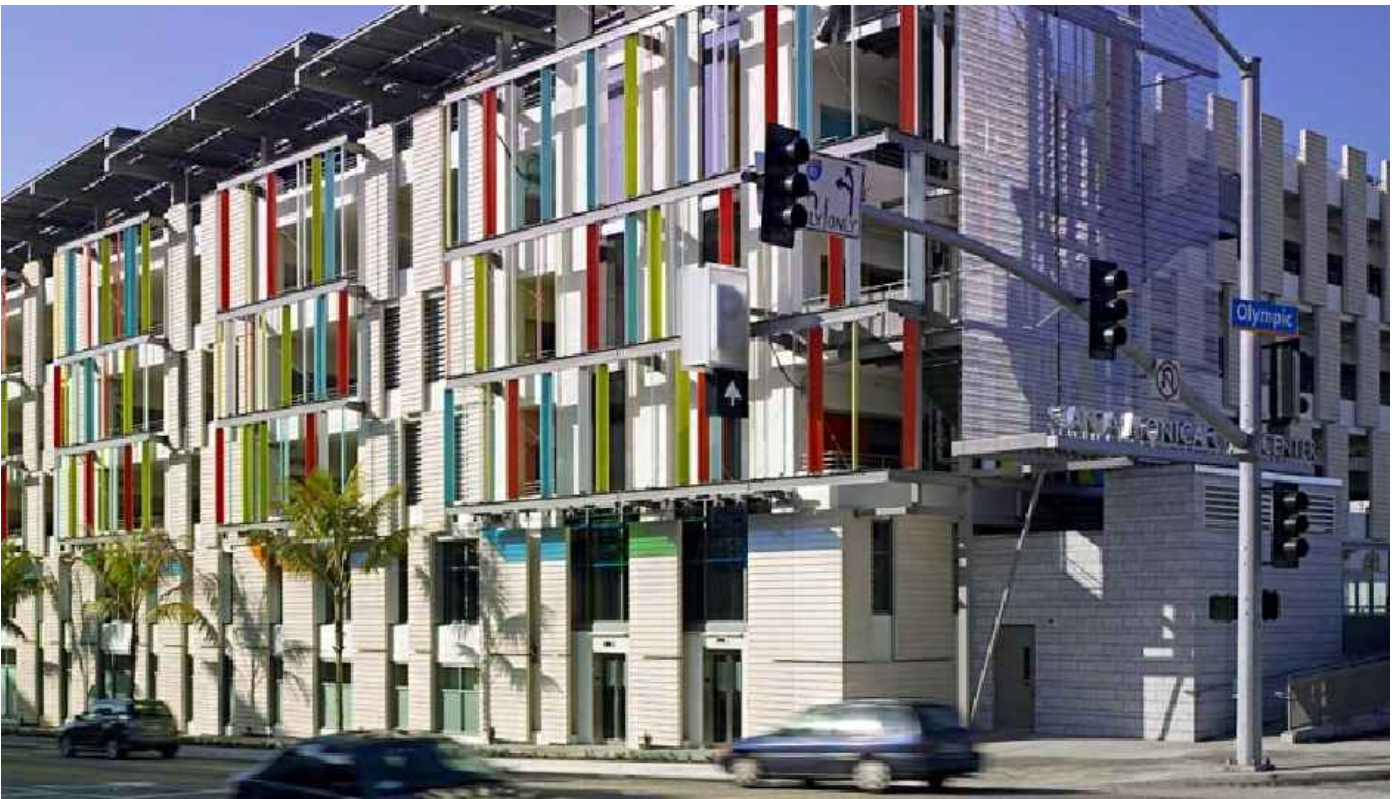
Lobby/Retail Space

Proposed main floor of the tower to include retail, food service and Lobby space. Space to provide interaction with public plaza.



