Design Review Board

February 27, 2019
5:30-7:30 PM
City Council Briefing Center

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

	Board Briefing Session:	
5:30 - 5:35	**1)** Chair Report **2)** Secretary Report	Steven Meek Dean Gunderson
	Board Business:	
5:35 – 5:40	**3)** Approve the January 9, 2019 meeting minutes **4)** Old Business **5)** New Business **6)** Changes to the agenda	Steven Meek
	Workshop:	
5:40 – 7:30	**7)** Deep Pine Overlook PUD/SCUP **8)** SportsPlex	Dean Gunderson Alex Mann
	Adjournment:	

The next Design Review Board meeting is scheduled for March 13, 2019

The password for City of Spokane Guest Wireless access has been changed:
Username: COS Guest Password: 97WzrE9t

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 Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through 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 jjackson@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 Rules of 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) 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

January 9, 2019

Meeting called to order at 5:30 PM

Attendance

- **Board Members Present:** Steven Meek (Chair), Kathy Lang (CA Liaison), Alex Maxwell, Anne Hanenburg, Ted Teske
- **Board Members Not Present:**
- **Quorum present:** Yes
- **Staff Present:** Dean Gunderson; Senior Urban Designer

Briefing Session:

1. **Chair Report:** None
2. **Secretary Report:**
   - Alex Maxwell, Anne Hanenburg, and Steven Meek volunteered to participate in the Interview committee for the Structural Engineer Position on the Design Review Board
   - Alex Maxwell submitted his resignation for April of 2019.
   - DRB minutes will begin including the motions made by the board and recordings will be posted on an FTP site that the board members will have access to. The City of Spokane will be updating their website soon, this update will allow for minutes to be posted on the City of Spokane Website and allow access for everyone.

Board Business:

3. **Approval of Minutes:**
   - Alex Maxwell made a motion seconded by Anne Hanenburg. Approved unanimously
   - Alex Maxwell made a motion to modify the December minutes and future minutes to use parenthesis to denote the board titles such as “chair” in the attendance section of the minutes and to amend the December 12, 2019 minutes that the motion was approved unanimously 8/0, motion seconded by Anne Hanenburg. Approved unanimously (5/0)
   - Kathy Lang made a motion to approve the minutes as amended, motion seconded by Anne Hanenburg. Approved unanimously (5/0)
4. **Old Business:** None
5. **New Business:** None
6. **Changes to the Agenda:** None

Workshop:

1. **Meet with the Hearing Examiner to discuss the examiner process and its relationship with Design Review.**
   - Staff report: Brian McGinn; City of Spokane Hearing Examiner
   - Public Comment: None
   - Questions asked and answered
   - Discussion ensued

Meeting adjourned at 7:20 pm

Next Design Review Board meeting is scheduled for January 23, 2019

Return to Agenda

DESIGN REVIEW BOARD FILE NO.DRB 1902

Deep Pine Overlook – PUD/SCUP

1 - Program Review/Collaborative Workshop

Design Review Staff Report February 22, 2019

Staff:
Dean Gunderson, Sr. Urban Designer

Neighborhood & Planning Services Department

Applicants:
JRP Land, LLC

Agent: Taudd Hume
159 S. Lincoln Street
Spokane, WA 99201

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(B) and (H) Design Review Board – Development Applications Subject to Design Review**, all Shoreline Conditional Use Permits and other projects listed within the Uniform Development Code 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**

Advisory Actions
The Advisory Actions provided by the board at the Collaborative Workshop will be forwarded to the applicant, and copies will be made available to the Planning Director and the Manager of current planning.

Project Description

The applicant is seeking permission to develop a Planned Unit Development for 90-94 lots on approximately 48 acres of land located between Latah Creek and High Drive Bluff Park; which will also require a Shoreline Conditional Use Permit. For additional information please see applicant's submittal information.

Note: The Subject Site has been twice previously submitted for land use permits (once in 2010, and again in 2016). In the previous applications, the development proposals were reviewed by the Design Review Board in Collaborative Workshops. Aspects of the prior application were similar enough to the current proposal that the 2010 & 2016 Pre-Dev notes and the 2016 DRB Advisory Actions are included to this report.

Location & Context

The proposal is located in the Latah/Hangman Neighborhood. The property is isolated with no immediately adjacent residential or commercial development. However, it may be visible from certain vantage points in the surrounding area including High Drive Bluff Park, Latah Creek, Grandview/Thorpe Neighborhood and SR 195.

The Subject Site consists of three parcels: Parcel A (25361.0006), Parcel B (25361.0007), and Parcel C (35312.0002) – for a total surveyed Subject Site size of 47.71 acres. Latah Creek runs through the western edge of the relatively flat portions of Parcels A and B. The eastern portion of Parcel C (abutting High Drive Bluff Park), and the northern portion of Parcel A have steep slopes ranging between 16% to over 30%. (see Figure 1)

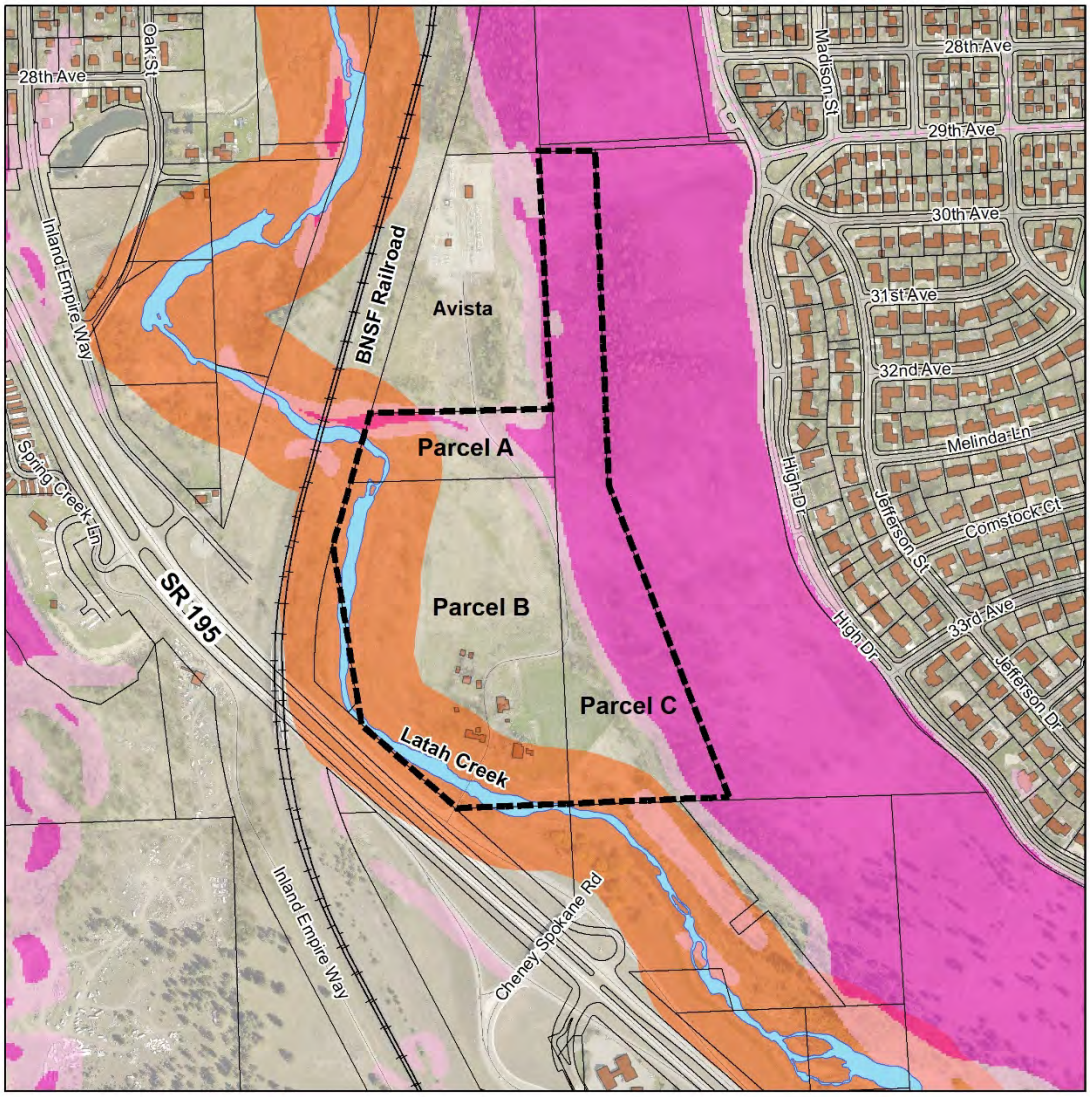
Adjacent properties include High Drive Bluff Park to the east. SR 195 and the BNSF Railroad are immediately west of Latah/Hangman Creek. Avista owns the property immediately north with a substation; which accesses the site through the applicant's property.

The creek's natural character in this area may be described as a tributary creek in a sharply incised valley composed of essentially rural, public open space, and a small amount of commercial uses. Recreational uses along the shoreline and High Drive Bluff Park include hiking, mountain biking, and viewing wildlife. Latah Creek is navigable by canoe and kayak for several months in the Spring.

While there are informal bike & hiking trails in the immediately adjacent High Drive Bluff Park, the site is not serviced by transit nor are there any bus stops located within a quarter-mile radius.

The City of Spokane's Comprehensive Plan designates all of Parcels A and B, and the southern portion of Parcel C as Agricultural land, while the northern panhandle portion of Parcel C is designated as Potential Open Space. (see Figure 2)

The Subject Site is located approximately half-way between the Qualchan Golf Course and Qualchan Hills Park and the older Vinegar Flats village, and approximately 1/8-mile north of the Cheney Spokane Road / SR 195 overpass; which provides vehicular, bicycle, and pedestrian connection to the neighborhood commercial mini-center located on the west side of SR 195.



Location and Context Map

- Latah Creek
- Slope: 16% - 30%
- Slope: Greater than 30%
- Building
- Shoreline District: Latah Creek

N
W E
S

0 330 660 1,320 1,980 2,640
Feet

Figure 1. Location and Context Map

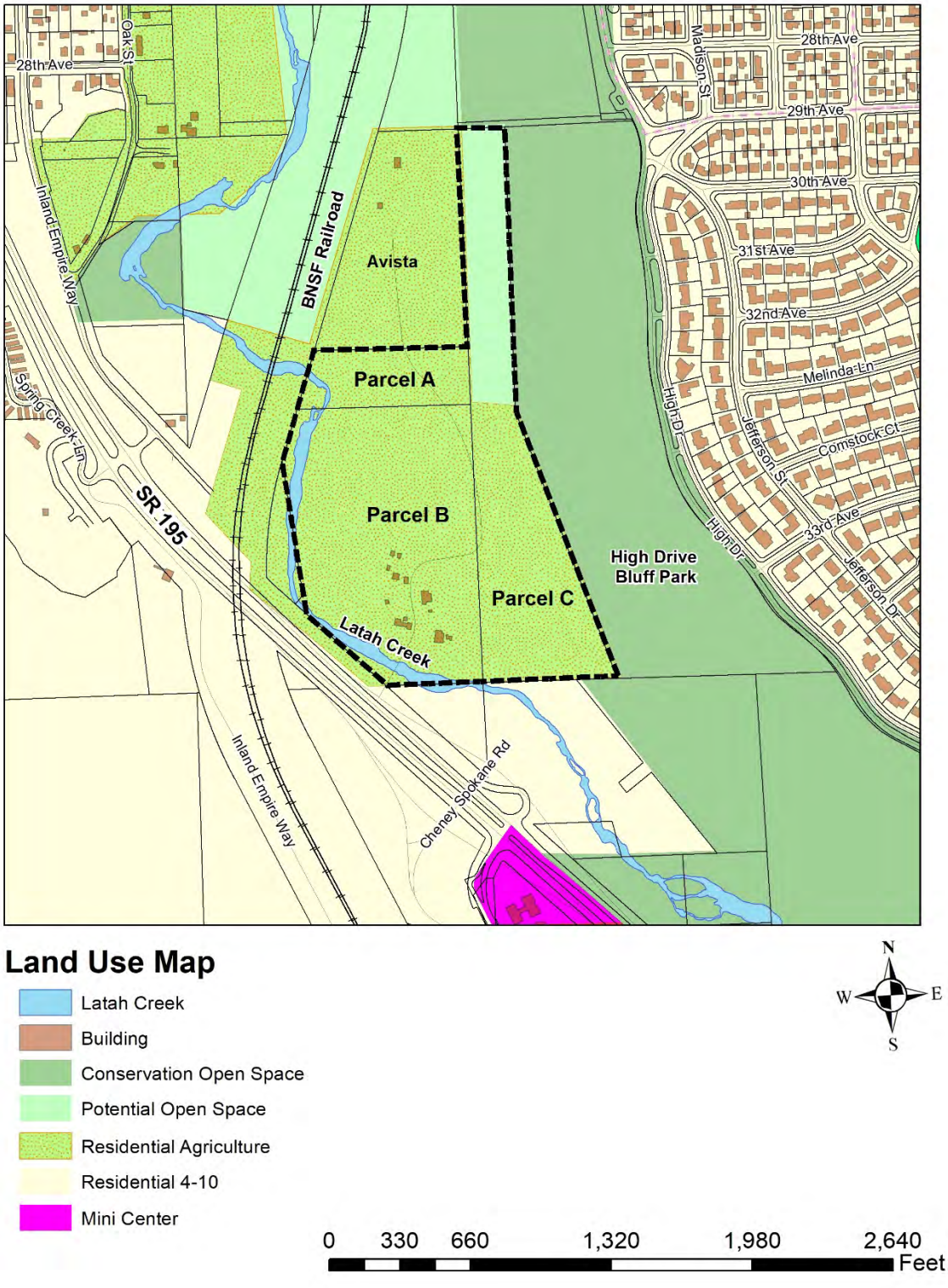


Figure 2. Comprehensive Plan Land Use Map

Character Assets

While the Subject Site is not located within any pre-existing Character Area or Historic District, the general character of the existing site and surrounding land is predominantly semi-rural. The steep slopes to the immediate east of the site support mountain bike & hiking trails and a generous spread of Ponderosa Pine. The land forms and built fabric on the flatter portions of the site and the surrounding areas are consistent with the agricultural history of Latah Valley.

Perhaps the most significant character asset in the vicinity of the Subject Site are the informal Latah Valley Hangman Creek Trails that run north/south through the High Drive Bluff Park, located immediately east of the site. In October of 2017 the National Park Service and the Washington Chapter of the American Society of Landscape Architects convened a charrette of key stakeholders in Latah Valley to design conceptual trail improvements and possible alignments that would connect the informal trails in High Drive Bluff Park to a set of trails along Latah Creek. The efforts of that charrette were published by the City of Spokane Department of Parks & Recreation in June of 2018 as a Concept Study, and include proposed improvements to the Subject Site. (see Figure 3)

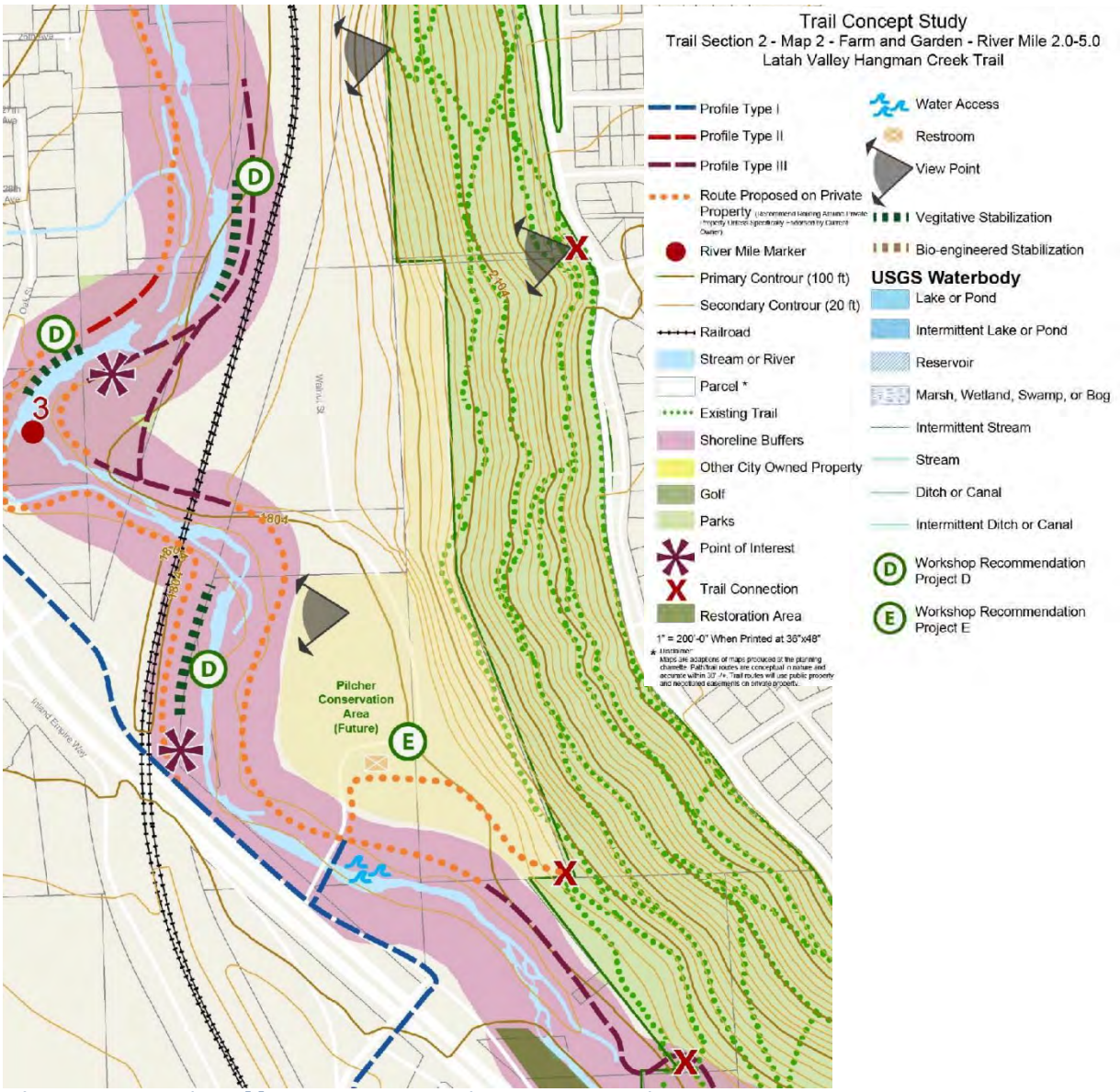


Figure 3. Latah Valley Hangman Creek Concept Study Map

Regulatory Analysis

Zoning Code Requirements

The predominant zoning classification of the Subject Site is Residential Agricultural (RA), with the northern panhandle portion of Parcel C zoned Residential Single Family (RSF). The applicant will be expected to meet all zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements. (see Figure 4)

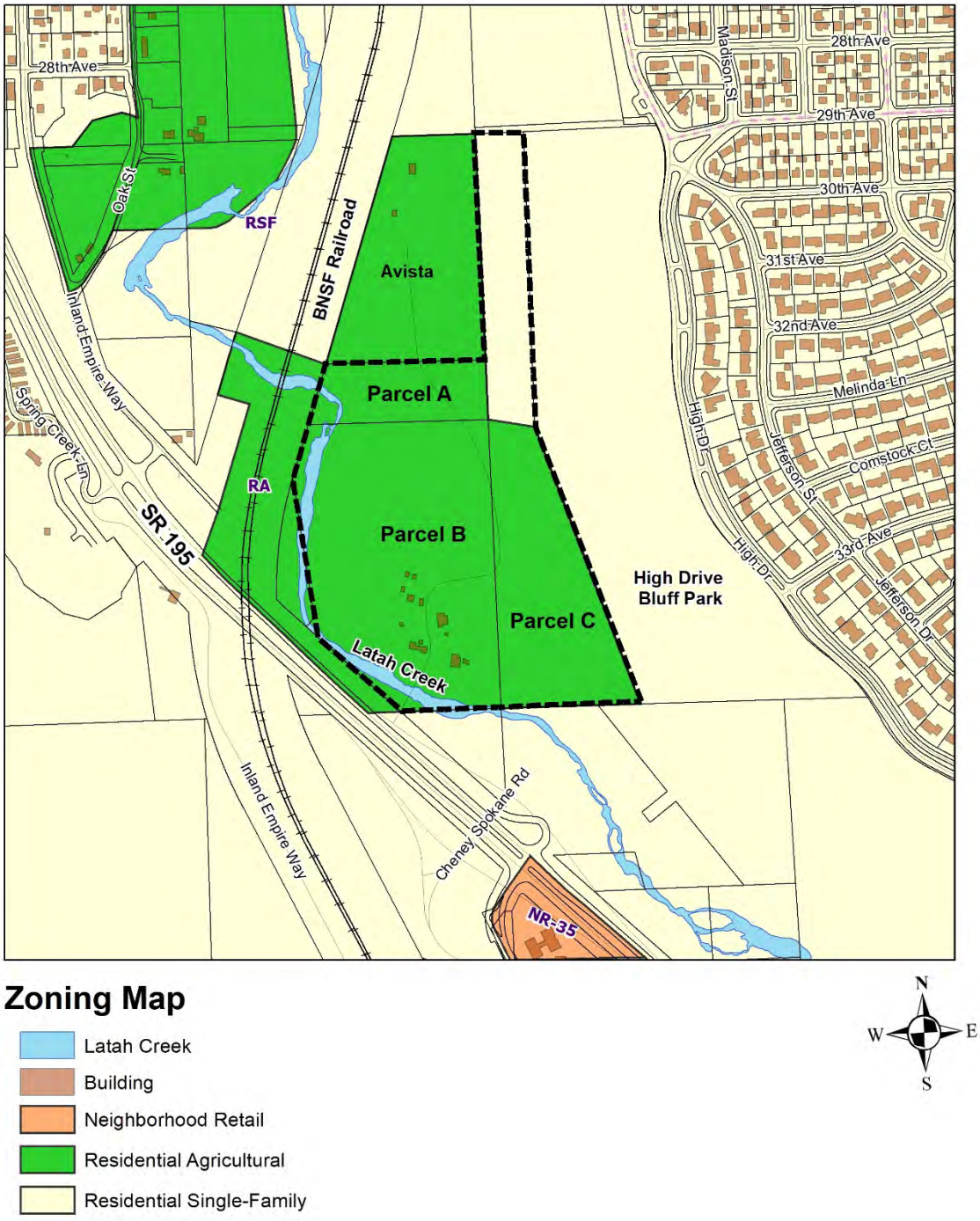


Figure 4. City of Spokane Zoning Map

Residential Agriculture (RA).
The RA zone is a low-density single-family residential zone that is applied to areas that are designated agriculture on the land use plan map of the comprehensive plan. Uses allowed in this zone include farming, green house farming, single-family residences and minor structures used for sales of agricultural products produced on the premises. The density standards for the RA zone are the same as those for the RSF zone (4-10 units/acre).

