



Spokane Design Review Board

Wednesday, February 26, 2020

5:30 – 8:30 PM

City Hall 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	<ol style="list-style-type: none"> 1. Chair Report 2. Secretary Report <ul style="list-style-type: none"> • Architecture Board Member Update 	Kathy Lang Dean Gunderson
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Board Business:

5:45 – 6:00	<ol style="list-style-type: none"> 1. Approve 2/12/2020 meeting minutes 2. Old Business 3. New Business 4. Changes to agenda? 	Kathy Lang
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Workshops:

6:00 – 7:15	<ol style="list-style-type: none"> 1. River Bend Development- Collaborative Workshop <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
7:15 – 8:30	<ol style="list-style-type: none"> 2. New Design Guidelines: Consultant Presentation 	Marcy McInelly Dean Gunderson

Adjournment:

The next DRB meeting will be held on Wednesday, March 11, 2020

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

Username: COS Guest

Password: vh7e4Mvp

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.

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Design Review Board - Meeting Minutes Draft

February 12, 2020

City Council Briefing Center

Meeting called to order at 5:31 PM by Kathy Lang

Attendance:

- *Board Members Present:* Anne Hanenburg, Grant Keller, Kathy Lang (Chair & CA Liaison), Ted Teske, Chuck Horgan, Chad Schmidt
- *Board Members Not Present:* Mark Brower (Vice-Chair)
- *Quorum Present:* Yes
- *Staff Members Present:* Dean Gunderson, Taylor Berberich, Stephanie Bishop

Public Comment:

- None

Briefing Session:

Chair Report -

- None

Secretary Report - Dean Gunderson

- The February 26th meeting will have two items on the agenda: a collaborative workshop for Phase 2 of the River Bend Residential Development, and a workshop with the consultant for the new design guidelines.
- There will be an open house for the new design guidelines at NE Community Center, Tuesday, February 25, 2020 from 6:00 PM - 8:00 PM
- The interview committee met with Drew Kleman (architect applicant). The committee recommended he be passed on to the Mayor's Office as the board's choice for admission to DRB. Kathy Lang (Chair) agreed with the decision, so Drew will be forwarded as the nominee.
- Grant Keller shared information from the first subcommittee meeting on 5G telecommunication facilities in downtown Spokane.

Board Business:

Approval of Minutes: Minutes from the January 22, 2020 meeting approved unanimously, with changes of replacing Collaborative Workshop with Recommendation Workshop for both items.

Old Business:

- None

New Business:

- Clarification of Chad's term expiration date

Changes to Agenda:

- None

Workshops:

1. Recommendation Meeting for Downtown Main Library

- Staff Report: Taylor Berberich
- Applicant Presentation: David Schnee (G4 Architecture), Andrew Chanse (Spokane Public Libraries), Renae Webster & Steven Clark (Integrus), and Craig Andersen (AHBL)
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the February 12, 2020 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:

The board recommends the project be approved based on substantial compliance with the plans and elevations reviewed by the board.

Please see the following Municipal Codes:

SMC 04.13.015 Design Review Board, and SMC 17C.040.080.D Design Review Board Recommendations

This recommendation was approved unanimously by the Design Review Board. (6/0)

2. Recommendation Meeting for Shadle Park Branch Library

- Staff Report: Taylor Berberich
- Applicant Presentation: David Schnee (G4 Architecture), Andrew Chanse (Spokane Public Libraries), Renae Webster & Steven Clark (Integrus), and Craig Andersen (AHBL)
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the February 12, 2020 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:

1. The board recommends the project be approved based on substantial compliance with the plans and elevations reviewed by the board.

Please see the following Municipal Codes:

SMC 04.13.015 Design Review Board, and SMC 17C.040.080.D Design Review Board Recommendations

2. The board encourages the applicant and the Spokane Street Department to work together to ensure pedestrian safety concerns have been addressed, including the potential improvements to safe pedestrian crossing(s) at the appropriate location(s).

Please see the following Comprehensive Plan Goals and Policies:

LU 1: CITY-WIDE LAND USE, LU 1.12 Public Facilities and Services, LU 2: PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, LU 4 TRANSPORTATION, LU 4.4 Connections, LU 5: DEVELOPMENT CHARACTER, LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES, LU 6.9 Facility Compatibility with Neighborhood, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1 PRIDE AND IDENTITY, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.11 Improvements Program, NE 12 URBAN FOREST, NE 12.1 Street Trees, NE 13 CONNECTIVITY, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, SH 4 DIVERSITY AND EQUITY, SH 4.1 Universal Accessibility, SH 6 SAFETY, N 4 TRAFFIC AND CIRCULATION, N 4.1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, and N 4.9 Pedestrian Safety.

Please see the following Municipal Codes:

SMC 04.13.015 Design Review Board, and SMC 17C.040.080.D Design Review Board Recommendations

3. The applicant is encouraged to continue working with the Arts Commission on the placement of any proposed public art in the most interactive location(s) possible.

Please see the following Comprehensive Plan Goals and Policies:

LU 1: CITY-WIDE LAND USE, LU 1.12 Public Facilities and Services, LU 2: PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, LU 5: DEVELOPMENT CHARACTER, LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, DP 1 PRIDE AND IDENTITY, DP 1.2 New Development in Established Neighborhoods, DP 2 URBAN DESIGN, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.11 Improvements Program, SH 4 DIVERSITY AND EQUITY, SH 4.1 Universal Accessibility.

Please see the following Municipal Codes:

SMC 04.05 Arts Commission, SMC 04.13.015 Design Review Board, and SMC 17C.040.080.D Design Review Board Recommendations

These recommendations were approved unanimously by the Design Review Board. (6/0)

** Board Business Continued: Dean showed board members how to utilize the bookmarks built into the agenda packet pdfs, for easier maneuvering and review of the large packets.

Meeting Adjourned at 8:21 PM

Next Design Review Board Meeting scheduled for Wednesday, February 26, 2020

River Bend Development

1 - Program Review/Collaborative Workshop

Design Review Staff Report

February 18, 2020



Staff:

Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicants:

Rustin Hall, ALSC Architects
rhall@alscarchitects.com

Kathy Russell, ALSC Architects
krussell@alscarchitects.com

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 shoreline conditional use permit applications 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**

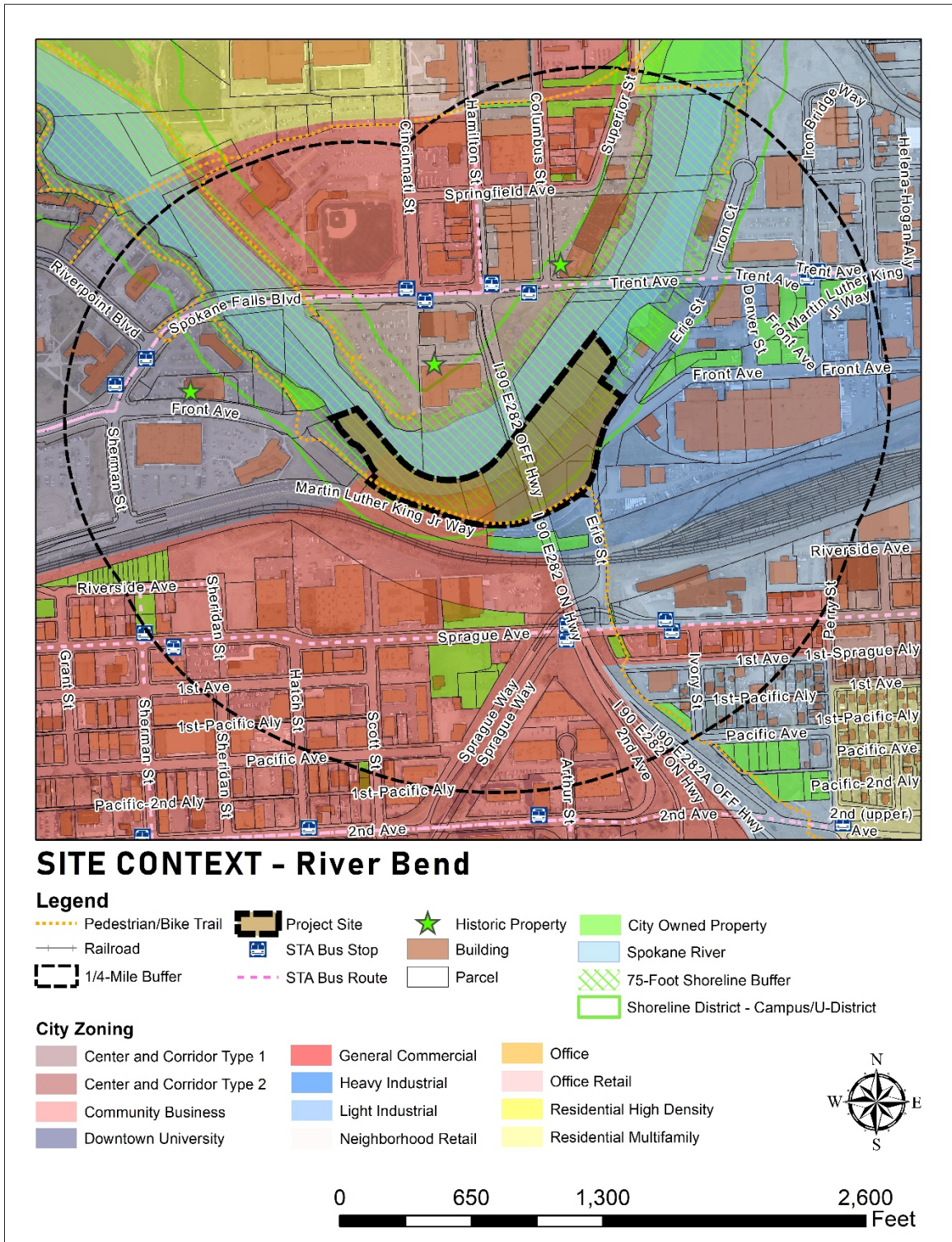
Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director and the chair of the East Central Neighborhood Council.

Project Description

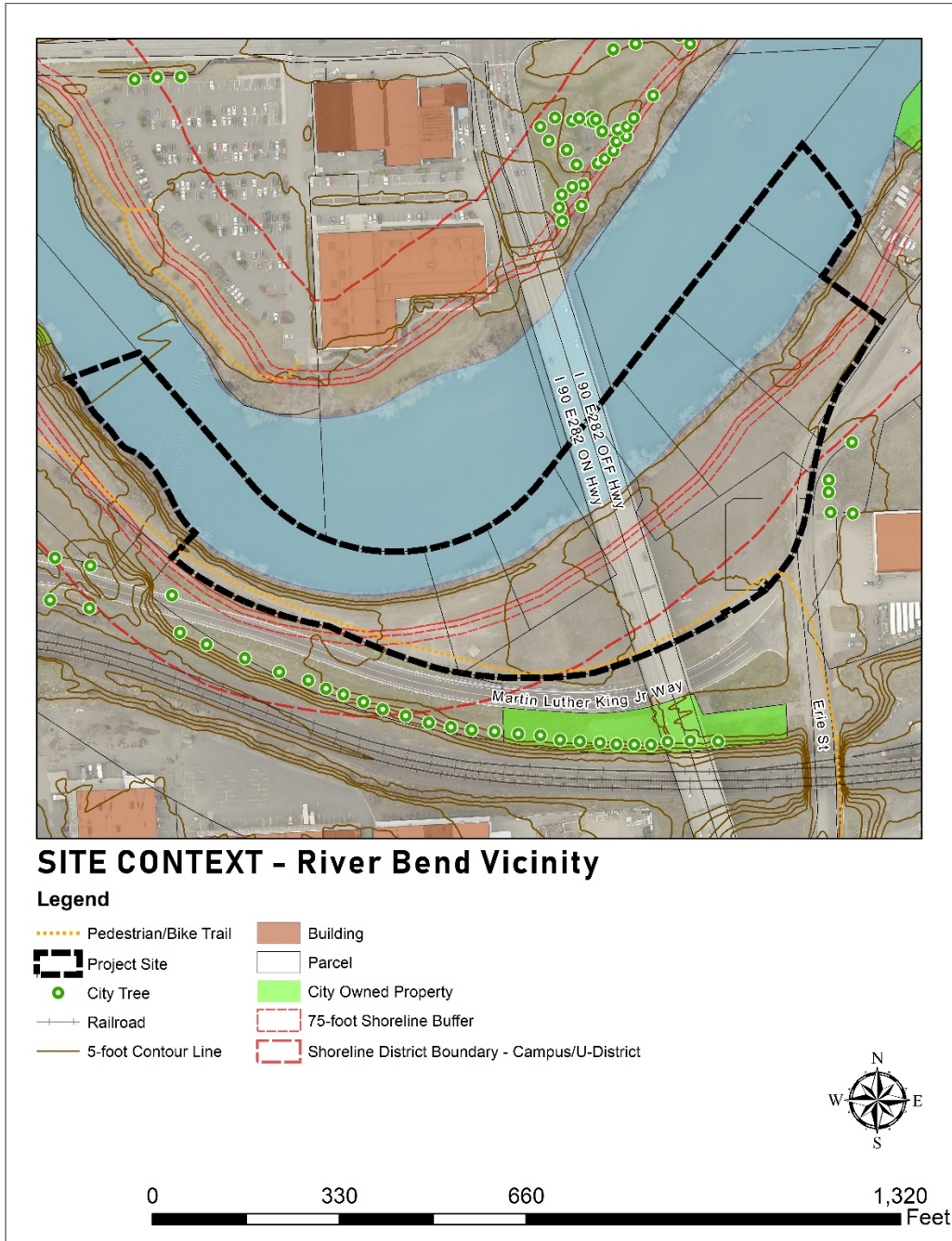
Please see applicant's submittal information (January 21, 2020).

Location & Context



The site lies under the James Keefe Bridge, south of the Spokane River and north of Martin Luther King Jr Way (with the railroad tracks just south of MLK Jr Way) in the East Central neighborhood. The nearest bus routes are the 90 on Sprague and the 29 on Spokane Falls Boulevard.

Character Assets



The site is currently vacant with little vegetation, though there is an approximately 20'-25' buffer of trees and shrubs along the shoreline. A newly constructed portion of Ben Burr Trail runs along the northern edge of the site at the edge of the Spokane River's riparian habitat, with a trailhead access point to MLK Jr Way at the eastern edge of the site. A newly constructed engineered stormwater swale built at the time of the MLK Jr Way road build-out is located immediately east of the trailhead. The railroad tracks lie south of Martin Luther King Jr Way, with the tracks elevated on a vegetated berm.

Regulatory Analysis

Zoning Code Requirements

The site is zoned HI (Heavy Industrial) with a small portion along the west boundary zoned GC-150 (General Commercial, 150 foot height limit). 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.

The pre-development conference notes (December 12, 2019, Permit No. B19M0126PDEV) are attached at the end of this report.

Section 17E.060.830 Standards and Guidelines Specific to the Campus District:

According to the Shoreline Districts Map (See [Chapter 14 of the Spokane Comprehensive Plan](#), Shoreline Districts Map) the site falls within the Campus/ U-District Shoreline District. The project is required to comply with the standards and guidelines as stated in the comprehensive plan and municipal code ([Section 17E.060.830](#)). The applicant is strongly encouraged to meet with development services to ensure full compliance.

Section 17E.060.800 Design Standards Implementation:

The design standards and guidelines found in [SMC 17E.060.810](#) and [SMC 17E.060.830](#) follow [SMC 17E.060.800](#), 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.

City of Spokane Comprehensive Plan [Comprehensive Plan link](#)

CHAPTER 3: LAND USE

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 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 4.6 Transit-Supported Development: Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.

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.

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 C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS- Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

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 14 Traffic Calming: Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage

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.

TR 20: Bicycle/ Pedestrian Coordination: Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 1 PRIDE AND IDENTITY

DP 1.3 Significant Views and Vistas: Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

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 2.13 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.

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 3 SHORELINES

(See chapter 14, Shoreline Master Program)

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.

East-Central Neighborhood Plan

[Link to neighborhood plan](#)

Environment: Action Items

2. Protect East Central's urban forests and natural habitat.
3. Encourage sustainable development through the use of green building materials and design, community conservation and recycling.
4. Protect sensitive areas along river and maximize public pathways, open space, and access including connections between the Ben Burr Trail and the Centennial Trail.

Walkable Streets: Action Items

1. Link the Ben Burr Trail to the Centennial Trail and neighborhood streets.
6. Increase cross-community transit system.

Topics for Discussion

To address the Shoreline Design Standards, Comprehensive Plan Policies, and the East Central Neighborhood Plan listed in the staff report, staff would offer the following for consideration and discussion:

Neighborhood:

1. Given the Neighborhood Plan's emphasis on the use of green building materials and design, is there an opportunity to implement such conservation-based approaches to this project?

Site:

2. Is there an opportunity to coordinate with Spokane Transit Authority to provide transit options for residents?
3. Given that the James Keefe Bridge may occlude much of the nighttime sky, is there an opportunity to increase safety in the development by providing increased lighting on the site while being sensitive to the shoreline environment?
4. The proposed 26-foot wide aerial fire apparatus access road located between the river and the buildings in Phase I is still under discussion with Spokane Fire Department and Development Services; if this wide access road is permitted rather than the existing paved trail, what features could help this serve as a beneficial open-space for the project and larger community?

Building:

5. As the rooftops of the buildings are visible from the James Keefe Bridge deck, is there an opportunity to create an interesting viewing experience for drivers/commuters?
6. Akin to item 3 above, what opportunities exist to provide screening for any possible rooftop mechanical equipment in a way that preserves the overall architectural *parti*?

* *Emerging from the western tradition, with its roots in the formal architectural education prevalent in the Ecole Des Beaux Arts in France in the 1900s, a parti refers to the French words 'parti pris' or 'decision taken'. It refers to the 'big idea' or the main concept and organizing principle that is embodied in a design and often represented by a clear/simple set of diagrams. The parti expresses the essence of an architectural design.*

The parti is a diagram. Diagrams play a critical role in the design process and the representation of the design. They are tools with which a designer thinks, speaks to herself and conveys the idea to others – an abstraction of the design as well as the representation of it. Just as words and sentences convey thoughts and meaning verbally, diagrams do the same in a design context through drawing. ("The Parti: A tool for architectural design thinking", V. Singh 2017)

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



Pre-Development Conference Notes

Project Name: River Bend Development – Phase II

To: Rustin Hall **Phone:** 509-838-8568
ALSC Architects
203 N Washington St, Ste400
Spokane, WA 99201
rhall@alscarchitects.com

From: Mike Nilsson, Facilitator **Phone:** 509-625-6323

Project Name: River Bend Development – Phase II
Permit No.: B19M0126PDEV
Site Address: Martin Luther King Extension
Parcel No.: 35174.0601- .0608
Meeting Date: Thursday, December 12, 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, December 12, 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: Second phase of River Bend Development
- B. Scope and Size: The scope of work is the construction of an apartment building (3) with 7 floors and no basement with 58 dwelling units, and another mixed use apartment and parking garage building (4) with 7 floors and 76 dwelling units. Both buildings are considered high rises. Elevations were not provided, but it is assumed that the highest floor level is more than 75' from grade. The total area of the building 3 is approximately

125,996 square feet with an occupancy of R2. The total area of the building 4 is approximately 125,996 square feet with a mixed occupancy of R2 and S2. The facility will be 5 floors of Type IIIB construction over 2 floors of Type IB construction. It appears that this construction type mix needs to be verified.

- C. Special Considerations: Parking and paving.
- D. Estimated Schedule: Spring 2020
- E. Estimated Construction Cost: TBD

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.

Dave Compton - Assistant Planner (509-625-6089):

1. No comments at this time.

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

1. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
2. The buildings 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). Fire pumps will be reviewed, inspected, and approved before the building starts the 6th floor.
4. A voice/fire alarm system with central monitoring is required for the building 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. A Fire Command Center room is required for high rises. See Section 911 of the IBC.
7. Smoke and carbon monoxide detection is required in the dwelling units.
8. 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 The International Mechanical Code. The codes require duct detection only on return air.
9. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.

10. 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).
11. Address numbers or other approved signs are required to be provided on the buildings in a visible location (IFC 505).
12. A Fire Department key box will be required for each building (IFC 506).

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

1. If the Riverbend Development-Phase 2 proposal will include water recreation facilities the applicant shall contact the Health District for requirements.

