

Spokane Downtown Stadium

2 - Program Review/Collaborative Workshop

September 29, 2021

**From :**

Design Review Board
Kathy Lang, Chair

c/o Dean Gunderson, DRB Secretary
Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

To :

Spokane Public Schools
Attn: Greg Forsyth

ALSC Architects
Ken Murphy, Andrew Leeper

Spokane Public Facilities District
Attn: Stephanie Curran

CC :

Louis Meuler,
Interim Planning Director

Tami Palmquist,
Principal Planner

Based on review of the materials submitted by the Applicant and discussion during the September 22, 2021 and the September 29, 2021 Collaborative Workshops, the Design Review Board recommends the following advisory actions:

Stadium Site

- The Applicant is strongly encouraged to work with the governing bodies and seek opportunities to strengthen the Dean Avenue pedestrian crossing between the Stadium and the Podium, for example change in paving material and increased width of crossing.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 4 Transportation, LU 4.1 Land Use and Transportation, LU 4.4 Connections, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.3 Off-Site Impacts, LU 5.5 Compatible Development, LU 7 Implementation, LU 7.4 Sub-Area Planning Framework, TR Goal A Promote a Sense of Place, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 6 Commercial Center Access, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15, Activation, TR 20 Bicycle/Pedestrian Coordination, ED 6 Infrastructure, ED 6.2 Public Investment in Designated Areas, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.11 Improvements Program, DP 2.12 Infill Development, DP 4 Downtown Center Viability, DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.6 Pedestrian and Bicycle Connections, N 4.7 Pedestrian Design, and N 4.9 Pedestrian Safety.

Please see the following Downtown Design Guidelines: D-1 Provide Inviting and Usable Open Space, D-4 Provide Elements that Define the Place, and D-7 Design for Personal Safety and Security.

Please see the following Downtown Plan Strategies and Actions: CW1 Energize Streets and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.1 Transform Low Traffic Street That Are Oversized for Projected Traffic by Converting

Vehicle Travel Lanes To Other Uses in Targeted Locations Such as High-quality Bike Facilities, Expanded Public Spaces, and On-street Parking, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.7 Design Public Spaces for Accessibility that Meets or Exceeds ADA Requirements.

- 2. The Applicant is encouraged to continue addressing scale, bulk, and articulation of the exterior facades to further activate and energize the surrounding pedestrian realm.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.14 Town Squares and Plazas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.2 Street Life, N 1 The Downtown Neighborhood, and N 1.1 Downtown Development.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, A-2 Enhance the Skyline, B-1 Respond to the Neighborhood Context, B-2 Create Transitions in Bulk and Scale, B-4 Design a Well-proportioned and Unified Building, C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 3. The Applicant is strongly encouraged to return with a refined west plaza design that more fully embodies the connection between the Stadium to the Podium and beyond, including but not limited to hardscape continuity, landscaping, site accessories, art, and signage.**

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One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 4. The Applicant is encouraged to investigate opportunities to enhance the pedestrian experience in consideration of the celebratory aspect of going-to and coming-from the surrounding areas, knitting the Stadium site into its larger urban fabric. The introduction of benches, tree canopy, site lighting, and/or other site elements may further promote a sense of destination and connectivity to the surrounding area.**

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One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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- 5. In order to activate the public realm around the Stadium when there are no events, the Applicant is encouraged to make improvements inside the public realm along Howard, Dean, Gardner, and Boone that invite the public into some sort of special experience, for example high school sports, history walk, sidewalk games, art, or other cultural experience/activity.**

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Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, A-2 Enhance the Skyline, B-1 Respond to the Neighborhood Context, B-2 Create Transitions in Bulk and Scale, B-4 Design a Well-proportioned and Unified Building, C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 6. Consistent with the recently updated and adopted Spokane Downtown Plan's Strategy ACH2 of bringing arts & culture into the public realm, the Applicant is encouraged to provide and identify locations for art installations, markers for way-finding, and site identification elements at areas such as entries, path or street view termini, and proposed plazas. The Applicant is encouraged to work with the Arts Commission to identify opportunities for art installations and considerations for artist selection.**

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Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian

Interaction, C-3 Provide Active Façades, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place,

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- 7. Along Boone, the Applicant is encouraged to activate this elevation by incorporating areas for murals, other artwork, replacing the fence with an artistic screen, creating peek-a-boo views into the arena, or other visually interesting elements.**