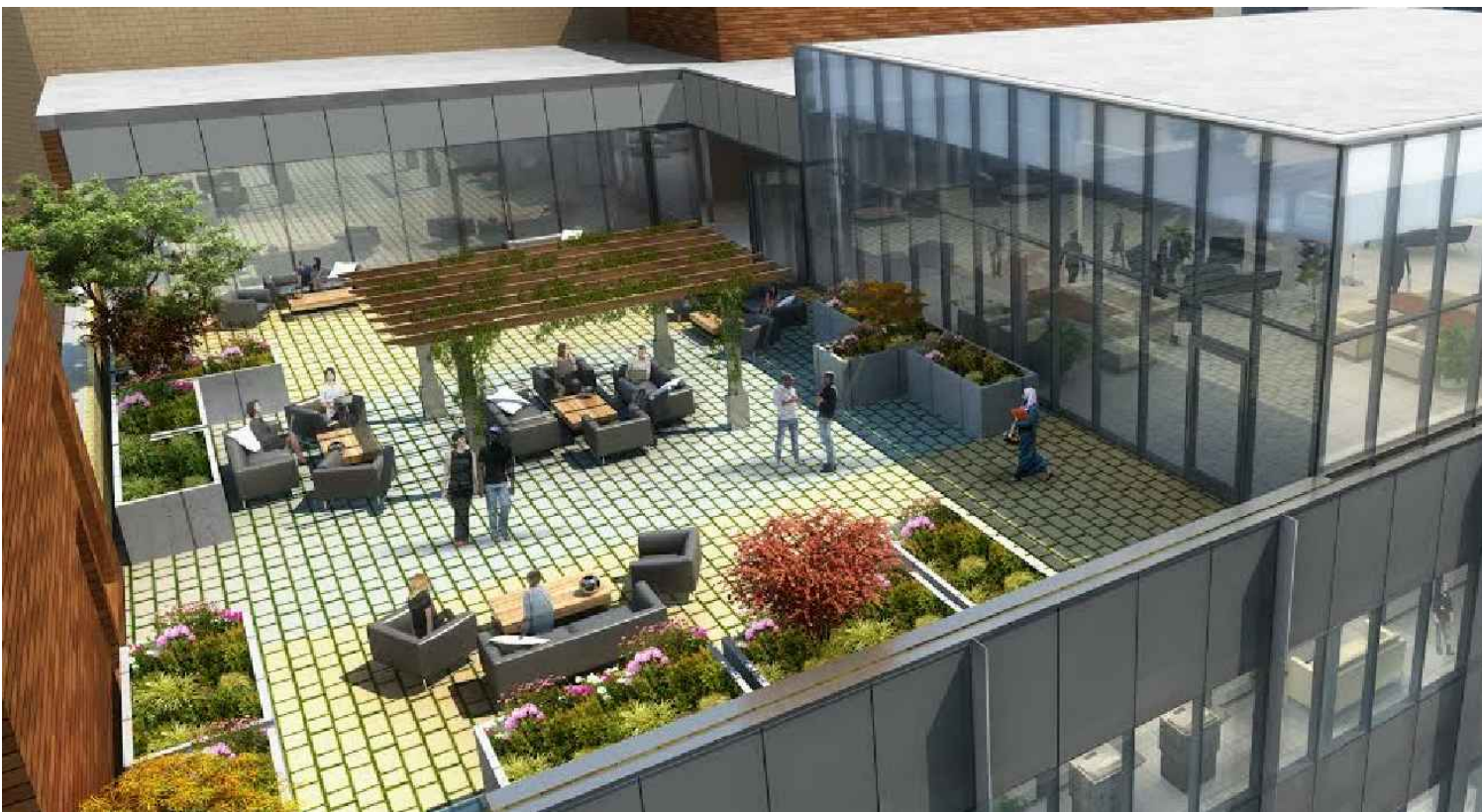
Screening

Proposed architectural screening of the 5-story parking podium to provide a visual barrier but still allow light and air to flow through the structure.



Rooftop Event Center

Proposed Event & Conference Center on the top floor to include interior and exterior event space with panoramic views.