Section 2 – Comments Specific to the Site

Dave Compton - Assistant Planner (509-625-6089):

1. Residential uses are allowed in the Heavy Industrial (HI) zone if located within ¼ mile of the Spokane River and outright in the General Commercial (GC) if this proposal intrudes into this zoned area on the western portion of one parcel.
2. This proposal will require a Type III Shoreline Conditional Use Permit since it is in the 200 foot shoreline designation. This process usually takes approximately 3-4 months.
3. Design Review will be required. Recommend referencing the current shoreline regulations for guidance. Please contact Dean Gunderson at 625-6082 as soon as possible to schedule this process.
4. Landscaping: A landscape plan shall be submitted for the grounds surrounding each building at the time of building permit application in accordance with current development standards to include street frontages, perimeters and parking areas.
5. Fencing: If any new fencing is proposed, a separate permit is required, per SMC 17C.130.310.
6. Screening: Screening and impact abatement is required where necessary to reduce the impact of service, storage, loading, and trash areas per SMC 17C.200.070.
7. Parking:
 - a. **Proposal as shown does not meet the minimum parking requirements by 105 stalls.
 - b. Minimum Ratio for residential uses: 1 parking stall per unit. Maximum Ratio – None
 - c. Please include a parking analysis for all uses in all proposed buildings of both phases.
 - d. Required parking spaces for all industrial and commercial zones, except center and corridor zones, must be located on the site of the use or in parking areas whose closest point is within four hundred feet of the site.
 - e. The minimum number of required parking spaces may be reduced by the number of on-street parking spaces immediately adjacent to a site's public right-of-way frontages, located on the same side of the street.
 - f. Parking lots containing more than thirty stalls, clearly defined pedestrian connections shall be provided between a public right-of-way and building entrances and between parking lots and building entrances.
 - g. The director may approve ratios that are higher than the maximum or lower than the minimum if sufficient factual data is provided to indicate that a different amount is appropriate. The applicant assumes the burden of proof. Approval of parking above the maximum shall be conditioned upon increasing the amount of required landscaping by thirty percent. Approval of parking below the minimum shall be conditioned upon the

- project contributing towards a pedestrian and transit supportive environment both next to the immediate site and in the surrounding area. When determining if a different amount of parking is appropriate, the director shall consider the proximity of the site to frequent transit service, the intensity of the zoning designation of the site and surrounding sites, and the character of the proposed use.
- h. If property owners and businesses establish a parking management area program with shared parking agreements, the director may reduce or waive parking requirements.
 - i. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the planning director as part of a building or zoning permit application or land use review:
 - i. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
 - ii. The location and number of parking spaces that are being shared.
 - iii. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - iv. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
 - j. Bicycle parking may substitute for up to ten percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision
8. Sign Allowances in HI & GC zones:
- a. Allowed Types: freestanding, fascia, awning, marquee, pitched roof, painted wall, rooftop, or projecting (but only if a freestanding sign is not also on the same street frontage).
 - i. Allowed Size: 1 ½ square feet per 1 foot of primary building wall or 15 percent of the primary building wall, whichever is greater.
 - ii. Maximum Area: 250 square feet
 - b. Freestanding Sign Allowances:
 - i. One per site or one per 300 square feet of arterial street frontage.
 - ii. Allowed size: one square feet per one foot of arterial street frontage. Local street frontage can be used if there are not arterial frontages.
 - iii. Maximum Size: 250 square feet
 - iv. Maximum Height: 35 feet
9. This property qualifies for the Multi-Family Tax Exemption (MFTE) if creating 4 or more new units. You must apply for MFTE prior to building permit submittal. Please contact Ali Brast at 625-6638 for more information.



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

1. Please submit an address plan for the buildings and units **prior** to submitting for building permits. The existing parcels have outdated addresses; new parcel addresses can be determined prior to or at the time of a boundary line adjustment.
2. A mutual use and access agreement will be required to be recorded on all affected parcels for the shared uses.
3. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
4. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to all intersections, in both directions, on the site and landscaping plans to verify there are no conflicts.
5. 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.
6. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes, and driveway approaches on the site plan.
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.
 - a. Access aisles shall have a running slope greater than 1:12 and the cross slop shall not be steeper than 1:48.
 - b. An accessible route will need to be provided from the accessible entrance and ADA parking stall to the public right-of-way.
8. Any new or modified driveway access locations, if applicable, must be reviewed and approved by Traffic Engineering prior to permit issuance.
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 SMC17D.075.050, from any applicant seeking development approval from the City.”* A transportation impact fee will be assessed for Building 3 for a Multi-Family 3-10 level use in the Downtown Service Area calculated at

\$46.00/dwelling + 3% admin fee, minimum of \$50.00, and for Building 4 for a Multi-Family 3-10 level use in the South Service Area at \$536.87/dwelling + 3% admin fee, minimum of \$50.00 not to exceed \$1,000.00, for an estimate of \$2,748.04 for Building 3 and \$41,802.12 for Building 4. These estimates are based on the information submitted for the Pre-Development Conference and subject to change based on plans submitted for the building permit). This fee must be paid with the other permit fees prior to issuance of the building permit.

Inga Note – Senior Traffic Planning Engineer (509-625-6331)

1. If the development project provides covered, lockable bike parking they can get credits off their impact fee obligation. See SMC 17D.075.070 for details on the credits.
2. Need to ensure all the buildings are outside of WSDOT airspace easement.
3. No trip generation or traffic study is required.
4. There is still some question about on-site traffic circulation. It appears only one driveway will be used, on the north leg of the intersection.
5. The developer and City should talk to STA about whether a bus stop location is needed on the west side of the MLK/Erie intersection. Currently the stops are on the east leg. If a bus stop is preferred on the west side, then sidewalk will be needed to that location.
6. We still need clarification on whether Ben Burr trail users will be allowed, encouraged, or discouraged to cut-through this site on the more direct route. This was a question from Phase 1.

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

1. Martin Luther King Jr Way is under a pavement cut moratorium until after June 8, 2020. After that date, the pavement cut policy will apply.
2. 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.
3. 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.
4. 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.
5. 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 (SRSM) 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.**

6. 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>
7. A mutual use, access and maintenance agreement would be required and need to include provisions for stormwater facilities and any other utilities that cross parcel lines and/or are provided for the use of multiple parcels.
8. 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.
9. 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 SRSM 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>
10. Include a note stating that the Contractor is responsible for designating a location where concrete truck and equipment can be washed out. This area shall not be located near or draining into a storm drainage area, treatment area, or facility.
11. 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*).

Kathleen Weinand – STA (509-325-6055)

1. A new STA Bus stop was established on the site frontage when E Martin Luther King Jr. was constructed. The stop must remain in compliance with STA bus stop design standards (<https://www.spokanetransit.com/projects-plans/bus-stop-design-standards>). Any changes to the site street frontage in the area of the bus stop must be coordinated with STA. Please contact Tara Limon 509 343-1692 with any questions.

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

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 8,000 GPM without automatic sprinklers throughout and requires eight fire hydrants based on the larger of the two buildings. Site fire flow is 2,000 GPM with automatic sprinklers throughout and requires two fire hydrants.
2. There are five existing fire hydrant in the area that meet the code requirements for this project. Three additional fire hydrants are being proposed.
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 100 feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. 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).
9. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height and 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). Aerial access for buildings 1 and 2 is met using the north road around the buildings.
10. The proposal does not appear -to meet the requirements of the Fire Code for fire access. We will need access to the south side of buildings 1 and 2, and to the north side of buildings 3 and 4. The access from MLK to the north of 3 and south of 1 is questionable due to the grade difference. We recommend further discussion to address this. Aerial access looks to be acceptable for Building 3, but there is no access along one full side of the building within 15-30 feet from 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.

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

1. There is an 8-inch ductile iron water distribution main in Erie St with an 8-inch ductile iron stub available for the project.
2. There is a 12-inch ductile iron water distribution main in Martin Luther King Jr Way, but unfortunately, Martin Luther King Jr Way is under moratorium until June, 2020; therefore, cannot be accessed for any additional water connections until after that date.
3. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
4. A hydraulic model must be performed to prove that the design meets minimum standards and to show how this projects effects our water system.
5. Where a new building is erected over an existing service, the water service shall be either sleeved or offset by relaying the service a minimum of 10-feet from outer foundation wall.
6. 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.
7. Calculated static water pressure is approximately 85-95 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
8. 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 (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.
9. 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. The minimum required drive clearance is 14 feet. Clearance is not just ceiling height. Clearance includes lighting, fire suppression systems and roll up doors. A minimum of 22 feet overhead clearance is required at the dump location or storage area. The plan will need to clearly show how the refuse truck is to turn around after dumping and exit back through the building.

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

1. Please see attached letter.

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.

Berberich, Taylor

From: Kathy Russell <krussell@alscarchitects.com>
Sent: Thursday, February 20, 2020 12:14 PM
To: Berberich, Taylor; Rustin Hall
Cc: Gunderson, Dean
Subject: RE: River Bend Development- Draft Design Review Staff Report
Attachments: DRB Staff Report Comments.pdf

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Taylor,

Thanks for the staff report. Attached are some clarifications and further development that has occurred since our DRB submittal. We look forward to discussing this with you and the DRB next week.

Sincerely,



From: Berberich, Taylor <tberberich@spokanecity.org>
Sent: Wednesday, February 19, 2020 2:53 PM
To: Rustin Hall <rhall@alscarchitects.com>; Kathy Russell <krussell@alscarchitects.com>
Cc: Gunderson, Dean <dgunderson@spokanecity.org>
Subject: RE: River Bend Development- Draft Design Review Staff Report

Hello again,

If any changes have been made to the site plan since your January 21st submittal, please send them through when you submit your comments.

Thank you!

-Taylor

From: Berberich, Taylor
Sent: Wednesday, February 19, 2020 12:17 PM
To: 'rhall@alscarchitects.com' <rhall@alscarchitects.com>; 'krussell@alscarchitects.com' <krussell@alscarchitects.com>
Cc: Gunderson, Dean <dgunderson@spokanecity.org>
Subject: River Bend Development- Draft Design Review Staff Report

Good Afternoon Rustin and Kathy,

In preparation for next week's design review board meeting, please see the attached draft staff report for the River Bend Development. Please take a few minutes to review the document and send back any comments you may have by end of day tomorrow, Thursday February 20th.

Feel free to contact me if you have any questions.

Thank you,



Taylor Berberich

|Urban Designer| 509.625.6193

(She/her) tberberich@spokanecity.org

Emails and attachments sent to or from the City, including personal information, are presumptively public records that are subject to disclosure. - Chapter 42.56 RCW

River Bend Design Review Board Staff Review Comments

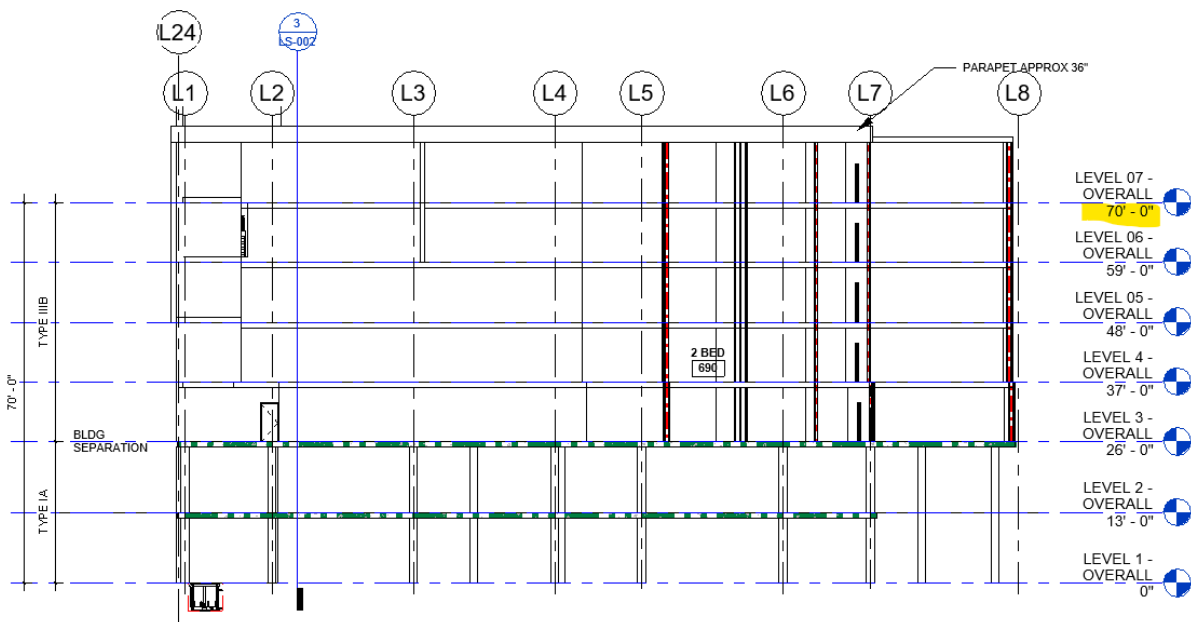
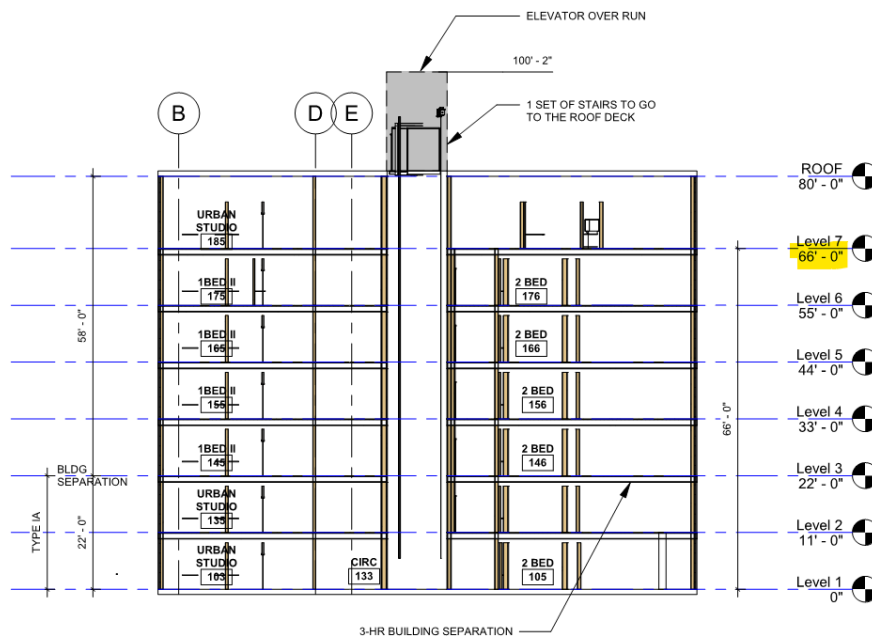
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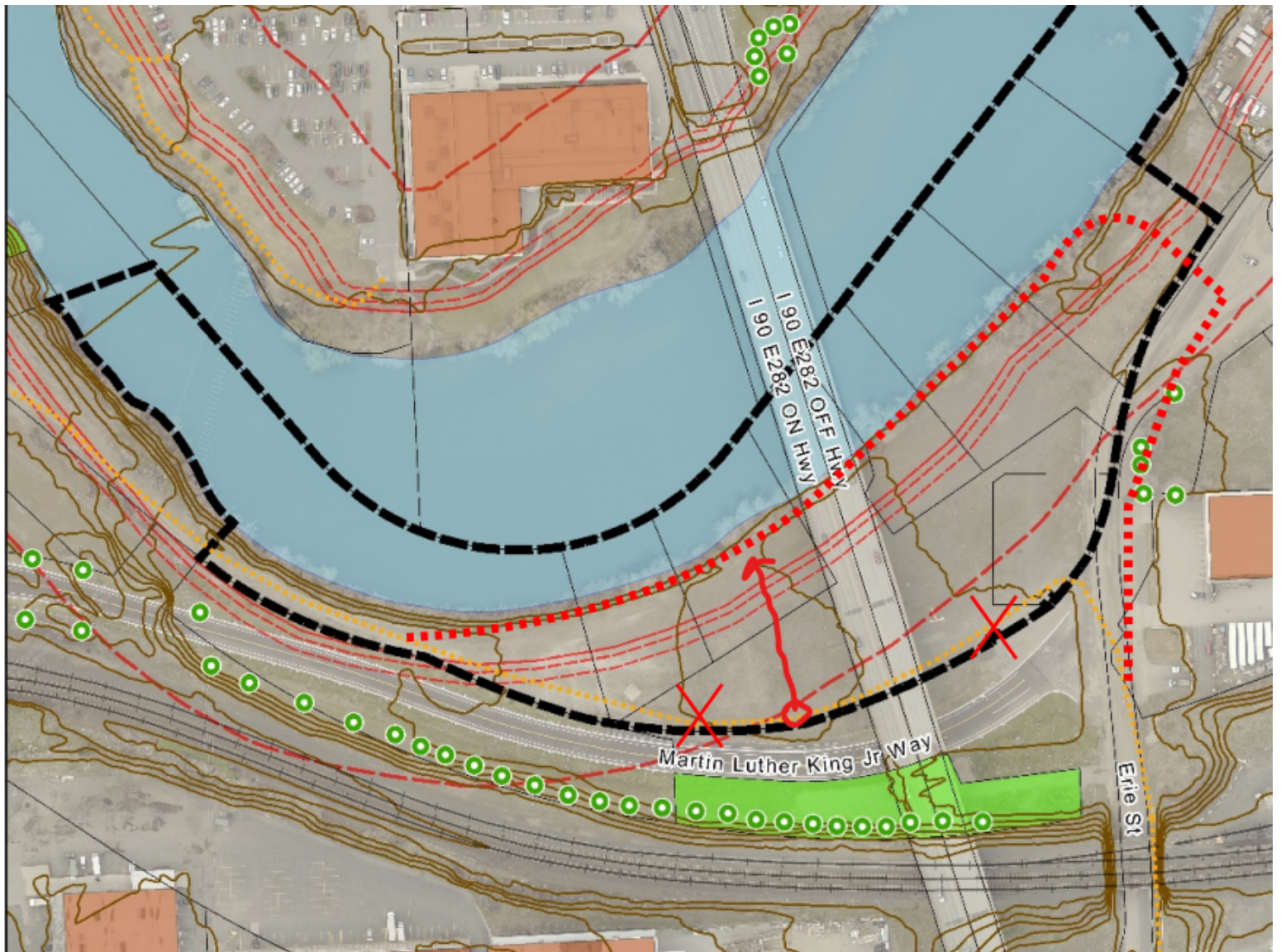
- A. Project Description:
- B. Scope and Size:

Second phase of River Bend Development
 The scope of work is the construction of an apartment building (3) with 7 floors and no basement with 58 dwelling units, and another mixed use apartment and parking garage building (4) with 7 floors and 76 dwelling units. Both buildings are considered high rises. Elevations were not provided, but it is assumed that the highest floor level is more than 75' from grade. The total area of the building 3 is approximately

1

Building 3 and 4 are **not** considered high rises. Both have a top occupied floor under 75'.





the path of the trail isn't quite correct in the two maps. It shows it running along MLK instead of along the river. See dashed red line.

