Public Projects or Structures Guidelines

Revised: March 14, 2001

I. Introduction

Public projects and structures, whether they are parks, streets, bridges, governmental buildings, or above ground utility installations are the most physical and visual aspect of the roles government plays in the lives of the citizens of Spokane. Citizens formulate opinions about their government not only by their personal interactions with the governmental staff and officials, but also by the impressions they get from the way government looks and operates. It is not by coincidence that Greek and Roman empires built large, ornate, solid and imposing governmental structures to help create the impression of a stable, trustworthy and enduring government that their citizens would be proud of.. They were aware of the impact of "presence", and that vision is one of the primary senses relied upon to create an impression of presence, particularly regarding a structure or other physical entity. In current times it is all too often that budgetary constraints become the overriding concern dictating the design and the resulting "presence" of today's public projects and structures. Instead of being a source of pride they may become a source of criticism and project an image of impermanence that is destructive to the particular public institution. For these reasons public projects and structures should be held to a higher standard of design, be required to comply with all adopted standards and policies, be consistent with adopted Neighborhood or District Plans, as well as serve as a positive example of how to incorporate resource conservation into a project.

Public projects may occur in any location through out the city, and as such would not only need to take into account these following guidelines, but also any guidelines that pertain to, and have been adopted for, that particular locale (eg: neighborhood or district). Likewise, even though the following guidelines pertain particularly to public projects and structures, the majority could easily be used to guide development of, and aid in evaluating, any type of project that involves some segment of the public.

In 1994 the City Council enacted an ordinance to require design review for "all public projects and structures" and established a Design Review Committee to:

1. Ensure community input into the design of public buildings and structures and to ensure their design reflects community standards;
2. Ensure design input into the building design and site planning for projects subject to design review;
3. ensure innovative and creative development and site planning;
4. Permit design flexibility form the standards of the zoning code through use of the Planned Unit Development mechanism, and;
5. Facilitate the development of a more compact urban environment compatible with existing development in a manner that impalements the City's Comprehensive Plan.

II. Public Projects and Structures Submittals:

In accordance with the Spokane Municipal Code section 4.13.020 Public Projects and Structures are required to go before the Design Review Committee for review. Upon review of all Public Projects and Structures, the Design Review Committee will forward a recommendation, possibly with conditions, to the appropriate City official.

In addition to the fees and submittals required in SMC Sections 8.02, 11.02 and 11.19, applications for design review of Public Projects and Structures shall include the following:

(a) A written statement, possibly with supporting photographs, of the projects overall design concept and intent.
(b) A detailed plan and/or photo board of existing conditions showing vegetation, significant land forms, structures, streets and traffic patterns, surrounding land uses;
(c) A site plan of the overall proposal including site design, approximate building footprints;
(d) A landscape plan of all proposed landscape elements including plant materials, hard-scape, lighting, and streetscape elements;
(e) A circulation plan showing existing and proposed pedestrian and vehicular patterns;
(f) Schematic building floor plans when germane to achieving a design objective;
(g) Conceptual building elevations;
(h) Cross-sections of the site showing spatial relationships between all major elements (buildings, trees, berms, light standards, etc.);
(i) Lighting and signage plan for the entire site, which indicate locations, illumination, design and spatial relationship to other site amenities including buildings;
(j) Graphic depiction of each type of sign;
(k) A color palette or character board with samples or photos of materials being used indicating color, texture, finish, pattern, and style.

III. Guidelines

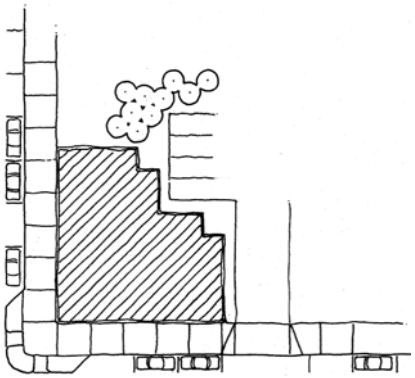
A. Site Design and Orientation:

A.1 General Site Design and Context

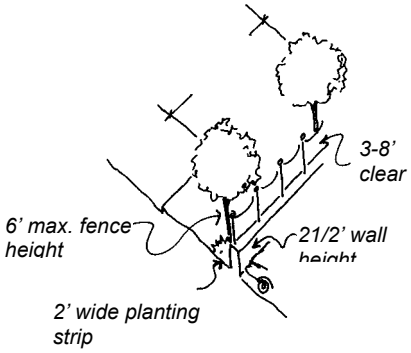
Design Objective:
The project or facility shall be sensitive to the physical constraints of the site and the conservation of natural resources, and shall be designed to be functional, easy to use, visually attractive, pedestrian friendly and create a safe and pleasant environment.

Discussion:
The functional elements of the project, including open space, buildings, parking areas, circulation, and pedestrian areas, should be arranged and designed to be integral to each other and provide multiple, direct, and convenient access to the entire project from adjoining areas. The site design should relate to both the street and existing patterns of surrounding development as well as the natural environment.

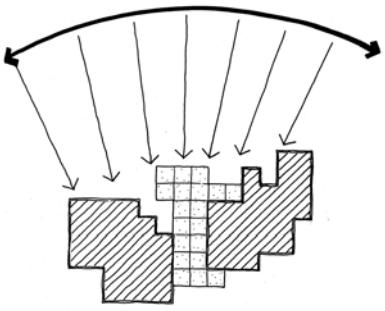
Criteria:
1. Significant site features such as topography, vegetation, hydrology, should be integrated in the design.
2. The project should consider adjacent development as a primary concern with particular attention given to placement and treatment of parking, drives, outdoor lighting, loading and storage areas, and trash receptacles .
3. The location of site uses should avoid creating nuisances such as glare, visual obtrusion, noise, traffic, and hazard risk.
4. The character of adjacent areas should be incorporated in the site and architectural design.
5. Views from adjacent circulation corridors, neighborhoods, and pedestrian areas onto surface or structure parking should be avoided by placing parking in the rear or side yards and providing screening.
6. Surface parking should not be placed on exterior corners or along the street frontage, however, if no alternative locations exist, parking areas on street frontages should be screened with landscaping, berms, or by maintaining the adjoining building lines with a low wall, raised planters, or incorporating details and materials from the building.
7. The overall site plan and architectural design should be developed to take advantage of solar orientation and opportunities, and where possible, be designed to conserve natural resources.