Residential Single-family (RSF).
The RSF zone is a low-density single-family residential zone. It allows a minimum of four and a maximum of ten dwelling units per acre. One- and two-story buildings characterize the allowed housing. The major type of new development will be attached and detached single-family residences. In appropriate areas, more compact development patterns are permitted. The RSF zone is applied to areas that are designated residential 4-10 on the land use plan map of the comprehensive plan.

The summary, below, was based on the review of plans submitted for the Pre-Development Conference. These comments are not all inclusive of every development regulation and may change based on future project modifications.

Section 1 – Comments Specific to the Site

1. This project will be subject to a Type III Permit to include the combination of a Shoreline Conditional Use Permit, Long Plat and presumably a PUD.
2. Geologically Hazardous Areas are described in SMC 17E.040.030 and defines Landslide hazardous areas as any area with a slope of thirty percent or greater. SMC 17E.040.110 describes the required buffers from these geologically hazardous areas, and SMC 17E.040.120 goes on to say that land that is located wholly within a landslide area or its buffer may not be subdivided. Although, land that is located partially within a landslide hazard area may be subdivided provided that each resulting lot has sufficient buildable area outside of, and will not affect, the landslide hazard. This plan does not make sufficient provisions to address these requirements as it relates to lots 58-86.
3. A Shoreline / Critical Areas checklist will be required.
4. All application materials shall include the requirements listed under 17E.040.080 and 17E.020.080, including topographic surveys, location and boundaries of all critical areas and related buffers extending 25 feet past the subject sites boundaries and the location of all riparian corridors within 100 feet of the sites boundaries.
5. A Geohazard Evaluation and Mitigation Plan will be required, per SMC 17E.040.090.
6. Please show how you are meeting the general performance standards of SMC 17E.040.100 and SMC 17E.020.050 (B).
7. A Habitat Management Plan shall be required and my need to be updated from the original date it was prepared. All structures shall be set back a distance of ten feet from the edges of all delineated critical buffers.
8. This project falls within Riparian Zone segment 6, the RHA width is the outer edge of the 100-year floodplain, the CMZ, or 250 feet, whichever is greater. No improvements of any kids or vegetation removal within 250 feet of the OHWM is allowed unless using Buffer Averaging as discussed in section 17E.020.050(B)(2)(m).
9. A Floodplain Development Permit will be required for all development located within the special flood hazard area. Please review SMC 17E.030.140 for specific standards to be met.

10. Any use, modification, or development within geologically hazardous areas shall comply with the requirements in critical areas ordinances and the following:

    a. New development or the creation of new lots that would cause foreseeable risk from geological conditions to people or improvements during the life of the development shall not be allowed.

    b. New development or the creation of new lots that would require structural shoreline stabilization over the life of the development shall not be allowed. Exceptions may be made for the limited instances where stabilization is necessary to protect allowed uses where no alternative locations are available and when no net loss of ecological functions will result. The stabilization measures shall conform to WAC 173-26-231; and

    c. Where no alternatives, including relocation or reconstruction of existing structures, are found to be feasible and less expensive than the proposed stabilization measure, stabilization structures or measures to protect existing primary residential structures may be allowed in strict conformance with WAC 173-26-231 requirements and then only if no net loss of ecological functions will result.

11. There shall be no net loss of vegetative cover within the shoreline jurisdiction. Proposed removal of vegetation for a permitted use shall be reviewed pursuant to the mitigation sequencing specified in SMC 17E.060.230. Avoidance of any impact to shoreline vegetative cover is the preferred method of mitigation.

12. When an applicant is required to submit a habitat management plan pursuant to SMC 17E.020.090, the requirements in SMC 17E.060.240 through SMC 17E.060.280 may be waived by the director or submitted as a component of the habitat management plan. If included in the HMP please describe.

13. Physical and visual public access to the shoreline will be required for a development of more than 4 lots. Please refer to SMC 17E.060.280.

Comments from Pre-Dev January 21, 2010, that are still applicable:

1. Zoning and Land Use Plan:

Zoning District: RA (Residential Agricultural)/RSF (Residential Single Family)

Land Use: AG (Agriculture)/ Potential OS (Potential Open Space)

> Note: AG Comprehensive Plan designation directs planned uses toward agricultural activities: The Potential OS Comprehensive Plan designation is to protect areas with height, scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitat, and/or passive recreational features.

Overlay Zone(s)/Height District: none

Environmental Overlays: Aquifer/Aquifer Sensitive Area

Adjacent street designations: US Highway 195

2. Proposed Use: 88 lot residential development *(revised upward in current application)*

3. General Zoning Development Standards: *(Reference SMC 17C.110)*

(Modifications to these standards may be allowed through a Planned Unit Development)

a. Setbacks in RA Zone:

Front: 15 feet (Garages must be setback 20 feet)
Side: 5 feet
Rear: 25 feet

b. Setbacks and Required Sidewalk Width Standards (reference 17C.110.410)

Sidewalks are required to be constructed and shall consist of a clear walking path at least five feet wide (in addition to a minimum five-foot wide planting zone for street trees). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be applied to the clear, unobstructed pathway between the planting behind the curb and building facades or parking lot screening.

c. Maximum Roof Height: 35 feet

d. Maximum Wall Height: 25 feet

e. Maximum lot coverage: 40 percent on lots 5,000

f. Minimum lot size: 7,200 square feet

g. Maximum lot size: 11,000 square feet

h. Minimum lot width: 40 feet

i. Minimum lot depth: 80 feet

j. Density four to ten units per acre

4. Off-street Parking: *(Reference 17C.230)*

Total Parking Required: One space per dwelling unit plus one space per bedroom after three bedrooms

5. Fencing: *Reference SMC 17C.110.230*

An additional permit may be purchased from the Building Department for fencing.

6. Public Access: Reference SMC 17G.080.070(B)(3)

Adequate provisions for public access to publicly owned parks, conservation areas or open space land shall be provided when a subdivision, short plat or binding site plan is adjacent to such lands.

7. Platting: *Reference SMC 17G.080*

The subdivision application will be a Long Plat-Preliminary and processed as a Type III Application, subject to the Hearing Examiner.

8. SEPA Review: Required (SMC 17E.050)

9. Shoreline Permits/JARPA: Shoreline Conditional Use Permit: Required (SMC 11.15)

10. Floodplain Development Permit: Required (SMC 17E.030.060)

11. Channel Migration: Delineation required

12. Critical Area Checklist: Required (SMC 17E.020.080)

13. Habitat Management Plan: Required (SMC 17E.020.090)

14. Geotechnical Evaluation: Required (SMC 17E.040)

15. Formal Design Review: Required (SMC 17G.040.020)

Prior DRB Collaborative Workshop Advisory Actions (August 24, 2016)

Recommendation Meeting

1. Prior to submitting for the Recommendation Meeting, we recommend the applicant further clarify the buildable areas based on meetings with regulatory agencies. This would include the CMZ delineation and stormwater detention.

Site

2. The applicant will clarify the implementation of the greenbelt and pathways so we can better understand the connection through the enhanced natural areas of the site, through the neighborhood, and up to the bluff trails; for example, identify proposed materials.

3. We ask the applicants to clarify how they intend to acknowledge the historic agricultural character of the property.

4. We ask the applicants to clarify or expand on the sense of arrival into the PUD.

5. We would ask that the applicants take measures to preserve healthy indigenous vegetation.

P U D C o d e R e q u i r e m e n t s

The applicant is seeking permission to develop the Subject Site as a Planned Unit Development (PUD); which, if granted, will permit some flexibility in the development's design elements. This latitude is provided for in the following portions of development code:

Section 17G.070.010 Purpose

A. General Purpose.
The purpose of the planned unit development provisions are to encourage innovative planning and flexible design standards that results in more infill and mixed use development; economically diverse and affordable housing options; improved protection of open space and critical areas and transportation options and preserve the existing landscape and amenities that may not otherwise be protected through conventional development. These provisions provide:

1. Flexibility.
Provide a means for creating planned environments through the application of flexible standards, such as modifications to permitted uses and site development standards that facilitates development that is of a type, scale, orientation and design that maintains or improves the character, economic development and aesthetic quality and livability of the neighborhood.

2. Efficiency.
Design that facilitates the efficient use of land, urban infill, transportation alternatives that promotes pedestrian, bicyclist and public transit and encourages energy conservation.

3. Affordable Housing.
Flexible design standards that encourage affordable housing in all types of neighborhoods that is in an environment that is safe, clean and healthy. This is accomplished through the provision of flexibility in utility design standards, road design standards, site development standards, zoning density and permitted uses.

4. Diverse Housing.
Promote urban infill and a wide range of housing types and housing diversity to meet the social, economic and functional needs of our community in all areas of the City.

5. Open Space.
   To acquire, operate, enhance and protect a diverse system of parks, trails, view sheds, corridors, parkways, urban forests, recreational, cultural, historic and open space areas for the enjoyment and enrichment of all.
6. Economic Feasibility.
   Increase economic feasibility and encourage revitalization and investment by fostering the efficient arrangement of land use allowing flexible site circulation and road standards; and allowing flexibility in utility design.
7. Resource Preservation.
   Preserve critical areas and agriculture through the use of a planning procedure that can tailor the type and design of a development to a particular site.

Section 17G.060.170 Decision Criteria

4. PUD and Plans-in-lieu.
All of the following criteria are met:

a. Compliance with All Applicable Standards.
   The proposed development and uses comply with all applicable standards of the title, except where adjustments are being approved as part of the concept plan application, pursuant to the provisions of SMC 17G.070.200(F)(2).
b. Architectural and Site Design.
   The proposed development has completed the design review process and the design review committee/staff has found that the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.
c. Transportation System Capacity.
   There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.
d. Availability of Public Services.
   There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and stormwater disposal to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.
e. Protection of Designated Resources.
   City-designated resources such as historic landmarks, view sheds, street trees, urban forests, critical areas, or agricultural lands are protected in compliance with the standards in this and other titles of the Spokane Municipal Code.
f. Compatibility with Adjacent Uses.
   The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned unit development and adjacent uses. There shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features, or other techniques.
g. Mitigation of Off-site Impacts.
   All potential off-site impacts including litter, noise, shading, glare, and traffic will be identified and mitigated to the extent practicable.

Section 17G.070.010 Purpose

A. Purpose.
   To allow a planned unit development to produce a more desirable and economically efficient development that generally conforms to the policies of adopted plans and the purposes of the PUD section by allowing modifications of the development standards.

B. Design Standards.

1. The proposed approach should achieve a more efficient, aesthetic, functional development and be compatible with the surrounding area, while remaining within the overall desired housing density ranges and land area coverage standards. (P).
2. The development should consider the incorporation of opportunities to conserve energy or utilize alternative energy sources. (C).
3. The proposed development shall be designed to encourage economy and efficiency in the provision and maintenance of utilities and transportation routes and in the provision of quality affordable housing. (R)

Section 17G.070.100-150 Design Standards

The design standards and guidelines found in this chapter follow the design standards administration, SMC 17C.110.015. 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. The City will expect to see how the design of a project has responded to every one of the guidelines. An applicant may seek relief through chapter 17G.030.SMC, Design Departures, for those eligible standards and guidelines contained in the zoning code.

Section 17G.070.115 Plan and Code Conformance

A. Purpose.
To allow a planned unit development to produce a more desirable and economically efficient development that generally conforms to the policies of adopted plans and the purposes of the PUD section by allowing modifications of the development standards.

B. Design Standards.

1. The proposed approach should achieve a more efficient, aesthetic, functional development and be compatible with the surrounding area, while remaining within the overall desired housing density ranges and land area coverage standards. (P).
2. The development should consider the incorporation of opportunities to conserve energy or utilize alternative energy sources. (C).
3. The proposed development shall be designed to encourage economy and efficiency in the provision and maintenance of utilities and transportation routes and in the provision of quality affordable housing. (R)

Section 17G.070.120 Significant Features

A. Purpose.
To preserve significant physical features of a particular site. The topography, wetlands, rock outcrop, critical slopes, vegetation or other unique features can pose physical constraints for standard platting and development. The preservation of significant features, and/or garden soils, wildlife habitat, open space and scenic resources, can lend uniqueness to a development, and be a benefit to the community in general.

B. Design Standards.

1. Unique landforms should be preserved by the layout of the development. (P).
2. The layout of the development shall preserve or appropriately mitigate impact to identified critical areas, including areas that are geologically hazardous, wetlands, recharge the aquifer, conserve wildlife habitat or prone to flooding. (R)
3. The development shall recognize and incorporate significant physical, historical and cultural features, such as rock outcroppings, view-sheds and historic sites. (C)

4. The placement of buildings and improvements should not block or adversely affect defined views and vistas either onto or from the property of this project. (P)
5. The development shall preserve native vegetation, and significant stands of existing mature trees. (P)
6. Project elements (lots, building, access drives, parking facilities, walkways and service area) shall be located in a manner that protects, enhances or minimizes impacts to natural site features. (P)

Section 17G.070.125 Site Preparation

A. Purpose.
To consider the resulting impact of the development on surrounding properties by the proposed layout, preparation and construction of the planned unit development. Any new development in an area will have an impact on the surrounding properties. Along with the flexibility permitted in the PUD concept comes the responsibility to make sure that the relaxation of these standards does not have the detrimental impact that the standards were designed to avoid, While the PUD provides options for the developer, it also is to insure adequate protection and benefit for the public.

B. Design Standards.
1. Structures, roadways and other site improvements shall be designed to blend with the natural topography with minimal disturbance and grade changes. Large cuts and fills requiring tall or long retaining walls are to be avoided. (P)
2. The finished site grading shall transition smoothly to the contours of the adjacent properties and terracing should be used in areas where severe grading is necessary. (P)
3. To conserve energy, buildings shall be orientated to take advantage of solar gain. (C)
4. The project design shall minimize impervious surfaces. (P)
5. Stormwater management areas should be designed to be integral features of the overall project. (R)
6. Open space included within the PUD should be adequate in area and dimensions for active, as well as passive, recreation of the residents. (P)
7. Project service elements such as storage areas, trash enclosures, maintenance facilities and similar features shall be screened from view from the street and adjoining properties using dense landscaping and architecturally compatible building materials. (R)
8. The proposed site design shall take into consideration, and be compatible with, the functional operation, orientation, site design and architectural expression of the surrounding developments, or that adequate transition and/or buffers be provided to and from the site. (P)

Section 17G.070.130 Landscaping

A. Purpose.
Landscaping is intended to enhance the overall appearance of planned unit developments. The landscaping should improve the residential character, break up large expanses of paved areas and structures, provide privacy to the residents and reduce stormwater runoff.

B. Design Standards.
1. Appropriate landscaping shall be provided to replace existing vegetation that cannot be retained because of grading and/or construction requirements. (P)
2. Landscaping and fencing around the perimeter of the PUD shall be designed to act as a transition between the PUD and adjacent properties and integrate the PUD into the

neighborhood as opposed to creating a barrier between the PUD and the neighborhoods. (P)

3. Appropriate landscaping shall be provided to screen undesirable elements and views such as storage areas, trash enclosures, utility boxes, maintenance facilities and similar features from view from the street and adjoining properties. (R)
4. Parking areas shall feature deciduous trees that at maturity will shade seventy percent of the paved surface of the parking lot. (R)
5. Landscaped areas shall feature drought tolerant and preferably native plan materials. (P)

Section 17G.070.135 Compatibility with Surrounding Areas

A. Purpose.
For a PUD to be compatible with, and an integral part of the surrounding area. Although a completely homogeneous neighborhood is not necessary or desirable, a reasonable level of compatibility to the surroundings should be achieved. Diversity in style and density can help create an interesting and vibrant community. When combined with a respect for, and acknowledgment of, existing forms, siting and details, a new development can quickly "belong" in a particular community. A new development should be done in a manner that complements the existing area.

B. Design Standards.

1. The architectural style and detailing of any entrance monument, fencing materials and any structure, other than single-family detached homes and duplexes, should incorporate significant elements and details of the architecture in the surrounding areas, particularly regarding form, size, color and materials. Chain link fencing is particularly discouraged. (P)
2. The design standards of SMC 17C.110.400 shall apply to any attached housing of three or more units and any multi-family building within a PUD. (R)
3. The design standards of SMC 17C.110.500 shall apply to any common buildings within a PUD.
4. Driveways and open parking areas should be integrated into the overall design and should not be the dominant features along the street frontages. (P)
5. Parking structure entrances should preferably be accessed from streets within the development rather than from public streets and their appearance should be minimized and integrated into the overall design. (P)
6. Entrance signage shall be in character with the proposed and surrounding developments. (P)

Section 17G.070.140 Community Environment

A. Purpose.
To create usable and interesting open spaces, good pedestrian circulation and safety and create a sense of community that encourages neighbors to interact through the placement of buildings within a planned unit development. PUDs are often designed to somewhat function as a community in and of themselves. While this might be preferable for the residents thereof, the development itself must be considered as part of a larger community fabric. This consideration could have an impact on such elements as pedestrian and vehicular circulation, building orientation, intersection locations, etc. Within the development, the tighter placement of buildings, designated open spaces and reduced road widths create the perfect opportunity to reinforce a community feeling and inter-dependence of neighbors in the particular PUD. It has been observed that people out in the street in front of their homes not only deter crime, but also enable people to get to know one another and become better neighbors.

B. Design Standards.

1. The entryways of the buildings should be well defined and oriented to the street. (P)
2. The building elevations, with particular attention to the street-facing façade, shall be articulated by the use of color, arrangement, materials or architectural details to give visual interest to the structure. (R)
3. The buildings should be located and oriented in a manner that takes into consideration the preservation of privacy for the occupants. (P)
4. Driveways, garages and open parking areas shall be integrated into the overall design to ensure that they are not dominant features along street frontages. (R)
5. Garages wider than twenty-five feet shall meet the articulation requirements in the multifamily design standards. (R)
6. Energy conservation should be addressed by the building's solar orientation and the planting of appropriate landscape materials in proper locations. (C)
7. Off-street service entrances should preferably be accessed from alleyways or the rear of the buildings. (C)
8. Multiple buildings on the same project site shall be placed and designed to create a cohesive visual and functional relationship integrated with adequate surrounding open spaces. (C)
9. Any joint use public facilities or common spaces should be conveniently located for the occupants or other intended users. (P)
10. Improvements fronting any intersection within the development should contribute to the intersection being recognized as a focal point. Surface parking lots that front on the intersection are discouraged. (C)
11. Any ground floor parking within a structure should be buffered from view on the street facing sides by another use, architectural treatment or landscaping. (P)

Section 17G.070.145 Circulation

A. Purpose.
To facilitate vehicular and pedestrian circulation to, and within a project, by utilizing existing systems and patterns wherever possible and be developed in a manner that establishes connections with adjacent areas. PUDs are often designed to be isolated from the surrounding community. This is likely due to the desire to have a controlled and safe environment. Creating safety within the PUD by incorporating automobile slowing elements is appropriate, however the elimination of "through" vehicles will not necessarily achieve the sought after safety. Any safety that might be achieved for the residents of the PUD might be offset by inconvenience and possibly less safety for the surrounding area due to restricted vehicular circulation. Especially where existing patterns are established or are reasonably projected to occur. A greater level of safety is often achieved by visible human activity.

B. Design Standards.

1. All buildings and common spaces shall be served by a pedestrian circulation system that connects to an existing or planned citywide sidewalk path or trail system. (R)
2. The development shall connect with the existing or planned street system of the surrounding area, and maintain consistency in street naming patterns. (R)
3. Circulation systems shall be designed to be simple and clearly understandable. (P)
4. Circulation systems shall be designed for the pedestrian/bicyclists first, followed by public transportation, and finally for automobiles. (P)
5. Circulation systems shall be designed to enhance interconnectivity with adjacent developed and undeveloped properties. (P)

6. Convenient access to existing or planned public transportation systems shall be considered and incorporated into the development. (C)
7. Parking structure entrances shall be located in a manner that will result in the least impediment of traffic. (P)

Section 17G.070.150 Lighting

A. Purpose.
To ensure that site lighting contributes to the character of the site and does not disturb adjacent development. Lighting should be in scale with surrounding uses and with appropriate shielding, lighting could add safety and ownership to a site, the street or common open space, thus deterring crime. Lighting should not create off-site glare, often caused by lighting in parking areas, building security and general building lighting.