Site:

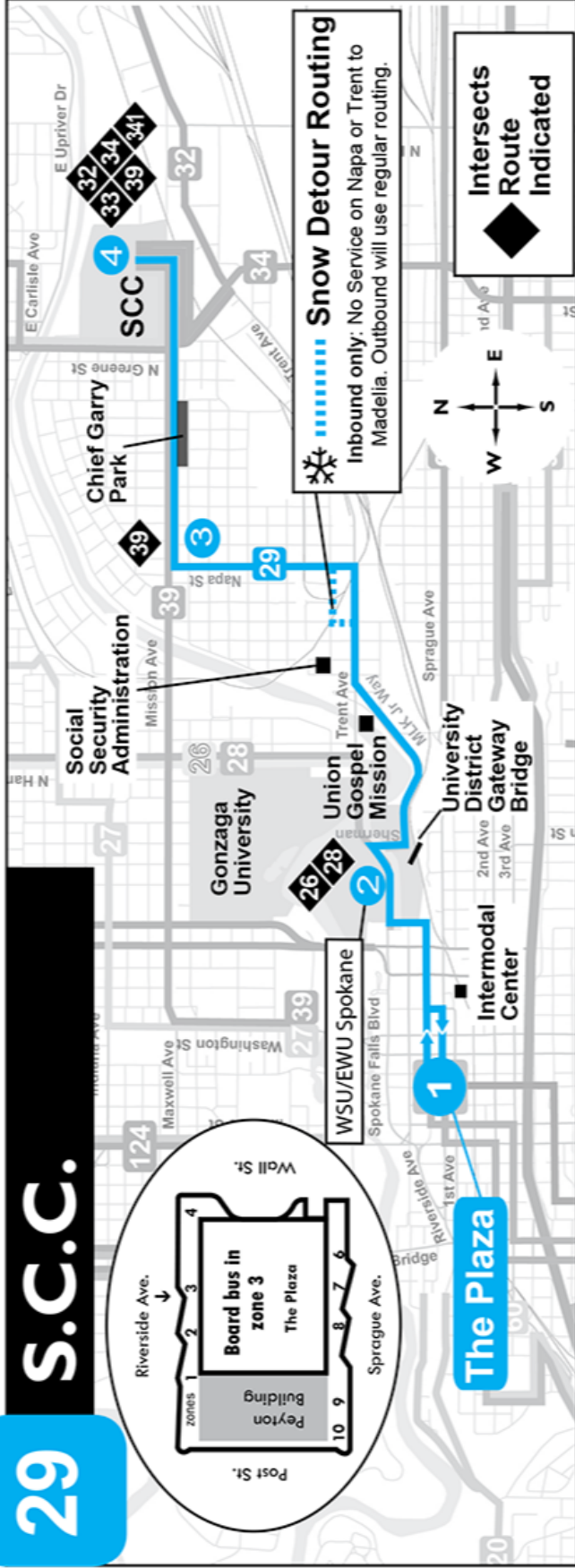
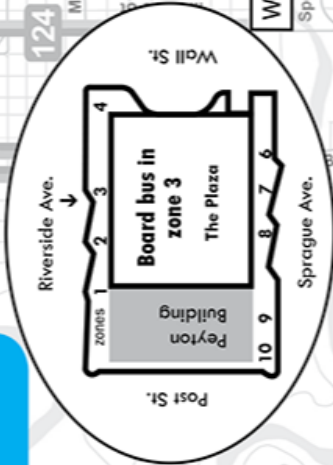
2. Is there an opportunity to coordinate with Spokane Transit Authority to provide transit options for residents?
3. Given that the James Keefe Bridge may occlude much of the nighttime sky, is there an opportunity to increase safety in the development by providing increased lighting on the site while being sensitive to the shoreline environment?
4. The proposed 26-foot wide aerial fire apparatus access road located between the river and the buildings in Phase I is still under discussion with Spokane Fire Department and Development Services; if this wide access road is permitted rather than the existing paved trail, what features could help this serve as a beneficial open-space for the project and larger community?

Item 2. Attached is the STA map and initial correspondence with STA.

Item 4. Attached is the trail/fire access as design that has been reviewed by Planning, Fire and Waste. All have indicated they will support this design in their reports to the Hearing Examiner.

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S.C.C.



Snow Detour Routing
Inbound only: No Service on Napa or Trent to Madella. Outbound will use regular routing.

Intersects Route Indicated

Pre-planned Snow Detours: Many bus routes have segments that become blocked during snow storms. Hills and narrow streets are the most common problem areas. Pre-planned detours (such as the one shown on this map) have been created so customers can plan accordingly. **Detours will only be in effect as needed and for the minimum time possible.** The STA website will always have the most up-to-date information on snow detours. You can also sign up for detour notices via email or text messaging at www.spokanetransit.com.

Connor Nicholas

From: Gale Stanley
Sent: Wednesday, February 19, 2020 3:58 PM
To: Rustin Hall; Kathy Russell; Connor Nicholas
Subject: RE: Riverbend STA

I explained it, and I think she does – she asked about the schedule and I let her know that we will have broken ground by the time they'll be making their final decision. I did ask if there was any other avenues we should be using to communicate with STA about the development, but it sounds like input via the survey and public hearing are our best options.



From: Rustin Hall <rhall@alscarchitects.com>
Sent: Wednesday, February 19, 2020 3:42 PM
To: Gale Stanley <gstanley@alscarchitects.com>; Kathy Russell <krussell@alscarchitects.com>; Connor Nicholas <cnicholas@alscarchitects.com>
Subject: RE: Riverbend STA

Thank you Gale. Do you think she understands the magnitude of the impact our project will have, adding roughly 500 people living there full-time?



From: Gale Stanley <gstanley@alscarchitects.com>
Sent: Wednesday, February 19, 2020 3:26 PM
To: Rustin Hall <rhall@alscarchitects.com>; Kathy Russell <krussell@alscarchitects.com>; Connor Nicholas <cnicholas@alscarchitects.com>
Subject: Riverbend STA

Team,

I spoke the representative of STA today about the bus stop currently located near the project. Regarding a shelter, she indicated that while they don't typically provide a shelter unless a stop has more than 25 boards per day, it would probably be a good idea to plan for as a future improvement along with the addition of the residences. She recommended we provide a concrete pad to receive a future shelter.

She did let me know that there are several changes being proposed for bus routes, to be implemented in 2022 upon completion of the Central City Line. Currently there are two options under review for the Northeast routes – one (Concept A) would eliminate the route along MLK and the other (Concept B) would retain it. They have a [survey](#) out

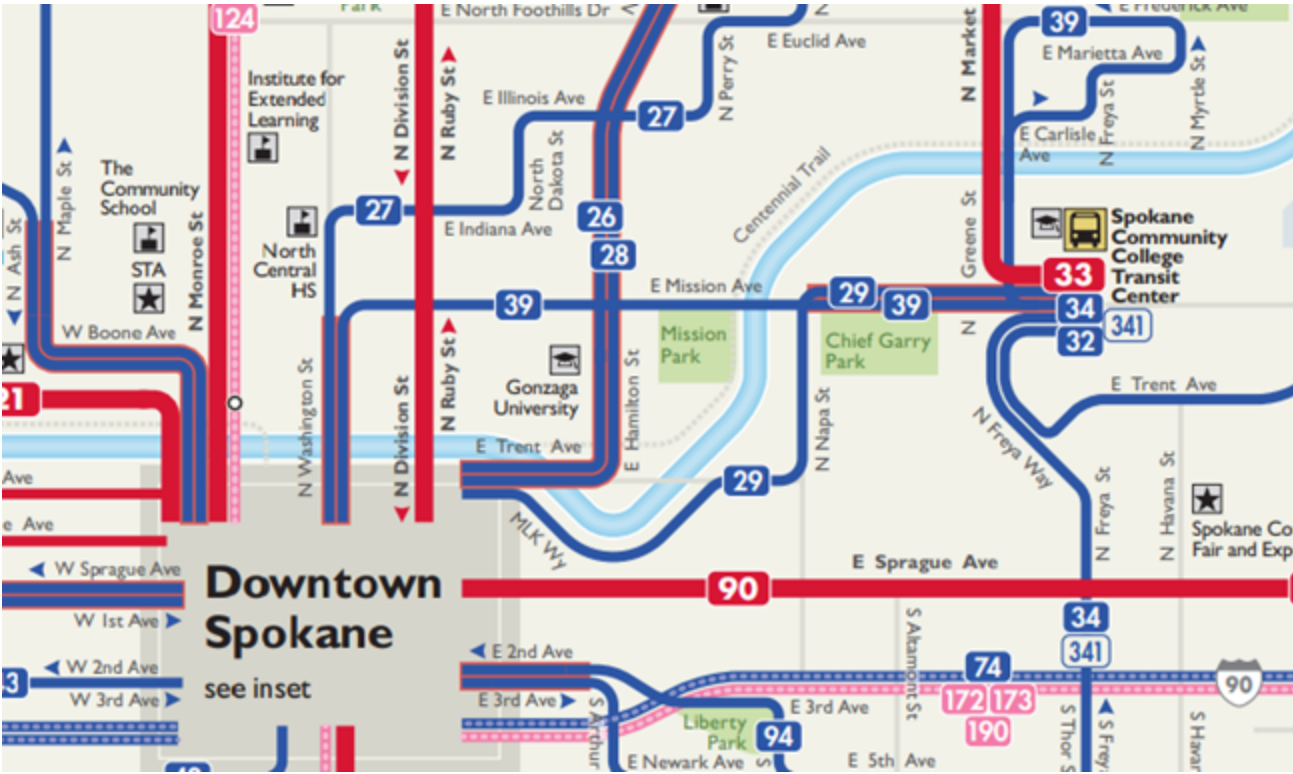
there requesting feedback on the options. In June they will have a recommendation for a Concept, followed by a public hearing and comment period in July and then a final decision will be made in the fall.

There will be a stop for the Central City Line fairly close over by WSU. See below for some images to clarify.

Here are the current bus stops:

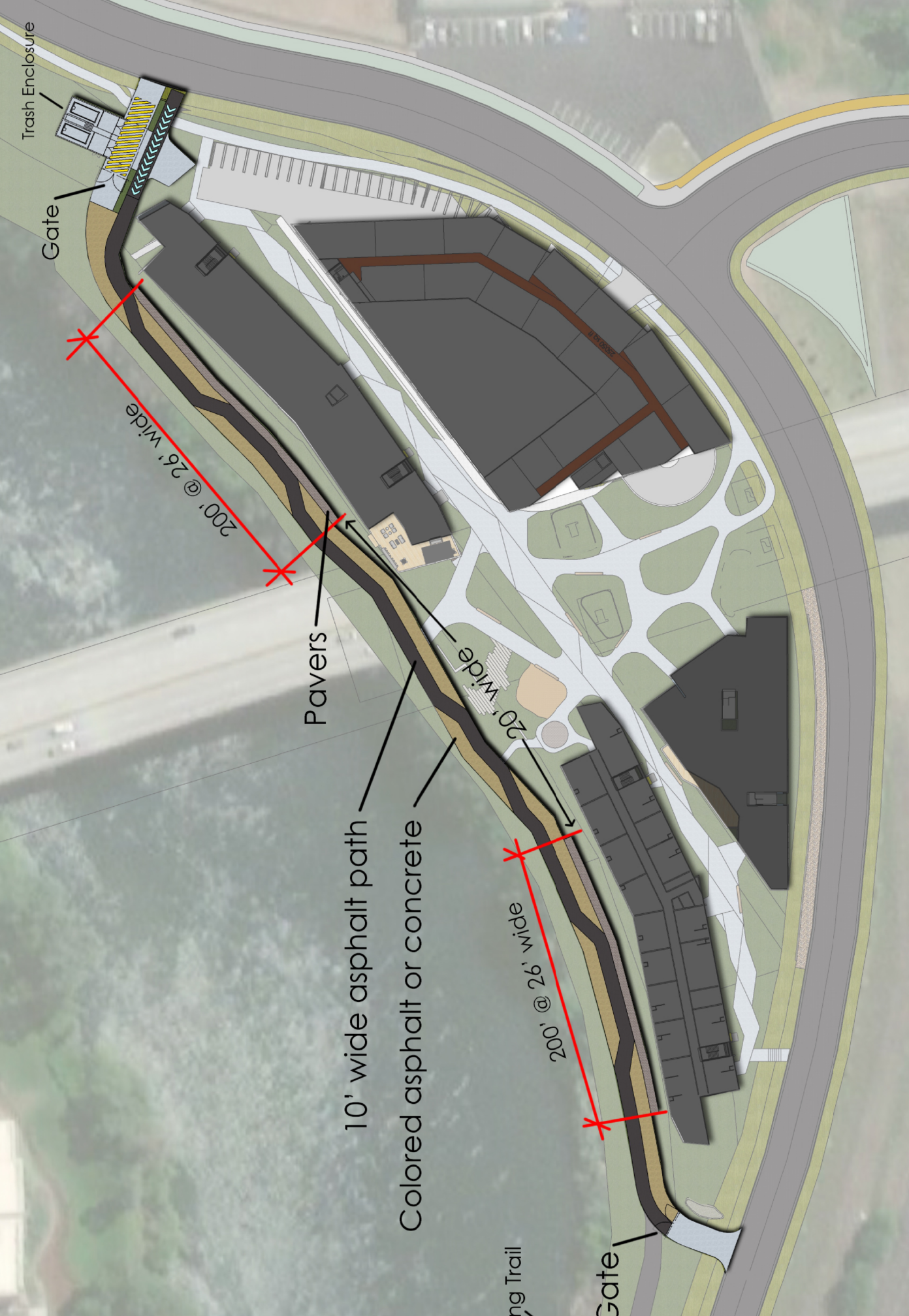


The route currently running along MLK is route 29 which goes out to the new SCC Transit Center. It will either stay or go away.



Here is where the closest Central City Line stop will be:





Trash Enclosure

Gate

200' @ 26' wide

Pavers

20' wide

10' wide asphalt path

Colored asphalt or concrete

200' @ 26' wide

ing Trail

Gate



Pre-Development Conference Notes

Project Name: River Bend Development – Phase II

To: Rustin Hall **Phone:** 509-838-8568
ALSC Architects
203 N Washington St, Ste400
Spokane, WA 99201
rhall@alscarchitects.com

From: Mike Nilsson, Facilitator **Phone:** 509-625-6323

Project Name: River Bend Development – Phase II
Permit No.: B19M0126PDEV
Site Address: Martin Luther King Extension
Parcel No.: 35174.0601- .0608
Meeting Date: Thursday, December 12, 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, December 12, 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: Second phase of River Bend Development
- B. Scope and Size: The scope of work is the construction of an apartment building (3) with 7 floors and no basement with 58 dwelling units, and another mixed use apartment and parking garage building (4) with 7 floors and 76 dwelling units. Both buildings are considered high rises. Elevations were not provided, but it is assumed that the highest floor level is more than 75' from grade. The total area of the building 3 is approximately

125,996 square feet with an occupancy of R2. The total area of the building 4 is approximately 125,996 square feet with a mixed occupancy of R2 and S2. The facility will be 5 floors of Type IIIB construction over 2 floors of Type IB construction. It appears that this construction type mix needs to be verified.

- C. Special Considerations: Parking and paving.
- D. Estimated Schedule: Spring 2020
- E. Estimated Construction Cost: TBD

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.

Dave Compton - Assistant Planner (509-625-6089):

1. No comments at this time.

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

1. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
2. The buildings 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). Fire pumps will be reviewed, inspected, and approved before the building starts the 6th floor.
4. A voice/fire alarm system with central monitoring is required for the building 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. A Fire Command Center room is required for high rises. See Section 911 of the IBC.
7. Smoke and carbon monoxide detection is required in the dwelling units.
8. 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 The International Mechanical Code. The codes require duct detection only on return air.
9. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.

10. 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).
11. Address numbers or other approved signs are required to be provided on the buildings in a visible location (IFC 505).
12. A Fire Department key box will be required for each building (IFC 506).

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

1. If the Riverbend Development-Phase 2 proposal will include water recreation facilities the applicant shall contact the Health District for requirements.

Section 2 – Comments Specific to the Site

Dave Compton - Assistant Planner (509-625-6089):

1. Residential uses are allowed in the Heavy Industrial (HI) zone if located within ¼ mile of the Spokane River and outright in the General Commercial (GC) if this proposal intrudes into this zoned area on the western portion of one parcel.
2. This proposal will require a Type III Shoreline Conditional Use Permit since it is in the 200 foot shoreline designation. This process usually takes approximately 3-4 months.
3. Design Review will be required. Recommend referencing the current shoreline regulations for guidance. Please contact Dean Gunderson at 625-6082 as soon as possible to schedule this process.
4. Landscaping: A landscape plan shall be submitted for the grounds surrounding each building at the time of building permit application in accordance with current development standards to include street frontages, perimeters and parking areas.
5. Fencing: If any new fencing is proposed, a separate permit is required, per SMC 17C.130.310.
6. Screening: Screening and impact abatement is required where necessary to reduce the impact of service, storage, loading, and trash areas per SMC 17C.200.070.
7. Parking:
 - a. **Proposal as shown does not meet the minimum parking requirements by 105 stalls.
 - b. Minimum Ratio for residential uses: 1 parking stall per unit. Maximum Ratio – None
 - c. Please include a parking analysis for all uses in all proposed buildings of both phases.
 - d. Required parking spaces for all industrial and commercial zones, except center and corridor zones, must be located on the site of the use or in parking areas whose closest point is within four hundred feet of the site.
 - e. The minimum number of required parking spaces may be reduced by the number of on-street parking spaces immediately adjacent to a site's public right-of-way frontages, located on the same side of the street.
 - f. Parking lots containing more than thirty stalls, clearly defined pedestrian connections shall be provided between a public right-of-way and building entrances and between parking lots and building entrances.
 - g. The director may approve ratios that are higher than the maximum or lower than the minimum if sufficient factual data is provided to indicate that a different amount is appropriate. The applicant assumes the burden of proof. Approval of parking above the maximum shall be conditioned upon increasing the amount of required landscaping by thirty percent. Approval of parking below the minimum shall be conditioned upon the

- project contributing towards a pedestrian and transit supportive environment both next to the immediate site and in the surrounding area. When determining if a different amount of parking is appropriate, the director shall consider the proximity of the site to frequent transit service, the intensity of the zoning designation of the site and surrounding sites, and the character of the proposed use.
- h. If property owners and businesses establish a parking management area program with shared parking agreements, the director may reduce or waive parking requirements.
 - i. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the planning director as part of a building or zoning permit application or land use review:
 - i. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
 - ii. The location and number of parking spaces that are being shared.
 - iii. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - iv. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
 - j. Bicycle parking may substitute for up to ten percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision
8. Sign Allowances in HI & GC zones:
- a. Allowed Types: freestanding, fascia, awning, marquee, pitched roof, painted wall, rooftop, or projecting (but only if a freestanding sign is not also on the same street frontage).
 - i. Allowed Size: 1 ½ square feet per 1 foot of primary building wall or 15 percent of the primary building wall, whichever is greater.
 - ii. Maximum Area: 250 square feet
 - b. Freestanding Sign Allowances:
 - i. One per site or one per 300 square feet of arterial street frontage.
 - ii. Allowed size: one square feet per one foot of arterial street frontage. Local street frontage can be used if there are not arterial frontages.
 - iii. Maximum Size: 250 square feet
 - iv. Maximum Height: 35 feet
9. This property qualifies for the Multi-Family Tax Exemption (MFTE) if creating 4 or more new units. You must apply for MFTE prior to building permit submittal. Please contact Ali Brast at 625-6638 for more information.



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

1. Please submit an address plan for the buildings and units **prior** to submitting for building permits. The existing parcels have outdated addresses; new parcel addresses can be determined prior to or at the time of a boundary line adjustment.
2. A mutual use and access agreement will be required to be recorded on all affected parcels for the shared uses.
3. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
4. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to all intersections, in both directions, on the site and landscaping plans to verify there are no conflicts.
5. 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.
6. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes, and driveway approaches on the site plan.
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.
 - a. Access aisles shall have a running slope greater than 1:12 and the cross slop shall not be steeper than 1:48.
 - b. An accessible route will need to be provided from the accessible entrance and ADA parking stall to the public right-of-way.
8. Any new or modified driveway access locations, if applicable, must be reviewed and approved by Traffic Engineering prior to permit issuance.
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 SMC17D.075.050, from any applicant seeking development approval from the City."* A transportation impact fee will be assessed for Building 3 for a Multi-Family 3-10 level use in the Downtown Service Area calculated at

\$46.00/dwelling + 3% admin fee, minimum of \$50.00, and for Building 4 for a Multi-Family 3-10 level use in the South Service Area at \$536.87/dwelling + 3% admin fee, minimum of \$50.00 not to exceed \$1,000.00, for an estimate of \$2,748.04 for Building 3 and \$41,802.12 for Building 4. These estimates are based on the information submitted for the Pre-Development Conference and subject to change based on plans submitted for the building permit). This fee must be paid with the other permit fees prior to issuance of the building permit.

Inga Note – Senior Traffic Planning Engineer (509-625-6331)

1. If the development project provides covered, lockable bike parking they can get credits off their impact fee obligation. See SMC 17D.075.070 for details on the credits.
2. Need to ensure all the buildings are outside of WSDOT airspace easement.
3. No trip generation or traffic study is required.
4. There is still some question about on-site traffic circulation. It appears only one driveway will be used, on the north leg of the intersection.
5. The developer and City should talk to STA about whether a bus stop location is needed on the west side of the MLK/Erie intersection. Currently the stops are on the east leg. If a bus stop is preferred on the west side, then sidewalk will be needed to that location.
6. We still need clarification on whether Ben Burr trail users will be allowed, encouraged, or discouraged to cut-through this site on the more direct route. This was a question from Phase 1.