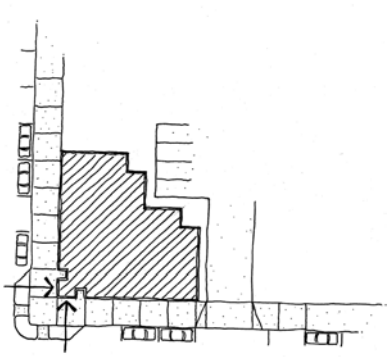
A1.2 New developments should promote pedestrian activities, and integrate parking and circulation into the whole site.



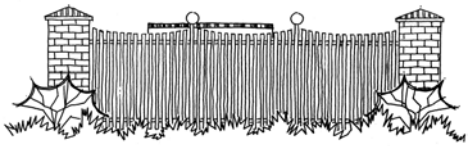
A1.6 New parking lots shall be screened by low walls, landscaping, etc.



A1.7 New developments should recognize the value of solar opportunities.



A1.8 Building orientation should be to the street with well-defined entrances.

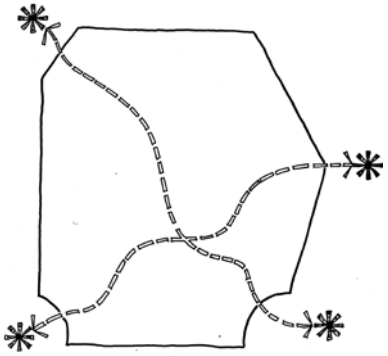


A1.11 Dumpsters and trash enclosures should be screened.

8. Building orientation should be to the street or center open areas and provide direct pedestrian access from adjoining parking areas.
9. A variety of outdoor spaces should be provided as public amenities and oriented, designed, and furnished with character elements such as seating areas, landscape containers, tree grates, and appropriate lighting to create a positive visual and spatial character.
10. The outdoor spaces should be located to be a component of the pedestrian circulation system, and include an appropriate landscape treatment of trees, shrubs, ground covers, flower beds, decorative paving materials and be accented with design elements such as specimen plantings, artwork, fountains, mobiles, flower boxes/pots, kiosks, and banners.
11. be erected to screen dumpsters and trash enclosures to help prevent the visual blight generally associated with this activity.

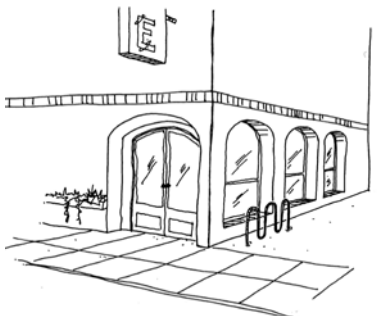
A.2 Circulation and Parking

Design Objective:
The circulation and parking components shall be safe, simple, and accessible, however, they shall not dominate the entire development.



A2.1 Pedestrian connections with adjacent neighborhoods should be provided.

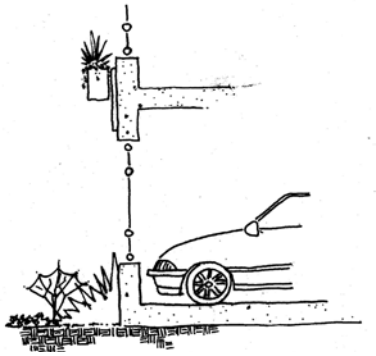
Discussion:
Streets, walkways, and bike paths shall be designed for connectivity, contributing to an understandable system of routes, which provide convenient opportunities for access to the entire project from adjoining areas. The project and circulation systems shall be accessible by foot and walkable, designed for pedestrians, bicyclists, and automobiles alike, with conflicts between them minimized. The design of public facilities should take into consideration limiting the amount of area devoted to automobile circulation and parking, and when possible promote the concept of "commute trip reduction" through the provision of access to alternative modes of transportation.
(See also C.3 Parking Lot Screening and Separation)



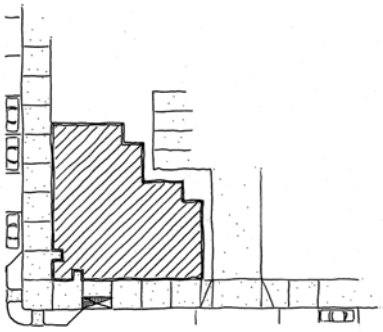
A2.2 Convenient and secure bike parking should be provided.

Criteria:
1. A system of connections with adjacent neighborhoods such as pedestrian walks, bikeways, drives, alleyways, open spaces, linking to the project should be provided.
2. Convenient and secure bicycle parking with storage/racks should be provided close to major facilities, to encourage bicycle use.