B. Development Standards.
1. All exterior light fixtures and illuminated signs shall be designed, located, installed and directed in a manner as to prevent objectionable light and glare across property lines and to residential units within the PUD. (R)
2. All parking area lighting will be full cut-off type fixtures. A full cut-off type fixture is defined as a luminaire or light fixture that; by the design of the housing, does not allow any light dispersion or direct glare to shine above a ninety degree, horizontal plane from the base of the fixture. (R)
3. Uplighting shall be limited to accent lighting of architectural features, landscaping features, flagpoles and directed in a manner that the minimal light is dispersed into the night sky or adjacent properties. (P)
4. “Period” style light fixtures shall be full cut-off type fixtures or limited to one thousand lumen output. A full cut-off type fixture is defined as a luminaire or light fixture that; by the design of the housing, does not allow any light dispersion or direct glare to shine above a ninety degree, horizontal plane from the base of the fixture. (P)
5. Light fixtures on poles shall not exceed sixteen feet in height and shall follow the Illuminating Engineering Society of North America’s (IESNA) guidelines for fixture height below. (P)

S C U P C o d e R e q u i r e m e n t s
In addition to seeking permission to develop the site as a PUD, due to the Site’s proximity to Latah Creek the property is subject to the Shoreline Regulations in the development code (see Figure 1). This will subject the development to the terms of a Shoreline Conditional Use Permit.

Within the Latah Creek Shoreline District, the applicable design standards are those of the underlying design standards. These design standards are those found in both the RA and RSF zones, as modified (in this case) by the governing PUD design standards (see above).

In addition to the PUD design standards, the development will be subject to the development standards found in SMC 17E.060 Shoreline Development Standards by District and the regulatory requirements for residential development found in SMC 17E.060.570 Residential Development.

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

City of Spokane Comprehensive Plan

Comprehensive Plan link

Urban Design Staff finds the following chapters and goals from the Spokane Comprehensive Plan relevant to the project and/or within the project's potential to implement:

Chapter 3: LU – Land Use

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

LU 2.1 Public Realm Features

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

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

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 6 ADEQUATE PUBLIC LANDS AND FACILITIES

Goal: Ensure the provision and distribution of adequate, public lands and facilities throughout the city.

LU 6.9 Facility Compatibility with Neighborhood

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

Chapter 4: TR – Transportation

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Goal: 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

Goal: Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

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 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

Chapter 8: DP – Urban Design & Historic Preservation

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

DP 1.2 New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

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

Goal: Design new construction to support desirable behaviors and create a positive perception of Spokane.

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 2.14 Town Squares and Plazas

Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.

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 2.21 Lighting

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

DP 3 PRESERVATION

Goal: Preserve and protect Spokane's historic districts, sites, structures, and objects.

DP 3.4 Reflect Spokane's Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

Chapter 9: NE – Natural Environment

NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

NE 1.2 Stormwater Techniques

Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

NE 5.5 Vegetation

Plant and preserve vegetation that benefits local air quality.

NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region

NE 7.3 Rock Formation Protection

Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

NE 12.1 Street Trees

Plant trees along all streets.

NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

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.

NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.

NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

Chapter 10: SH – Social Health

SH 3 ARTS AND CULTURAL ENRICHMENT

Goal: Support community image and identity through the arts and accessible art activities.

SH 3.1 Support for the Arts

Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.

SH 3.2 Neighborhood Arts Presence

Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

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.

SH 3.7 Support Local Artists

Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.

SH 3.8 Community Festivals

Support celebrations that enhance the community's identity and sense of place.

SH 4 DIVERSITY AND EQUITY

Goal: Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds from any housing choice or other subsidy program or alternative source of income.

SH 4.1 Universal Accessibility

Ensure that neighborhood facilities and programs are universally accessible.

SH 6 SAFETY

Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.

SH 6.1 Crime Prevention through Environmental Design Themes

Include the themes commonly associated with Crime Prevention through Environmental Design (CPTED) in the normal review process for development proposals.

SH 6.2 Natural Access Control

Use design elements to define space physically or symbolically to control access to property.

SH 6.3 Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.

SH 6.4 Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

SH 6.5 Project Design Review

Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

Chapter 11: N – Neighborhoods

N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.

N 2.1 Neighborhood Quality of Life

Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 2.5 Neighborhood Arts

Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

N 4 TRAFFIC AND CIRCULATION

Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

N 4.5 Multimodal Transportation

Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Pedestrian Design

Design neighborhoods for pedestrians.

N 4.9 Pedestrian Safety

Design neighborhoods for pedestrian safety.

N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods.

N 7 SOCIAL CONDITIONS
Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

N 7.1 Gathering Places

Increase the number of public gathering places within neighborhoods.

Chapter 12: PRS – Parks and Recreation

PRS 1 PRESERVATION AND CONSERVATION

Goal: Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.

PRS 1.1 Open Space System

Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.

PRS 1.4 Property Owners and Developers

Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

PRS 2 PARK AND OPEN SPACE SYSTEM

Goal: Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.

PRS 2.2 Access to Open Space and Park Amenities

Provide for linkages and connectivity of open space and park amenities.

PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

PRS 3.1 Trails and Linkages

Provide trails and linkages to parks in accordance with city adopted plans.

PRS 5 RECREATION PROGRAM

Goal: Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.

PRS 5.1 Recreation Opportunities

Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

Topics for Discussion

Given the multivalent nature of the request coming before the DRB (for a combined PUD and SCUP), urban design staff recommend the following topics for discussion to the board.

Neighborhood

- Since the applicant has indicated that the single private drive leading into the proposed residential development will be equipped with a privacy gate, and as such there will need to be a turn-around provided for vehicles that are not granted access, what opportunities are there to establish a small pull-off / parking area outside of the gate (and outside the required Shoreline Setback) that can double as a trailhead for a new trail along Latah Creek – consistent with what was proposed in the *Latah Valley Hangman Creek Concept Study*?

- While the future expanded bridge will be subject to a separate Shoreline Conditional Use Permit (which will also require Design Review), the applicant has indicated the private drive into the PUD will be outfitted with a privacy gate. This gate, and any associated fencing, will be governed by specific design standards, so what additional design information can the applicant provide to indicate the architectural design of the gate – especially if there is signage associated with the overall assembly?

- The applicant is proposing a connection (and extension) of the existing High Drive Bluff trails to and through the site. What additional design information can the applicant provide on the configuration of this trail/sidewalk system (especially since the internal streets and sidewalks are private improvements and may not fully conform to the City of Spokane engineering standards)?

Within the Site

- Consistent with the topic related to the High Drive Bluff trails leading up to the site, what additional information can the applicant provide for the non-street trail system that is proposed for the private open space in the middle of the proposed development – especially since it will be incorporated into the High Drive Bluff trail system?

- While the applicant has indicated that a Viewing Area and adjacent Natural Area Signage (along with a short trail loop) is being planned for the location identified in the *Latah Valley Hangman Creek Concept Study* (see Figure 3), what opportunities are there to incorporate additional trail improvements at this location – park shelter, picnic tables, etc.?

- The applicant has indicated in their application material that the density of the proposed development would fall within the permissible range of densities allowed by the underlying zoning regulations (4-10 units/acre), though it is unclear how the net developable acreage was derived to arrive upon the listed densities of 8.46 to 8.83 units per acre. Per SMC 17G.070.115, the "overall desired housing density" is a Design Standard from which a design departure would need to be evaluated by the DRB, can the applicant provide clarity on how the proposed density was calculated? *Note: The proposed densities can both be derived from a single acreage figure of 10.64 acres; which the applicant may be deriving from a density calculation formula found in SMC 17C.110.205 Density – if so, can the applicant provide clarity to avoid a Design Departure request?*

Buildings

The applicant has provided a not-to-scale east/west section through the site (from High Drive Bluff Park to Latah Creek) providing some indication of the kind of architectural improvements proposed. Additionally, the proposed site development plan indicates some potential building footprints.

Since the Hearing Examiner will ultimately require the DRB to provide recommendations on the architecture, and the applicant has indicated two residential types (single family detached homes, and single family attached homes), what additional information can the applicant provide to permit the board to find that the built improvements represents aesthetic, energy-efficient, and innovative architecture?

- What additional information can the applicant provide regarding the requisite diversity and affordability of the proposed housing types?

- What additional information can the applicant provide for the non-residential elements of the development (gate, fencing, park improvements, signage, lighting, etc.)?

N o t e

The Advisory Actions of the Design Review Board provided during the Step-1 process are not intended to provide interpretations of non-design element components of the regulatory codes, but are offered to the applicant as guidance for further refinement of the applicable design elements.

Final Recommendations of the Design Review Board do 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.

P o l i c y B a s i s

Spokane Municipal Codes
City of Spokane Comprehensive Plan

City of Spokane

Planning Services Department

Design Review

Standard Board Review Application

NAME OF PROJECT:

Deep Pine Overlook

ADDRESS:

3515 S. Inland Empire Way Spokane

TYPE OF PROJECT:

- ☐ Public Project
- ☑ Shoreline Conditional Use Permit
- ☐ Skywalk Over Public ROW
- ☐ Required by CBD Zones and Downtown Plan
- ☑ Design Departure / PUD

FEES:

Included in prior agreement... See James Richman - Legal.

Standard Board Review

- ☐ $1275 (up to 3 meetings)
- ☐ $500 per additional meeting if necessary

APPLICANT:

Name: JRP Land LLC

Address: 159 S. Lincoln

Phone (home): **Phone (work):** 509 252 5066

Email address: thume@pblaw.biz

PROPERTY OWNER:

Name: JRP Land

Address: Same

Phone (home): **Phone (work):**

Email address:

AGENT:

Name: Tandd Hume (007)

Address: Same as above

Phone (home): **Phone (work):**

Email address:

REPRESENTATIVE SIGNATURE: **DATE:** 2-6-19

DEPARTMENT USE ONLY:

Submittal Date: 2-6-19

Accepted as Complete:

Design Review Committee Meeting Date:

JRP LAND/DEEP PINE OVERLOOK

NARRATIVE

The JRP Land property, approximately 48 acres in size, is located directly across SR 195 from the Cheney-Spokane interchange, inside the City of Spokane ("City") and the Urban Growth Area. The property has historically been used for agricultural purposes. On the south end of the property a house, built in 1908, is situated within 200 feet of the ordinary high water mark. Over time 11 outbuildings, many also located within 200 feet of the ordinary high water mark, were constructed to support the agricultural and ranch activities.

In general, Applicant envisions the creation of a neighborhood with smaller lots sizes, diverse housing products, direct access to a multitude of recreational opportunities and quick access to downtown and the Medical District. With the potential for the creation of on-site ministorage (Lots 89-92) providing additional storage space, these smaller homes would be ideal for empty nesters looking to downsize and yet still wanting direct access to recreation in a "close in" environment.

Applicant is proposing a long plat subdivision (with a PUD overlay) of 90-94 lots on approximately 48 acres of land. With over 2,700 feet of Latah Creek frontage to the west, immediate access to miles of public hiking trails to the east, and direct access to Highway 195, this site combines the best of rural living in a close-in location. Design features of the plat show internal connectivity from the plat to the public hiking trails to the east as well as to the riverbank. Similarly, access from the plat to the retail properties on the west side of Highway 195 is facilitated by a system of sidewalks extending from the plat, across the highway interchange and directly to the retail center. These features encourage energy efficiency by allowing and encouraging residents of the development to utilize alternative means of transportation (e.g. bicycles) to get to shopping (including groceries) on the west side of Highway 195, and will similarly allow them direct access to recreation (hiking, biking, kayaking, fishing, canoeing etc.) as opposed to requiring them to drive to these opportunities. Furthermore, the plat lays adjacent to a planned walking and bike trail that is envisioned to extend from Peaceful Valley to a terminus point south of the plat, which would also provide recreational opportunities and offer added incentive for energy efficient alternative transportation to/from downtown, Peaceful Valley and Browns Addition. Additional opportunities for energy conservation include the size and construction of the housing, the west-facing nature of the plat layout, and the potential use of solar lighting for the internal pathways.

The City's Comprehensive Plan supports this application by its policies, including, but not limited to LU 1.3, 1.4, 5.1, 5.2, 5.3, 5.4, 5.5 and 8.1. The City previously determined through its Comprehensive Plan and zoning ordinances that the character of the area is dense residential housing. The City's Comprehensive Plan lists the property as both Residential 4-10 and Open Space. The City's zoning regulations list the property as Residential Agriculture and Residential Single Family. For these zones the residential density range is 4-10 units/acre.

However, due to the site constraints and environmental restrictions the buildable footprint is approximately 8.27 acres so Applicant is proposing a PUD overlay. Deviation from minimum lot size is allowed via a PUD overlay. Applicant is proposing approximately 90-94 lots that result in an approximate overall density of 8.46 – 8.83 units per acre with a minimum lots size of 2,000 and a maximum lot size of 15,871. These proposed densities have a lower overall impact on the environment than allowed under current maximum zoning. The deviation to smaller lots sizes allows the plat to meet minimum zoning density.

Applicant is using a PUD overlay for a number of other reasons as well. First, Applicant is seeking design deviations to a five (5) foot rear yard setback on Lots 5-16 and Lots 17-46, where the rear yards are adjacent to the large internal open space area of the plat. Second, Lots 17-46 have a proposed sidewalk area behind the lots in the interior open space area. Also, the City did not want to have the bridge and internal roads dedicated to the City, so the use of private roadway systems can only be granted via PUD. And finally, Applicant is seeking the use of a gated entry to the property, which is only allowed on private road system via a PUD overlay.

There is extensive armoring and bank protection lining the shoreline of the JRP Land property. In 1939 the State of Washington revised the scope and location of SR 195. As a result of that project, the course of Latah Creek was forever restricted from ever meandering westward from its present channel. In recognition of the impact these revisions would have on the properties on the east side of the creek, the City and Spokane County jointly installed extensive armoring on the banks of the creek on the south side of the JRP Land property in the 1960s. Moreover, in 2016 Applicant and the City jointly funded a study by GeoEngineers to delineate a Channel Migration Zone on the property for site-specific development purposes. The resulting report from GeoEngineers concluded that the Channel Migration Zone generally follows the ordinary high water mark on the property. A copy of this report is included with Applicant's plat application materials.

In addition to the City's designation of the property as an area for dense residential development, the surrounding area is characterized by public infrastructure, urban development, a public utility substation, and publically-owned parkland. State Route 195 forms the western boundary of the property. The eastern boundary of the property is bordered by hillside park property owned by the City of Spokane. To the north lies a critical electrical substation owned by AVISTA Utilities. Across SR 195 from the JRP Land property is commercial development, including a grocery story, a convenient store, restaurants, shops and a mini-storage facility. The newly built Cheney-Spokane interchange services the property directly.

Although these characteristics enhance the value of the property, they simultaneously present some development challenges. The east side of the property consists of steep slopes and the west and south borders of the property are within shoreline environments.

The proposed project is just the type of development anticipated by the City of Spokane and its citizens. As stated in the Spokane Riverfront Development Program, "[t]he ultimate goal is the creation of a true 'River City.' The people of such an entity will live, work, play and relax, always within the influence and feel of a beautiful river." Latah Creek

is a major amenity to the Spokane and its citizens. However, the geography Latah Valley affords very few buildable areas for living along the creek. Providing living options along Latah Creek will not only avail this asset to the community, but it will also incentivize private enhancement and mitigation of the creek and its ecosystems.

Approximately 90,000 square feet of the project lies within the shoreline area. Applicant is not proposing the construction of any housing structures within the shoreline area, but will necessarily place project utilities, a driveway and an associated gate within the shoreline area. There will also have to be some work done to widen the existing bridge deck used to access the property, but that bridge work and any associated impacts are not a part of the current permitting exercise and will be analyzed as a part of a future development application. Any deviations from design standards related to this bridge work will also be analyzed at a future time. Applicant's proposed uses and infrastructure in the shoreline area are consistent with the City's Comprehensive Plan and zoning designations, the City's Shoreline Master Program (1982), RCW 90.58 et seq., RCW 58.17 et seq., SMC 17G.080 et seq., SMC 17G.070 et seq., SMC 17E.020 et seq., and SMC 11.15 et seq.

Through the design process Applicant has pulled back away from the shoreline area by an additional 100 feet when compared with the original proposal. And while Applicant is utilizing buffer averaging on the Riparian Habitat Corridor, it reduced the impact of this proposed averaging by reducing the amount of land that it is averaging.

Previous, but substantially similar, plat applications have been through the design review process – including a full review in ~ 2010, and just the collaborative workshop in 2016. Attached are the recommendations from the Design Review Board Collaborative Workshop from 2016.

PRELIMINARY PLAT/PUD
DEEP PINE OVERLOOK

BEING A PLAN UNIT DEVELOPMENT OF A PART OF
THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 25, RANGE 42 EAST, W.M.
AND A PART OF
THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 25, RANGE 43 EAST, W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

SURVEYOR'S CERTIFICATE

"I, _____ REGISTERED LAND SURVEYOR, HEREBY CERTIFY THE PLAT OF DEEP PINE OVERLOOK, AS SHOWN HEREON, IS BASED UPON ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL ANGLES, DISTANCES, AND COURSES ARE CORRECTLY SHOWN AND THAT ALL NON FRONTING LOT CORNERS ARE SET AS SHOWN ON THE PLAT. MONUMENTS AND FRONTING LOT CORNERS SHALL BE SET UPON COMPLETION OF THE UTILITY AND STREET IMPROVEMENTS."

_____
SURVEYOR, P.L.S. ##### DATE

CITY OF SPOKANE TREASURER

"I HEREBY CERTIFY THAT THE LAND DESCRIBED BY THIS PLAT, AS OF THE DATE OF THIS CERTIFICATE, IS NOT SUBJECT TO ANY DELINQUENT LOCAL IMPROVEMENT ASSESSMENT. FUTURE INSTALLMENTS, IF ANY, SHALL REMAIN DUE AND PAYABLE AND IT SHALL BE THE RESPONSIBILITY OF THE OWNERS TO INITIATE THE SEGREGATION OF THE LID ASSESSMENT. EXAMINED AND APPROVED, THIS _____ DAY OF _____, 20__."

_____
CITY OF SPOKANE TREASURER

CITY OF SPOKANE PLANNING DIRECTOR

"THIS PLAT HAS BEEN REVIEWED ON THIS _____ DAY OF _____, 20___ AND IS FOUND TO BE IN FULL COMPLIANCE WITH ALL THE CONDITIONS OF APPROVAL STIPULATED IN THE HEARING EXAMINER'S/PLANNING DIRECTOR'S APPROVAL OF THE PRELIMINARY PLAT # – –PP/SP."

_____
CITY OF SPOKANE PLANNING DIRECTOR

CITY OF SPOKANE ENGINEER

"APPROVED AS TO COMPLIANCE WITH THE SURVEY DATA, THE DESIGN OF PUBLIC WORKS AND PROVISIONS MADE FOR CONSTRUCTING THE IMPROVEMENTS AND PERMANENT CONTROL MONUMENTS THIS _____ DAY OF _____, 20___."

_____
CITY OF SPOKANE ENGINEER

CITY OF SPOKANE TREASURER

"I HEREBY CERTIFY THAT THE LAND DESCRIBED IN THIS PLAT, AS OF THE DATE OF THIS CERTIFICATION, IS NOT SUBJECT TO ANY OUTSTANDING FEES OR ASSESSMENTS. EXAMINED AND APPROVED _____ DAY OF _____, 20___."

_____
CITY OF SPOKANE TREASURER

LEGAL DESCRIPTION:

PARCEL A

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST OF THE WILLAMETTE MERIDIAN, LYING EASTERLY OF THE NORTHERN PACIFIC RAILWAY COMPANY RIGHT OF WAY;

EXCEPT PORTION THEREOF CONVEYED TO THE WASHINGTON WATER POWER COMPANY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 36;
THENCE WEST ALONG THE NORTH LINE OF SAID SECTION, 370 FEET MORE OR LESS TO THE POINT WHERE IT INTERSECTS THE EASTERLY RIGHT OF WAY LINE OF THE NORTHERN PACIFIC RAILWAY COMPANY; THENCE IN A SOUTHWESTERLY DIRECTION ALONG SAID RIGHT OF WAY LINE 1089.15 FEET;
THENCE IN A STRAIGHT LINE IN AN EASTERLY DIRECTION FOR A DISTANCE OF 716.4 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 36 WHICH LIES 1034.7 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SECTION 36;
THEN NORTH ALONG THE SECTION LINE TO A POINT OF BEGINNING;

SITUATE IN THE CITY OF SPOKANE, COUNTY OF SPOKANE, STATE OF WASHINGTON.