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

1. Martin Luther King Jr Way is under a pavement cut moratorium until after June 8, 2020. After that date, the pavement cut policy will apply.
2. 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.
3. 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.
4. 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.
5. 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 (SRSM) 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.**

6. 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>
7. A mutual use, access and maintenance agreement would be required and need to include provisions for stormwater facilities and any other utilities that cross parcel lines and/or are provided for the use of multiple parcels.
8. 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.
9. 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 SRSM 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>
10. Include a note stating that the Contractor is responsible for designating a location where concrete truck and equipment can be washed out. This area shall not be located near or draining into a storm drainage area, treatment area, or facility.
11. 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*).

Kathleen Weinand – STA (509-325-6055)

1. A new STA Bus stop was established on the site frontage when E Martin Luther King Jr. was constructed. The stop must remain in compliance with STA bus stop design standards (<https://www.spokanetransit.com/projects-plans/bus-stop-design-standards>). Any changes to the site street frontage in the area of the bus stop must be coordinated with STA. Please contact Tara Limon 509 343-1692 with any questions.

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

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 8,000 GPM without automatic sprinklers throughout and requires eight fire hydrants based on the larger of the two buildings. Site fire flow is 2,000 GPM with automatic sprinklers throughout and requires two fire hydrants.
2. There are five existing fire hydrant in the area that meet the code requirements for this project. Three additional fire hydrants are being proposed.
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 100 feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. 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).
9. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height and 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). Aerial access for buildings 1 and 2 is met using the north road around the buildings.
10. The proposal does not appear -to meet the requirements of the Fire Code for fire access. We will need access to the south side of buildings 1 and 2, and to the north side of buildings 3 and 4. The access from MLK to the north of 3 and south of 1 is questionable due to the grade difference. We recommend further discussion to address this. Aerial access looks to be acceptable for Building 3, but there is no access along one full side of the building within 15-30 feet from 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.

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

1. There is an 8-inch ductile iron water distribution main in Erie St with an 8-inch ductile iron stub available for the project.
2. There is a 12-inch ductile iron water distribution main in Martin Luther King Jr Way, but unfortunately, Martin Luther King Jr Way is under moratorium until June, 2020; therefore, cannot be accessed for any additional water connections until after that date.
3. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
4. A hydraulic model must be performed to prove that the design meets minimum standards and to show how this projects effects our water system.
5. Where a new building is erected over an existing service, the water service shall be either sleeved or offset by relaying the service a minimum of 10-feet from outer foundation wall.
6. 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.
7. Calculated static water pressure is approximately 85-95 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
8. 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 (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.
9. 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. The minimum required drive clearance is 14 feet. Clearance is not just ceiling height. Clearance includes lighting, fire suppression systems and roll up doors. A minimum of 22 feet overhead clearance is required at the dump location or storage area. The plan will need to clearly show how the refuse truck is to turn around after dumping and exit back through the building.

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

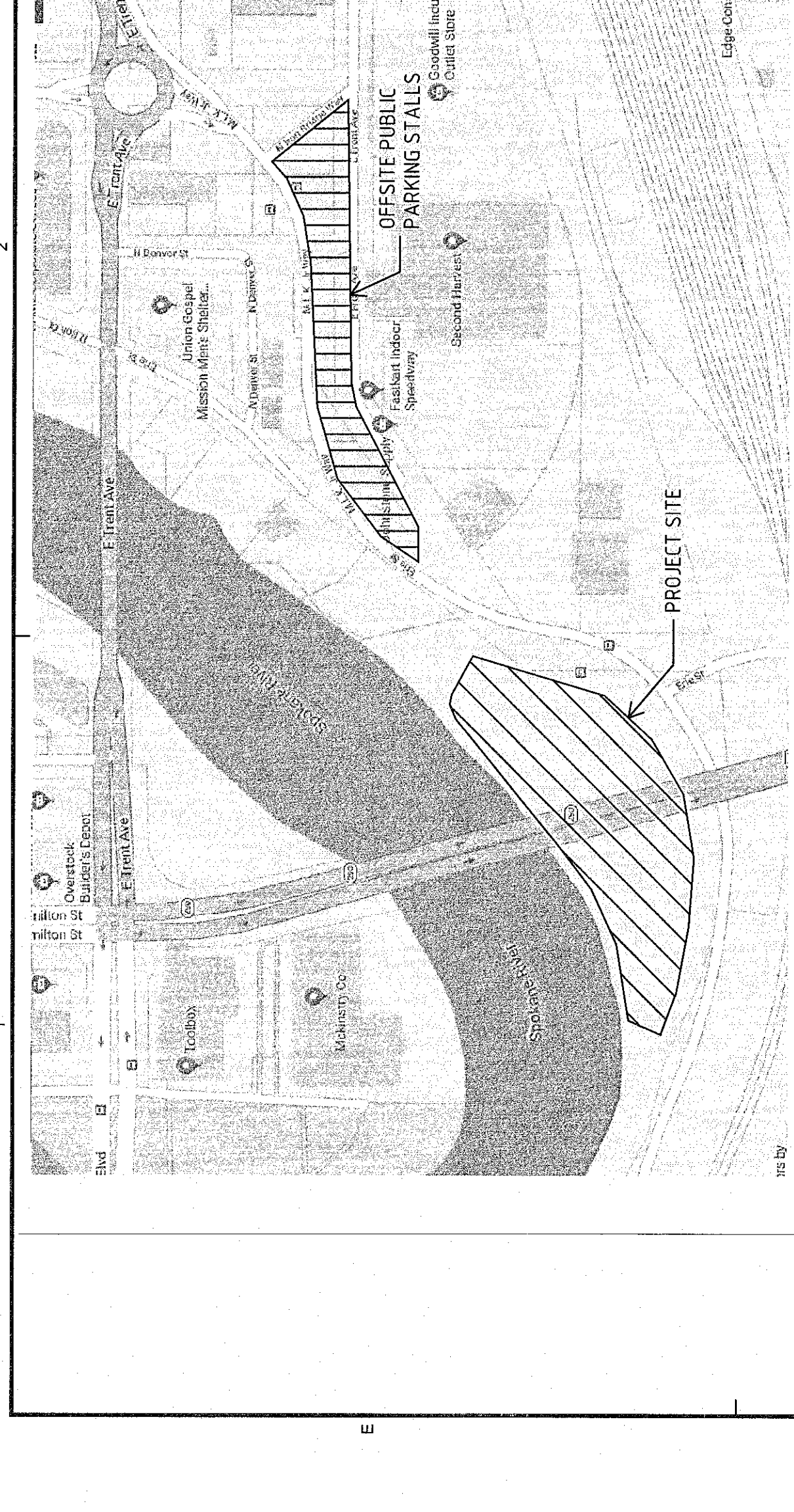
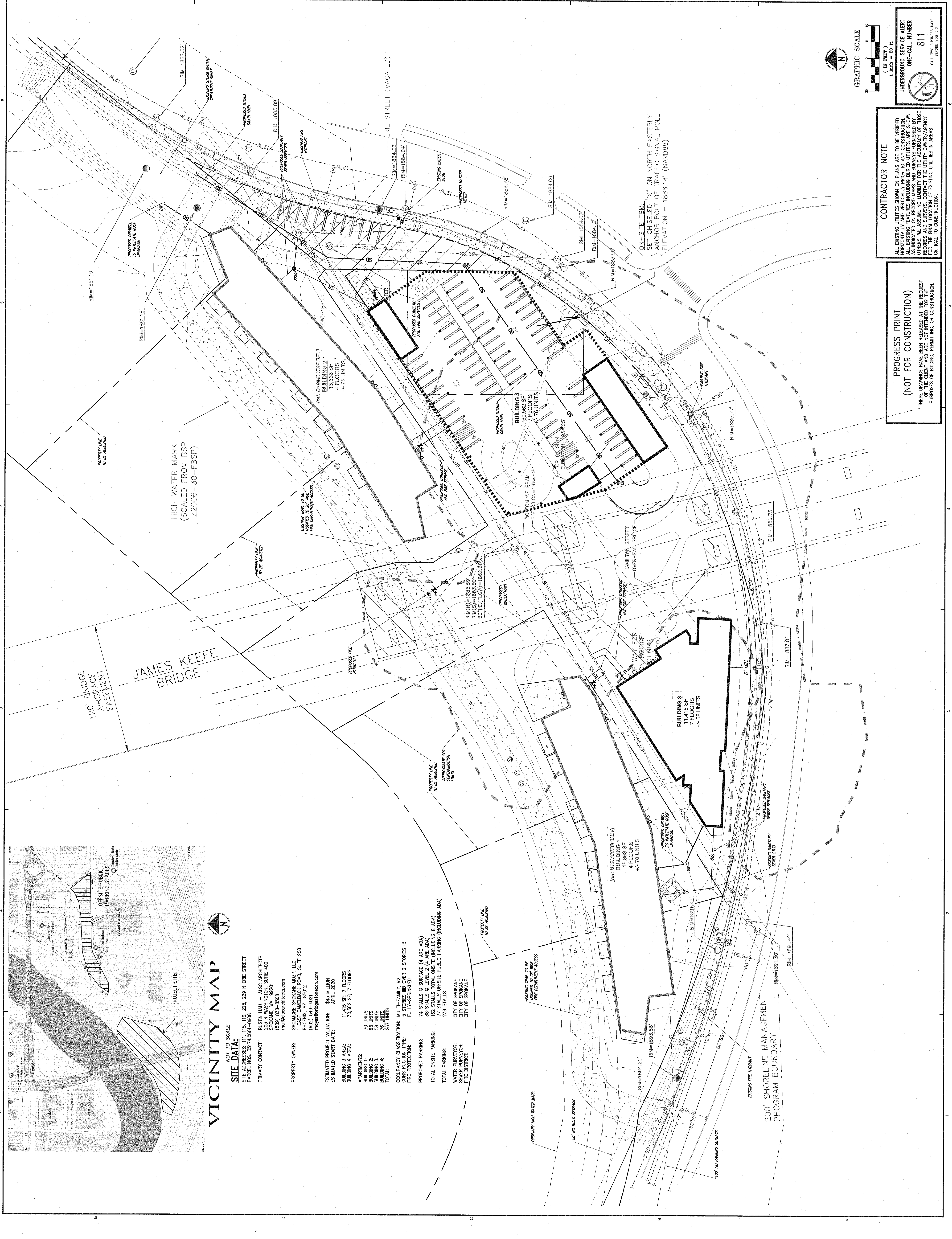
1. Please see attached letter.

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.

REV.	DATE	DESCRIPTION

PROJ. NO.	2018-050
DRAWN	JFS
CHECKED	MRG
DATE	11/04/19
© ALS ARCHITECTS P.S.	



VICINITY MAP

NOT TO SCALE

SITE DATA:

SITE ADDRESSES: 111, 115, 225, 228 N ERIE STREET
 PARCEL NOS. 35174, 0601-0808
 PRIMARY CONTACT: RUSTIN HALL - ALS ARCHITECTS
 203 N WASHINGTON, SUITE 400
 SPOKANE, WA 99201
 (509) 838-8868
 rustin@alscarchitects.com

PROPERTY OWNER: SAGAMORE SPOKANE COOP, LLC
 1415 S. CANTON ROAD, SUITE 200
 SPOKANE, WA 99202
 (509) 425-8501
 rjones@bridgestonecap.com

ESTIMATED PROJECT VALUATION: \$45 MILLION
 ESTIMATED START DATE: APRIL 2020
 BUILDING 1 AREA: 11,415 SF, 7 FLOORS
 BUILDING 2 AREA: 30,562 SF, 7 FLOORS
 BUILDING 3 AREA: 11,415 SF, 7 FLOORS
 BUILDING 4 AREA: 30,562 SF, 7 FLOORS

APARTMENTS:
 BUILDING 1: 70 UNITS
 BUILDING 2: 63 UNITS
 BUILDING 3: 58 UNITS
 BUILDING 4: 76 UNITS
 TOTAL: 267 UNITS

OCCUPANCY CLASSIFICATION: MULTI-FAMILY, R2
 CONSTRUCTION TYPE: 5 STORES HB OVER 2 STORES IB
 FIRE PROTECTION: FULLY-SPRINKLED

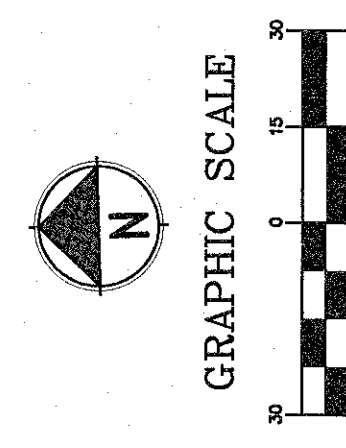
PROPOSED PARKING:
 74 STALLS @ SURFACE (4 ARE ADA)
 88 STALLS @ LEVEL 2 (4 ARE ADA)
 76 STALLS TOTAL ON-SITE (INCLUDING 8 ADA)
 TOTAL ON-SITE PARKING (INCLUDING ADA): 238 STALLS

TOTAL ON-SITE PARKING:
 238 STALLS
 CITY OF SPOKANE
 WATER DIVISION
 SEWER DIVISION
 FIRE DISTRICT

CONTRACTOR NOTE
 ALL EXISTING UTILITIES SHOWN ON PLANS ARE TO BE VERIFIED HORIZONTALLY AND VERTICALLY PRIOR TO ANY CONSTRUCTION. AS SHOWN ON RECORD MAPS AND SURVEYS FURNISHED BY OTHERS, WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS AND SURVEYS. CONTACT THE UTILITY OWNER/AGENCY FOR THE LOCATION AND DEPTH OF EXISTING UTILITIES IN AREAS CRITICAL TO CONSTRUCTION.

PROGRESS PRINT (NOT FOR CONSTRUCTION)
 THESE DRAWINGS HAVE BEEN RELEASED AT THE REQUEST OF THE CLIENT AND ARE NOT INTENDED FOR THE PURPOSES OF BIDDING, PERMITTING, OR CONSTRUCTION.

UNDERGROUND SERVICE ALERT
 ONE-CALL NUMBER: 811
 CALL TWO BUSINESS DAYS BEFORE YOU DIG



ED

CITY OF SPOKANE HEARING EXAMINER

Re: Shoreline Substantial Development) Conditional Use Permit and Binding Site) Plan Application by R. E. Brown for the) Brown Building Supply Site)	FINDINGS, CONCLUSIONS, AND DECISION FILE NO. Z2001-17-SL/BSP
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AUG 17 2001

PLANNING SERVICES

SUMMARY OF PROPOSAL AND DECISION

Proposal: R. E. Brown, the owner of the Brown Building Supply site, seeks approval of a shoreline substantial development conditional use permit and a binding site plan in order to allow the site to be developed with office buildings, a restaurant and possibly a hotel.

Decision: Approval, subject to conditions.

FINDINGS OF FACT
BACKGROUND INFORMATION

Applicant: R. E. Brown
Spokane River Properties
111 North Erie Street
Spokane, WA 99202

Represented by: Andrew Worlock and Dwight Hume
CLC Associates, Inc.
707 West Seventh Avenue, Suite 200
Spokane, WA 99204

Stanley Schwartz, Attorney at Law
Witherspoon Kelley Davenport & Toole, PS
1100 U.S. Bank Building
Spokane, WA 99201

Property Address: 111 North Erie Street, Spokane, Washington 99202

Property Location: On the south side of the Spokane River west of Erie Street

Legal Description: A full legal description of the property is in the record as Exhibit #2B.

Zoning: M1-L (Limited Light Industrial Zone), and M2 (Heavy Industrial Zone)

Comprehensive Plan Map Designation: The property is designated in the East Central Neighborhood Design Plan as appropriate for light industrial and heavy industrial uses.

Site Description: The site is irregular in shape and reasonably flat. It contains approximately 12 acres in area. It is on the south side of the Spokane River west of Erie Street. Brown Building Supply currently operates a building material salvage and sales operation on the site. The site is transected, roughly north-south, by the James Keefe (Hamilton Street) Bridge which is elevated high above ground surface on pilings with spread footings. A 60-inch diameter sanitary sewer line, owned by the City of Spokane, crosses beneath the site in a southwest-northeast alignment.

Surrounding Conditions: There are industrial and warehouse uses located to the east. To the south there is a Northern Pacific Railroad line and to the north and west there is the Schade Brewery building which has been converted to office and retail uses, as well as an office building.

Project Description: The applicant seeks approval of a shoreline substantial development conditional use permit and a binding site plan in order to redevelop the site. The site has been found to have contaminants on it because of some past operations conducted by various entities. The applicant has stated that a draft cleanup action program has been approved for the property by the Washington State Department of Ecology, and a final cleanup plan is being developed.

The applicant seeks to redevelop the property with an office park. He has stated that there will be three office buildings on site and, most likely, the site will also contain a restaurant and a motel. If market conditions make the motel unfeasible then a fourth office building could be constructed on site in place of the motel. In addition, the applicant proposes a trail for public use along the river, as well as a public overlook situated essentially in the middle of the office park, on the bank of the river. Parking, landscaping, and drainage control areas are also a part of the proposal. The applicant seeks to provide access from Front Street via a 30-foot, private driveway. The Transportation Department, however, desires to have a public street developed to serve the site.

PROCEDURAL INFORMATION

Authorizing Ordinances: Spokane Municipal Code Sections 11.02, 11.02.0452, 11.02.0460, 11.15, 11.15.0427, 11.15.190, 11.15.191, 11.19, 11.19.170, and 11.19.180.

Hearing Date: August 2, 2001

Notices: Mailed: February 5, 2001
Posted: February 5, 2001

Site Visit: August 15, 2001

SEPA: A Mitigated Determination of Nonsignificance was issued by the City on July 20, 2001.

Testimony:

Steve Haynes
City of Spokane Planning Services
808 West Spokane Falls Boulevard
Spokane, WA 99201

Dwight J. Hume
CLC Associates, Inc.
707 West Seventh Avenue, Suite #200
Spokane, WA 99204

Andrew Worlock
CLC Associates, Inc.
707 West Seventh Avenue, Suite #200
Spokane, WA 99204

Eric Brown
Spokane River Properties
111 North Erie Street
Spokane, WA 99202

Richard E. Brown
Spokane River Properties
111 North Erie Street
Spokane, WA 99202

Stanley Schwartz, Attorney at Law
Witherspoon Kelley Davenport & Toole
1100 U.S. Bank Building
Spokane, WA 99201

Don Ramsey
City of Spokane Traffic Engineering
808 West Spokane Falls Boulevard
Spokane, WA 99201

Exhibits:

1. Notes from predevelopment conference
2. Application, including:
 - 2A. General application
 - 2B. Legal description
 - 2C. Binding site plan application
 - 2D. Shoreline conditional use permit application
 - 2E. Binding site plan
 - 2F. Preliminary site plan #7
3. Developer Services Department comments
4. Traffic Engineering Department comments
5. Solid Waste Department comments
6. Air Pollution Control Authority comments
7. Real Estate Department comments
8. Washington State Department of Ecology comments

9. Notice
10. Affidavit of Mailing
11. Affidavit of Posting
12. Planning Services Staff Report
13. Mitigated Determination of Nonsignificance
14. Environmental Checklist
15. Memorandum dated 3-17-00 to John Roland, Department of Ecology, from Christopher Hughes, GEI Consultants, Inc., re: Interim Memorandum Presenting Preliminary Remedial Action Objectives
16. Letter dated 4-12-00 to Hank Nelson, Avista Corporation, from Teresita F. Bala, Washington State Department of Ecology, re: RAO and Technology Screening
17. Letter dated 1-5-01 to George Webster, Building Services Department, from Dwight J. Hume, CLC Associates, re: predevelopment meeting, Brown Builders
18. Letter dated 2-23-01 to Steve Haynes from Eric R. Brown transmitting letter from Department of Ecology (attached)
19. Letter dated 6-28-01 to Eric Brown from W. C. Bell re: Design Review comments
20. Draft Declaration of Easements and Covenants
21. Title Report
22. Feasibility Study Report prepared by GEI Consultants, 10-12-00
23. Threshold Traffic Study prepared by CLC Associates, 2-23-01
24. Preliminary Site Investigation prepared by Landau Associates, 2-9-98
25. Letter dated 8-2-01 to the Hearing Examiner from Stan Schultz re: conditions of approval
- 26(A). Colored proposed site development plan submitted at the hearing by Andrew Worlock
- 26(B). Colored proposed enhancement landscape plan submitted at the hearing by Andrew Worlock
- 26(C). Colored renderings of the project

FINDINGS AND CONCLUSIONS

Shoreline Conditional Use Permit

To be approved, the proposed shoreline conditional use permit must comply with all of the criteria set forth in Spokane Municipal Code Section 11.02.0452. The Hearing Examiner has reviewed the proposed shoreline conditional use application and the evidence of record with regard to this section and makes the following findings and conclusions.