3. Pedestrian and bicycle circulation should be designed to avoid conflicts with automobiles. A separation should be created through design elements such as changes in grade, surface treatments, traffic-calming, screening elements, and structures.
4. Driveways and parking entries should be well designed, consolidated where possible, utilize appropriate signage, and use shared ingress and egress locations, to reduce the number of potential conflicts with pedestrians.
5. Shared parking for proximate facilities should be considered whenever possible.
6. Parking structures should incorporate foundation landscaping and decorative solid screening at street level. Decorative metal grillwork, vertical trellis, glass block, architectural treatment, planters, artwork, etc should be incorporated at upper parking level openings. Vehicle entries should be recessed from the sidewalk to reduce their prominence and impact.
7. The mass of a surface parking lot should be visually reduced and solar heat gain reduced with landscaped islands and canopy trees sufficient to shade at least fifty percent of the lot after 10 years' growth.
8. Parking isles should be oriented perpendicular to the buildings with a defined and protected pedestrian route to the entrance. (see also A.3 #4)
9. Loading areas should be located to be accessible from alleyways, side streets, interior parking garages, or from the rear of buildings rather than from the fronts of buildings to enhance pedestrian safety and provide convenient access for delivery vehicles.
10. Public transit access should be provided within one block of the entrance to the facility, if the general public, other than employees of the facility, is expected to use the facility on a regular basis. If located directly on transit routes, the project should incorporate bus stops and shelters.
11. Public transit access should be provided within one block of the entrance to the facility, for all public facilities having a staff of greater than 50 employees. If located directly on transit routes, the project should incorporate bus stops and shelters.



A2.6 Foundations plantings, and decorative metal grillwork should be used for ground floor parking structures.



A2.10 Public transit should be provided within one block of the entrance for both public and private users.

A.3 Pedestrian Access & Amenities

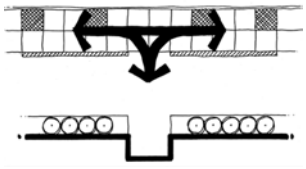
Design Objective:
The project shall create an environment that is visually attractive and easy to use for pedestrians who use the facilities.

Discussion:
Building orientation shall facilitate easy access and visibility with entries and building facades oriented towards pedestrian areas and

sidewalks. Pedestrian links with the overall circulation system shall be safe, pleasant, well lit, visible, and as direct as possible. The selection of pedestrian amenities and site furnishings shall contribute significantly to the character of the project and compliment the overall uniformity of the project design. Parking is to be located so as to provide direct and visible pedestrian access to building entries.

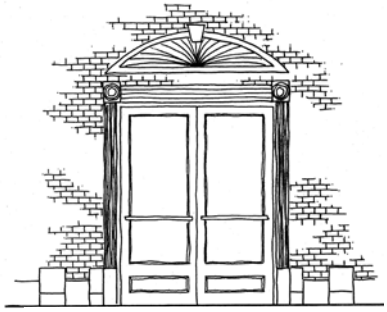
Criteria:

1. Pedestrian building entrances should be located close to the street to maintain visual surveillance of the street and sidewalk areas.
2. The project should provide visual and pedestrian access (including barrier free access) into/out of the site from adjacent public walkways.
3. Layout of sidewalks should respond to direct movement patterns. Circulation patterns and design forms should be very clear and understandable. Walkways and pedestrian areas should be defined with elements such as trees, shrubs, lighting, and hard-scape.
4. Pedestrian elements should contribute to the overall streetscape. Considerations include comfortable, safe and attractive walking surfaces (pavers, patterns, etc.), pedestrian scaled and oriented lighting, activity nodes, landscape elements, signage, site furniture, artwork, fountains, benches.
5. Building entrances and floor elevations adjacent to sidewalks should clearly define the edge of public areas. Methods include minor grade changes and low walls or curbing (eg: 6” to 18” high), landscaping, surface treatment, or lighting.
6. Frequent and practical pedestrian breaks for access should be provided where a fence, wall, or landscape area separates a sidewalk or pathway from a building or adjacent development.
7. Paths and entry areas should be lighted and if adjacent to buildings protected from the weather to ensure pedestrian comfort and security. Walkways should be located to take advantage of solar exposure. (see also B.5 Lighting)
8. Building entries should be visible from visitor parking areas. If necessary, signage should provide clear direction to functions within the facility.
9. Pedestrian areas and sidewalks should be separated and screened from parking and streets with features such as planters, street trees, planting strips, or bollards.
10. Where pedestrians cross parking areas and traffic lanes changes in grade, paving material colors or patterns and narrow crossings should be provided to alert drivers to pedestrian traffic.



A3.6 Practical pedestrian breaks in fences and walls should be provided.

11. Parking isles should be oriented perpendicular to buildings with clearly identified pedestrian access.
12. Wheel stops should be provided to prevent car overhangs into pedestrian and landscape areas. Site and streetscape elements on such as utility poles & boxes, street lights, trash receptacles, benches, and trees should be placed to maintain a clear pedestrian passage way.
13. Areas to the rear of the buildings and alleyways should be used for service access and maintenance to preserve pedestrian-friendly public street fronts.
14. Mechanical equipment (including air conditioning units, pipes, ducts, vents, access doors, meters, transformers and other building systems equipment) should be located away from pedestrian ways and seating areas to minimize noise, exhaust or visual unsightliness.



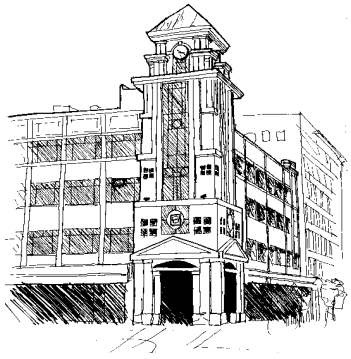
B1.2 Clearly defined main entrances should be located towards pedestrian

B. Building Design

B.1 General Design, Entries, and Streetscape

Design Objective:
Buildings shall contribute to creating an active and exciting pedestrian environment with clearly defined entries oriented to the street, walkway, or circulation spine.