PARCEL B

THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST, W.M.;

EXCEPT THAT PORTION LYING WESTERLY OF THE EASTERLY MARGIN OF THE NORTHERN PACIFIC RAILWAY COMPANY RIGHT OF WAY;

ALSO EXCEPT THAT PORTION CONVEYED FOR PRIMARY STATE HIGHWAY NO. 3 AS CONVEYED BY DEEDS RECORDED OCTOBER 24, 1933 AND OCTOBER 1, 1938, RESPECTIVELY UNDER AUDITOR'S FILE NOS. 150901A AND 358355A;

ALSO EXCEPT THAT PORTION CONDEMNED IN FAVOR OF THE STATE OF WASHINGTON FOR PRIMARY STATE HIGHWAY NO. 3 BY DECREE OF APPROPRIATION FILED IN SPOKANE COUNTY SUPERIOR COURT CAUSE NO. 174922;

ALSO EXCEPT SPANGLE ROAD;

ALSO EXCEPT THAT PORTION, IF ANY, LYING WITHIN THE FOLLOWING DESCRIBED PARCEL AS CONVEYED TO LESTER ZORNES BY DEED RECORDED APRIL 25, 1942 UNDER AUDITOR'S FILE NO. 542395A:

BEGINNING AT THAT POINT IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 36, TOWNSHIP 25 NORTH, RANGE 42, E.W.M., LYING SOUTH OF NORTHERN PACIFIC RAILROAD ON THE EAST OR NORTHEAST SIDE OF STATE HIGHWAY RIGHT OF WAY WHERE THE RAILROAD RIGHT OF WAY AND THE STATE HIGHWAY RIGHT OF WAY INTERSECT SOUTH AND EAST OF WHERE STATE HIGHWAY UNDERPASS GOES UNDER SAID NORTHERN PACIFIC RAILROAD TRACKS AND THENCE EXTENDING IN A SOUTHEASTERLY DIRECTION ALONG AND PARALLEL TO EAST SIDE OF SAID STATE HIGHWAY RIGHT OF WAY A DISTANCE 264 FEET, MORE OR LESS; THENCE EXTENDING EASTWARD A DISTANCE OF 45 FEET, MORE OR LESS, TO THE WEST BANK OF HANGMAN LATAH CREEK; THENCE IN A NORTHWESTERLY DIRECTION ALONG THE WEST BANK OF SAID CREEK IN A STRAIGHT LINE A DISTANCE OF 700 FEET, MORE OR LESS, TO THE NORTHERN PACIFIC RAILWAY RIGHT OF WAY; THEN IN A SOUTHWESTERLY DIRECTION ALONG AND PARALLEL TO SAID NORTHERN PACIFIC RAILWAY RIGHT OF WAY A DISTANCE OF 629 FEET, MORE OR LESS TO THE POINT OF BEGINNING;

SITUATE IN THE CITY OF SPOKANE, COUNTY OF SPOKANE, STATE OF WASHINGTON.

PARCEL C

THAT PORTION OF GOVERNMENT LOTS 1 AND 2 IN SECTION 31, TOWNSHIP 25 NORTH, RANGE 43 EAST OF THE WILLAMETTE MERIDIAN, LYING WEST OF A TRACT OF LAND DESCRIBED IN DEED RECORDED IN SPOKANE COUNTY AUDITOR'S OFFICE UNDER AUDITOR'S FILE NO. 410929;

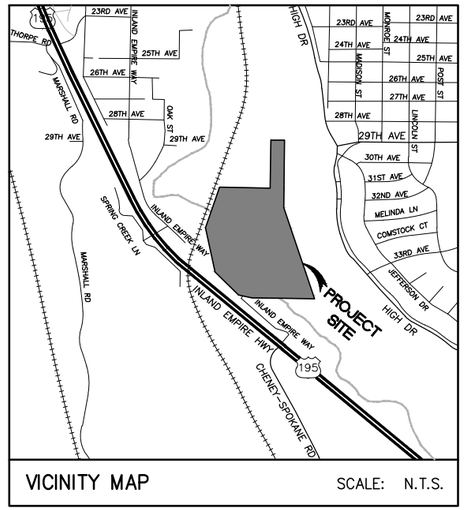
SITUATE IN THE CITY OF SPOKANE, COUNTY OF SPOKANE, STATE OF WASHINGTON.

SURVEYORS NOTE:

THE SUBDIVISION OF S–36 SHOWN HEREON IS BASED ON FOUND MONUMENTS AS SHOWN. A POSSIBLE ISSUE WITH THE EAST QUARTER CORNER OF SECTION 36 IS DESCRIBED AS FOLLOWS.

A NUMBER OF SURVEYS HAVE BEEN RECORDED THAT CALCULATE A POSITION FOR THE EAST QUARTER CORNER OF SECTION 36 BASED ON WSDOT ROW PLANS FOR SR–195–HATCH ROAD TO 14TH AVE (APPROVED SEPT. 19, 1960). THOSE PLANS INDICATE A WITNESS CORNER FOUND 66' NORTH, BUT GIVE NO DETAILS OF WHAT MAY HAVE BEEN FOUND. WSDOT STAFF HAS NO RECORDS CURRENTLY AVAILABLE THAT DESCRIBE WHAT MAY HAVE BEEN FOUND IN 1960 AS EVIDENCE FOR THE WITNESS CORNER. GLO RECORDS INDICATE A 3" WOOD POST, 4' LONG, WAS SET IN 1874 PER THE ORIGINAL SURVEY. FIELD NOTES FROM A 1907 UNRECORDED SURVEY BY WETZEL INDICATE THE ORIGINAL GLO WITNESS CORNER (66' NORTH) WAS FOUND AND REPLACED BY A BASALT STONE WITH AN 'X' ON TOP. A 1975 DNR SURVEY CITES NO EVIDENCE OF THIS WITNESS CORNER. DNR IGNORED THE WSDOT PLANS AND SET NEW MONUMENTATION FOR THE QUARTER CORNER, BUT THEY DID NOT FOLLOW BLM PROCEDURES. MOST SUBSEQUENT SURVEYS DO NOT HONOR THE DNR POSITION AND INSTEAD USE THE WSDOT POSITION. THIS PLAT DOCUMENT USES THE WSDOT POSITION.

OWNER CONTACT:	JRP LAND, LLC. JOHN PILCHER 10223 S. HANGMAN VALLEY RD. SPOKANE, WA 99224 (509) 433–1477
ENGINEER CONTACT:	STANTEC ZAK SARGENT, PE 621 W. MALLON SPOKANE, WA 99201 (509) 328–5139



VICINITY MAP SCALE: N.T.S.

BASIS OF BEARING:

A GPS DERIVED WASHINGTON STATE PLANE NORTH ZONE US SURVEY FEET. VERTICAL DATUM: NAVD 88

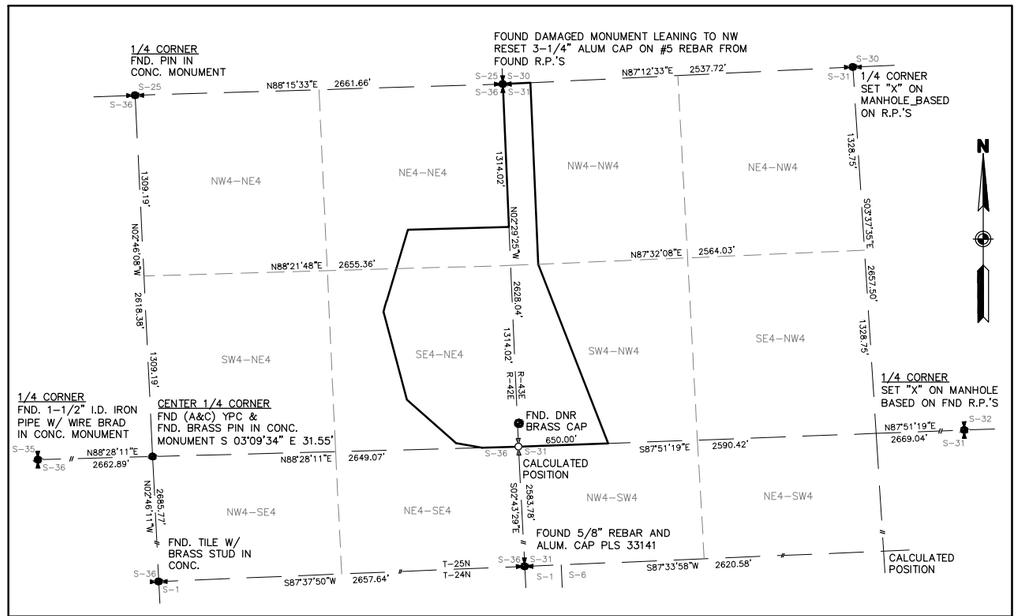
SURVEY EQUIPMENT AND PROCEDURES:

HORIZONTAL CONTROL FOR THIS SURVEY WAS ESTABLISHED WITH A COMBINATION OF STATIC OBSERVATIONS AND REDUNDANT RTK LOCATIONS USING TRIMBLE R8 MODEL 2 GNSS AND TRIMBLE 5700 DUAL FREQUENCY RECEIVERS. STATIC NETWORK WAS PROCESSED AND ADJUSTED USING TRIMBLE GEOMATICS OFFICE V1.63 SOFTWARE. OBSERVATIONS WERE TAKEN AND MONUMENTS VISITED JANUARY 2010 AND APRIL–MAY 2012.

GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)
1 inch = 500 ft.



CONTROL DIAGRAM SCALE: 1"=500'

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PROJECT:

DEEP PINE OVERLOOK

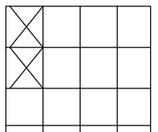
PLANNED UNIT DEVELOPMENT

City of Spokane, WA

SECTION INDEX

SEC. 36, T. 25 N. R. 42 E.W.M.

SECTION INDEX



SEC. 31, T. 25 N. R. 43 E.W.M.

Project Mgr.	AEG	
Drawn	ZCS	
Drawn		
Checked	AEG	REW
Date	03/20/2018	

CAD File: 1226800–PRE–PLAT

Sheet Contents:

Sheet No.: 1 OF 2

STANTEC W.O. 2047053900

RICHARD E. WALTMAN — STATE OF WASHINGTON — 35141 — REGISTERED PROFESSIONAL LAND SURVEYOR

3/28/2018

PRELIMINARY PLAT/PUD
DEEP PINE OVERLOOK

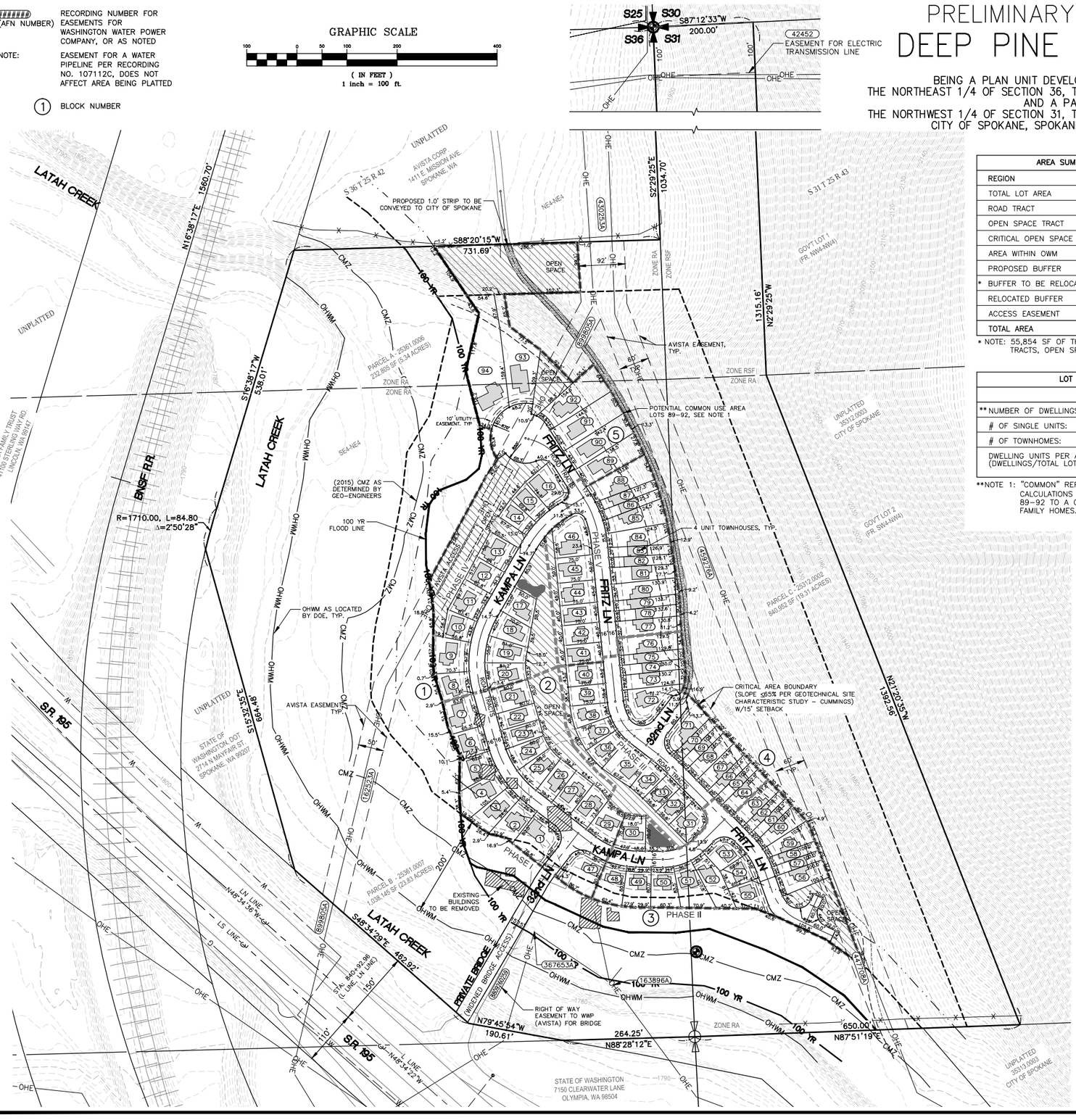
BEING A PLAN UNIT DEVELOPMENT OF A PART OF
THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 25, RANGE 42 EAST, W.M.
AND A PART OF
THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 25, RANGE 43 EAST, W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

(AFN NUMBER) RECORDING NUMBER FOR EASEMENTS FOR WASHINGTON WATER POWER COMPANY, OR AS NOTED

NOTE: EASEMENT FOR A WATER PIPELINE PER RECORDING NO. 107112C, DOES NOT AFFECT AREA BEING PLATTED

(1) BLOCK NUMBER

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.



AREA SUMMARY TABLE		
REGION	SQ. FT.	ACRES
TOTAL LOT AREA	360,351	8.27
ROAD TRACT	101,744	2.34
OPEN SPACE TRACT	103,101	2.37
CRITICAL OPEN SPACE	297,251	6.82
AREA WITHIN OWM	225,520	5.18
PROPOSED BUFFER	487,071	11.18
* BUFFER TO BE RELOCATED	124,053	2.85
RELOCATED BUFFER	421,246	9.67
ACCESS EASEMENT	13,970	0.32
TOTAL AREA	2,078,453	47.71

* NOTE: 55,854 SF OF THIS AREA IS CONVERTED TO ROAD TRACTS, OPEN SPACE, AND LOT AREA.

LOT DENSITY CALCULATIONS		
	W/OUT COMMON	W/ COMMON
** NUMBER OF DWELLINGS	94	90
# OF SINGLE UNITS:	62	58
# OF TOWNHOMES:	32 (8x4)	32
DWELLING UNITS PER ACRE (DWELLINGS/TOTAL LOT AREA)	8.83	8.46

**NOTE 1: "COMMON" REFERS TO A "COMMON USE AREA". CALCULATIONS "W/ COMMON" INCLUDES CONVERTING LOTS 89–92 TO A COMMON USE AREA, IN LIEU OF SINGLE FAMILY HOMES.

HOUSE TYPE DESCRIPTION KEY

SF – SINGLE FAMILY
TH – TOWNHOUSE HOMES

PARCEL TABLE		
LOT #	AREA (sf)	TYPE
1	5,990	SF
2	3,890	SF
3	4,031	SF
4	4,843	SF
5	3,700	SF
6	3,334	SF
7	4,368	SF
8	3,418	SF
9	4,889	SF
10	2,944	SF
11	4,075	SF
12	3,245	SF
13	3,645	SF
14	2,532	SF
15	2,875	SF
16	4,601	SF
17	3,300	SF
18	3,569	SF
19	3,506	SF
20	3,533	SF
21	4,000	SF
22	2,748	SF
23	2,867	SF
24	3,052	SF
25	3,425	SF
26	3,148	SF
27	3,471	SF
28	3,379	SF
29	3,812	SF
30	3,735	SF
31	3,631	SF
32	2,577	SF
33	2,577	SF
34	2,734	SF
35	4,740	SF
36	2,867	SF
37	2,896	SF
38	2,820	SF
39	2,881	SF
40	3,240	SF
41	3,000	SF
42	3,000	SF
43	3,000	SF
44	3,375	SF
45	3,750	SF
46	5,598	SF
47	5,855	SF

PARCEL TABLE		
LOT #	AREA (sf)	TYPE
48	4,183	SF
49	4,261	SF
50	4,232	SF
51	4,821	SF
52	4,456	SF
53	3,359	SF
54	3,034	SF
55	3,648	SF
56	3,933	TH
57	2,002	TH
58	2,000	TH
59	3,266	TH
60	3,085	TH
61	2,001	TH
62	2,009	TH
63	3,114	TH
64	3,020	TH
65	2,055	TH
66	2,066	TH
67	3,154	TH
68	3,105	TH
69	2,112	TH
70	2,127	TH
71	4,527	TH
72	6,090	SF
73	3,800	TH
74	2,603	TH
75	2,599	TH
76	4,567	TH
77	4,146	TH
78	2,944	TH
79	2,656	TH
80	4,391	TH
81	3,988	TH
82	2,574	TH
83	2,550	TH
84	4,445	TH
85	4,764	TH
86	2,495	TH
87	2,523	TH
88	5,896	TH
89	5,965	SF
90	6,174	SF
91	7,223	SF
92	7,573	SF
93	10,260	SF
94	15,456	SF

PROPOSED PUD/SUBDIVISION INFORMATION:

USE OF LOTS:	RESIDENTIAL – SINGLE FAMILY
DOMESTIC WATER SUPPLIED BY:	CITY OF SPOKANE
SANITARY SEWER COLLECTION BY:	CITY OF SPOKANE
CURRENT ZONING DESIGNATION:	RA & RSF
MINIMUM LOT AREA:	2,000 SF
MAXIMUM LOT AREA:	15,871 SF
MINIMUM FRONTAGE:	20'
FRONT YARD SETBACK:	15' TO HOUSE/20' TO GARAGE (FROM PROPERTY LINE OR OUTSIDE BORDER EASEMENT IF ANY, WHICHEVER IS GREATER)
FLANK YARD SETBACK:	SAME AS FRONT
REAR YARD SETBACK: (NOTE 2: DEVIATION FROM CODE ON REAR YARD SETBACKS ADJACENT TO OPEN SPACE)	BLK 1: LOTS 1–4 15' FROM 200' SHORELINE SETBACK BLK 1: LOTS 5–16 5' (SEE NOTE 2) BLK 2: LOTS 17–46 5' (SEE NOTE 2) BLK 3: LOTS 47–52 15' FROM 200' SHORELINE SETBACK BLK 3: LOTS 53–55 20' BLK 4: LOTS 56–71 15' FROM TOE OF SLOPE ≤ 65% OR 20' FROM PROPERTY LINE BLK 5: LOTS 72–94 15' FROM TOE OF SLOPE ≤ 65%
SIDE YARD SETBACK:	5'
FRONT YARD BORDER EASEMENTS:	BLKS 1,3,4,5: 10' (5' SWALE, 5' SIDEWALK) 10' UTILITY EASEMENT BLK 2: 5' (5' SWALE) 10' UTILITY
FLANK YARD EASEMENT:	BLK 1: LOT 1,16 SAME AS FRONT YARD EASEMENT BLK 2: LOT 31,46 SAME AS FRONT YARD EASEMENT BLK 3: LOT 47,53 SAME AS FRONT YARD EASEMENT BLK 4: LOT 71,72 SAME AS FRONT YARD EASEMENT
PEDESTRIAN PATHWAY	BLKS 1,3,4,5: 5' SW IN FRONT OF HOUSE BLK 2: 5' PATHWAY IN OPEN SPACE BEHIND HOME
REFUSE COLLECTION:	CURB SIDE FOR INDIVIDUAL UNITS
TREE REMOVAL:	TREES LOCATED IN BUFFER AREA, CRITICAL AREA, AND OPEN SPACE TO REMAIN. TREES LOCATED IN LOT AREAS TO BE REMOVED UNLESS THEY DO NOT IMPACT FINAL DESIGN AND ARE DETERMINED TO BE HEALTHY.

N

SECTION INDEX
SEC. 36, T. 25 N. R. 42 E.W.M.

SECTION INDEX
SEC. 31, T. 25 N. R. 43 E.W.M.