1. The use is listed as requiring a shoreline conditional use permit in the regulations.

The property is located in the Upriver Environment as designated in the City's Shoreline Master Program. Pursuant to SMC 11.15.191B, commercial development, which this is, is allowed by conditional use permit in the Upriver Environment as long as it is considered water oriented as that term is defined in the shoreline program. Water oriented commercial uses are defined in SMC 11.15.0427 as follows:

A. "Water oriented commercial uses" are those commercial uses which do not depend on the waterfront location to successfully continue their operation but whose operation would facilitate public access to and enjoyment of a shoreline area through design and aesthetic appearance of the facility.

In this instance, the applicant has proposed a pathway system along the shoreline of the river to facilitate public access and enjoyment of the shoreline area. There is also a plaza overlook which will be open to the public adjacent to the river. Further, the design of the three office buildings and restaurant along the shoreline will allow many people working and visiting those uses to be able to enjoy the shoreline area. Also, restaurants are specifically found to be water oriented uses under SMC 11.15.0427C. Although office uses are not included within the list of possible water oriented uses set forth in the code, that list is not intended to be all inclusive and, further, office uses have been found to be water oriented in other locations along the shoreline, as long as public access is provided, and have been permitted as such. Therefore, the Hearing Examiner finds that this use is listed as one which can be located on this site by a shoreline conditional use permit.

2. Except for planned unit developments, the proposed use complies with all applicable use and development standards.

The applicant has shown that it can comply with all use and development standards. See Exhibit #2C. In that exhibit, the applicant demonstrates that it complies with the height, site coverage, setbacks, including shoreline setbacks, and parking requirements for the underlying zone. There will also be significant landscaping as well as the public access trail along the shoreline. There was no testimony given which would demonstrate that the applicant cannot comply with development standards.

3. The proposed use complies with the goals, policies, and map designation of the Comprehensive Plan that apply to it and to the area in which it is proposed to be located.

The property is located within the boundaries of the East Central Neighborhood Design Plan. It is designated in the design plan as appropriate for either light industrial or heavy industrial uses. Most of the site is zoned M2, and a small portion is zoned M1-L. The East Central Neighborhood Design Plan does not place a lot of restrictions on the types of industrial uses which would be allowed. The drafters of the plan seemed to be

more concerned with site development and emphasized using the landscaping standards of the "L" provisions of the zoning code to insure a more park like development. While the uses proposed here are not industrial uses, office and restaurant uses are uses that are allowed in the M1 and M2 zones. There was no testimony given at the hearing and there is no evidence in the record which would demonstrate that this proposal is not compliant with the City's Comprehensive Plan. Therefore, this criterion has been met.

4. The proposed use is timely considering the capacity of the transportation system, public facilities and services existing in the area, including such improvements that are funded in the City's Capital Improvement Programs.

The proposed use appears timely in that all City services and utilities are available and adequate to accommodate the proposal. The Engineering Services Department has noted that there will be some difficulties in connecting to the sewer line but that it can be accomplished. Further, the applicant provided the Transportation Department with a traffic study which showed that the adjoining streets could adequately handle traffic generated by the use. Therefore, it appears that the use is timely.

5. Conditions can be placed on the proposed use to avoid significant adverse impacts or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use with uses existing in the area.

Most of the testimony and comment at the hearing related to Staff's proposed conditions of approval. The Hearing Examiner will review those conditions and some will be modified or deleted, based on the evidence set forth in the record. The Hearing Examiner does find that the impacts of the development can be mitigated with proper conditions. Further, there was little evidence that the proposed use would adversely affect any of the neighboring properties or the surrounding area.

6. For shoreline conditional use permits the following additional criteria apply:

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

The proposal includes a public pathway through the site and also a public outlook adjacent to the river in the center of the site. With these public amenities, access to the river in this location will be improved as opposed to being adversely affected.

b. The cumulative impact of several additional conditional use permits on the shoreline in the area will not preclude achieving the goals of the Shoreline Master Program.

The goals of the Shoreline Master Program for this type of use in this area are to improve and enhance public access and enjoyment of the shorelines. This use should do

that with the features that have been incorporated within it and, therefore, the cumulative impact of several additional conditional use permits of a similar type will also enhance the public's use and enjoyment of the shoreline and, therefore, not preclude achieving the goals of the Shoreline Master Program. There was no evidence presented that any of the goals of the Shoreline Master Program will not be achieved because of this proposal.

Binding Site Plan

Review of the proposed binding site plan is subject to Spokane Municipal Code Section 11.02.0460. The Hearing Examiner has reviewed the proposed binding site plan and evidence of record with regard to this section and makes the following findings and conclusions:

1. The proposed subdivision is consistent with the comprehensive plan designation and goals, objectives, and policies for the property.

See findings under Shoreline Conditional Use Permit criterion #3 above.

2. The proposed subdivision complies with all requirements of the land use codes applicable to the property being subdivided.

See findings under Shoreline Conditional Use Permit criterion #2 above.

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

a. Public health, safety, and welfare. The proposal is consistent with the underlying zoning and the comprehensive plan designations, and provides significant public access to the shorelines in this area where it does not already exist. Therefore, it appears to comply with the public health, safety, and welfare. Neither the Police Department nor the Fire Department had any adverse comments regarding the proposal.

b. Open spaces. A site plan showing open spaces is set in the record as Exhibit #26A. There is a trail proposed along the bank of the river and also a public plaza in the middle of the site. Also, the entire site and parking lot will have landscaping throughout. It should be noted that the overall site coverage is considerably less than would be allowed under M2 or M1-L zoning. Therefore, open spaces are provided.

c. Drainage ways. The applicant will be required to accommodate and control all surface water on site. A final grading and drainage plan will have to be reviewed and approved by Engineering Services.

d. Streets, roads, alleys, and other public ways. The access which exists currently to the site is not good access. Erie Street from Trent to First Avenue is unpaved. The

applicant will be required to improve Erie Street adjacent to the site with paving, curbing, and sidewalk. He will also be encouraged to coordinate the improvement of Erie Street southward to Sprague Way or First Avenue with the City of Spokane and other property owners, if any. The applicant also proposes an access from the west. The proposal is for a 30-foot, private drive to connect to Front Street and Trent to the west. The Transportation Department, however, wants that access to be a public street. At the hearing the Traffic Engineer stated that the Arterial Street Plan dictates that a public street should be located in that area rather than a private drive. The Hearing Examiner is bound by the Arterial Street Plan unless the Traffic Engineer waives that requirement and allows the proposed private drive. There are no internal roads or drives proposed for the site except for the parking lot, which will be paved and landscaped.

e. Transit stops. There is no transit stop at the site itself, but the applicant has indicated that the Spokane Transit Authority does have a route along Trent Avenue, which is approximately one block to the northeast.

f. Potable water supplies. The proposal will be connected to the City's public water system. A final water plan must be reviewed and approved by Engineering Services.

g. Sanitary wastes. The proposal will be connected to the City's sanitary sewer system. A final plan for sewers must be reviewed and approved by Engineering Services.

h. Parks, recreation, and playgrounds. There are no provisions for parks within the development, but, as stated earlier, there is public access via a trail and a plaza outlook area adjacent to the river.

i. Schools and schoolgrounds. Usually, office developments do not have to make provision for schools and schoolgrounds unless there is some type of ordinance which requires impact fees related to office approvals. In the City of Spokane, there is not. Therefore, there is no need to make adequate provision for schools and schoolgrounds with this proposal. No comments were received from the school district.

j. Sidewalks, pathways and other features that assure safe walking conditions. Streets adjacent will have to be improved with sidewalks and the pedestrian trail along the river will also provide pedestrian enhancements for the site.

4. The proposed subdivision serves the public interest and will result in a benefit or advantage to the public.

This project will take an industrial site and convert it not only to a less intensive use but also a use that will provide for more public access and enjoyment of the shoreline, which is a primary goal of the City's Shoreline Master Program. Therefore, the Examiner finds that the proposal serves the public interest.

DECISION

Based on the findings and conclusions above, it is the decision of the Hearing Examiner to approve the proposed shoreline substantial development conditional use permit application and binding site plan application subject to the following conditions:

1. Approval is for a shoreline substantial development conditional use permit to allow the development of the site with either three office buildings, a restaurant and motel, or four office buildings and a restaurant. The site is to be developed substantially in accordance with the Riverview Office Park proposed site development plan which is in the record as Exhibit #26A. Site development shall include a public pedestrian pathway along the bank of the Spokane River for the entire length of the site. The placement of buildings, landscaping, pathways, and parking shall be substantially as set forth on that proposed site development plan. Any proposed changes to the plan are to be submitted to Planning Services for its review and approval. If Planning Services determines those changes to be substantial, then it shall submit the proposed changes to the Hearing Examiner for review and approval.
2. Approval is also for a binding site plan to divide the property into lots. The division of the property into lots shall be substantially as depicted on the binding site plan which is in the record as Exhibit #2E. Any changes proposed to that binding site plan are to be submitted to the Planning Director for review and approval.
3. The public access to the site along the river shall be established by way of a public access easement which will be shown on the face of the final binding site plan and recorded with the County Auditor. This shall be accomplished prior to building permits being issued for the first building. The entire pedestrian pathway must be completed before a certificate of occupancy is issued for the fourth building constructed on site or within five years of the issuance of the building permit for the second building, whichever is sooner.
4. A landscape plan shall be submitted for the grounds surrounding each building, at the time of building permit applications. Landscaping shall comply with the "L" requirements of the zoning ordinance unless they are replaced with new requirements, in which case the applicant shall comply with the requirements in effect when building permits are applied for. A landscape plan for restoration and enhancement of the river bank shall also be submitted for review and approval by the Shoreline Administrator. No existing native species are to be removed without the written approval of the Shoreline Administrator. Plant care shall be provided until such time that the plantings are certifiably established. This care does not include the pruning or shaping of plants or trees for cosmetic purposes.

5. The final binding site plan shall show all existing easements. A 69-inch storm sewer crosses Common Area Lot "C" and that storm sewer is to have an established easement shown on the face of the final binding site plan. Any other public sanitary sewer or storm sewer lines located on the site that do not have easements must have them established as part of the final binding site plan approval. No structures, plantings, or swales are to be constructed over any public sewer lines on the site, including easements, without prior written approval of the City Engineer.
6. The square footage of each lot shall be shown on the final binding site plan.
7. The site shall be served with City sanitary sewer. It shall also be served by the City's public water system. Any impacts to existing utility systems resulting from the proposed project must be evaluated and addressed as part of the building permit approval process. An on-site utility plan, including all sanitary sewer and water connections and any easements existing or proposed, must be submitted to Engineering Services-Developer Services for review and approval as part of the building permit approval process.
8. All stormwater runoff must be disposed of on site in accordance with the recommendations of the County's Stormwater Guidelines Manual. A grading and drainage plan, showing finished one-foot contour elevations and supporting calculations, must be submitted to Engineering Services-Developer Services for review and approval prior to issuance of any building permits. The plan is to show all drainage structures existing on site, if any, as well as any new structures necessary to contain runoff. A geotechnical report, discussing location of drainage structures, verification of dry well capacities, and verification of percolation rates through soils where drainage swales are to be constructed, must be included in the submittal. The 200-foot shoreline boundary and appropriate building setbacks must be shown on the plans. Finished floor elevations must also be shown. Plan review fees for utility and stormwater submittals shall be determined when plans are received and must be paid prior to the start of review.
9. All on-site facilities, including sanitary sewer, stormwater, water and streets, as well as common areas, are to be maintained by the association established to oversee this binding site plan. Covenants, Conditions, and Restrictions (CC&Rs) prepared for this binding site plan must be reviewed by Engineering Services-Developer Services prior to the City Engineer signing the final binding site plan.
10. The applicant shall prepare CC&Rs which shall set forth any protective covenants, easements, and maintenance agreements, as appropriate, and which provide for the location, joint use, and maintenance of utilities and other shared improvements, including parking. Those CC&Rs shall set forth the mechanism for enforcement and shall also set forth that they run with the land, binding all future purchasers, heirs, and assigns. Those CC&Rs shall be filed of record with the County Auditor and referenced on the face of the final binding site plan. A copy of those CC&Rs shall be submitted to Planning Services for review prior to the Planning Director signing the final binding site plan.

11. The applicant shall comply with the recommended conditions of the Design Review Committee as set forth in Exhibit #19.

12. Fire hydrants shall be installed within the site at locations approved by the City of Spokane Fire Department. The location of those fire hydrants shall be shown on the face of the final binding site plan. All other Fire Department rules and regulations shall be complied with.

13. As of January 1, 2000, new stormwater fees are in effect and are applicable to this project. The amount of impervious area for each lot needs to be determined and submitted to Engineering Services-Developer Services prior to a final certificate of occupancy being issued for each building.

14. The Hearing Examiner notes that this site is a cleanup site. A Draft Cleanup Plan has apparently been approved by the Department of Ecology and a Final Cleanup Action Plan is being developed. When that Final Cleanup Action Plan is completed, a copy of it shall be filed, within 30 days of completion, with the City of Spokane Planning Services Department.

15. The applicant shall construct full and complete roadway, curbing, and sidewalk improvements along Erie Street for the full frontage of the proposal. The design of those improvements shall be coordinated with the City in order to incorporate features such as the trail connection to the river. The applicant is further encouraged to work with the City in an coordinate the possible extension of pavement along Erie Street north to Front Avenue and south to First Avenue. This approval does not require the applicant to do that paving at his sole expense, but encourages him to participate in those improvements with the City and other landowners.

16. The access road shown on the site plan to the west, which connects to Front Avenue and Trent Avenue, is to be a dedicated public roadway unless the City Traffic Engineer agrees to allow the 30-foot private drive as proposed.

17. This approval does not waive the applicant's obligation to comply with all other requirements of the Spokane Municipal Code as well as requirements of City Departments and outside agencies with jurisdiction over land development

18. Spokane Municipal Code 11.02.0460B states:

B. Time Limitation.

A preliminary short plat, preliminary long plat, or preliminary binding site plan automatically expires and becomes void if the applicant fails to file a final plat or binding site plan within

five years of the effective date of the approval unless the applicant has received an extension for the preliminary short or long plat or the preliminary binding site plan as provided in Section 11.02.0280.

DATED this 17th day of August 2001.

Greg Smith
City of Spokane Hearing Examiner

NOTICE OF RIGHT TO APPEAL

Appeals of decisions by the Hearing Examiner are governed by Spokane Municipal Code 11.02.0730.

Decisions of the Hearing Examiner regarding shoreline conditional use permits are reviewed by the Washington State Department of Ecology. After review, they may be appealed to the Washington State Shoreline Hearings Board. **All appeals must be filed with the Shoreline Hearings Board within thirty (30) calendar days of the date of the Ecology decision.**

Decisions of the Hearing Examiner regarding binding site plans are final. They may be appealed to the City Council. All appeals must be filed with the Planning Department within fourteen (14) calendar days of the date of the decision. The date of the decision is the 17th day of August, 2001. **THE DATE OF THE LAST DAY TO APPEAL IS THE 31ST DAY OF AUGUST, 2001 AT 4:30 P.M.**

In addition to paying the appeal fee to appeal the decision, the ordinance requires payment of a transcript fee to the City of Spokane to cover the costs of preparing a verbatim transcript and otherwise preparing a full record for the City Council.

June 28, 2001

Mr. Eric Brown
Spokane River Properties
2610 N. Van Marter, suite 4
Spokane, Wa. 99206



RE: Design Review of the Riverview Office project

Dear Mr. Brown

Thank you for your participation in the City of Spokane Design Review process. The Committee members were appreciative of the time and effort that was involved in the design process in researching and designing an exemplary project that meets the relevant City standards and plans.

The Design Review Committee, at a regular meeting on June 27, 2001, moved by a unanimous vote to recommend the Hearing Examiner **approval** of the Shoreline Permit; with the **following conditions**:

1. The parking lot be screened from street view with appropriate landscaping materials,
2. the pedestrian pathway and the viewing plaza be completed during an appropriate phase of building development of the project, and with bonding assurance,
3. The "driveway" leading from the parking lot to the west property line be retained in, or repaired to, as natural state as possible pending acquisition of the intervening connection to Front St., and the riparian area along the western half of the bike/walk path be retained in, or repaired to, as natural state as possible, at an appropriate phase of development, with bonding assurance for riparian improvements.
4. the building design, materials, architectural details and the internal site design landscape elements and features, be largely as depicted in the character drawings as submitted, and
5. building signage be in accordance with the Shoreline Master Program and the East Central Design Plan policies.

For the **following reasons**:

1. This project was submitted prior to the effective date of the new Comp Plan and therefore is vested, and to be reviewed, under the current Comp Plan, Neighborhood Plan and existing zoning.
2. The Zoning staff has determined that the land uses of the proposed development are appropriate under the Shoreline Master Program.
3. The East Central Neighborhood Plan Policy D11. states: "Minimize the visual impact of large parking lots." In the discussion section of that policy it says that parking lots should be screened from street view.
4. Policy CF1. of the Neighborhood Plan directs the development of a riverfront trail along the full length of the south bank of the River. Development of the pathway at the earlier stages of site development helps guarantee that the path will be in place and the vegetation reestablished by the completion of the project.
5. The 1988 Spokane Bikeways Plan indicates a proposed bikeway route along the south shore of the river at this location.

6. The retention and improvement of the riparian areas of the site is consistent with the Shoreline Management Plan, and helps mitigate the visual impact of development along the shoreline.
7. The driveway does not currently have a point of connection to a public street on its west end and should be retained in a natural state until such time that a connection is possible and the paving of the driveway is to be completed.
8. The East Central Plan addresses issues related to landscaping along street rights-of-way and related to building signage.

If you have any questions regarding this letter or the recommendation of the Committee, please feel free to contact me at 625-6068.

Sincerely,



W.C. Bell,
Urban Designer

cc: John Mercer, Planning Director
Steve Haynes, Zoning
Greg Smith, Hearing Examiner

DESIGN REVIEW COMMITTEE STAFF REPORT

DATE: June 27, 2001
STAFF: W.C. Bell, Urban designer
REQUEST: Shoreline Permit application
ADDRESS: 111 N. Erie St.
LOCATION: Existing Brown's Building Supply site
APPLICANT: Eric Brown
ZONING: M-1L and M-2
COMP. PLAN LAND USE: General Commercial and Heavy Industrial

REQUEST:

The request is for a Design Review Committee recommendation for Shoreline Permit for a commercial/office development located on a 12.8 acre site bordering the south side of the Spokane river, commonly known as the Brown Building Supply site. The design incorporates a restaurant, 3 office buildings, and a hotel, for a total of 5 buildings equaling approximately 36, 500 SF. A surface parking lot of 235 parking spaces and a river view plaza area beneath the bridge, are included as part of the proposed development. A bike/walk path is indicated running along the shoreline of the property and a driveway access to the west as a future connection to Front Ave. is also part of the proposed plan.

CONTEXT:

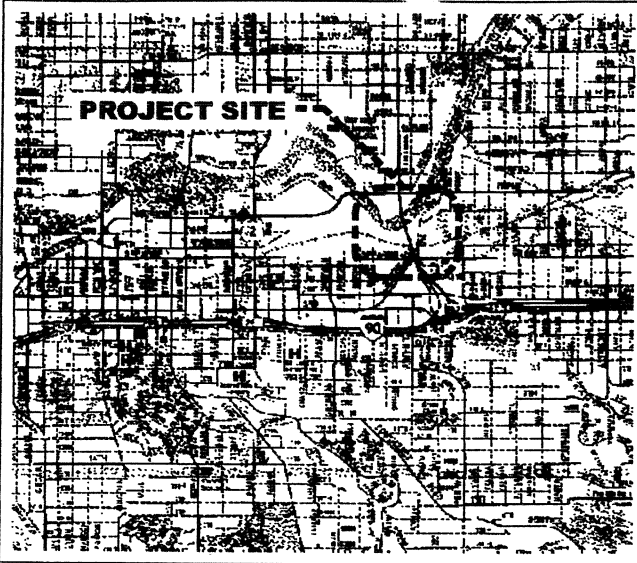
The project is located on the south bank of the Spokane River, under the Keefe Bridge. Bordering the site to the south is a raised, active, railroad line. To the east of the site are both newer and older industrial buildings and storage yards. The Union Gospel Mission is located ½ block away, across Erie St. and to the northeast. Other than the river, the element of major influence on the site is the overhead bridge.