Discussion:
Primary building entrances shall be at the street level and oriented to allow people to arrive on foot or by transit. Buildings shall avoid long uninterrupted walls or roof planes and shall use articulation, modulation, and fenestration on all visible facades. The rear areas of the buildings shall be designed to be accessible, approachable and unobtrusive from the rear parking areas as well as adjoining areas.



B1.3 A prominent building on a corner lot.

Criteria:
1. Exterior building design, form, materials, and detailing should be coordinated on all elevations and be compatible with existing structures and the adjacent developments.
2. Clearly defined main entries should be located towards pedestrian areas.
3. Buildings on prominent corner lots should be embellished with additional architectural details and height to reinforce the intersection as a focal point.
4. Street front exterior wall treatments should include windows, ornamental or structural details, decorative masonry, surface textures, murals, etc.

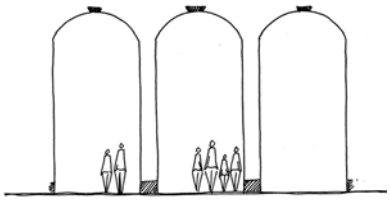
B1.4 Street side exteriors should include pedestrian scale elements & be compatible with existing structures.

5. Upper and ground level activities should be clearly defined with facade treatments including the use of exterior materials, awnings, entries, and lighting.
6. Views into the interior spaces of a public use facility should be encouraged.
7. Architectural elements such as canopies, trellises, projections, and awnings that contribute to a building's character while aiding climate control and pedestrian weather protection are encouraged.
8. Public art displays or installations should be included in all public projects that will have a significant number of daily visits by citizens, in an effort to make their experience more lively and interesting.
9. Street furniture such as fountains, benches, and planters should be included in public and semi-public outdoor areas for the convenience and use of the occupants and visitors.
10. Dining courts / facilities should be designed for user convenience and access. Considerations include entrance orientation and treatment, visibility, delineation of space.

B.2 Building Proportions, Size, Scale and Aesthetics

Design Objective:
Buildings shall incorporate elements that result in an aesthetic building with a perceived size and bulk that is consistent with the surrounding buildings, maintains a human scale, creates a streetscape that is comfortable and attractive, and achieves an high aesthetic standard.

Discussion:
Buildings should be designed to minimize the difference in architectural character and scale within the project and with the surrounding areas, while achieving a diversity of design style and detail. Public buildings should be designed and built with the realization that they will be looked upon as an example of civic pride and as such, should be held to a higher aesthetic standard.

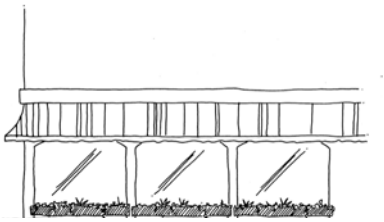


B 2.2 Major governmental buildings should utilize monumental scale architecture to define importance.

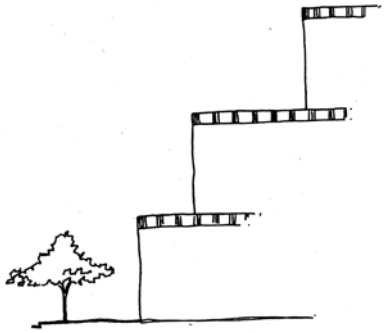
Criteria:
1. Buildings should be built in a manner that reinforces the aesthetics of the surrounding area and buildings by incorporating similar materials, styles, lines and details into the design.
2. Major governmental buildings, such as City Hall, should utilize monumental scale architecture to define its importance and purpose and to create an enduring presence.
3. Buildings should employ vertical and horizontal relief in the facade that delineates a bottom, middle, and top of the High quality materials and architectural ornamentation that create

and convey a sense of stability and strength should be used for public buildings. Materials that provide visual interest for visitors and occupants should be used at the ground floor/street level to accent the buildings. Consideration should be given to materials that are similar in quality, character, texture, finish, and dimension to those commonly found in the best-designed buildings in Spokane (such as brick, stone, concrete, masonry, steels, glass, terracotta, and glazed tiles).

4. The ground floor of building street frontages, where security permits, should feature windows, entries, and other pedestrian amenities to make the building attractive and inviting.
5. Rectangular building forms should generally be used to define the form and mass of the building, with curving, undulating or diagonal building forms used only for accent.
6. For most public buildings, human scale design elements such as architectural detailing, windows, elements indicating floor-to-floor heights, appropriately-scaled materials, cornice lines, signage, and awnings should be utilized to reduce the mass of buildings and reinforce the character of the streetscape as experienced at the street level.
7. Buildings should employ techniques that minimize the apparent size, bulk, volume, and mass and can contribute to the penetration of light by including stepping back upper levels, articulation, modulation, and recessed or projected entries. Varying rooflines and pitches, ornamentation, dormers, balconies, porches, awnings, and chimneys can likewise contribute to an unique skyline.
8. Blank walls should not be used on the ground floor of the building facades facing the street or other pedestrian areas, except where the architectural program dictates a monumental design approach.
9. Articulated, varied or unique roof shapes on governmental office buildings can be used as a counter point to flat roofs, to add interest and serve as a visual cue and reference point.



B 2.4 Ground floor frontages should feature pedestrian amenities for attractiveness.



B 2.7 Large buildings should employ strategies to reduce the appearance of mass.

B.3 Existing and Historic Facilities - Additions and Alterations

Design Objective:
For older public projects and structures with historic or architectural value, alterations and new additions shall respect the quality and character of the original period and style of the existing facility.