RICHARD E. WALTMAN STATE OF WASHINGTON 35141 REGISTERED PROFESSIONAL LAND SURVEYOR
3/28/2018

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PROJECT:

DEEP PINE OVERLOOK

PLANNED UNIT DEVELOPMENT

City of Spokane, WA

Project Mgr.	AEG	
Drawn	ZCS	
Drawn		
Checked	AEG	REW
Date	03/20/2018	

CAD File: 1226800–PRE–PLAT

Sheet Contents: PRELIMINARY PLAT

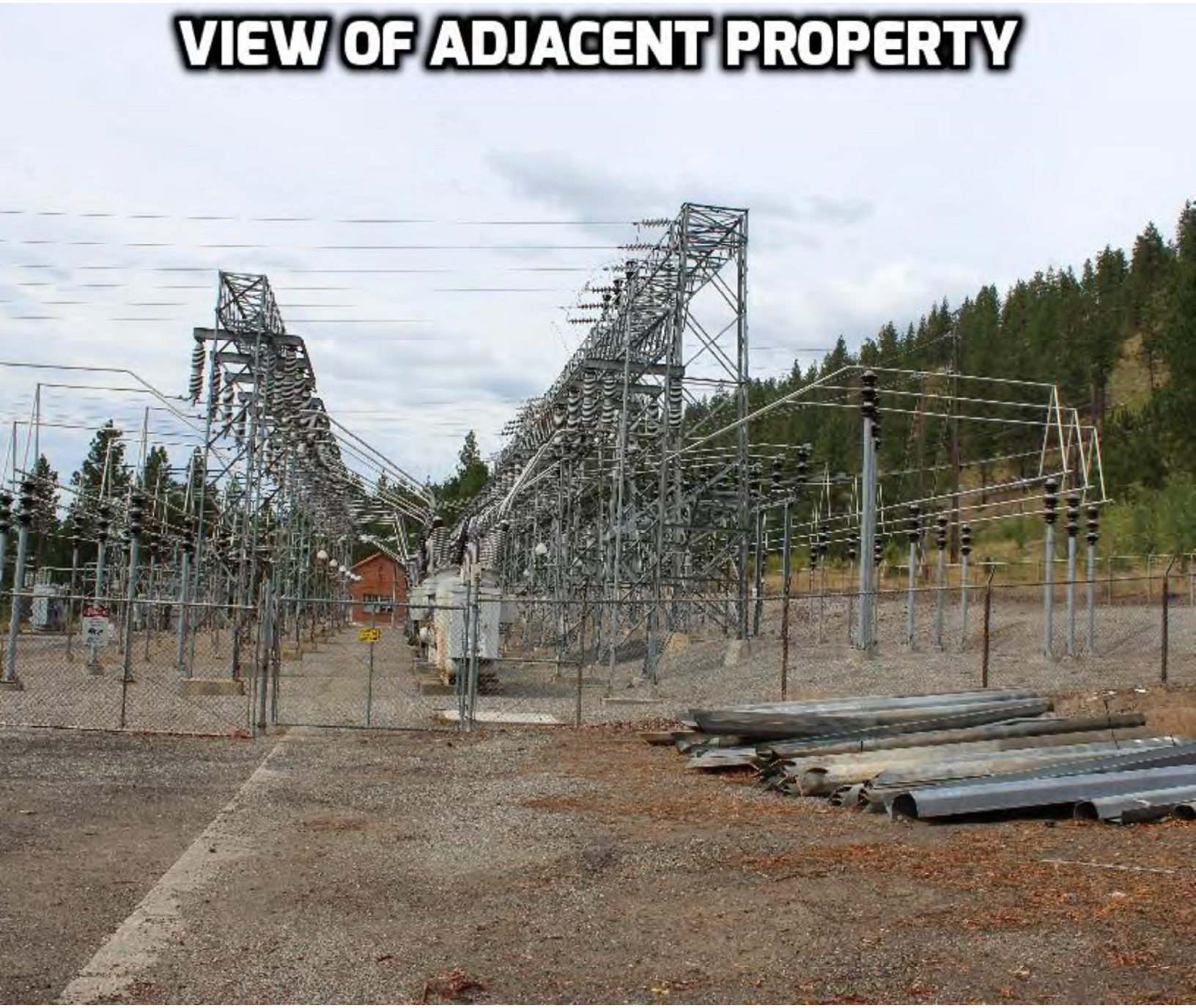
Sheet No.: 2 OF 2

STANTEC W.O. 2047053900

FILE: U:\2047053900\DRAWING\C\SHEETS\1226800-1-2-PRE-PLAT.DWG PLOTTED: Mar 30, 2018 - 3:30:41 PM (Sargent, Zak)


VIEW FROM EAST NEAR HIGH DRIVE PARK

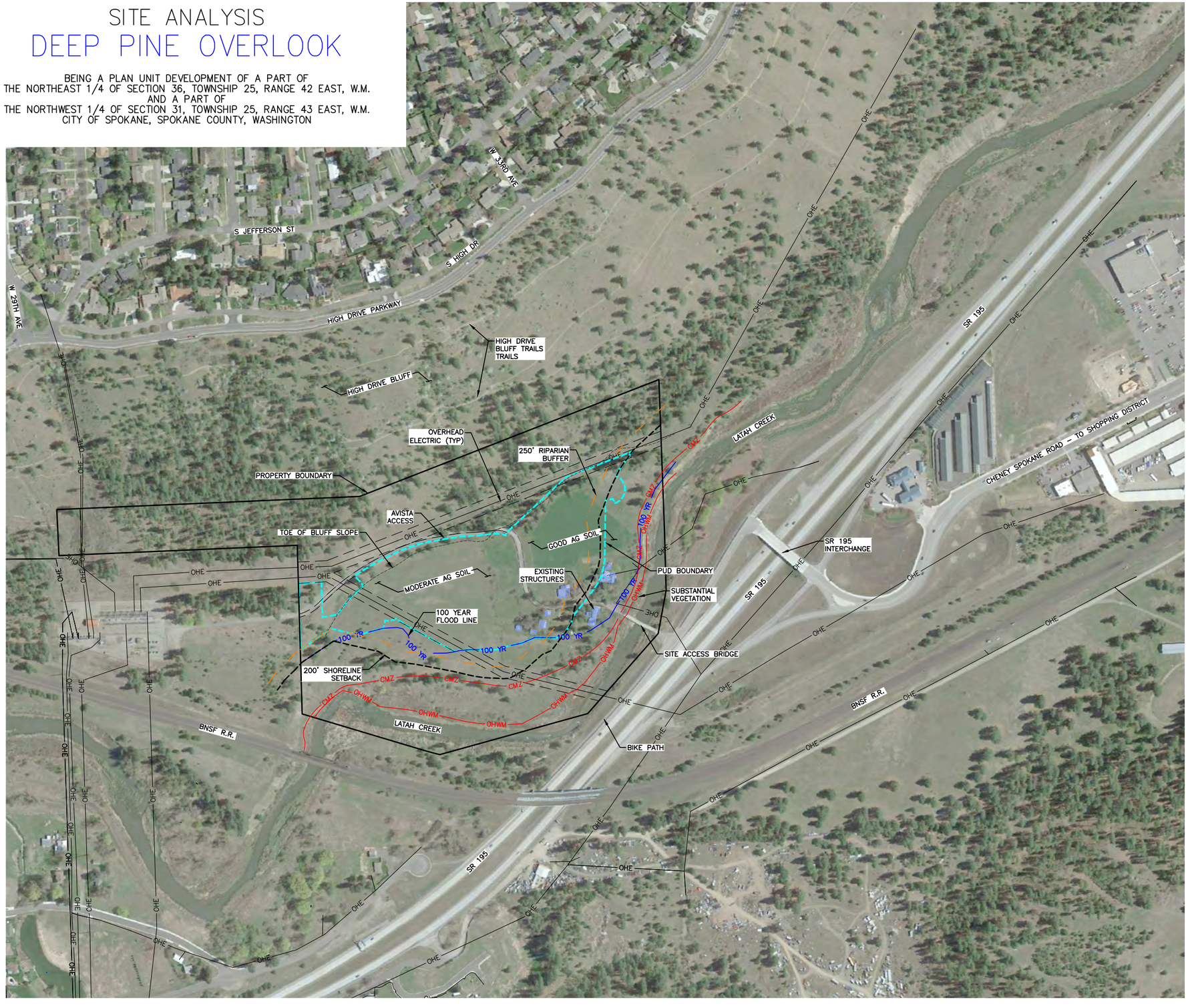

W FROM HWY 195 INTERCHANGEYOUR TEXT H


VIEW OF ADJACENT PROPERTY


VIEW FROM HWY 195

SITE ANALYSIS
DEEP PINE OVERLOOK

BEING A PLAN UNIT DEVELOPMENT OF A PART OF
THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 25, RANGE 42 EAST, W.M.
AND A PART OF
THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 25, RANGE 43 EAST, W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON



LEGEND

LINETYPE	DESCRIPTION
100 YR	100 YEAR FLOOD
OHWM	ORDINARY HIGH WATER MARK
	BUILDING SETBACK
	200' SHORELINE SETBACK
	250' RIPARIAN BUFFER
	POWER EASEMENT
	PROPOSED RIPARIAN BUFFER
	PUD BOUNDARY

N

0 200' 400'

Date Stamped:

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PROJECT:

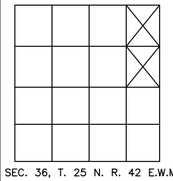
DEEP PINE OVERLOOK

PLANNED UNIT DEVELOPMENT

DESIGN REVIEW

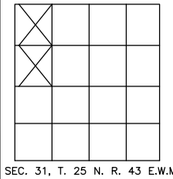
City of Spokane, WA

SECTION INDEX



SEC. 36, T. 25 N. R. 42 E.W.M.

SECTION INDEX



SEC. 31, T. 25 N. R. 43 E.W.M.

Project Mgr.	AEG	
Drawn	DLP	ZCS
Drawn		
Checked	AEG	REW
Date	08/05/2016	

CAD File: 1-SITE-ANALYSIS.dwg

Sheet Contents: SITE ANALYSIS

Sheet No.: 1 OF 4

STANTEC W.O. 2047053900

SITE ANALYSIS – EXISTING TOPO

DEEP PINE OVERLOOK

BEING A PLAN UNIT DEVELOPMENT OF A PART OF
THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 25, RANGE 42 EAST, W.M.
AND A PART OF
THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 25, RANGE 43 EAST, W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

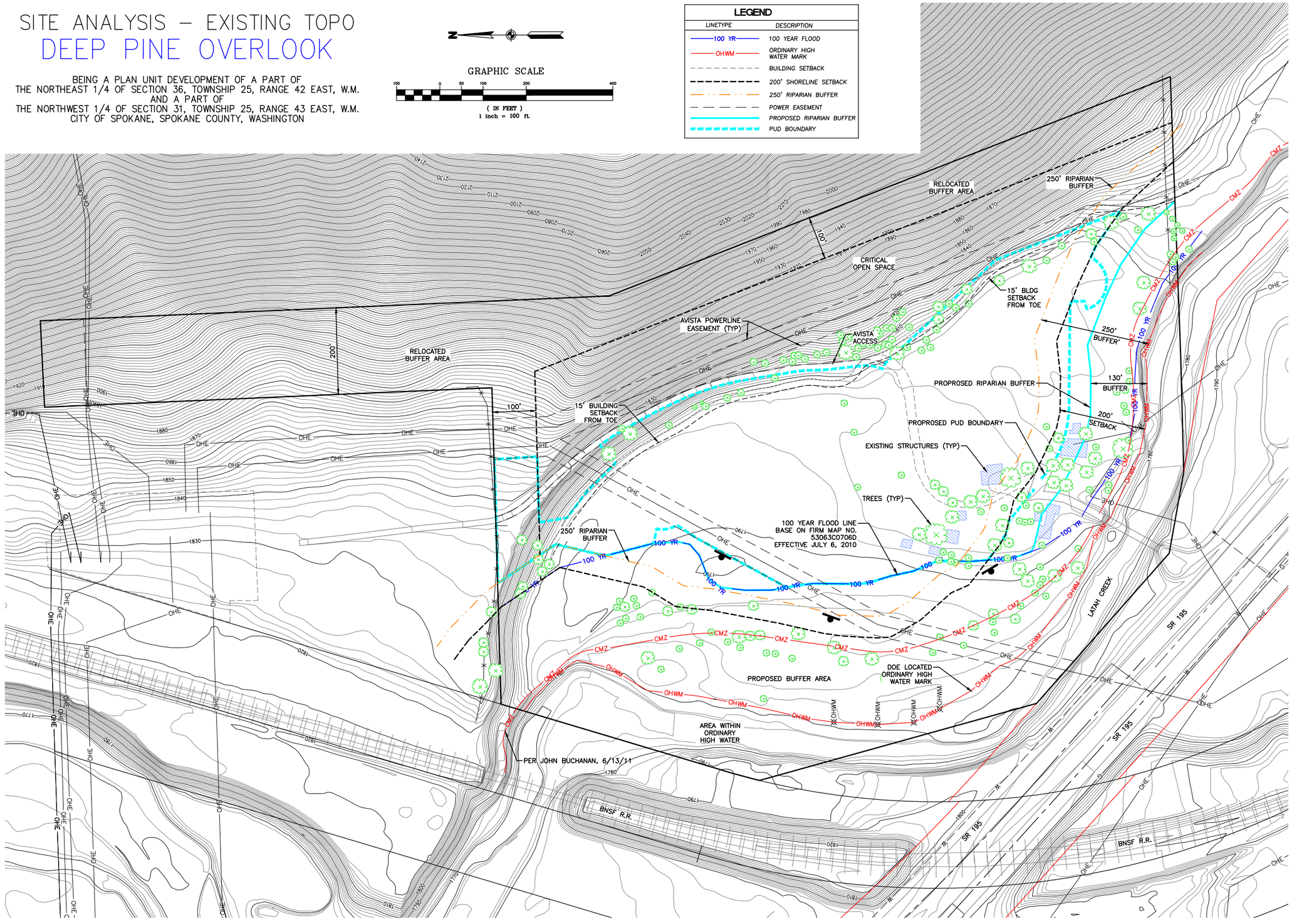
GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LEGEND

LINETYPE	DESCRIPTION
100 YR	100 YEAR FLOOD
OHWM	ORDINARY HIGH WATER MARK
	BUILDING SETBACK
	200' SHORELINE SETBACK
	250' RIPARIAN BUFFER
	POWER EASEMENT
	PROPOSED RIPARIAN BUFFER
	PUD BOUNDARY



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Date Stamped:

Stantec
621 West Mallon Avenue, Suite 309
Spokane WA
www.stantec.com

PROJECT:

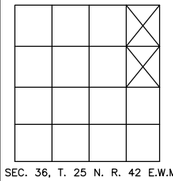
DEEP PINE OVERLOOK

PLANNED UNIT DEVELOPMENT

DESIGN REVIEW

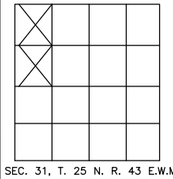
City of Spokane, WA

SECTION INDEX



SEC. 36, T. 25 N. R. 42 E.W.M.

SECTION INDEX



SEC. 31, T. 25 N. R. 43 E.W.M.

Project Mgr.	AEG	
Drawn	DLP	ZCS
Drawn		
Checked	AEG	REW
Date	08/05/2016	

CAD File:EXISTING-TOPO.dwg

Sheet Contents: EXISTING TOPO

Sheet No.: 2 OF 4

STANTEC W.O. 2047053900

CONCEPT PLAN
DEEP PINE OVERLOOK

BEING A PLAN UNIT DEVELOPMENT OF A PART OF
THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 25, RANGE 42 EAST, W.M.
AND A PART OF
THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 25, RANGE 43 EAST, W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

CONCEPT ELEVATION VIEW

LEGEND

LINETYPE	DESCRIPTION
100 YR	100 YEAR FLOOD
OHWM	ORDINARY HIGH WATER MARK
	BUILDING SETBACK
	200' SHORELINE SETBACK
	250' RIPARIAN BUFFER
	POWER EASEMENT
	PROPOSED RIPARIAN BUFFER
	PUD BOUNDARY

HATCH	DESCRIPTION
	TOTAL LOT AREA 360,351 SF
	ROAD TRACT 101,744 SF
	OPEN SPACE 103,101 SF
	CRITICAL OPEN SPACE 297,251 SF
	AREA BELOW ORDINARY HIGH WATER (OHWM) 225,520 SF
	PROPOSED BUFFER 487,071 SF
	BUFFER AREA TO BE RELOCATED 124,053 SF
	RELOCATED BUFFER 421,246 SF

SYMBOL	DESCRIPTION
	APPROXIMATE EXISTING TREE CANOPY
	NATURAL AREA SIGNAGE
	VIEWING AREA

AREA SUMMARY TABLE		
REGION	SQ. FT.	ACRES
TOTAL LOT AREA	360,351	8.27
ROAD TRACT	101,744	2.34
OPEN SPACE TRACT	103,101	2.37
CRITICAL OPEN SPACE	297,251	6.82
AREA WITHIN OWM	225,520	5.18
PROPOSED BUFFER	487,071	11.18
* BUFFER TO BE RELOCATED	124,053	2.85
RELOCATED BUFFER	421,246	9.67
ACCESS EASEMENT	13,970	0.32
TOTAL AREA	2,078,453	47.71

* NOTE: 55,854 SF OF THIS AREA IS CONVERTED TO ROAD TRACTS, OPEN SPACE, AND LOT AREA.

LOT DENSITY CALCULATIONS		
	W/OUT COMMON	W/ COMMON
** NUMBER OF DWELLINGS	94	90
# OF SINGLE UNITS:	62	58
# OF TOWNHOMES:	32 (8x4)	32
DWELLING UNITS PER ACRE (DWELLINGS/TOTAL LOT AREA)	8.83	8.46

**NOTE 1: "COMMON" REFERS TO A "COMMON USE AREA". CALCULATIONS "W/ COMMON" INCLUDES CONVERTING LOTS 89-92 TO A COMMON USE AREA, IN LIEU OF SINGLE FAMILY HOMES.

RIPARIAN BUFFER SUMMARY		
REGION	SQ. FT.	ACRES
ORIGINAL BUFFER	611,124	14.03
BUFFER TO BE RELOCATED	124,053	2.85
RELOCATED BUFFER	421,246	9.67
TOTAL PROPOSED BUFFER	1,032,370	23.70
RATIO: 1/3.4 (BUFFER TO BE RELOCATED/RELOCATED BUFFER)		

Return to Agenda

ZAK CORY SARGENT — STATE OF WASHINGTON — 44731 — REGISTERED PROFESSIONAL ENGINEER

Stantec
621 West Mallon Avenue, Suite 309
Spokane WA
www.stantec.com

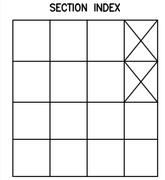
PROJECT:

DEEP PINE OVERLOOK

PLANNED UNIT DEVELOPMENT

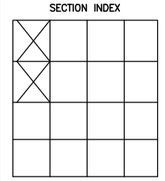
City of Spokane, WA

SECTION INDEX



SEC. 36, T. 25 N. R. 42 E.W.M.

SECTION INDEX



SEC. 31, T. 25 N. R. 43 E.W.M.

Project Mgr.	AEG	
Drawn	ZCS	
Drawn		
Checked	AEG	REW
Date	03/20/2018	

CAD File: CONCEPT-PLAN.dwg

Sheet Contents: CONCEPT PLAN

Sheet No.: 1 OF 1

STANTEC W.O. 2047053900

FILE: U:\2047053900\DRAWING\C\SHEETS\1226800-3-CONCEPT-PLAN.DWG PLOTTED: Mar 30, 2018 - 3:40:03 PM (Sargent, Zak)

DESIGN REVIEW BOARD FILE NO.DRB 1901

Spokane SportsPlex

1 - Program Review/Collaborative Workshop

Design Review Staff Report

February 22, 2019

Planning & Development Services Department Staff:
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Public Facilities District
mkoch@spokanepfd.org

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 public projects or structures 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**

Advisory Actions

Advisory Actions of the Design Review Board will be forwarded to the Planning Director and CEO of the Public Facilities District.

Project Description

Please see applicant's submittal information.

The applicant is proposing either partial or full vacation of Cataldo Avenue, as well as partial vacation of Dean Avenue.

Location & Context

The Site is located within the north central area of the Riverside Neighborhood.

Per the applicant's submittal:

> *The Sportsplex site is located adjacent to the north edge of Riverfront Park, east of Howard Street and the Spokane Arena, south of Dean Avenue and the existing [Public Facilities District] parking facilities, and west of Washington Street. It is located on a 20-foot bluff of basalt overlooking Riverfront Park.*

The Site of the proposed Spokane Sportsplex is composed of multiple parcels with different owners:

- Owned by GW Investments LLC: Parcel 35181.4206 features a two-story, masonry commercial structure which fronts W. Dean Avenue. Per correspondence with the applicant, this building is not eligible for historic listing and can be demolished.
- Owned by the City of Spokane:
    - Parcel 35181.4205 features a single story, masonry and concrete warehouse-style structure with a large brick chimney, known as "The Carnation building". The building fronts W. Dean Avenue. Per correspondence with the applicant, this building has had its Certificate of Appropriateness for demolition approved and can be demolished.
    - 35181.4406 hosts Riverfront Park Parking Lot 5 while 35181.4409 is mostly vacant with a portion used for Lot 5. 35181.4202, .4203, .4224, .4225, and .4226 are host Riverfront Park Parking Lot 3.
    - 35181.4204 features a large basalt outcropping, and sees overflow parking from the adjacent veterinary office.
- Owned by Spokane Federal Credit Union: Parcel 35181.4231 hosts a parking lot and storage structure. The applicant is in negotiations with the parcel owner to acquire space for parking on this parcel.