RECOMMENDATION:

The staff recommends the Design Review Committee recommend the Hearing Examiner **approval** of the Shoreline Permit as presented; with the **following conditions:**

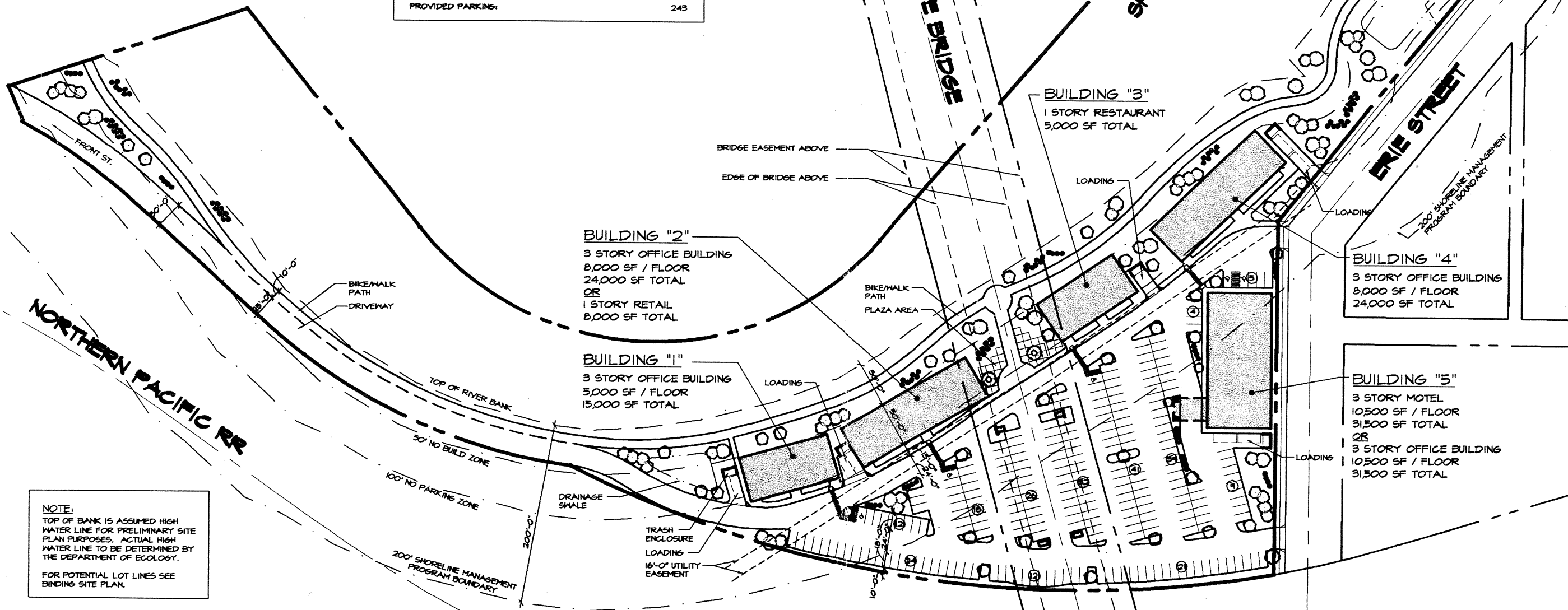
1. The parking lot be screened from street view with appropriate landscaping,
2. the pedestrian pathway and the viewing plaza be completed during the initial phase of development of the project,
3. The riparian area be retained in, or repaired to, as natural state as possible along the western half of the bike/walk path,
4. The "driveway" leading from the parking lot to the west property line be retained in, or repaired to, as natural state as possible pending acquisition of the intervening connection to Front St.,
5. the building design, materials, architectural details and the internal site design landscape elements and features, be largely as depicted in the character drawings as submitted,
6. Building signage and building lighting be in accordance with the East Central Design Plan.

For the following reasons:



VICINITY MAP

PROJECT INFORMATION	
EXISTING ZONING:	M-1, M-2
SHORELINE MANAGEMENT CLASSIFICATION:	UPRIVER URBAN
SITE AREA:	506,670 ± S.F.
BUILDING AREA:	36,500 S.F.
LOT COVERAGE:	(36,500 / 506,670) x 100 = 6.5%
REQUIRED PARKING:	
BUILDING "1" OFFICE	5,000 S.F. / 400 = 13 10,000 S.F. / 600 = 17 TOTAL = 30
BUILDING "2" OFFICE OPTION	8,000 S.F. / 400 = 20 16,000 S.F. / 600 = 27 TOTAL = 47
RETAIL OPTION	8,000 S.F. / 250 = 32
BUILDING "3" RESTAURANT	140 SEATS / 4 = 35
BUILDING "4" OFFICE	8,000 S.F. / 400 = 20 16,000 S.F. / 600 = 27 TOTAL = 47
BUILDING "5" OFFICE OPTION	10,500 S.F. / 400 = 27 21,000 S.F. / 600 = 35 TOTAL = 62
MOTEL OPTION	60 ROOMS / 1 = 60
TOTAL PARKING REQUIRED	221
PROVIDED PARKING:	243



NOTE:
TOP OF BANK IS ASSUMED HIGH WATER LINE FOR PRELIMINARY SITE PLAN PURPOSES. ACTUAL HIGH WATER LINE TO BE DETERMINED BY THE DEPARTMENT OF ECOLOGY.
FOR POTENTIAL LOT LINES SEE BINDING SITE PLAN.

Preliminary Site Plan #7

ISSUE DATE:	DWG. BY:	JOB NO.:	REF. SHIT.:
02-23-01	DAK	00-360	
DESCRIPTION:			

SPOKANE RIVER PROPERTIES

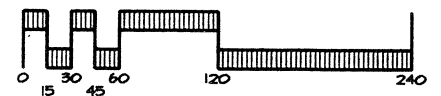
111 N. Erie St.
Spokane, WA 99201



Spokane River Properties

PRELIMINARY SITE PLAN #7

SCALE: 1" = 120'-0"



B·W·A
Bernardo Willis
Architects, P.C.
P l a n n i n g
A r c h i t e c t u r e
I n t e r i o r s
107 South Howard
Suite 420
Spokane, WA 99201
(509) 838-4511