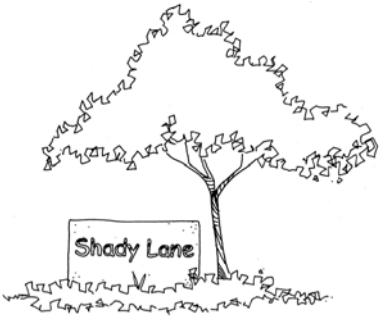
Discussion:
Changes to existing facilities are part of the ongoing evolution of the built environment. As a general principle, new additions and

alterations should be designed to respect the original period and style of the building. However, it is not necessary to make a new addition to look "historical" or older than it really is. Creating a "fake" historical building will often cheapen what is truly historic and original.

In addition, not all additions or alterations require attention to the existing style and design. Many existing facilities are of a lesser quality or historic value and complete changes may be a more appropriate design solution. Therefore, before each alteration and addition, it is important to determine the architectural "value" of the existing facility.

Criteria:

1. The remodeling or expanding a public building or the converting an existing building to a public building should respecting the original period and style of the existing building to help preserve the architectural character of Spokane.
2. The original façade of historically significant public buildings should be restored when alterations of the building are to occur.
3. Constructing additions on the primary or character-defining elements of the building façade should be avoided to maintain the original architectural ethos of the building.
4. A new addition or alteration to the original public building should be compatible in scale size and proportion to the older portion of the building. For example, setting back an additional story on an existing building from the existing roof edge or building façade line ensures that the building's profile is not dramatically changed.
5. A visual distinction between the old and the new while making a new addition or alteration distinguishes the historic parts of Downtown. Similarly additions, which are sympathetic to the underlying building style and design, yet being representative of its own time, avoid creating a "phony" historic look.
6. A visual separation between an addition and the original structure of an existing building should be included in the design to preserve the identity of the original building's architecture.



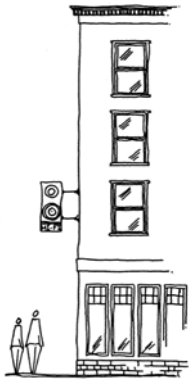
The design and placement of signage is critical to the success of public spaces.

B.4 Signage

Design Objective:

The design and use of signage is a critical element in the overall appearance and function of a project and shall be designed to be functional, subtle, and efficient, with the purpose of way-finding and identifying uses.

Discussion:
Signs that appear integrated into a project are usually designed to reflect the architecture, streetscape, and design characteristics of the facility served. They are designed and located to adequately inform and identify facilities, functions, and points of access, utilizing a minimum of signs to avoid visual clutter and the obstruction of views.

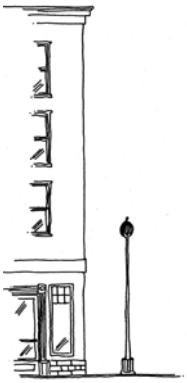


B 4.2 To reduce visual clutter and obstruction signs should be attached to the building.

Criteria:
1. Signs should provide adequate visibility for the facility while maintaining the architectural integrity, form, details and features of the building.
2. To reduce visual clutter and obstructions, signs should be attached to the building. Where appropriate, freestanding monument signs can be used with the following design elements:
   - the height should not be greater than 42" above grade;
   - trees and base landscaping and accent lighting should be incorporated;
   - incorporate the signs into existing structures such as planters, screen walls;
   - maintain all clear view sight lines for automobiles and pedestrians;
   - materials and design should reflect the project location, site, or building;
3. Each driveway entrance to a public facility's parking should be limited to no more than one directional sign, to be located near the sidewalk apron, but off of the right-of-way.
4. Poles supporting traffic signs should be placed along sidewalks in a manner to minimize the obstruction to pedestrian traffic.

B.5 Lighting

Design Objective:
Lighting shall be provided for public projects and structures to improve the safety and security during the evening hours and enhance the character and quality of the facility. The form, quantity and character of lighting and the quality of light shall establish an attractive, distinctive and safe environment, but shall not create an unwanted nuisance for residential or other sensitive areas.



Lighting shall establish an attractive, distinctive, safe environment.

Discussion:
Lighting on buildings and sites has a dramatic effect on the mood, quality, and character of the facility. Lighting also increases the safety and security for the site, street, and surrounding properties during the evening hours. Lighting effects contribute to the

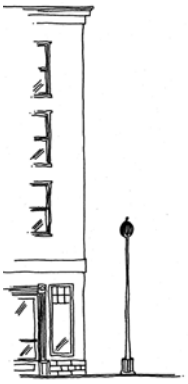
character of a place with the color, amount, intensity, and types of lighting used on buildings and in landscaping features.

Criteria:

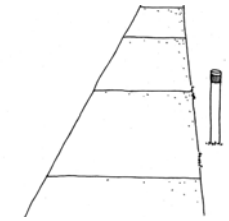
1. The location of light fixtures should respond to the anticipated use. Lighting for pedestrian movement should be placed at regular intervals and should clearly identify the walkway, and emphasize changes in grade, path intersections, seating areas and any other areas along a path which, if left unlit, would cause the user to feel insecure.
2. Lighting fixtures shall not produce excessive glare, or trespass into residential areas, with on-site lighting designed, installed and maintained to direct light only onto the property on which the light source is located. All lighting fixtures, including spotlights, electrical reflectors and other means of illuminating sings, structures, landscaping, parking, loading and similar areas should be focused, directed and arranged to prevent glare or direct illumination on adjoining properties.
3. Public Buildings in the downtown area should include street lighting fixtures that fit the urban character and provide lighting for both the auto and pedestrian producing a well-lit and safe place.
4. Buildings should be illuminated in a selective and subdued fashion to create an inviting atmosphere to the user, through the use of lighting effects such as lighting vertical surfaces to create nighttime focal points; incorporating lighting that illuminate surfaces at entrances, up lighting to enhance architectural elements/details, allowing the building interior light to illuminate though glass entry facades, and windows, or the use of decorative lighting fixtures to announce entries, emphasize landscape features and provide security.
5. Building lighting should be related to the style and character of lighting on the whole site to create a well-integrated design scheme. A variety of similar styles of fixture design or a similar "family" of fixtures further enhance this quality.
6. Lighting should be integrated into the design of wall features possibly accentuating the rhythm of the wall's openings and pilasters or texture and materials.
7. Special lighting for building features, entries, building towers, architectural ornamentation or pilasters should be included to enhance the image of the building, however, care should be exercised in attaching lighting fixtures to buildings to prevent the fixtures from covering up major architectural or historic features or ornamentation.
8. Low intensity security lighting on the ground floor of buildings should be left on after business hours to help maintain well-lighted pedestrian areas and deter crime.