B W A BERNARDO | WILLS
ARCHITECTS PC

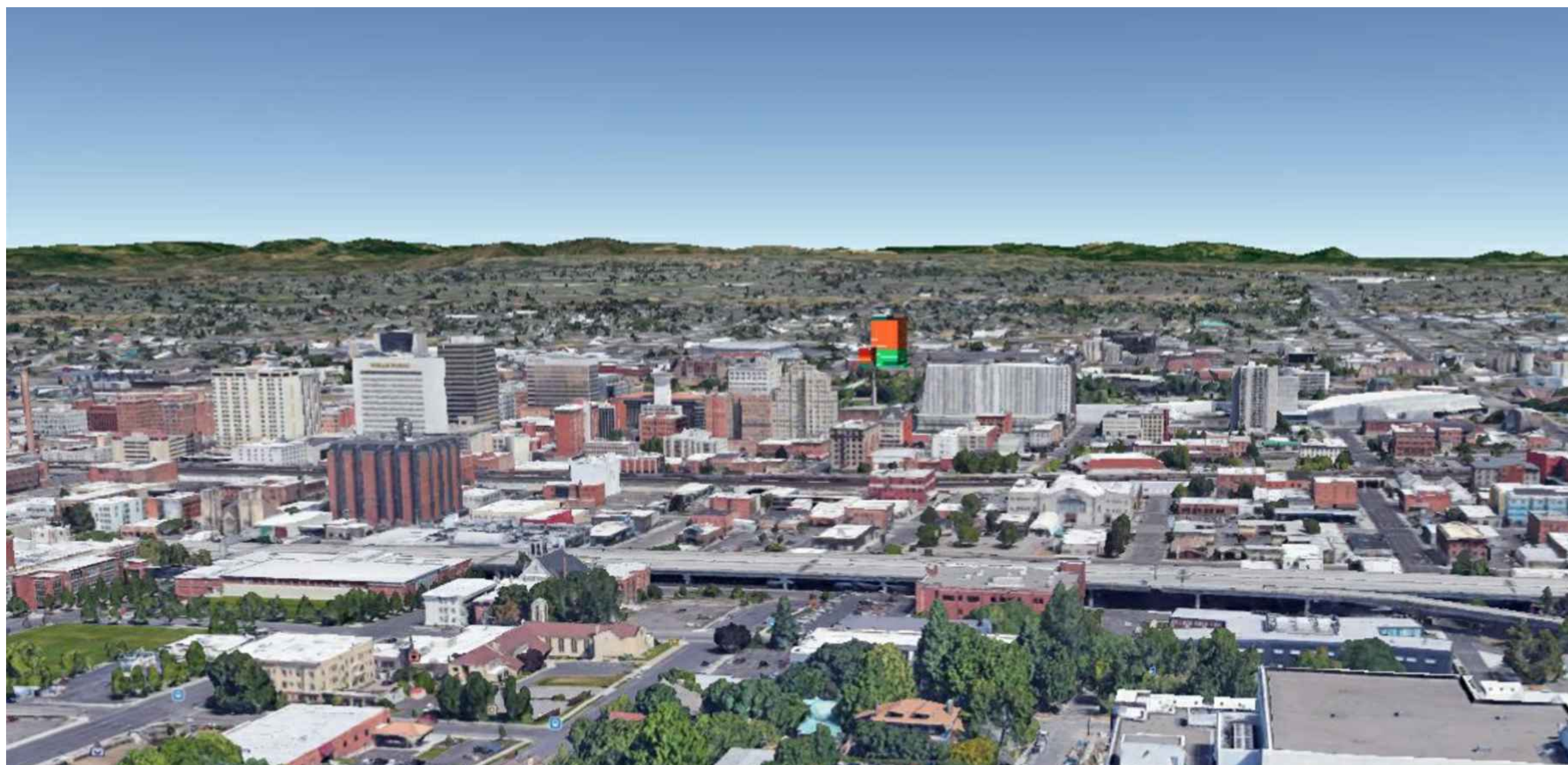
Skyline View from Monroe Street Bridge



Skyline View from Division Street



Skyline View from South Hill



Skyline View from Riverfront Park Promenade