SAGAMORE CAPITAL | RIVER BEND DEVELOPMENT



PROGRAM REVIEW / COLLABORATIVE WORKSHOP



VICINITY MAP



SAGAMORE CAPITAL | RIVER BEND DEVELOPMENT



PROGRAM REVIEW / COLLABORATIVE WORKSHOP



VICINITY MAP with site

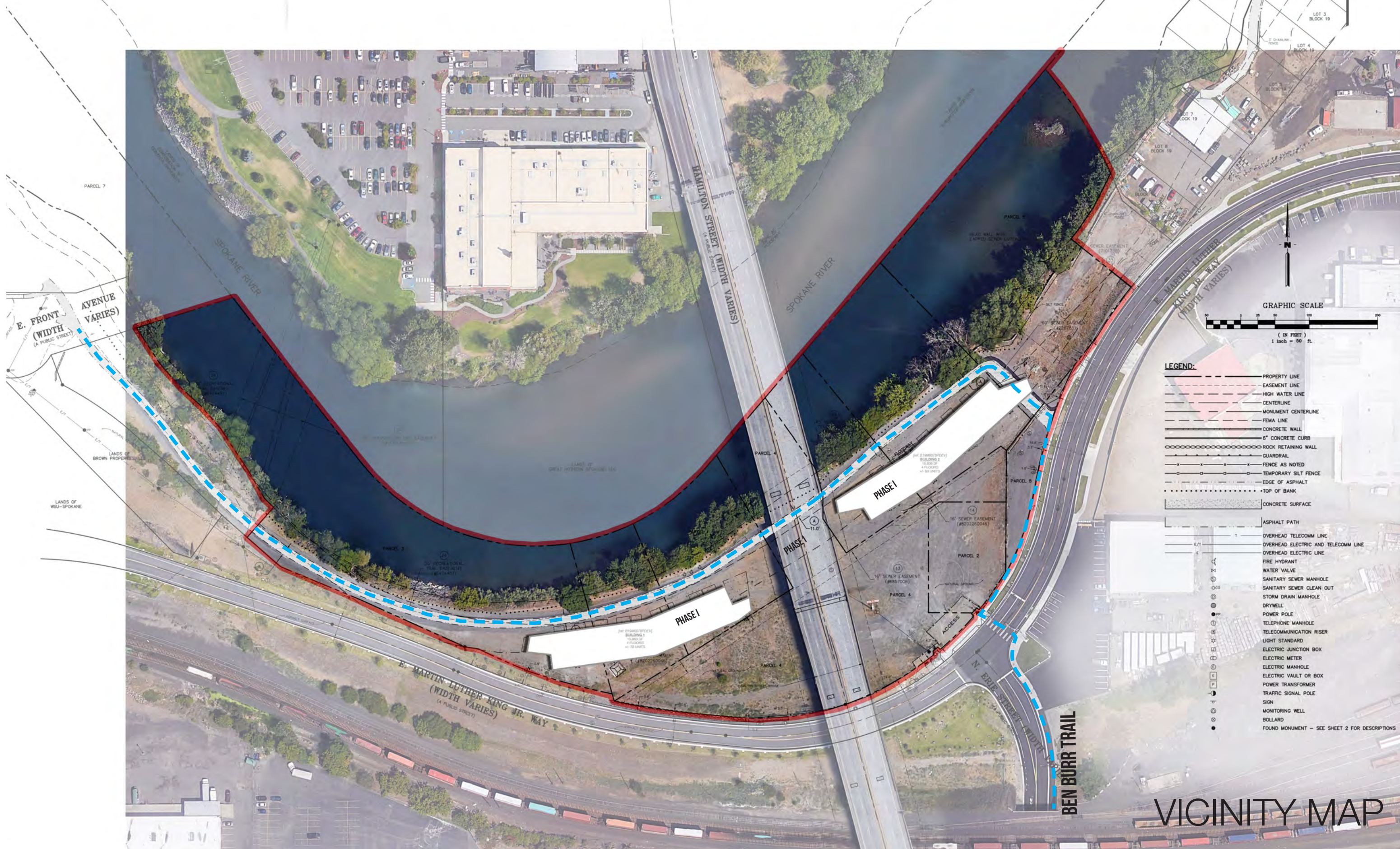


SAGAMORE CAPITAL | RIVER BEND DEVELOPMENT



PROGRAM REVIEW / COLLABORATIVE WORKSHOP

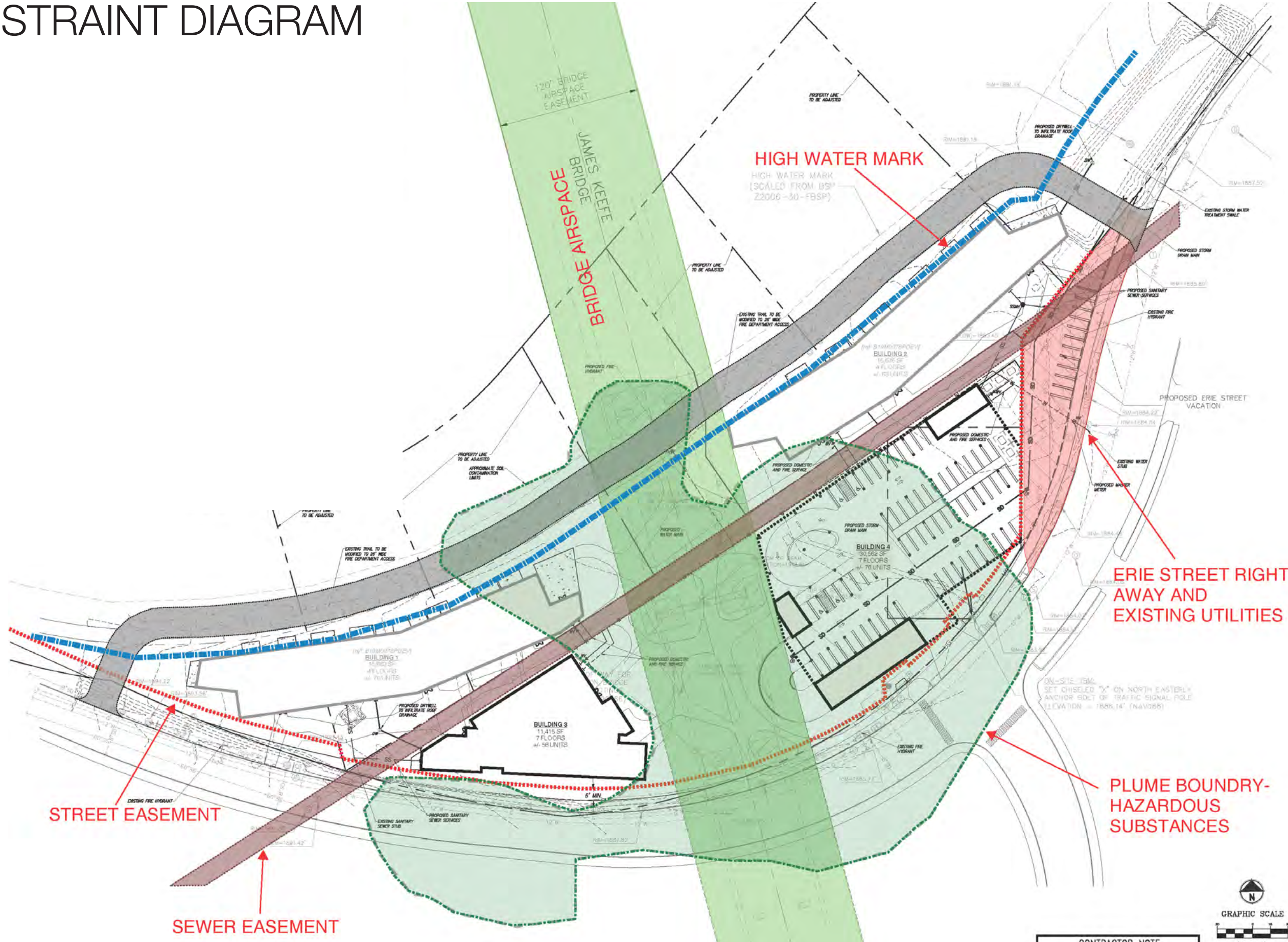




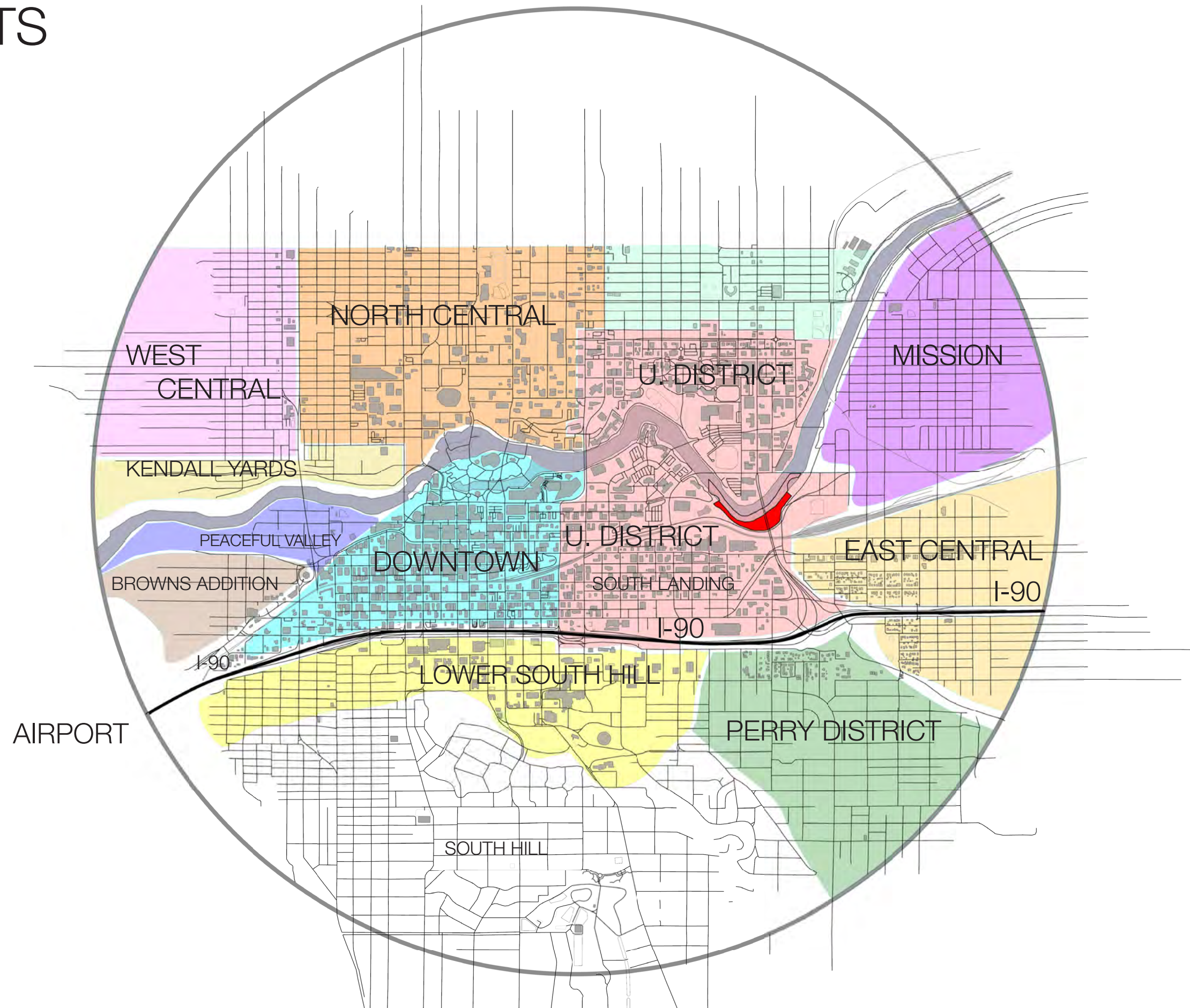
VICINITY MAP



CONSTRAINT DIAGRAM



DISTRICTS

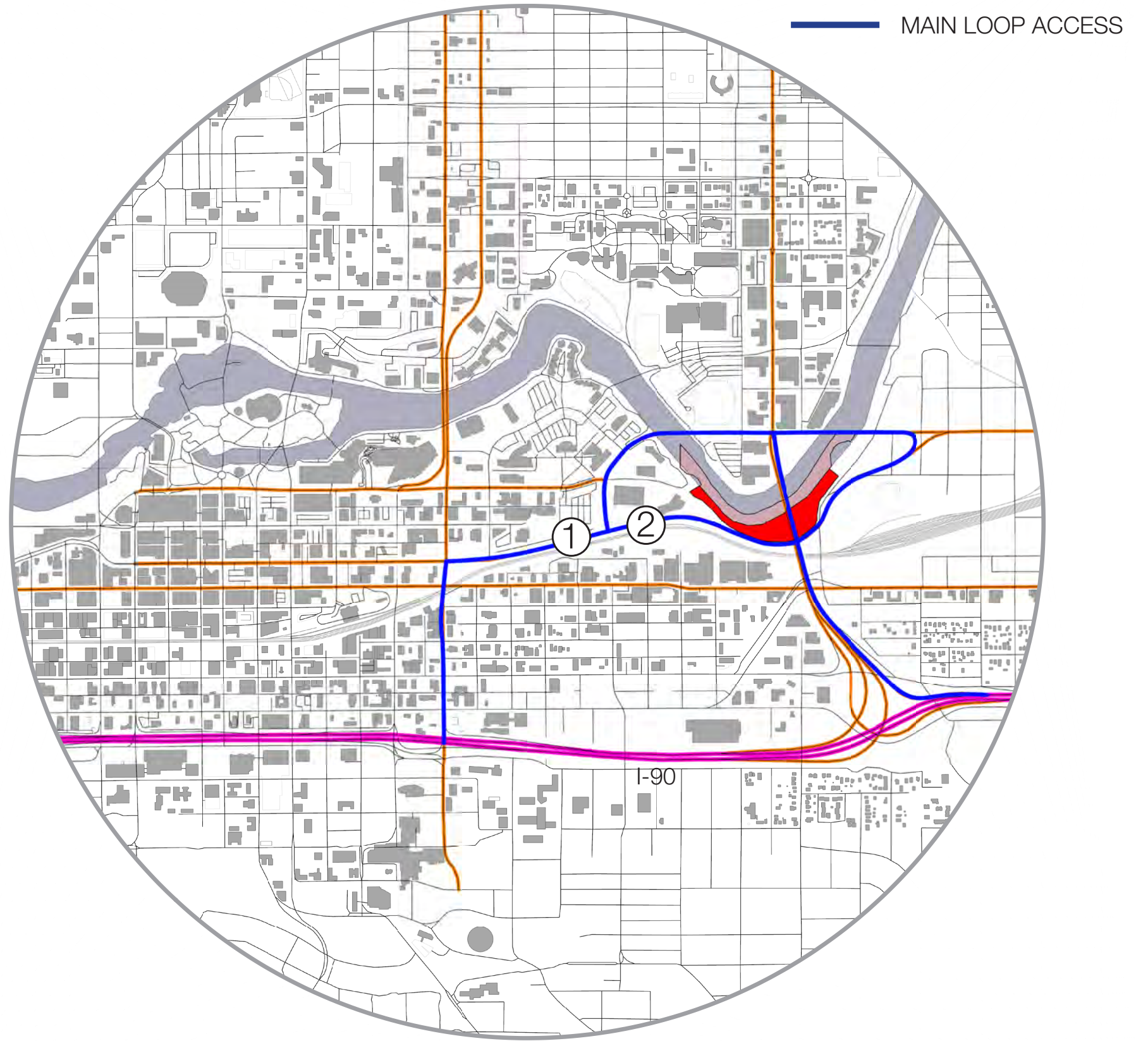


ARTERIAL ROADS

① PEDESTRIAN BRIDGE

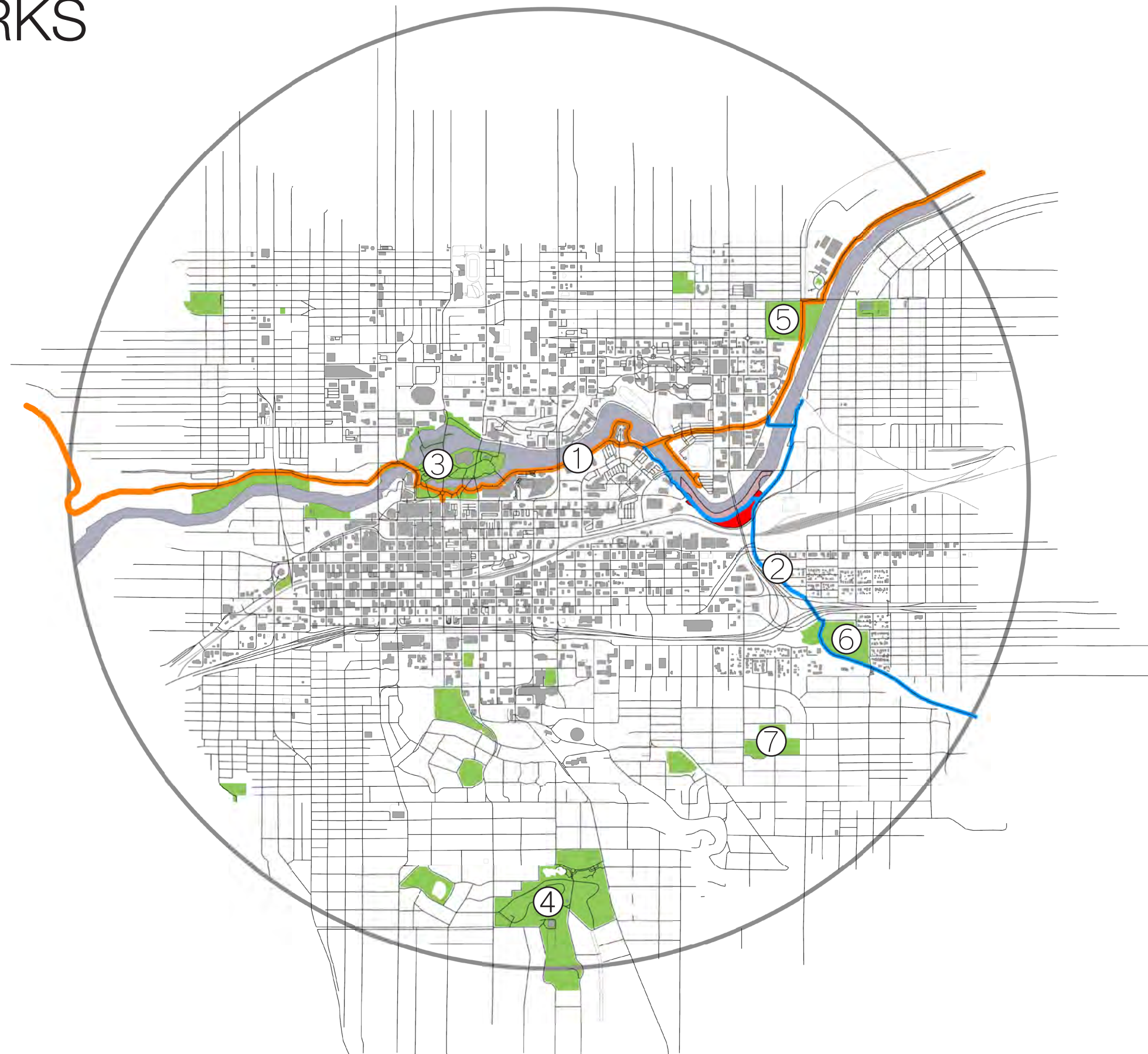


② MLK ROAD CONDITION



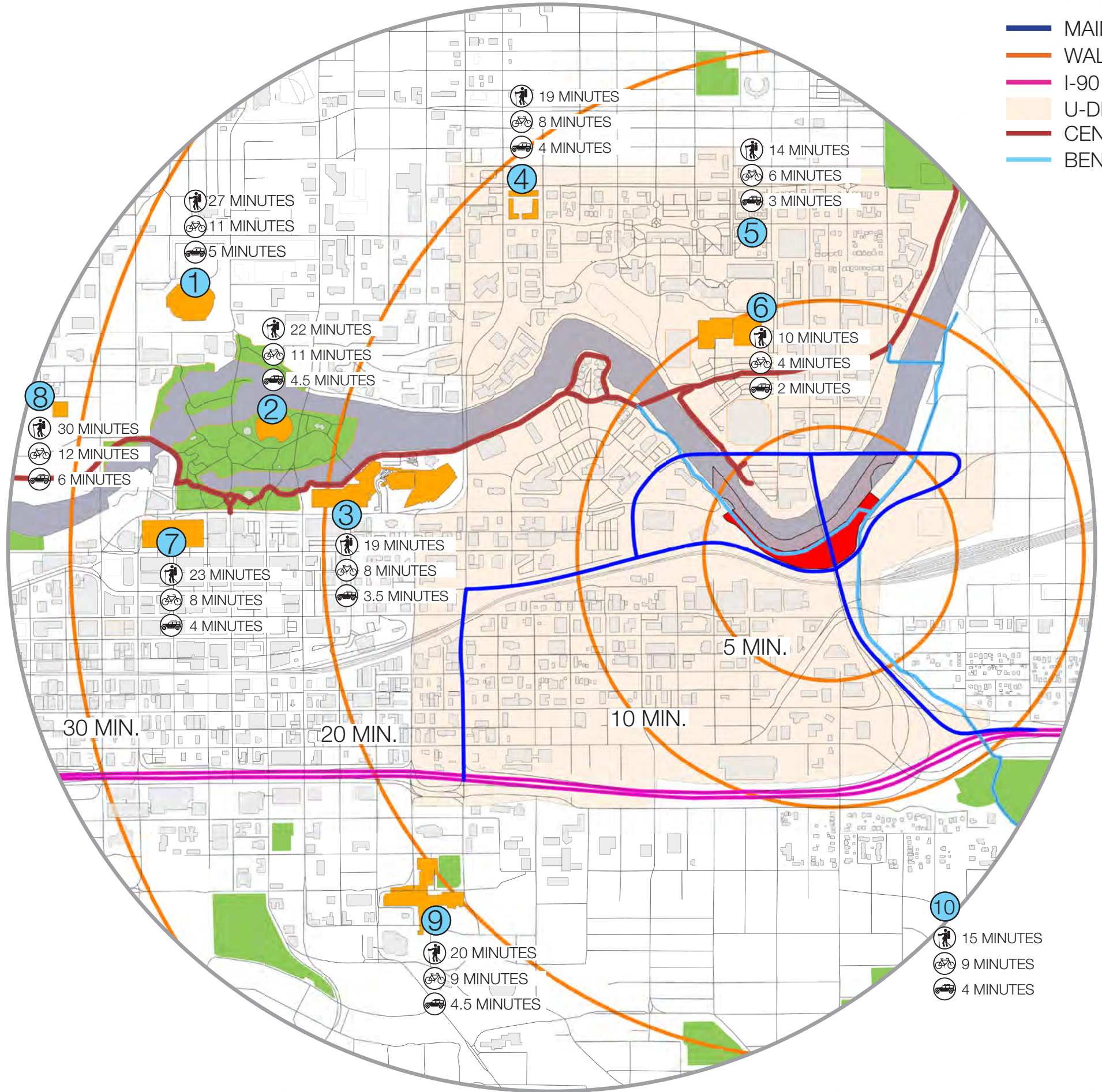
TRAILS + PARKS

- ① CENTENNIAL TRAIL
- ② BEN BURR TRAIL
- ③ RIVER FRONT PARK
- ④ MANITO PARK
- ⑤ MISSION PARK
- ⑥ LIBERTY PARK
- ⑦ GRANT PARK





- ① SPOKANE ARENA
- ② RIVERFRONT PARK PAVILION
- ③ INB Performing Arts Center
- ④ GU KENNEDY Apartments
- ⑤ GONZAGA Center
- ⑥ GONZAGA McCarthy Athletic Center
- ⑦ DOWNTOWN Mall
- ⑧ KENDALL YARDS
- ⑨ SACRED HEART
- ⑩ PERRY DISTRICT



SITE EXPOSURES



SAGAMORE CAPITAL | RIVER BEND DEVELOPMENT



PROGRAM REVIEW / COLLABORATIVE WORKSHOP



SITE EXPOSURES



SITE EXPOSURES



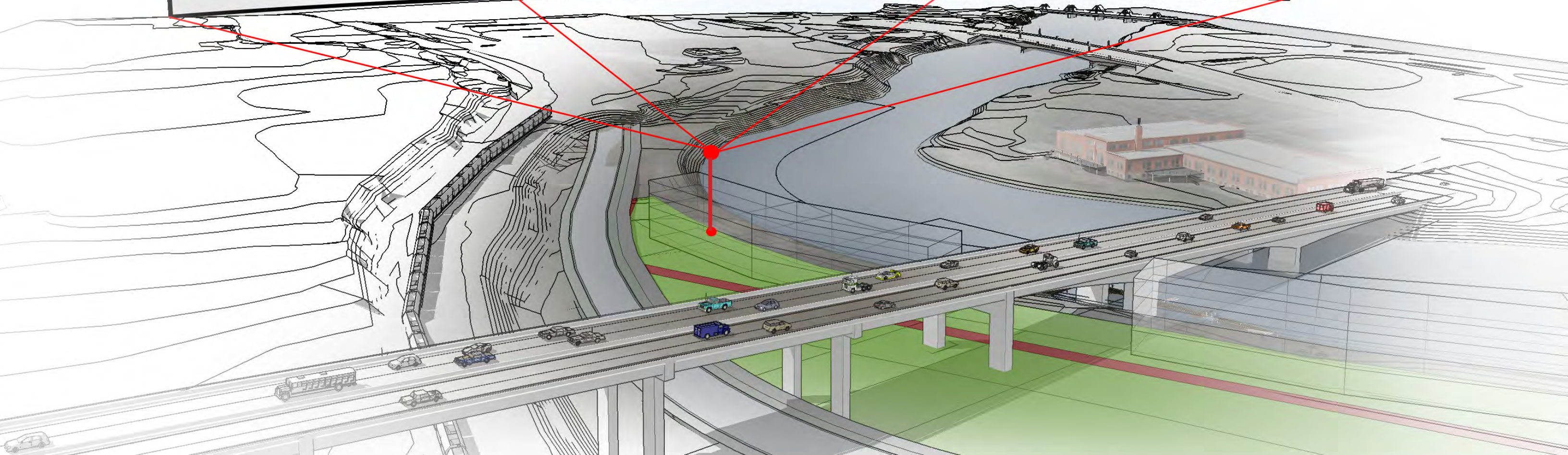


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PROGRAM REVIEW / COLLABORATIVE WORKSHOP





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PROGRAM REVIEW / COLLABORATIVE WORKSHOP





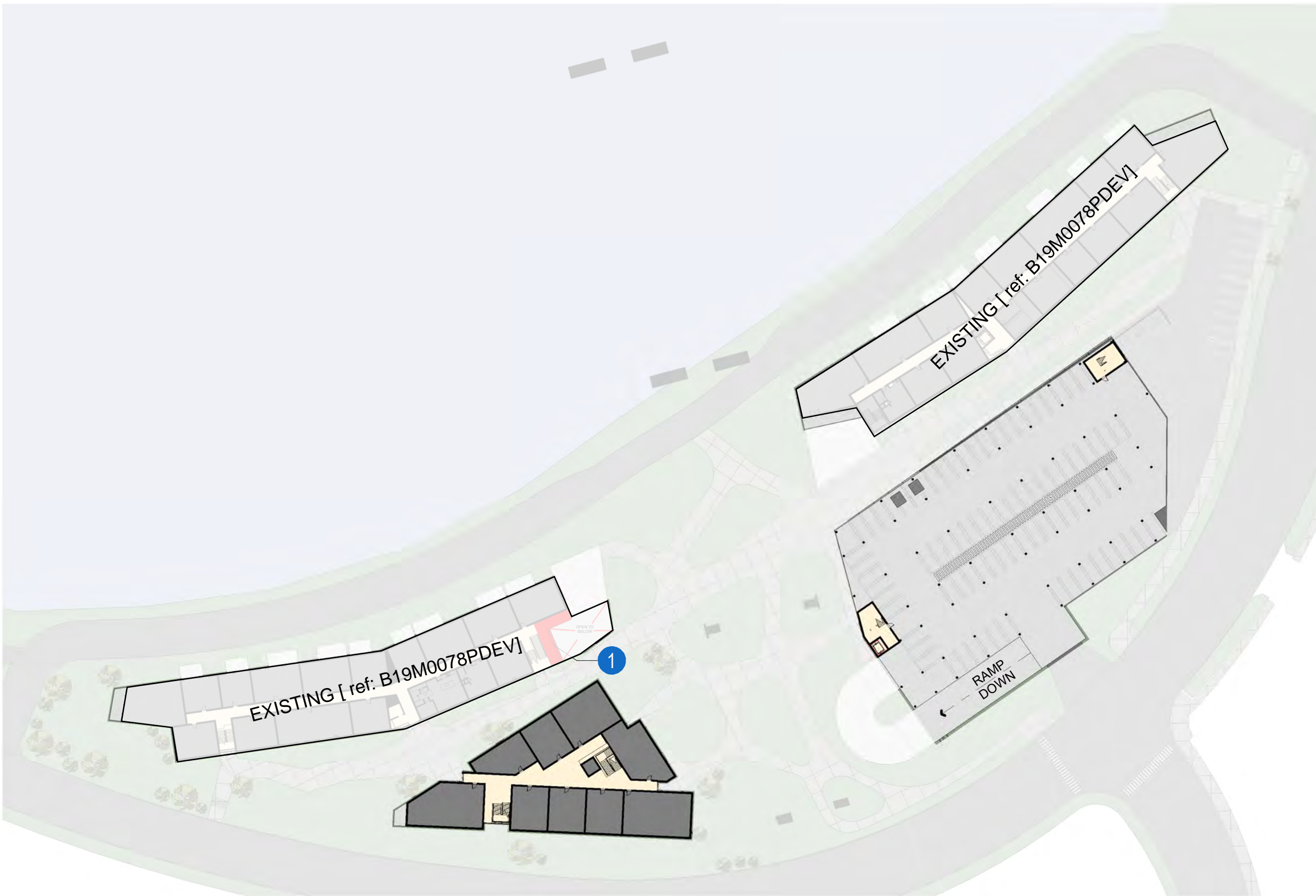
- 1 PASSENGER LOADING
- 2 MAIN OFFICE
- 3 CLUBHOUSE
- 4 BIKE MAINTENANCE
- 5 BUILDING BIKE ROOM & DOG WASH ROOM
- 6 BIKE STORAGE
- 7 FENCED DOG PARK
- 8 PLAYGROUND