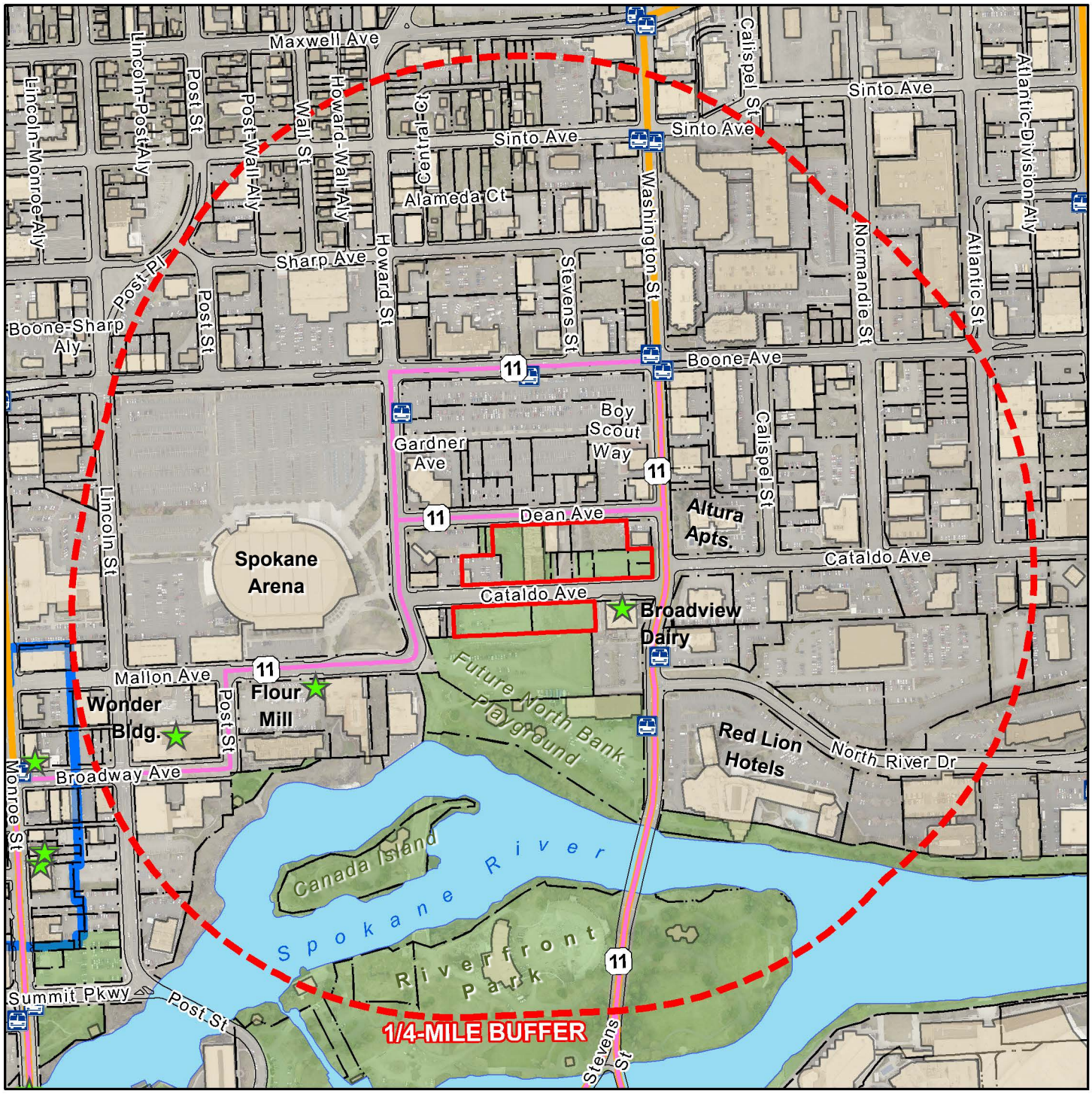
Transit

Route 11: Plaza Arena Shuttle traverses W Dean Street, N Washington Street, W Boone Avenue and W Mallon Avenue, and N Howard Street.

Route 27: Hillyard and Route 39: Mission travel north-south along N Washington Street.

Nearby bus stops include:

- Stop [#3/37/54] and stop [#6/38/70] near the intersection of Washington Street and North River Drive,
- Stop [#7/71] and stop [#35/52] near the intersection of Washington Street and Boone Avenue,
- Stop [#11/12] on the south side of W Boone Avenue immediately north of the Arena overflow parking lot, and
- Stop [#21/39] on N Howard Street immediately west of the Arena overflow parking lot.



1/4 MILE BUFFER
Spokane SportsPlex

N
W E
S

0 375 750 1,500 Feet

MAP KEY

- Historic Property
- 1/4 Mile Site Buffer
- Site Boundary
- Parcel
- Existing Structure
- City Park

STA Bus Stops

- Stop Location

STA Bus Routes

- All Routes
- Plaza Arena Shuttle

Character Assets

- The North Bank hosts such landmark structures as the Spokane Arena, the Spokane Continental Bakery building (aka, the Wonder building), the Broadview Dairy building, and the Flour Mill building. Additional nearby points of interest include The Upper Falls condominiums, the Spokane Civic Theatre, Hunter Veterinary, Red Lion Hotels, Altura Apartments, ILF Media, David Evans & Associates and the Federal Credit Union.
- The Spokane Arena, specifically, hosts a pedestrian plaza to the west of the project at the corner of W Mallon Avenue and N Howard Street, as well as surface lot event parking to the north of the project.
- The North Bank of the Downtown affords significant views of the Spokane River, Riverfront Park and the City's skyline.
- There are four (4) street trees on the north side of W Dean Avenue which border the Subject Site's parcels and appear mature and in good health.
- The site features significant basalt rock outcroppings.
- The Subject Site is bordered to the south by the soon to be constructed North Bank Riverfront Park playground. There are opportunities for pedestrian connections between the Subject Site and Park playground at the southwestern site corner.

Historic Context

The following National Register of Historic Places designated structures rest within ¼ mile of the subject site. Information for the following descriptions were extracted from the Spokane Historic Preservation Office website, www.historicspokane.org.

The Broadview Dairy Building

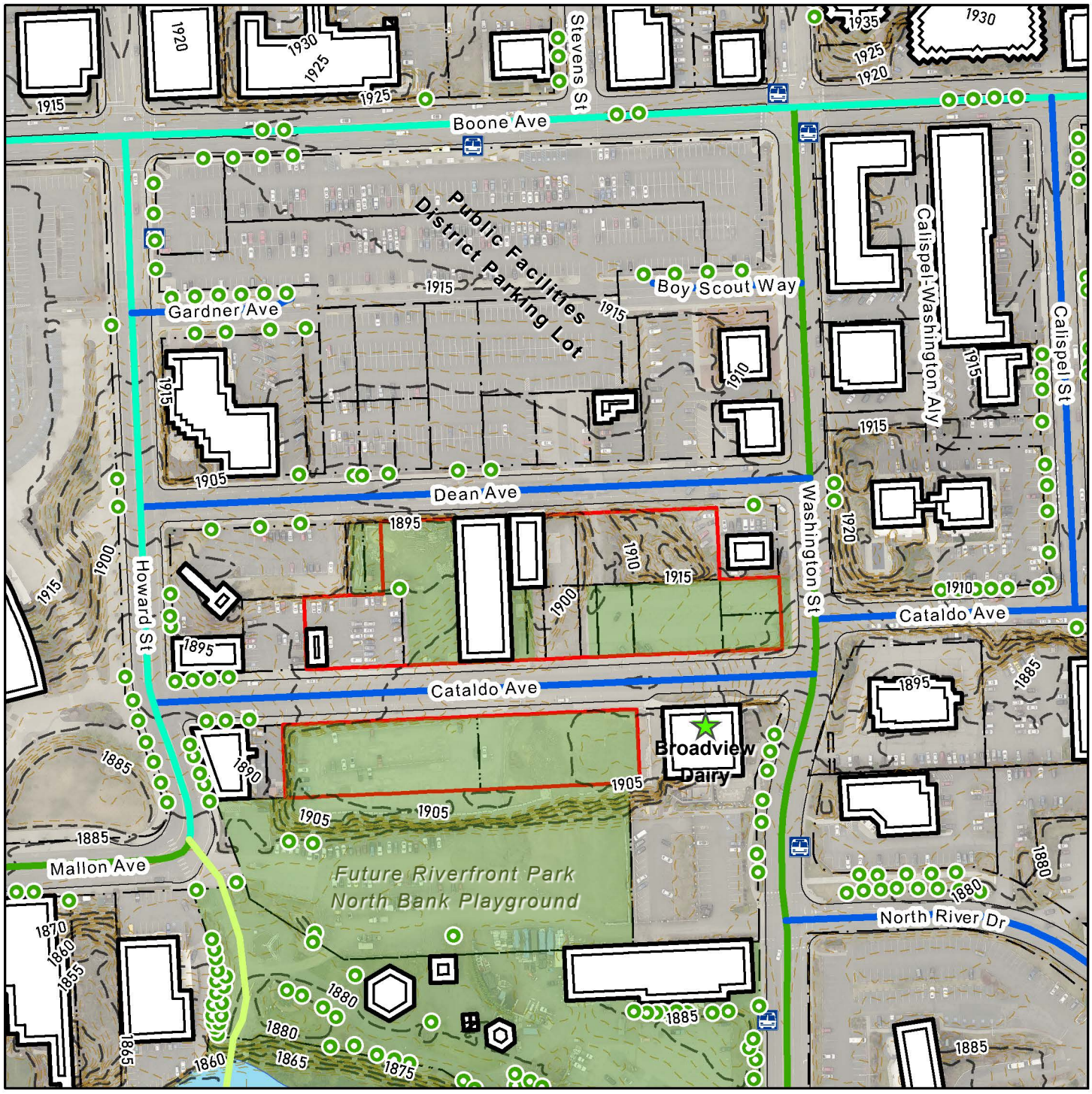
The Subject Site's southeastern corner is immediately adjacent to the Broadview Dairy historic building (addressed 411 W Cataldo Avenue). This four-story masonry building was built in 1910 in a simplified Italianate Style with a 1948 masonry addition in a non-descript commercial style. The Broadview Dairy was one of several commercial dairy operations established in the Spokane area around the turn of the 20th century, and it is the only local dairy business still in operation. Allen H. Flood, who first arrived in Spokane in 1889, the year of the Great Fire, founded Broadview between 1896 and 1897. Originally from Buxton, Maine, Flood helped survey Hays Park Addition and a part of what is now Hillyard, and also engaged in the lumber business before establishing his dairy. Under Flood's direction, Broadview Dairy was a leader in campaigns for dairy operations betterment; it was the first commercial dairy in the state to test for tuberculosis and get rid of infected cows, and also led the fight for pasteurization in the Inland Northwest. The operation was known as the Broadview Dairy from its inception to 1946, even though Carnation acquired Broadview in a stock exchange in 1929. Architect R. Edward Vincent designed the building.

The Flour Mill Building

The Flour Mill is a physical reminder of the centrality of water power in Spokane's history; nearly all of the early development of the city was directly related to the majestic falls of the Spokane River. The Spokane Flour Mill, built in 1895, was one in a series of mills built along the falls prior to 1900. It did not come into operation, however, until 1900 because the property became mired in a complex international lawsuit that was one of the most explosive and longest-fought battles in the city's legal history. The mill was adaptively renovated as a shopping center in conjunction with preparations for the World's Fair that Spokane hosted in 1974. Shoppers and diners at the Flour Mill now enjoy a view of Riverfront Park, the legacy of Expo '74 and the centerpiece of the city. The Flour Mill stands as a unique reminder that Spokane's history and wealth began in the power of the falls and endured through the bounty of the surrounding countryside.

Spokane Continental Bakery Building (aka, the Wonder building)

Located a few hundred yards north of the Spokane River in an industrial/commercial section of Spokane, Washington, the warehouse building features a symmetrical pattern of tall windows that offer narrow between-building- views of the Spokane River. Common to most early 20th-century industrial/commercial warehouses, the bakery building's exterior and interior are plain with little articulation or embellishment, and reveal common-bond brick masonry, an open and spacious interior with a combination of concrete-brick-wood plank floors, exposed brick masonry perimeter walls, high ceilings of 12 feet or more, and exposed structural posts and beams made of wood, concrete, and steel.



EXISTING CONDITIONS
Spokane SportsPlex

N
W E
S

0 150 300 600 Feet

MAP KEY

- Existing Tree
- STA Bus Stop
- Historic Property
- Parcel
- Site Boundary
- Existing Structure
- City Park
- 5' Index Contour
- 1' Contour

Complete Streets

- Bike/Pedestrian Path
- Type I Complete Street
- Type II Complete Street
- Type IV Complete Street

Regulatory Analysis

Zoning Code Requirements

The Site is zoned DTG. 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.

Downtown Design Standards

Section 17C.124.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.590 follow SMC 17C.124.015, Design Standards Administration.

> *All projects must address the pertinent design standards and guidelines. A determination of consistency with the standards and guidelines will be made by the planning director following an administrative design review process. 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 to deviate from eligible standards and guidelines through the design departure process; see chapter 17G.030 SMC, Design Departures.*

Being that this project is seeking a Design Departure, and does not require a discretionary decision of the hearing examiner, the permit shall follow the Type II application process. Per Section 17G.030.030, Review Process, Part B, Type II Procedure, Items 1 & 2:

> *The following proposals are processed through a Type II procedure:*
>
> 1. *A permit for a development seeking a design departure, which does not require a discretionary decision of the hearing examiner, shall follow the Type II application process.*
>
> 2. *Role of Design Review Board.*
> *The design review board reviews the application and makes a recommendation to the planning director. The review of the design review board may occur either before or during the public comment period on the underlying permit application.*

Urban design staff offers the following summary and discussion of design standards applicable to this project:

Section 17C.124.510 Windows – Building Design

Per SMC 17C.124.510(A), Purpose:

> *In the downtown the facade and window standards are required in order to:*
>
> 1. *provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;*
>
> 2. *encourage observation or viewing opportunities by restricting fortress-like facades at street level; and*
>
> 3. *avoid a monotonous pedestrian environment.*

Dean Avenue is a Type IV complete street and, as such, the north façade is subject to the requirements of SMC 17C.124.510. Per Part B, Item 1:

For buildings facades visible from, fronting on, and located within sixty feet of a lot line of a complete street the minimum percentage window glazing requirements found within Table 17C.124-4 Complete Street Window Standards apply. On the ground floor, display windows may be used to meet half of the requirement. (R)

Table 17C.124-4, Complete Street Window Standards for DTG (Downtown General) zones reads as follows:

	DTG (Downtown General)
Window Requirement of Facades of Non-residential Uses Fronting a Complete Street by Street Type	Type I, II, IV
Ground Floor Facades between 2 and 10 feet	60%
Between 10 and 40 feet	40%

Additional code items of relevance include Part B, Items 4 and 5:

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

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

The applicant is seeking a design departure from this design standard for the north façade front Dean Avenue. Per the applicant's submittal:

Achievement: Due to the [proposed] vacation of Cataldo Avenue, we are not within 60' of a complete street on the East or West elevations, so these are not governed by this section. The south elevation to the bluff is also not governed by this section. The north façade is within 60 feet of Dean Avenue. Due to the activities taking place, we are looking for a design departure for the percentages listed in table 17C.124-4. We do comply with the 40% requirement for the area 10 feet up to 40 feet. We do not comply with the 60% requirement from 2 feet up to 10 feet. This is a sports facility. There is a concern with glass at the athlete level for both safety and durability. This is also a ticketed venue and providing the opportunity for "free" viewing is not ideal.

Departure: We have provided very large viewing windows that will allow pedestrians across the street to see into the building, just not at the floor level. For pedestrians on the adjacent sidewalk, we have angled the building to provide areas for interactive landscape and art at the 2 foot to 10 foot level. This landscaping will consist of seating benches. Art concepts are not complete, but wall of sports fame ideas are being discussed.

Topics for Discussion:

- How might a departure from the window requirement for ground floor façades between 2 and 10 feet on the frontage of Dean Avenue fulfill the three purpose statements for this design standard?
- Does the applicant intend to resolve any portions of blank wall on the Dean Avenue façade such that no portion extends more than twenty-five feet?

Section 17C.124.520 Base/Middle/Top – Building Design

A. *Purpose.*
To reduce the apparent bulk of the buildings by providing a sense of "base" and "top."

B. *Base/Middle/Top Implementation.*

1. *Buildings shall have a distinct "base" at the ground level, using articulation and materials such as stone, masonry, or decorative concrete. (P)*

2. *The "top" of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection. (P)*

Topic for Discussion:

- Does the Board agree with the applicant's proposed solution?

Section 17C.124.530 Articulation – Building Design

Per SMC 17C.124.530(A), Purpose:

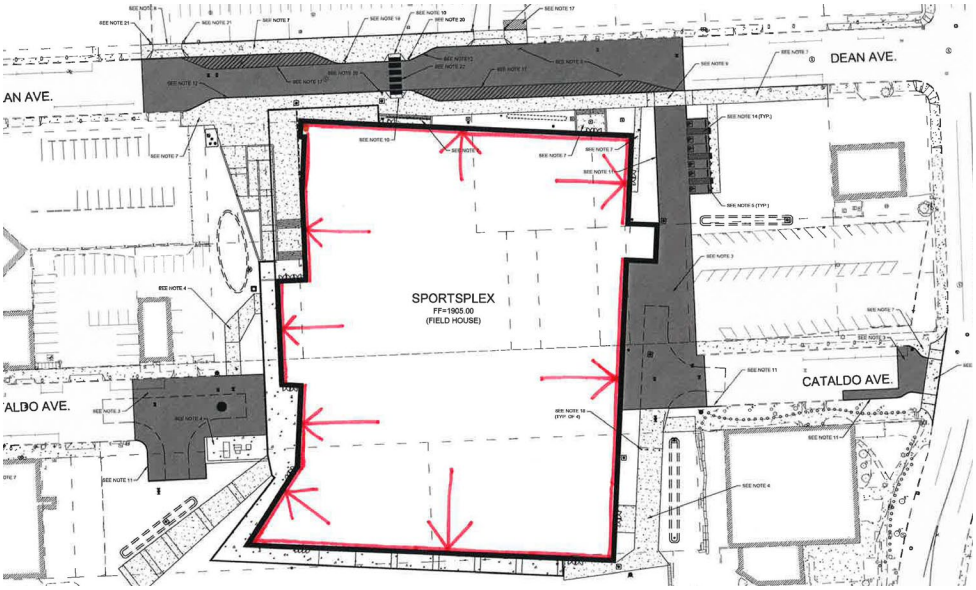
To reduce the massiveness of larger buildings.

Per SMC 17C.124.530(B), Articulation Implementation:

1. *Facades longer than fifty feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs and other elements of the building's mass. Simply changing materials or color is not sufficient to accomplish this. (R)*

2. *Articulation shall be provided along facades visible from the street, as well as from neighboring residential areas. (P)*

The image below depicts the façades which exceed 50' and are conceivably visible from a street (based upon site plan received Feb. 20).



Topic for Discussion:

- How might portions of the building façade which exceed 50' in length fulfill the purpose of this design standard and meet the requirements of articulation implementation?

Section 17C.124.540 Prominent Entrance – Building Design

A. *Purpose.*
To ensure that building entrances are easily identifiable and clearly visible from roads and sidewalks. The purpose is also to have weather protection at building entrances.

B. *Prominent Entrance Implementation.*
Principal entry to the store/building shall be marked by at least one element from Group A and one element from Group B: (R)

1. *Group A.*
    a. *Large entry doors.*
    b. *Recessed entrance.*
    c. *Protruding entrance.*
2. *Group B.*
    a. *Canopy.*
    b. *Portico.*
    c. *Overhang.*

Topic for Discussion:

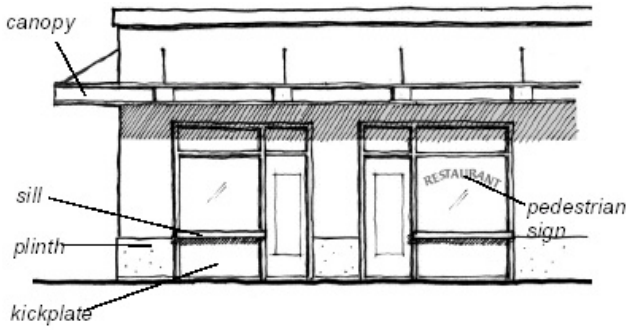
- Does the Board agree with the applicant's proposed solution?

Section 17C.124.550 Ground Level Details – Building Design

A. *Purpose.*
To ensure that buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape.

B. *Ground Level Details Implementation.*

1. *Ground level of building shall be pedestrian-friendly in scale, expression and use of materials. (R)*
2. *Ground floor of the buildings shall have at least three of the following elements: (P)*
    a. *Large windows.*
    b. *Kickplates for storefront window.*
    c. *Projecting sills.*
    d. *Pedestrian scale signs.*
    e. *Canopies.*
    f. *Plinth.*



Elements to be incorporated at ground level

Topic for Discussion:

- The applicant is proposing three of the design elements for the northwestern corner of the facility. Does the Board agree that the applicant's proposed solution fulfills the intended purpose of this design standard?
- Does the applicant's design departure proposal from the Windows design standard help to further fulfill the Ground Level Details design standard?

Section 17C.124.560 Roof Expression – Building Design

A. *Purpose.*
To ensure that rooflines present a distinct profile and appearance for the building.

B. *Roof Expression Implementation.*
Buildings with flat roofs shall have portions with pitched roofs, extended parapets or projecting cornices to create a prominent edge when viewed against the sky, especially to highlight major entrances. (P)

Topic for Discussion:

- Does the Board agree with the applicant's proposed solution?

Section 17C.124.570 Treating Blank Walls – Building Design

A. *Purpose.*
To mitigate blank walls by providing visual interest.

B. *Treating Blank Walls Implementation.*
Where windows are not provided on walls (or portions of walls) facing streets or visible from right-of-way, at least four of the following elements shall be incorporated: (R)

1. *Masonry (but not flat concrete block).*
2. *Concrete or masonry plinth at wall base.*
3. *Belt courses of a different texture and color.*
4. *Projecting cornice.*
5. *Projecting metal canopy.*
6. *Decorative tilework.*
7. *Trellis containing planting.*
8. *Medallions.*
9. *Opaque or translucent glass windows.*
10. *Artwork such as sculptures, murals, inlays, mosaics or elements integrated with the project.*
11. *Vertical articulation.*
12. *Lighting fixtures.*
13. *Recesses.*
14. *An architectural element not listed above, as approved, that meets the intent of this section.*

Topic for Discussion:

- Given that all four primary façades are visible from rights-of-way and would be subject to blank wall mitigation, does the Board agree with the applicant's proposed solution for all blank walls?

Section 17C.124.580 Plazas and Other Open Spaces

A. *Purpose.*
To provide a pedestrian-friendly environment by creating a variety of usable and interesting open spaces within private development.

B. *Plazas and Other Open Spaces Implementation.*

1. *New or renovated buildings over forty thousand square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrances. (R)*

2. *Plazas and other open spaces shall be a minimum of one square foot of plaza per one hundred square feet of building area. This area may count toward the interior landscaping required. (P)*

3. *Plazas, courtyards, and other pedestrian space shall include at least three of the following: (P)*

   a. *Special interest landscape.*

   b. *Pedestrian scale bollard or other accent lighting.*

   c. *Special paving, such as colored/stained concrete, brick, or other unit paver.*

   d. *Artwork.*

   e. *Seating, such as benches, tables, or low seating walls.*

   f. *Water feature.*

Topic for Discussion:

- Does the Board agree with the applicant's proposed solution?