B 5.3 Building lighting should fit the urban character and provide lighting both for the auto and pedestrian.

9. Building mounted cutoff down-light fixtures in combination with cutoff poles fixtures should be used to unobtrusively illuminate building service areas without causing glare and light trespass beyond the service area.
10. Pedestrian areas should be lighted with pole or bollard type fixtures (typically not more than 16 feet in height or 3 feet in height for bollards) that are in scale with the pedestrian to enhance the pedestrian environment.
11. Light posts generally should be located in such a manner that they will not become safety hazards to pedestrians or vehicles, and should compliment the character of the project.
12. Metal halide type light fixtures should be the preferential choice because of its greater color rendering and consistent light quality.
13. The same type, color, and family of fixture styles used in the building fixtures should be used for the lamps fixtures in parking areas to create a consistent image.
14. Appropriate shields should be attached to lighting fixtures to reduce night sky lighting, and minimize light and glare illuminating directly up into the night sky.
15. Power fixtures should be provided in landscape areas for the use of seasonal decorative lighting to accentuate its aesthetic quality.



B 5.10 Pedestrian areas should be lighted with pole or bollard lighting that are in scale with the pedestrian.

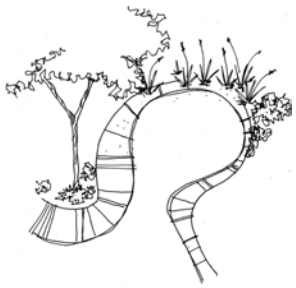


B 5.10 Bollard lights should not be more than three feet high.

C. Landscape Design

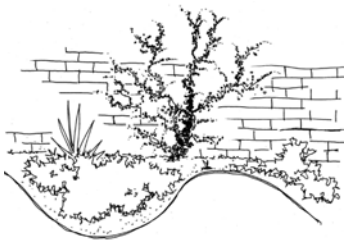
C.1 General Landscape Design

Design Objective:
Project design and development plans shall include well planned landscaping as an integral component of the project and exhibit an overall design concept utilizing plant and landscape materials in a creative, environmentally sensitive, and functional manner to provide spatial definition, enhance and compliment the overall site and built environment, while being sensitive to the conservation of natural resources.

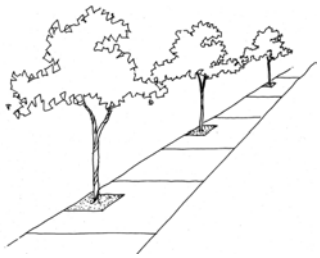


Well planned landscaping provides spatial definition, enhances and compliments the overall environment.

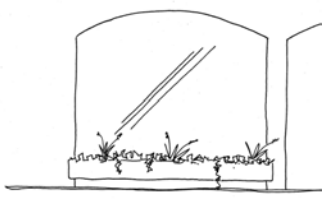
Discussion:
Significant landscape elements such as mature trees, stands of native vegetation, topography, and rock outcroppings should be considered as design determinants and incorporated into the site and landscape design, particularly if due to a unique specimen, size, or historical association. Landscape plantings shall be incorporated into projects to define and emphasize building entrances, enhance and define pedestrian areas, and screen obtrusive elements.



C 1.2 Select plants that are appropriate for a particular site.



C 1.8 Provide street trees at regular intervals



C 1.10 All opportunities for plantings should be utilized

Criteria:

1. Site alterations, soil disturbance, and construction should be avoided in the areas of significant existing landscape elements.
2. Selection of plant materials should be based on their year-round interest (deciduous color, spring flower, fruits, or branching patterns) as well as their overall form, texture and shape.
3. Plant species should be selected that are tolerant of site and city conditions, relatively free from pests and disease, and that are drought tolerant.
4. Plants materials that have low water consumption and low maintenance requirements should be used on public projects to conserve water, reduce costs and as a public demonstration of landscaping alternatives.
5. Plants should be placed, and obtain an appropriate size, for the intended use. New and mature trees and shrubs should not reduce visibility and views.
6. In addition to canopy trees, further reduction in glare and reflected heat from parking and building surfaces should be addressed by the use of shade structures such as arbors, trellises, and awnings.
7. Canopy trees and architectural features such as plants, overhangs, trellises and awnings should be incorporated to provide shade.
8. Landscaping and street trees, spaced at regular intervals of 20-25 feet, should be installed along the sidewalks, between parking and moving lanes in the street and the building edge, to define the pedestrian zone and help to create a safer pedestrian walk-way.
9. In order to maintain pedestrian scale where fences or walls are necessary to reduce noise, provide buffers, or create privacy, the following should be considered:
    - provide plant materials and/or art work (mosaic, murals, masonry patterns, sculpture) over a substantial portion of the blank wall or fence surface;
    - reduce the scale and mass as well as provide visual interest by utilizing a variety of design elements and methods including indentations, varying heights, textures, colors, materials, landscaping, accent lighting, canopy/ awning, vertical or horizontal trellises;
    - repeat the adjacent buildings' facade details and materials on fences or walls.
10. All opportunities for landscaping should be utilized. These may include:
    - small planting areas with flowering shrubs;
    - use of shrub or vine espaliers, vertical trellises, next to blank walls;

- specimen trees, street trees in walkways with decorative grates;
- specimen or mass planting of trees as focal points;
- landscape opportunities created by building modulation;
- entry way treatments.