RIVERBEND DEVELOPMENT

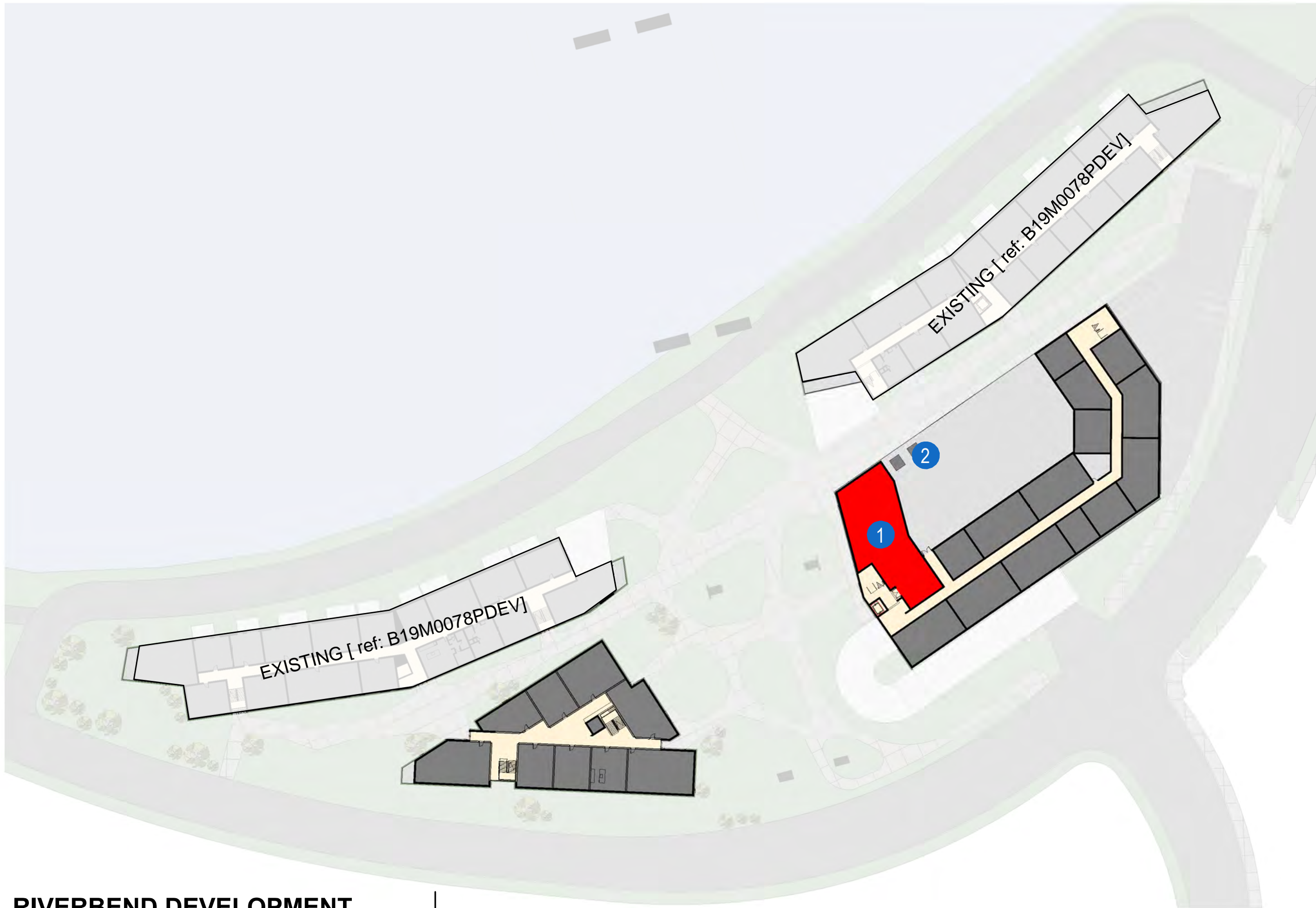
10/29/19

GROUND LEVEL





- 1 CLUBHOUSE
SEATING AREA
OPEN TO BELOW



1 FITNESS CENTER

2 HOT TUB

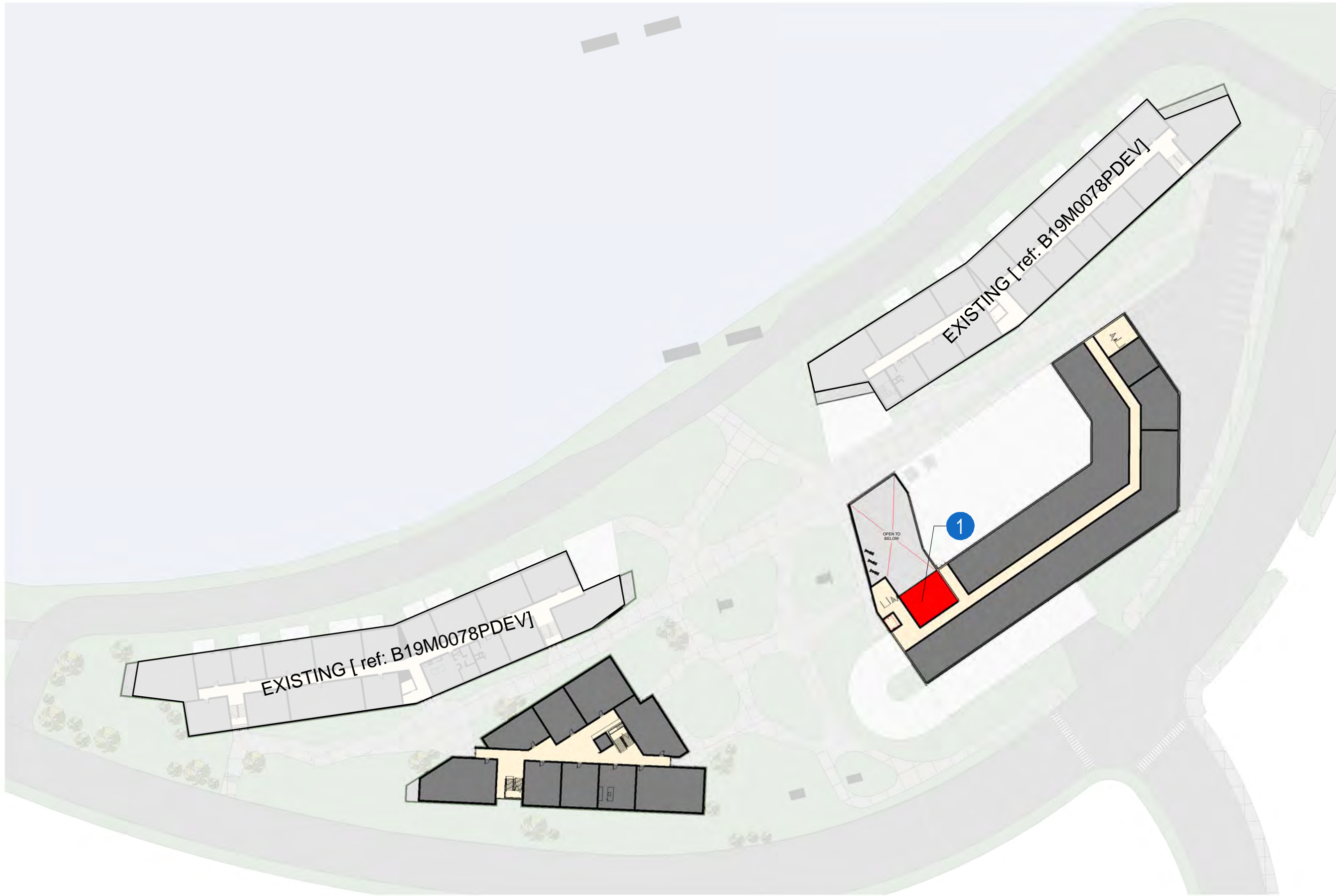
RIVERBEND DEVELOPMENT

10/31/19

LEVEL 3



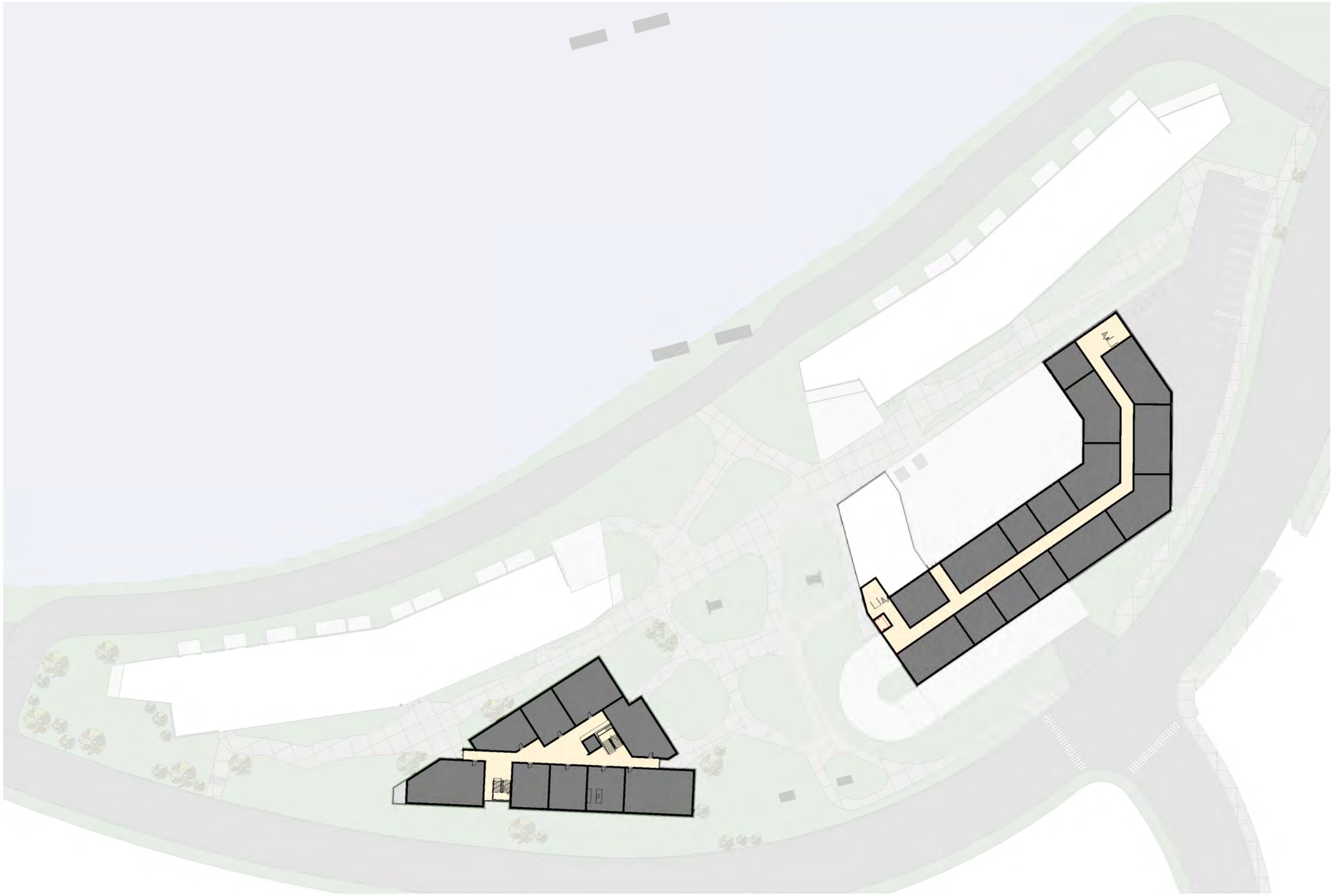
1 FITNESS CENTER
FLEX ROOM



RIVERBEND DEVELOPMENT

10/31/19

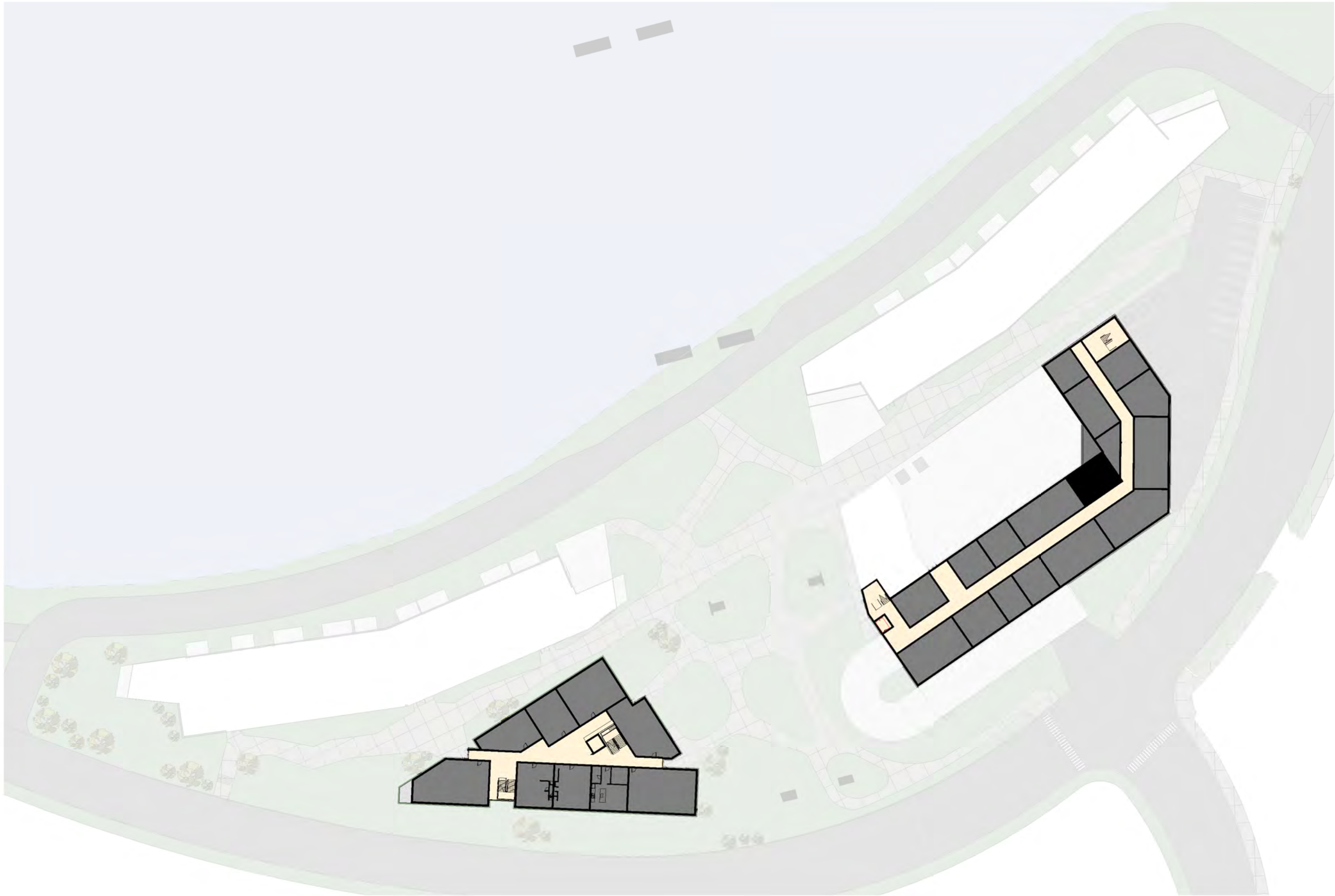
LEVEL 4



RIVERBEND DEVELOPMENT

10/31/19

LEVEL 5

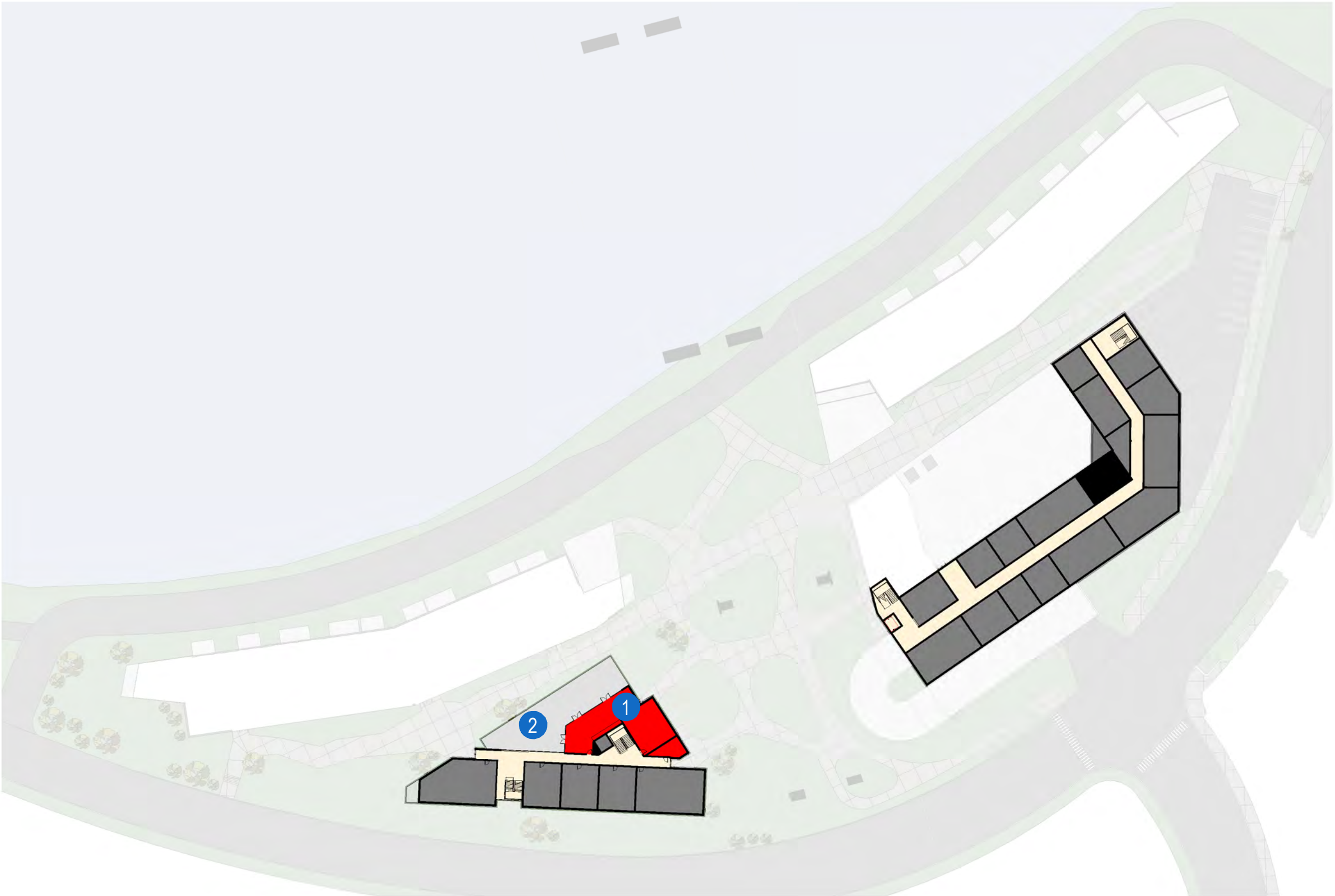


RIVERBEND DEVELOPMENT

10/31/19

LEVEL 6

- 1 LOUNGE**
BAR / KITCHEN
SEATING
MOVIE AREA
- 2 ROOF DECK**
GRILLS
SEATING



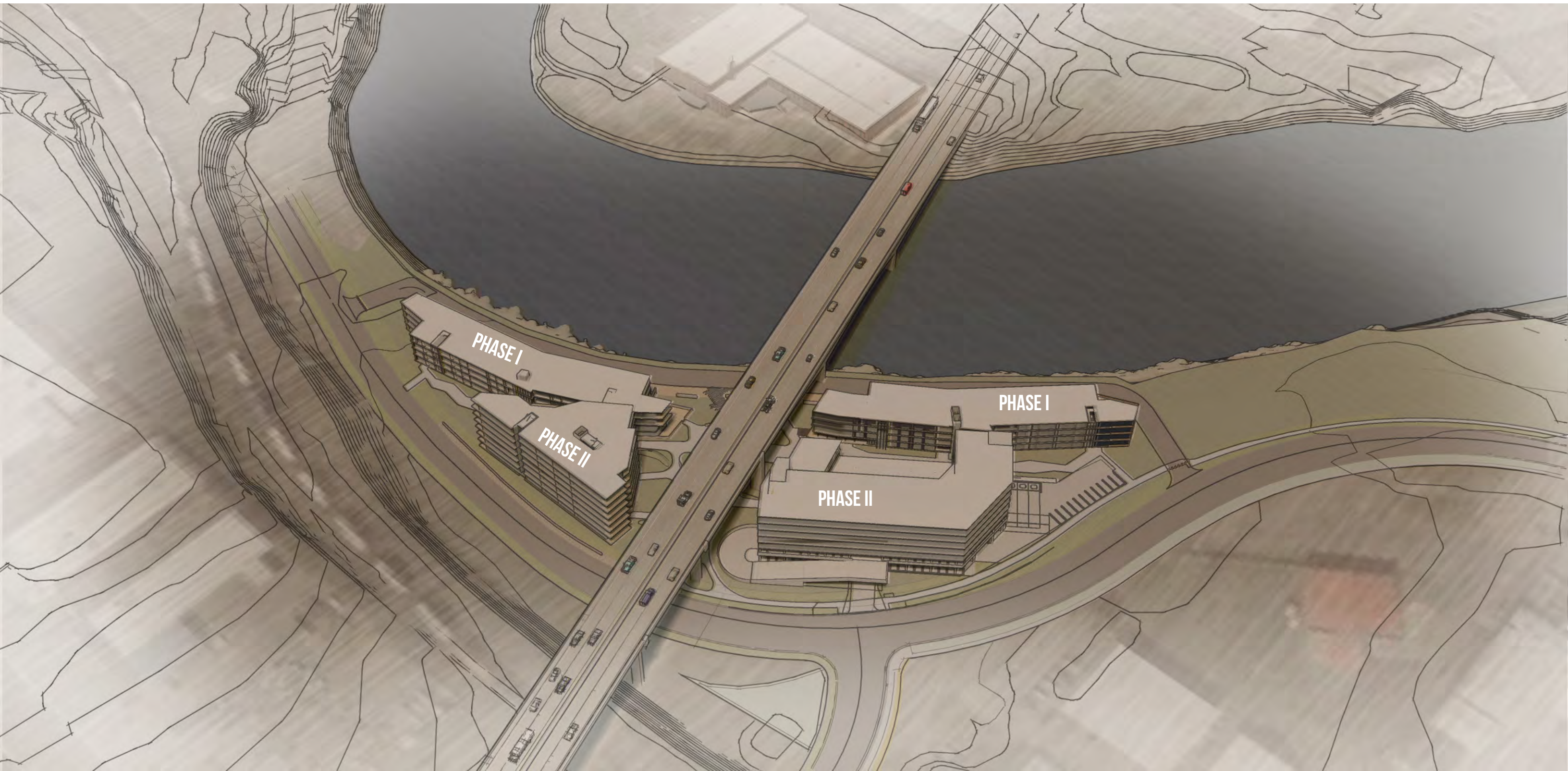
RIVERBEND DEVELOPMENT

10/31/19

LEVEL 7



MASSING DIAGRAM



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PROGRAM REVIEW / COLLABORATIVE WORKSHOP





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PROGRAM REVIEW / COLLABORATIVE WORKSHOP