Characteristics of Downtown Complete Street Designations

Per SMC 17C.124.035:

> *The downtown zones are complemented by the complete streets designations map (described in detail in the downtown plan) that further guides public and private development within the downtown. The different complete streets designations set different street standards and desired amenities based upon the intended use and desired qualities of the street. The complete streets designations are depicted on Map 5.1 "Streetscape Improvements" in the downtown plan and zoning layer.*

NOTE: Given the proposal for street vacation, consideration should be given to the following portion of SMC 17C.124.035:

> *Right-of-ways found on the complete streets map shall not be vacated as the space is needed to incorporate the elements described in the complete street designation. Curb to property line and the sidewalk width shall not be reduced in order to allow for future complete street elements.*

The site is located near to streets featuring the following Complete Street designations (see 'Existing Conditions' map on following page):

- **Type I – Community Activity Streets** (*Howard Street and Boone Avenue*)
  - Type I streets are slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.
- **Type II – Community Connector Streets** (*Washington Street and Mallon Avenue*)

- Type II streets move traffic and pedestrians into and around downtown. There streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.

- **Type IV – Neighborhood Streets** (*Dean Avenue and Cataldo Avenue*)
    - Type IV streets carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.

Other Regulatory Items

SMC 17C.200.040 – Landscape Types

Per the applicant's submittal:

> *The area is south of the proposed building along the south property line that abuts Spokane park property land. At this location there is no existing soil, but rather a continuous basalt bluff that drops 15'-18' below to park land.* The existing conditions will prevent the establishment of any type of visual screen. *This area is understood to be a future rock-climbing area integrated into the new park plan. We feel that this required vegetation would be a conflict with the park use and would be difficult to get any establishment of plant materials.*

As this is not a design standard written in an (R)(P)(C) format, there is no mechanism for design departure. Additionally, per SMC 17C.200.040(B), Other Property Perimeters, no planting strip would be required because Downtown zoned parcels (DT) which are adjacent to one another do not require planting strips between them.

> *A planting strip of five feet in width shall be provided along all other property lines except where buildings are built with no setback from the property line or where a parking lot adjoins another parking lot…*The type of planting in this strip varies depending upon the zone designation of the properties sharing the property line *(with or without an intervening alley) as indicated in the matrix below…* (Emphasis added.)

For additional information, see the above-mentioned code and matrix contained therein.

Pre-Development Comments

The following files are attached to this staff report:

- Pre-Development Conference Notes, January 31, 2019
- Spokane Urban Forestry Pre-Development Notes, February 7, 2019
- Spokane Regional Health District Pre-Development Conference Comments, January 30, 2019

City of Spokane Comprehensive Plan

Comprehensive Plan link

Urban Design Staff finds the following chapters and goals from the Spokane Comprehensive Plan relevant to the project and/or within the project's potential to implement:

Chapter 3: LU – Land Use

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

LU 2.1 Public Realm Features

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

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

LU 3.8 Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

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 6 ADEQUATE PUBLIC LANDS AND FACILITIES

Goal: Ensure the provision and distribution of adequate, public lands and facilities throughout the city.

LU 6.9 Facility Compatibility with Neighborhood

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

Chapter 4: TR – Transportation

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Goal: 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

Goal: Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

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 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

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.

Chapter 5: CFU – Capital Facilities and Utilities

CFU 5 ENVIRONMENTAL CONCERNS

Goal: Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.

CFU 5.2 Water Conservation

Encourage public and private efforts to conserve water.

CFU 5.5 Waste Reduction and Recycling

Provide integrated, efficient, and economical solid waste management services in a manner that encourages and promotes waste reduction and recycling and minimizes environmental and public health impacts.

Chapter 8: DP – Urban Design & Historic Preservation

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

DP 1.2 New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

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

Goal: Design new construction to support desirable behaviors and create a positive perception of Spokane.

DP 2.3 Design Standards for Public Projects and Structures

Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

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 2.10 Business Entrance Orientation

Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

DP 2.14 Town Squares and Plazas

Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.

DP 2.15 Urban Trees and Landscape Areas

Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

DP 2.16 On-Premises Advertising

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

DP 2.21 Lighting

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

DP 3 PRESERVATION

Goal: Preserve and protect Spokane's historic districts, sites, structures, and objects.

DP 3.4 Reflect Spokane's Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

DP 3.7 Protection of Archaeological and Historic Sites

Ensure that archaeological and historic sites are identified and protected.

DP 3.12 Reuse of Historic Materials and Features

Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.

DP 4 DOWNTOWN CENTER VIABILITY

Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.

DP 4.1 Downtown Residents and Workers

Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

DP 4.2 Street Life

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

Chapter 9: NE – Natural Environment

NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

NE 1.2 Stormwater Techniques

Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

NE 5.5 Vegetation

Plant and preserve vegetation that benefits local air quality.

NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region

NE 7.3 Rock Formation Protection

Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

NE 12.1 Street Trees

Plant trees along all streets.

NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

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.

NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.

NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

Chapter 10: SH – Social Health

SH 3 ARTS AND CULTURAL ENRICHMENT

Goal: Support community image and identity through the arts and accessible art activities.

SH 3.1 Support for the Arts

Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.

SH 3.2 Neighborhood Arts Presence

Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

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.

SH 3.7 Support Local Artists

Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.

SH 3.8 Community Festivals

Support celebrations that enhance the community's identity and sense of place.

SH 4 DIVERSITY AND EQUITY

Goal: Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds

from any housing choice or other subsidy program or alternative source of income.

SH 4.1 Universal Accessibility

Ensure that neighborhood facilities and programs are universally accessible.

SH 6 SAFETY

Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.

SH 6.1 Crime Prevention through Environmental Design Themes

Include the themes commonly associated with Crime Prevention through Environmental Design (CPTED) in the normal review process for development proposals.

SH 6.2 Natural Access Control

Use design elements to define space physically or symbolically to control access to property.

SH 6.3 Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.

SH 6.4 Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

SH 6.5 Project Design Review

Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

Chapter 11: N – Neighborhoods

N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.

N 2.1 Neighborhood Quality of Life

Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 2.5 Neighborhood Arts

Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

N 3 NEIGHBORHOOD FACILITIES

Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.

N 3.2 Major Facilities

Use the siting process outlined under "Adequate Public Lands and Facilities" (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils and/or interest-specific committees to explore mitigation measures, public amenity enhancements, and alternative locations

N 4 TRAFFIC AND CIRCULATION

Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

N 4.5 Multimodal Transportation

Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Pedestrian Design

Design neighborhoods for pedestrians.

N 4.9 Pedestrian Safety

Design neighborhoods for pedestrian safety.

N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods.

N 6.4 Maintenance of City Property

Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.

N 7 SOCIAL CONDITIONS

Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

N 7.1 Gathering Places

Increase the number of public gathering places within neighborhoods.

Chapter 12: PRS – Parks and Recreation

PRS 1 PRESERVATION AND CONSERVATION

Goal: Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.

PRS 1.1 Open Space System

Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.

PRS 1.4 Property Owners and Developers

Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

PRS 2 PARK AND OPEN SPACE SYSTEM

Goal: Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.

PRS 2.2 Access to Open Space and Park Amenities

Provide for linkages and connectivity of open space and park amenities.

PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

PRS 3.1 Trails and Linkages

Provide trails and linkages to parks in accordance with city adopted plans.

PRS 5 RECREATION PROGRAM

Goal: Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.

PRS 5.1 Recreation Opportunities

Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

PRS 5.5 Indoor Recreational Facilities and Programs

Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities.

PRS 6 COORDINATION AND COOPERATION

Goal: Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.

PRS 6.1 Duplication of Recreational Opportunities

Facilitate cooperation and communication among government agencies, nonprofit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.

PRS 6.2 Cooperative Planning and Use of Recreational Facilities

Conduct cooperative planning and use of recreational facilities with public and private groups in the community.

City of Spokane Downtown Plan

Downtown Plan "Fast Forward Spokane" link

Urban Design Staff finds the following goals from the Spokane Downtown Plan relevant to the project and/or within the project's potential to implement:

2.2 BUILT FORM AND CHARACTER

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

Relevant Objectives:

- Preserve and enhance historic building stock
- Promote local identity and unified character with a focus on unique districts throughout Downtown
- Strive to reasonably protect solar-access in key areas as well as views of key amenities

2.3 MULTI-MODAL CIRCULATION AND PARKING

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

Relevant Objectives:

- Increase parking supply in high demand areas and develop parking incentives
- Reduce the supply of off-street surface parking through higher and better uses of available land
- Increase modal share of alternative transportation
- Improve pedestrian and bicycle connections
- Encourage use of public transportation

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Relevant Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements
- Improve access to Riverfront Park and Spokane River for all modes of travel
- Link Downtown with a series of green space amenities

2.6 ENVIRONMENTAL STEWARDSHIP

Goal: Incorporate sustainable practices in redevelopment efforts

Relevant Objectives:

- Encourage LEED® certification for new construction
- Mitigate stormwater (i.e. increase permeable surfaces)
- Support a thriving and functionally sustainable street tree system

Downtown Design Guidelines

Downtown Design Guidelines link

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

Per the Downtown Design Guidelines:

> *A project would be considered successful at achieving the intent of the guidelines when [1] it will enhance how the public will perceive and use our public realm and [2] when the project address the three overarching principles that are supported throughout the design guidelines. These are:*
>
> 1. ***Contextual Fit***
>
>   - *The project's site planning and massing respond to the larger context of downtown and the region, and*
>
>   - *The building's architectural expression relates to the neighborhood context.*
>
> 2. ***Pedestrian Friendly Streets***
>
>   - *The building's street façade creates a safe and interactive pedestrian environment,*
>
>   - *The project's public amenities enhance the streetscape and open space, and*
>
>   - *The project's vehicular access and parking impacts on the pedestrian environment and non-motorized travel are minimized.*
>
> 3. ***Sustainability***
>
>   - *The project has minimized its ecological footprint to the extent possible.*

Additionally, the Downtown Design Guidelines (consistent with Section 17C.124.500(B)) state:

> *While the Downtown Plan and codes apply to generalized areas and conditions downtown in a prescriptive manner, design review provides the opportunity for flexibility based on the distinctive characteristics of the development site and its immediate surroundings. In working with…review board members, applicants may identify* equal or better *design solutions than would be required by code while still meeting the intent…The guidelines provide a framework for discussing how design solutions for a specific proposal on a specific site* can best address the urban design intentions *of the Downtown Plan and code.* (Emphasis added.)

Design Guidelines Relevant to this Project

Urban design staff finds the following design guidelines to be relevant to this project's successful achievement of the urban design intentions of the Downtown Plan and Spokane Municipal Code:

A: Site Planning & Massing
Responding to the Larger Context

A-1 Respond to the Physical Context

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

A-2 Enhance the Skyline

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

B: Architectural Expression
Relating to the Neighborhood Context

B-1 Respond to Neighborhood Context

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

B-2 Create Transitions in Bulk and Scale

Building form should be consistent with the character of Downtown Spokane as an urban setting and create a transition in height, bulk, and scale of development; from neighboring or nearby areas with less intensive development, and between buildings and the pedestrian realm.

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

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

B-4 Design a Well-Proportioned & Unified Building

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

B-5 Explore Opportunities for Building Green

Promote "green" buildings by choosing sustainable building and design practices whenever possible.

C: Pedestrian Environment
Defining the Pedestrian Environment

C-1 Promote Pedestrian Interaction

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

C-2 Design Facades of Many Scales

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

C-3 Provide Active Facades

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

C-4 Reinforce Building Entries

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

C-5 Consider Providing Overhead Weather Protection

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

C-7 Install Pedestrian-Friendly Materials at Street Level

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

D: Public Amenities
Enhancing the Streetscape and Open Space

D-1 Provide Inviting & Usable Open Space

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

D-2 Enhance the Building with Landscaping

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

D-3 Respect Historic Features That Define Spokane

Renovation, restoration and additions within Downtown should respect historic features.

D-4 Provide Elements That Define The Place

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

D-5 Provide Appropriate Signage

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

D-6 Provide Attractive and Appropriate Lighting

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

D-7 Design for Personal Safety & Security

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

D-8 Create "Green Streets"

Enhance the pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site and reducing the area of heat island. **(NOTE: Now administered by Complete Streets code.)**

E: Vehicular Access and Parking
Minimize Adverse Impacts

E-1 Minimize Curb Cut Impacts

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

E-3 Minimize the Presence of Service Areas

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

E-4 Design "Green" Parking

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

Topics for Discussion

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

Design Standards

- See the Regulatory Analysis, "Design Standards" section above for additional topics.

Interface with Riverfront Park and Other Points of Interest

- Given this projects downtown location and proximity to numerous areas of interest, how will the project address wayfinding that includes reference and direction to the Spokane River, Riverfront Park and its key features, the Spokane Arena, and other points of interest?
- Pedestrian connection(s) from the south edge of the site to the proposed North Bank Riverfront Park playground:
    - How will the project provide universal accessibility and wayfinding to the southwest corner pedestrian connection which links to the Howard Street Bridge pedestrian route and Spokane Arena plaza near the intersection of Mallon Avenue and Howard Street?
- How will stormwater management be integrated across the structure and site, including roof and hardscape runoff? Specifically, if discharging to the North Bank Riverfront Park project, how will this occur?
- The aesthetic transition from the basalt bluff to the site. Specifically, how will it support the interpretive efforts of the North Bank project either actively or by minimizing adverse impacts to the playground experience?
- What sensory impacts may the loading area have on the user experience of the North Bank playground?
- How can the development more fully incorporate the existing basalt outcropping to the northeast of the proposed building?

Pedestrian Environment

- Given the proposed vacation of Cataldo Avenue and subsequent loss of street and sidewalk connectivity, how will pedestrian travel be accommodated from east to west?
- How can will the impacts of loading zones be addressed to ensure a pleasant pedestrian experience?
- What impacts will fire access have on the site design?
- What addition detail can be provide for the proposed Dean Avenue streetscape, including the mid-block pedestrian crossing and bump-out?
- The applicant should consider the use of CPTED principles where applicable:
    - The CPTED concept packages quality planning and design standards into a development tool that supports public safety.
    - The Spokane Comprehensive Plan (Chapter 10, Social Health, Policy SH 6.5, Project Design Review), requests that CPTED be included in any analysis of projects that come

before the Design Review Board. Design review for crime prevention should result in recommendations that encourage voluntary, creative solutions rather than mandates, which require specific actions. To encourage exploration of these ideas early in the design process, the Board may wish to encourage the applicant to pursue CPTED principles as Advisory Actions resulting from the Collaborative Workshop.

- Per the Spokane Comprehensive Plan (Chapter 10, Social Health, Policy SH 6.1, Crime Prevention Through Environmental Design Themes), certain themes commonly associated with the CPTED approach include:
  - **Activities vs. Locations** – Create a presence of normal activity, which dominates the tone of acceptable behavior and ownership for any given space.
  - **Elimination of Anonymous Spaces** – Employ methods that create a perception of territorial ownership in public spaces, such as artwork (as approved by the Arts Commission) on bus shelters, underpasses, and parking lots, as one means to reduce vandalism.
  - **Friendly Streetscapes** – Encourage on-street parking (as opposed to expansive parking lots), narrower streets, crosswalks, and sidewalks.
  - **Lighting** – Design lighting to specifically support safety, identification, environmental integration, beautification, attraction, and recreation.
  - **Variety of Uses** – Include a variety of uses in the same building, which helps to ensure that someone is around the building more frequently; e.g., residential and commercial uses in the same building.
  - **Natural Barriers** – Provide natural barriers, such as distance or terrain, to separate conflicting activities.
  - **Pedestrian Amenities** – Encourage public interaction and create street activity by providing pedestrian amenities, such as sturdy seating and pedestrian-level lighting in parking lots, walkways, entrances, and exits.
  - **Property Maintenance** – Create the impression that someone is monitoring a property by consistently maintaining the property in a way that conveys a pride of ownership.

- Consider how the design of walkways encourages year-round use, including but not limited to overhead protection from precipitation and snow/ice management, per SCP Policy NE 13.3, Year-Round Use and Downtown Design Guideline C-5.
- In what ways does the project's open space, especially plazas and gathering spaces, address SCP Policy NE 14.2, New Plaza Design?

Sustainability and Natural Environment

- In what ways will plant selection fulfill the SCP's desired benefits to local air quality, reduction in water use, habitat, and mitigation of the urban heat island?
- Because there will be significant waste generation from the facility, in what ways does the facility design program address SCP Policy NE 5.3 with regard to waste reduction and recycling?
- In what ways could extracted basalt from site demolition be re-used on site? How might basalt outcroppings be utilized aesthetically and interpreted in the landscape?
- Could materials from existing site structures to be demolished be reclaimed and reused in the project design?
- How might clean stormwater be captured on site for re-use as supplemental irrigation for landscaping?

Note

The Advisory Actions provided by the Design Review Board do 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 Code
City of Spokane Comprehensive Plan
Downtown “Fast Forward” Plan
Downtown Design Guidelines

Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Spokane Sportsplex

To: Colin Anderson
Spokane Sportsplex
10 S Cedar St
Spokane, WA 99201
canderson@integrusarch.com

Phone: 838-8681

From: Patty Kells, Facilitator

Phone: 625-6447

Project Name: Spokane Sportsplex
Permit No.: B19M0014PDEV
Site Address: 444 W Cataldo
Parcel No.: 35181.4206
Meeting Date: Thursday, January 31, 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, January 31, 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: 131,400+ square foot sports facility-three floors.
B. Scope and Size: The scope of work is a new sportsplex/event center building with three levels.
C. Special Considerations: SEPA, Design Review, Street Vacations, Lands Commission, Type II Departure.
D. Estimated Schedule: TBD
E. Estimated Construction Cost: $40,000,000

Section 1 – Comments Specific to the Building

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

1. The size and scope of this project will require that a Washington State Licensed Architect stamp the plans. Plans not stamped by the architect must be stamped by an appropriate engineer.
2. Codes which will be used to approve this project will be the 2015 I.C.C. code series and the appropriate Washington State Amendment document for each. Exceptions to this will be the 2017 National Electrical Code and WAC 296-46B and the Uniform Plumbing Code 2015 and WAC 50-56. Accessibility Standards will come from Document ICC A117.12009. Non-Residential Energy Code (NREC), which applies to this project, is WAC 5111C.
3. NREC review needs to be completed and provided at the Intake of the project for review. Our permit application packet has NREC overview information. 4. All elements of this new construction project must meet IBC 2015 chapter 11 requirements for accessibility.
4. The designer of the structures will need to observe structural design requirements as shown in IBC chapter 16 for critical elements, including earthquake loading.
5. The designer of the structure will need to identify any methods of construction which require special inspections identified in IBC chapter 17.
6. Provide location of all accessory equipment (compressors, etc) and types.
7. Provide MEP with all design calculations as needed, manufacturers cut sheets, underground services, Plumbing fixture counts, riser diagram, etc as noted below
8. Provide details of all penetration items through fire walls if required.
9. Review chapter 11 for accessibility, and requirements

General Notes:

Drawings need to be site specific.

1. Stamped and signed plans as required
2. name/project name Jobsite legal description/address/Parcel #
3. Code study to include:
    a. Occupancy classification: Chapter 3
    b. Occupant Load w/area calculations & factor rating using Table 1004.1.2
    c. Floor Area
    d. Type of Construction: Chapter 6
    e. Height & Number of Stories
        i. If applicable, show Basement space, upper stories and adjoining spaces with area square footages & Occupancy Group.
4. Overall site plan- fully dimensioned. Key Plan showing adjoining units, if applicable with use of space.
5. Floor plans with all work to be performed details – fully dimensioned Elevations—interior & exterior as applicable
6. Structural cross sections as applicable
7. Engineered foundation as applicable
8. Soils report as applicable
9. Non Residential Energy Analysis: building envelope, electrical/lighting and mechanical portion as applicable
10. Electrical plan as applicable (see below)

11. Mechanical plan as applicable (see below)
12. Plumbing plan as applicable (see below)

Not all sections will apply to your project

13. Plumbing plan to include:
    a. Civil drawings showing all utilities to structure w/sizing i.e. water, sewer, storm, & fire main
    b. Size and location of drain, waste, and vent lines within building—when applicable. Include isometric drawings.
    c. Restroom facilities with fixture units.
    d. Sand traps and grease traps with sizing calculations—when required.
    e. Location of back-flow prevention devices.
    f. For remodels and additions show all existing fixtures.
    g. Water pipe drawings with sizing & calculations

Mechanical plan reviews are based on the 2015 edition of the International Mechanical Code (IMC) and International Fuel Gas Code (IFGC) unless otherwise directed. In order to perform a thorough Mechanical plan review, the following specifications, drawings and details should be submitted.