11. Landscape designs should consider the following:
    - use a native, low maintenance/chemical use, and drought tolerant plant palette;
    - compliment existing landscape materials in neighborhood for visual continuity;
    - avoid a haphazard appearance by limiting plant species, types, and textures;
    - focus and mass plantings for design character; avoid sporadic plantings;
    - utilize storm-water treatment areas as landscape opportunities and elements;
    - retain existing vegetation and incorporate with new landscape areas.

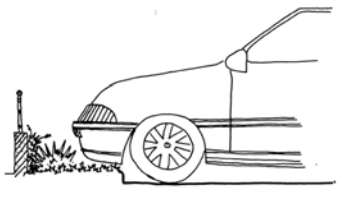
C 1.11 Landscape design should compliment existing situation.

C.2 Parking Lot Screening and Separation

Design Objective:
The project shall incorporate landscaping that will define, break up, and screen parking areas as well as provide separation between incompatible uses or activities.

Discussion:
Landscaping should provide a physical and/or visual barrier for parking and service areas, mechanical equipment, loading docks, and similar locations. All landscaping should be designed with consideration given for such issues as clear view sight lines, lighting, car door swing, security, aesthetics and maintenance and comply with code requirements.

Criteria:
1. Canopy trees should be provided in and around parking areas at a spacing to provide fifty percent of the area in shade after ten years of growth.
2. Interior parking lot landscape areas should be provided between and at the ends of rows of stalls and suitably planted with canopy trees, low shrubs, and ground covers.
3. Wheel stops or curbs should be used to prevent damage and obstacles from vehicles overhanging into landscape or walkways.
4. When parking areas are screened with low walls or fencing, materials and details from an adjacent building facade should be utilized.



C 2.5 parking lot screening utilizing low wall and vegetation.

5. Methods of screening and separation such as berms, walls or fences, and planters combined with trees and shrubs can be utilized.
6. Plant materials such as vines, espaliered shrubs and columnar trees should be provided at blank building walls, service locations, and narrow areas for screening.
7. Vegetative screening is encouraged to soften the visual aspect of fences and walls used for trash enclosures.

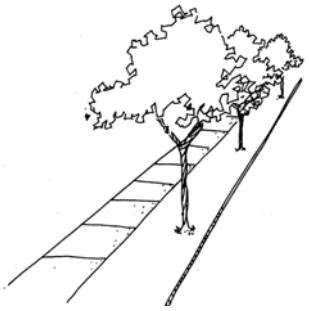
D. Infrastructure Design

D.1 Street Design

Design Objective:
All street and right-of-way improvements shall be constructed in accordance with adopted city development standards unless physically impossible considering the particular site constraints.

Discussion:
The city has adopted standards that guide the physical development of streets and sidewalks. Particular site constraints occasionally create the situation where the standards cannot be strictly adhered. When this is the case, the provision of required pedestrian sidewalks and amenities should be given particular first priority, public safety and transit needs and facilities second, and private vehicular circulation needs placed third.

Criteria:
1. Streets should be designed to meet the adopted standards, starting from the outside of the right-of-way in towards the centerline.
2. When the right-of-way is inadequate to allow complete development in conformance with the standards, pedestrian amenities, including benches, street trees, lighting, high visibility crosswalks, accessible ramps, and full width sidewalks should be given the higher priority over vehicular circulation elements.
3. Public safety and transit needs should be met even if this reduces the space available for on street parking or private vehicle circulation.
4. When the standards indicate a separated sidewalk is to be provided, acceptable street trees should be planted therein and maintenance thereof insured via an agreement between city departments or private individuals.



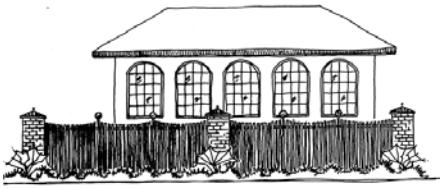
D 1.4 Acceptable street tree species and agreement for maintenance necessary for buffer strips.

D.2 Utilities Design

Design Objective:
Necessary infrastructure installations shall be designed to integrate appropriately with the above ground natural and built environment, or at a minimum, include mitigation for any environmental degradation that is unavoidable.

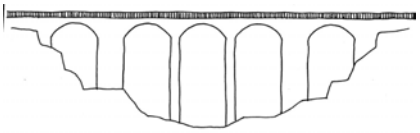
Discussion:
Installation of utilities and other infrastructure is necessary for a city to function. However, the impact on the above ground areas that may be caused by a subterranean installation should not be ignored. Additionally, some installations require an above ground structure that should be designed to be compatible with the immediate area.

Criteria:
1. All new and replaced utilities and infrastructure should be placed underground.
2. Areas disturbed for subterranean infrastructure installations should be returned, as close as possible, to their pre-construction state.
3. When permanent site degradation is unavoidable, alternate mitigation should be employed, which could include the planting of alternative species of plants, either on the site or in the vicinity, or the development of the site into small, usable public spaces.
4. All above ground infrastructure should be designed to be compatible in scale, details and mass with the surrounding buildings.
5. Above ground installations should be screened and the sites well landscaped in a similar fashion to the surrounding properties.
6. Where fences or walls are necessary to reduce noise, provide buffers, or for safety concerns, the following should be considered:
    - provide plant materials and/or art work (mosaic, murals, masonry patterns, sculpture) over a substantial portion of the blank wall or fence surface;
    - reduce the scale and mass as well as provide visual interest by utilizing a variety of design elements and methods including indentations, varying heights, textures, colors, materials, landscaping, or accent lighting,
    - repeat the adjacent buildings' facade details and materials on fences or walls.