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Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 8. The Applicant is encouraged to leverage innovative, low-impact stormwater Best Management Practices (such as permeable pavements, rain gardens, infiltration galleries) that enhance the public realm throughout the design life of the stormwater treatment installations.**

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***Please see the following Downtown Design Guidelines:** B-5 Explore Opportunities for Building 'Green', D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define the Place, D-8 Create 'Green' Streets, and E-4 Design 'Green' Parking.*

***Please see the following Downtown Plan Strategies and Actions:** CW 3 Reduce Impacts from Surface Parking, CW 3.3 Discourage Surface Parking Lot Along the Frontage of Type III and Type IV Complete Streets Between the Building and Street Throughout the Downtown, CW 3.4 Actively Pursue Redevelopment of Surface Lots, LWP 5 Support Environmentally Sustainable Growth Downtown and Responsible Stewardship of the Spokane River and Falls, and LWP 5.1 Integrate Green Stormwater Infrastructure (GSI) into Public Street and Building Projects and Encourage Green Stormwater Strategies to Retain and Treat Runoff On-site as Part of Private Development.*

- 9. The Applicant shall consider strengthening routes within the project (especially non-motorized routes) to facilitate access to and from the Stadium site in all directions.**

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SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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10. The Applicant shall consider infrastructure that safely facilitates and prioritizes anticipated pedestrian, non-motorized, and transit access for events at the Stadium, as well as events that may occur simultaneously with the Civic Theater, the Podium, and the Arena.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

11. The Applicant shall continue to work with STA and the City to optimize equitable access to the facilities.

Please see the following Comprehensive Plan Goals and Policies: LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, C-3 Provide Active Façades, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, PS 1 Program and Activate Public Spaces Downtown, LWP 4 Improve Transit Access, Commute Options and Parking Management for Downtown Residents and Employees, LWP 4.1 Integrate New Development Downtown with Transit Facilities and Promote Transit Supportive Development Around High-capacity Transit, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 12. The Applicant is encouraged to refine the design of the STA drop-off areas and bike parking facilities at the Stadium site to address the goals of the Spokane Comprehensive Plan and the Spokane Downtown Plan as they relate to pedestrian-oriented design and promotion of increased urban tree canopy.**

Please see the following Comprehensive Plan Goals and Policies: LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, C-3 Provide Active Façades, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, PS 1 Program and Activate Public Spaces Downtown, LWP 4 Improve Transit Access, Commute Options and Parking Management for Downtown Residents and Employees, LWP 4.1 Integrate New Development Downtown with Transit Facilities and Promote Transit Supportive Development Around High-capacity Transit, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 13. The Applicant is strongly encouraged to return with a plaza/main entry design, on both sides of the building, that do not simply abut the parking lot area as presented. The Board would like the Applicant to explore the possibility of extending the plazas, and/or the architectural language of the plazas, to meet up at the corners of Boone and Howard, and Boone and Washington. The Board makes note that these plaza and entry spaces need to reflect a real “gateway” to the site, especially at the north end of the property, as it is the main connection to the Podium, North Bank and Riverfront Park off of Boone.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal F Enhance Public Health and Safety, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in

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Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-4 Design a Well-proportioned and Unified Building, C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, E-1 Minimize Curb Cut Impacts, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

14. The Applicant shall return with a more fully developed promenade from Howard heading east along Gardner as the ‘sense of arrival’ architectural statement on the building currently has a disconnect with this access point.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH

3.7 Support Local Artists, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, E-1 Minimize Curb Cut Impacts, and E-3 Minimize the Presence of Service Areas.

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Parking Site

15. The Applicant is encouraged to make use of art markers as a means of identifying and tying the proposed offsite parking to the Stadium and other area facilities.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

16. The Applicant is encouraged to work with the Arts Commission to identify opportunities for art installations and considerations for artist selection.

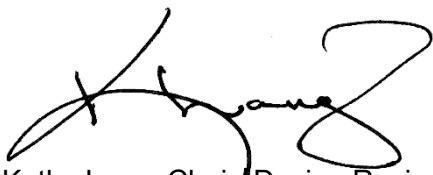
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17. The Applicant is encouraged to refine the design of the STA drop-off area and bike parking facilities to address the goals of the Spokane Comprehensive Plan as it relates to pedestrian-oriented design and promotion of increased urban tree canopy.

Please see the following Comprehensive Plan Goals and Policies: LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Ted Teske moved to adopt the advisory actions as written; Drew Kleman seconded. Motion carried unanimously. (6/0)



Kathy Lang, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.