D 2.6 Noise barrier utilizing plantings and accent materials.

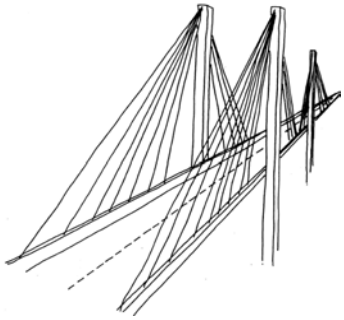
D.3 Bridge Design



Although primarily functional, bridges become recognizable icons for the city.

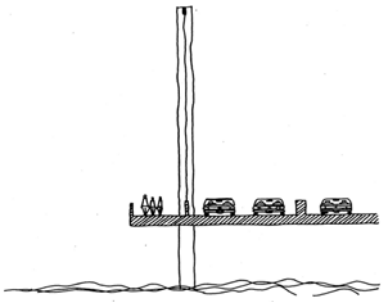
Design Objective:
Bridges shall be considered a public monument as well as a functional circulation element and shall be afforded design considerations commensurate with a public work of art.

Discussion:
First and foremost, bridges must be designed to be functional in regards to the aspects of vehicular and pedestrian conveyance. The increase in traffic and/or the deterioration of existing bridges may, at some point in the future, make it necessary to build, rebuild, remove and/or replace one or more bridges across the Spokane River. This should only be done with the understanding that these bridges are, or will be, icons for the city and are not just a street that happens to be above the water. They are immensely recognizable, and instrumental in establishing the character of the immediate surrounds.



D 3.1 Bridges should be considered as a monuments as well as a functional element of the environment.

Criteria:
1. In additional to function, a bridge should be designed as if it were a monument, with an unique appearance and presence, while taking into consideration the nearby architecture and environment.
2. Bridge design teams, from early in the process should include artists, landscape architects, architects, and members of the Landmarks Commission in addition to civil and transportation engineers.
3. Bridges should be designed to accommodate alternative means of transportation including mass transit, bikeways, and sidewalks.
4. The design of a bridge should recognize the needs of the pedestrians, not only for conveyance, but also as a place or means for a visual or contemplative experience, by inclusion of amenities such as seating, viewpoints, shade, decorative lighting, and separation from vehicle lanes.
5. Public art or expression should be included in the bridge design or be incorporated into some aspect of the overall project.
6. Bridge lighting, both functional and decorative, in addition to taking into account the guidelines for Lighting (B.4), should be well designed and add a dramatic touch to the nighttime skyline. The lighting should not glare into nearby residential areas.
7. Bridge approaches should be considered as gateways, and be thoughtfully designed as an integrated part of the overall bridge project.



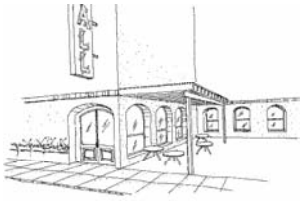
D 3.4 Pedestrian needs should be recognized in bridge design.

E. Public Space

E.1 Public Spaces Design

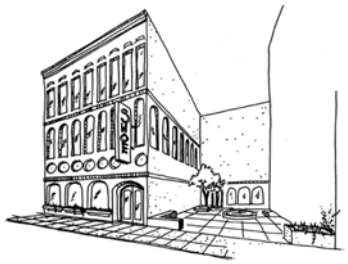
Design Objective:
Public Spaces shall be developed in a manner that promotes social interaction, and makes the safety, convenience and enjoyment of the user the primary design parameters.

Discussion:
Public spaces does include those areas typically thought of as public, the parks, plazas and squares. However, it also includes spaces such as, the entrance and setback areas around public buildings, urban "pocket" parks, sidewalks and leftover street right-of-ways, boulevard medians, swimming pools, golf courses, waterways, and in the case of Spokane, skywalks. While acquisition, maintenance, and development costs are valid concerns of the various city departments, of more concern is the values and desires of the ultimate intended users. In addition to these following guidelines, see also the other guidelines for public projects and structures when appropriate for a particular project that might include parking, buildings, lighting, etc.



E 1.2 Informal seating under solar shade.

Criteria:
1. The intended user and probable times of use should be identified early in the project program phase.
2. Spaces intended for passive of active human use should have adequate formal and informal seating, including seats and benches, and sculptured lawn areas.
3. Spaces intended for evening and nighttime usage should have adequate lighting to insure safety and comfort for the users. (see also Lighting, B.4)
4. Solar orientation should be considered, with a preference given to southern exposure.
5. The majority of the area should receive direct sunlight during the lunch time hours.
6. There should be sufficient areas that are protected from prevailing wind patterns.
7. Formal spaces such as plazas and squares should place a greater emphasis on utilizing architectural elements for spatial definition with landscape elements providing accent.
8. In parks, gardens and in other more informal spaces, architectural elements should be secondary to landscape elements for spatial definition.
9. Artists should be included early in the design process to insure integration of public art into all new public spaces.



E 1.7 formal spaces should utilize architectural elements to define space.

10. Plant species should be selected that are tolerant of site and city conditions, relatively free from pests and disease, and that are drought tolerant.
11. Plants should be placed, and obtain an appropriate size, for the intended use. New and mature trees and shrubs should not reduce visibility and views into, and out of the public space.
12. A clear delineation of maintenance responsibilities of public space and vegetation should be insured via an agreement between city departments.
13. Where fences or walls are necessary to reduce noise, provide buffers, or for safety concerns, the provision of screening plant materials, or artwork, reducing the scale and mass, and incorporating textured design elements and materials should be considered.