Not all sections will apply to your project

14. Mechanical plan to include:
    a. Location, size and type of supply and return ducts.
    b. Location and type of fire damper—when required.
    c. Location and size of gas lines. Location of Gas meter
    d. Location and access for mechanical equipment
    e. Combustion air source
    f. Equipment Details
    g. Complete plan and specifications of all heating, ventilating and air conditioning work.
    h. Complete information on all the mechanical equipment and materials including listing, labeling, installation and compliance with referenced material standards.
    i. Details on the HVAC equipment including the equipment capacity (Btu/h input), controls, equipment location, access and clearances.
    j. A ventilation schedule indicating the outdoor air rates, the estimated occupant load/1,000 ft2 the floor area of the space and the amount of outdoor air supplied to each space.
    k. The location of all outdoor air intakes with respect to sources of contaminates.
    l. Duct construction and installation methods, flame spread/smoke development ratings of materials, flexible air duct and connector listings, sealing of duct joints seams and connections and duct support spacing.
    m. Condensate disposal, routing of piping and auxiliary and secondary drainage systems.
    n. Required exhaust systems, routing of ducts and termination to the exterior.
    o. Complete details of all Type I and Type II kitchen hoods, grease duct construction and velocity, clearance to combustibles and fire suppression system.

p. Details of all duct penetrations through fire-resistance rated assemblies including locations for all fire dampers, smoke dampers and ceiling radiation dampers along with applicable fire protection ratings and labeling requirements.
q. Method of supplying combustion air to all fired appliances, the location and size of openings and criteria used to size the openings.
r. Details on the vents used to vent the products of combustion for all fuel burning appliances including the type of venting system, the sizing criteria required for the type of vent and the routing of the vent.
s. Boiler and water heater equipment and piping details including safety controls, gauges, valves and distribution piping layout.
t. Details on the type and quality of refrigerant, calculations indicating the quality of refrigerant and refrigerant piping material and the type of connections.
u. Complete details on the gas piping system including materials, installation, valve locations, sizing criteria and calculations (i.e. the longest run of piping, the pressure, the pressure drop and applicable gas piping sizing Table(s) in the IFGC
v. Provide all details of smoke evacuation system

Not all sections will apply to your project

15. Electrical plan to include:
    a. ONE LINE, (from transformer to electrical equipment for new and existing)
        i. Wire size, type, and quantity for service and sub panel feeders.
        ii. Conduit size, type, and quantity.
        iii. Meters, Disconnects and panels.
        iv. Calculated load of service of the entire building.
        v. Fault current calculations for all new service equipment and sub panels to include re-fed existing gear
        vi. Series rating information when used.
        vii. Over current protection showing compliance with NEC 215.10 and 230.95.

    b. PANEL SCHEDULE
        i. Disconnect and panel size.
        ii. Volt amps on all branch circuits and calculated load of panel.
        iii. AIC rating and SCA available.
    c. FLOOR PLANS
        i. Location of all equipment on the entire structure (new and existing).
        ii. Location of all equipment, lights and panel boards.
        iii. Circuit numbers on all receptacle and lighting outlets.
        iv. GFCI protection for other than dwelling units per NEC (GFCI devices must be readily accessible)
        v. Lighting fixture schedule including fixture and lamp wattage, type of fixture and light details.

Tami Palmquist – Associate Planner (625-6157):

1. Please review our design standards for commercial buildings in the Downtown *17C.124.500-90,* specifically:
    a. Windows – **for buildings visible from, fronting on and located within 60ft of a property line of a complete street, 60% minimum glazing is required on ground**

floor façades between two and ten feet. On the ground floor, display windows may be used to meet half the requirement. 40% glazing is required between 10 and 40 feet.

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

2. Signs: 17C.124.350

   A separate sign permit is required. The sign standards are stated in Chapter 17C.240 SMC, Sign Code.

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

1. The total area of the project is approximately 132,000 square feet. The occupancy is A4. The facility will be of Type IIB construction.
2. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
3. The building will be required to be provided with fire sprinklers. (IFC 903)
4. Where the highest occupied floor level is more than 30 feet above the lowest lever 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 for buildings exceeding 5 floors in height above the lowest level of Fire Department access (IFC 905.2 amended with SMC 17F.080.480).
5. An emergency voice/alarm system with central monitoring is required for this building (IFC 907 amended with SMC 17F.080.110).
6. Smoke detectors are required above the panel, power supplies, annunciator, and other panels associated with the fire alarm system.
7. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-initiating zone, as per Spokane Fire Department policy and as provided in NFPA 90A. The codes require duct detection only on return air.
8. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
9. Where a kitchen is provided with equipment that will produce grease vapors, a Class I kitchen hood is required and will be protected with a wet-chemical suppression system

(IFC 609.2). In addition, a Class K fire extinguisher will be located no more than 30 feet from the area of grease cooking (IFC 906.1). The type of equipment that is considered to generate grease vapors is established by the International Mechanical Code.
10. Carbon dioxide systems are required to be reviewed and permitted with the Fire Department if the system has more than 100 pounds of CO2.
11. A smoke control system is required for the building meeting IFC 909.
12. 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).
13. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
14. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

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

Please see attached letter.

Section 2 – Comments Specific to the Site

Tami Palmquist – Associate Planner (625-6157):

1. These parcels are in the City's Downtown General (DTG) zone - All projects in Downtown Zones must address the pertinent design standards and guidelines.
2. *Note: Both Cataldo and Dean are Type IV Complete Streets (Neighborhood Streets); 3rd Avenue is a Type 3 Complete Street (City-Regional Connector Street)*
3. The use is classified as "Major Event Entertainment", which is an allowed use in the DTG zone.
4. **A Boundary Line Adjustment is required to aggregate all parcels to be built upon.**
5. **Design Review is required for the new structure as a public project.**
6. **Based on preliminary conversations and images of the proposed building, the project will require a Design Deviation for at least the lack of glazing between two and ten feet. If any other elements are identified during Design Review, those will also require Design Deviations, which can all be processed together. A Design Deviation as a Type II Land Use Application and can be applied for after the 1st Design Review meeting (Collaborative Workshop)**
7. The property is located in the downtown no parking zone – no off-street parking is required within the no-parking zone.
8. Screening in Downtown Zones: *17C.124.250*
    a. Garbage Collection Areas.
    All exterior refuse (including garbage, recycling, and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with the standards of chapter 17C.200 SMC, Landscaping and Screening.
    b. Mechanical Equipment.
    Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation tall enough to screen the equipment.
    c. Rooftop Mechanical Equipment.
    Mechanical equipment on roofs must be screened from the ground level of nearby streets and residential areas. Mechanical equipment shall be screened by

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

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

9. Sidewalks and Street Trees: *17C.124.230*
    a. Sidewalks are required to be constructed and shall be at least twelve feet wide and consist of a clear walking path at least seven feet wide (in addition to a pedestrian buffer zone and planting zone for street trees per SMC 17C.200.050). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be measured from back of curb to building facades or parking lot screening and other landscaping.
    b. Street trees must be installed and maintained by the adjacent property in all streets bordering development. Requirements for street trees and landscaping are stated in chapter 17C.200 SMC, Landscaping and Screening.
10. Landscape and Screening: 17C.200
    a. On all sites of more than 7,000 sq. ft. a Landscape Plan prepared and stamped by a licensed landscape architect, registered in the state of Washington, must be submitted at time of application for a development permit.
    b. Irrigation is required as per 17C.200.100
    c. Along all downtown zoned properties except where buildings are built with no setback from the property line: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050, Street Tree Requirements. Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways. *See also Parking Lot Landscaping below.*
    d. A Street Tree Permit is required for removal, pruning and planting of street trees in the right-of-way. Contact Urban Forestry for permit.
    e. In the downtown, Individual Planting Areas in tree vaults are required. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of un-compacted soils per tree at a maximum depth of three feet. The average spacing for all tree sizes and types shall be twenty-five feet. Trees planted adjacent to parallel parking stalls with meters may be spaced twenty feet apart.
11. Parking Lot Landscape: 17C.200.040
    In downtown zones an applicant must demonstrate to the director that the required elements found in 17C.200.040(F)(9) meet the intent of the Downtown Design Guidelines. Key design elements for these features include integrating storm water facilities, improving the pedestrian environment, and adding public amenities next to surface parking; outdoor sales and outdoor display areas so that they help to define space and contribute to a more active street environment.
    a. Surface Parking Lot Liner Walls in the Downtown Zones.
    b. **Surface parking lots must have a solid, decorative concrete or masonry wall adjacent to a complete street and behind a sidewalk.** The wall must have a minimum height above the surface of the parking lot of two and one-half feet and a maximum height of three feet. The wall shall screen automobile headlights from surrounding properties. A wrought iron fence may be constructed on top of the wall

for a combined wall and fence height of six feet. An area with a minimum width of two feet, measured from the property line, must be provided, landscaped and maintained on the exterior of the required wall. Such walls, fences, and landscaping shall not interfere with the clear view triangle. Pedestrian access through the perimeter wall shall be spaced to provide convenient access between the parking lot and the sidewalk. There shall be a pedestrian access break in the perimeter wall at least every one hundred fifty feet and a minimum of one for every street frontage. Any paving or repaving of a parking lot over one thousand square feet triggers these requirements.

c. Surface parking lots in the Downtown zones are subject to the interior parking lot landscaping standard sections (F)(2) through (F)(6).
d. . The exterior boundary of all surface parking lots adjacent to any public right-of-way must include trees spaced no more than twenty-five feet apart. The leaves of the trees or any other landscaping features at maturity shall not obscure vision into the parking lot from a height of between three and eight feet from the ground. The species of trees shall be selected from the city's street tree list. If street trees exist or are provided consistent with SMC 17C.200.050 then this landscaping strip may be omitted.

Patty Kells – Traffic Engineering Assistant (625-6447):

1. **SEPA is required**.
2. A traffic analysis has been submitted and currently under review. See Inga Note's comments.
3. You are working with Eldon Brown on the street vacation process and requirements. After the presentation at the PIES Committee meeting, a discussion of a change to the site plan presented for the pre-dev meeting will be considered.
4. All parking and maneuvering areas must be hard surfaced. All required parking, landscaping and onsite stormwater designs must be within the property lines and not in the public right-of-way.
5. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes and driveway approaches on the site plan.
6. The parking stalls must be striped to current standards and for accessible barrier free parking spaces and aisles, the stalls must be shown and comply with the City of Spokane Standard Plan G-54 & B-80A. An accessible route of travel connecting to the nearest accessible entrances and to the public sidewalk is required, with a marked accessible route of travel. All barrier free spaces and aisles need to be designed, drawn, and noted 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.
7. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
8. Any new or modified driveway access locations must be reviewed and approved by Traffic Engineering prior to permit issuance. All unused driveways must be removed and replaced with City standard curb and sidewalk. The maximum driveway width for commercial development, measured at the throat of the driveway, is thirty feet. All unused driveways must be removed and replaced with City standard curb and sidewalk.
9. Maintain clear view at intersections, pedestrian ways, and driveways. Pavement cut policy will be applicable and confine illumination lighting to the site.
10. A transportation impact fee will be assessed for this proposed project with credit given for the previous uses and based on the traffic analysis once accepted.

Inga Note – Traffic Planning Engineer (ICM) (62506331):

1. The applicant should look at ways to make the Dean crosswalk very visible and safe. Fencing for the parking lot to channel people to the crosswalk, bumpouts on both sides, etc.
2. How will deliveries be handled?
3. Buses will likely be used for team transportation. Where will these be staged for loading and unloading? They shouldn't continuously occupy the drop-off zone on Dean.
4. STA wants a bus stop location on Dean.
5. The site design needs to provide a good bike-ped route through Cataldo and around the building. Their response at the pre-dev was that a lot of people will probably go back to using the pathway along the river. I think this is true during the daytime. But at night the park may not feel as safe to some user groups. I was concerned with the pedestrian, bike, and delivery interaction on the west side of the building. It looks like they are providing a winding pathway up from the park and the corner of Mallon/Howard. This should be wide enough for comfortable use by bicycles and scooters, and should be obviously marked as the bike/ped route to the complex.
6. They should also stripe a north-south walk route through the middle of the parking lot north of Dean.

Traffic Study Comments:

1. We need an impact fee calculation
2. There should be a discussion of crosswalk safety on Dean
3. The traffic signal at North River drive should also be included in the analysis. Will the additional trips from the Sportsplex trigger the need for protected north-south phasing?
4. STA will need to add a bus stop on Dean. But the NB left turn from Washington to Dean can be difficult to make at certain times of the day. We would like to evaluate the idea of re-opening Garner Avenue as a public roadway, or at least allowing STA to run on it. It has a turn pocket on Washington and would be much easier for them to loop through this location.
5. The traffic study talks about the improvement in safety by closing Washington/Cataldo, but doesn't really discuss how the increased NB left turns at Washington/Dean will impact safety. We have had some collisions here.
6. The LOS calculation needs to be corrected for the Washington intersections as discussed in prior emails.

Mike Nilsson – Engineer (625-6323):

1. A vacation of Cataldo Avenue has been proposed between Washington and Howard, whether a full or partial vacation is requested is under consideration. The final configuration of the site as well as the proposed alignments for public infrastructure is yet to be determined.
2. There is an eight-inch PVC sanitary main in Cataldo Avenue and an eight-inch concrete main in Dean Avenue available for sanitary sewer connection.
3. Show all existing and proposed utility lines on the plan. A capacity analysis for the proposed sewer connection is required.
4. A new commercial side sewer shall be at least 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 service 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 the City of Spokane Design Standards Section 4 for additional information on Sewers.
5. The proposed project is within the General Facility Charge (GFC) Waiver Zone, so GFCs will *not* be assessed for this project for new sewer/water service connections.

6. 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 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.
7. If stormwater is conveyed to the Parks North Bank site, it is likely their SEPA will need to be amended to include this new area.
8. Combining landscape and stormwater treatment areas per Eastern Washington Low Impact Development (LID) Guidance Manual is allowed. The link to DPE LID resources can be found at: https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Stormwater-permittee-guidance-resources/Low-Impact-Development-guidance
9. Roofs constructed of non-pollution generating roofs can be tight-line drained directly to drywells, provided any mechanical equipment located on the roof be hydraulically separated and treated accordingly.
10. 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 Planning and Development**.** 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
11. The minimum drywell or gallery setback distances shall apply unless a recommendation from the geotechnical engineer states a lesser distance.
12. Most land-disturbing activities require as 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. ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to Engineering Services – Developer Services 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
13. Include the following note on the plans: **"All broken, heaved or sunken sidewalk, curbs and driveway approaches adjacent to the project will be replaced or repaired whether caused by construction or not."**

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

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 7,750 GPM without automatic sprinklers throughout and requires eight fire hydrants. Site fire flow is 1,938 GPM with automatic sprinklers throughout and requires one fire hydrant.
2. There are six existing fire hydrants in the area that meet the code distance requirements for this project.
3. Site fire flow will be required to be maintained or provided during construction.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).

5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. Fire Department Connections for new standpipes shall be located no more than one hundred feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. 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). Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Grass pavers are not allowed for fire lanes in the City of Spokane. Fire hydrants can be used to meet this requirement, and a new fire hydrant is indicated to provided on the south side of the building.
9. 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). That is being shown on the north side of the building.
10. The proposal appears to meet the requirements of the Fire Code for fire access.
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 (625-7953):

1. There are multiple existing domestic water services that will be removed for this project. If any existing services are not utilized, they must be disconnected at the main.
2. The six inch cast iron main in Cataldo Ave must be relocated once the street is vacated. As shown in the plans, a continuous loop in the City of Spokane's water distribution system will be required. A 30-foot no-build easement will be required for the proposed looped public water main.
3. There is a six inch cast iron water distribution main in Dean Ave available for the project.
4. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
5. A hydraulic model will be required to prove that the design meets minimum standards.
6. Water line locations and distances from other utilities shall be shown in Standard Plans W-110, W-111 and W-112.
7. 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.
8. Calculated static water pressure is approximately 85-90 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
9. 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.

10. 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 (625-7871):

1. The opening for a roll off compactor that is to be stored inside a building must be 14 feet tall by 12 feet wide. The floor must be level with the approach so that the truck lines up correctly with the compactor. Guide rails and stops will be required to return the compactor to its resting position.

Becky Phillips – Urban Forestry (363-5491):

Please see attached document.

Section 3 – General Information and Submittal Requirements

1. Site plan requirements are as shown on the attached "Commercial Building Permit Plan Checklist". For the permit intake submittal, please provide three (3) **Full Building Plan Sets** and an electronic copy of the **Site Sets**. ***Full Building Plan Sets*** shall include all plans created for this project: cover sheet, architectural, structural, plumbing, mechanical, electrical, civil engineered plans, landscaping and irrigation drawings. ***Site Sets*** shall include: cover sheet, overall site plan (either architectural or civil engineered), all civil engineering plans, landscaping and irrigation plans, and building elevations. Plans are required to be stamped and sealed by an architect, landscape architect, or engineer licensed to do business within the State of Washington. All reports and supporting documentation noted in departmental comments will also be required for the permit intake submittal (i.e. NREC, drainage report, geotechnical site characterization, etc.)
2. Please provide an electronic copy of site plans showing dimensions, ***property lines, and City Limits***, relative topography, all on-street signs and street markings, any new and existing frontage improvements, all structures, on-street storm drainage facilities, sidewalks, curbs, parking calculations and dimensions, dimension existing roadway, new and existing driveways and their locations, and other relative information. Show all existing topography in the public right-of-way such as street signs, water valves, hydrants, etc. All required landscaping must be within the property lines and not in the public right-of-way.
3. An Intake Meeting handout was provided to you in your packet at the Pre-Development meeting. Please call (509) 625-6300 to schedule an Intake Meeting to submit plans for a new commercial/industrial building, an addition to an existing building, a change-of-use, or a parking lot. Appointments must be made at least 24 hours in advance and can be scheduled for Monday through Thursday.
4. Please provide a complete set of plans to Spokane Regional Health District if food and/or

beverage handling business is planned.

5. If you would like a full Certificate of Occupancy on any portion of the permit prior to completion of the other phases, it is required to file separate permits for each phase. An additional $250 fee will be assessed for a Temporary Certificate of Occupancy and/or a Temporary Certificate of Occupancy extension per SMC 8.02.031M.
6. For additional forms and information, see my.spokanecity.org.

PRE-DEVELOPMENT NOTES Date Delivered: February 7, 2019

PROJECT: Spokane Sportsplex B19M0014PDEV
444 W Cataldo (Parcel 35181.4206)

To: Colin Anderson, Integrus Architecture
Cc: Dermott Murphy, Deputy Building Official, City of Spokane
Tami Palmquist, Associate Planner, City of Spokane

Dear Mr. Anderson,

During the Pre-Development Conference on January 31, 2019 there was discussion regarding the development of the above property. There several existing street trees at this site and you will be required to install new trees as well per landscaping requirements.

I am attaching a map of the area that show the trees that are in the City of Spokane Street/Public Tree Inventory. You will see that these are identified by a green dot and those in the vicinity that may be affected by construction have been circled with red. Please take into consideration the movement of construction equipment and other construction activities. Tree Protection fencing will need to be installed around all street/public trees that are being retained within the scope of your project. I am including the City of Spokane Tree Protection Specifications with this packet. The contractor can install the fencing without a certified arborist onsite, but it must be installed per this specification prior to any construction activities and it must be maintained throughout the length of your project to minimize any damage to the trees. Please keep all soil, materials, and any other items out of the Tree Protection Zones at all times.

A licensed certified arborist is required to perform work on all trees in the right of way, including pruning (root & crown), removal, and installation of new trees. I am sending you a list of city approved Commercial Tree companies for your convenience. A Public/Street Tree Permit will need to be submitted prior to any removals and/or pruning and then again 10 days prior to new tree installation. The arborist you hire will be familiar with the permitting process.

In the design phase, please consider the placement of trees in relation to any business signs to avoid any future tree/sign conflict. You can find the City of Spokane Approved Street Tree list at spokaneurbanforestry.org. If you would like assistance in choosing appropriate species', feel free to contact our office.

Although an arborist is not required to plant trees on the interior of the property, all trees and shrubs must be planted according to V-101 and V-102 planting details as drawn by the City of Spokane Engineering Department. Please ensure these standards are met so as not to delay your Certificate of Occupancy.

Along with the Commercial Tree company list, I am enclosing a packet of other information that will be beneficial to you as you move forward with your plans.

Please let me know if I can be of any assistance to you.

Respectfully,

Becky Phillips
Urban Forestry Specialist, City of Spokane

808 West Spokane Falls Blvd. • Spokane, Washington 99201-3317
Phone: 509.363.5495 • FAX: 509.625.6205
www.spokaneurbanforestry.org

PRE-DEVELOPMENT PACKET Date Delivered: February 7, 2019

PROJECT: Spokane Sportsplex B19M0014PDEV
444 W Cataldo (Parcel 35181.4206)

To: Colin Anderson, Integrus Architecture
Cc: Dermott Murphy, Deputy Building Official, City of Spokane
Tami Palmquist, Associate Planner, City of Spokane

Dear Mr. Anderson,

The purpose of this Pre-Development Packet is to provide general information needed to meet Street Tree requirements in the City of Spokane. If the project includes planting, pruning (crown or roots), protecting or removing street trees then the information in this packet will assist you in meeting the requirements and avoiding delays in your project.

Urban Forestry also performs final landscape inspections for the interior of the property during the Certificate of Occupancy review. This includes making sure the landscape matches the approved design, and that design elements are installed in accordance with City of Spokane Municipal Codes. A licensed certified arborist is only required for the planting of street/public trees, but the planting standards and specifications are the same for interior trees, so please use the V-101 & V-102 as planting standards for all trees and shrubs on this site.

The documents included in this packet are as follows:

- Certified & Licensed Arborists in the City of Spokane
- Tree and Shrub Planting Details Diagram
- A Clear View: Vegetation & Traffic Safety Diagram
- Existing Sidewalk Retrofit Diagram
- Tree Protection Specifications
- Tree Grate Specifications

In addition, the documents below may be helpful to you as well and can be found at the corresponding websites:

Street Tree Permit Application available online at www.aca.spokanepermits.org
Approved Street Tree List available online at www.spokaneurbanforestry.org

Please pay particular attention to the following as these are the most common concerns:

1. Please use the City's standard tree and shrub planting details V-101 & V-102 (Attached)
2. No tree shall be planted within fifteen (15) feet of any driveway, alley, streetlight, utility pole, non-safety street sign (ex. parking, street name) or fire hydrant. No tree shall be planted within twenty (20) feet of a critical street safety sign (stop, yield, or pedestrian crossing). The potential placement

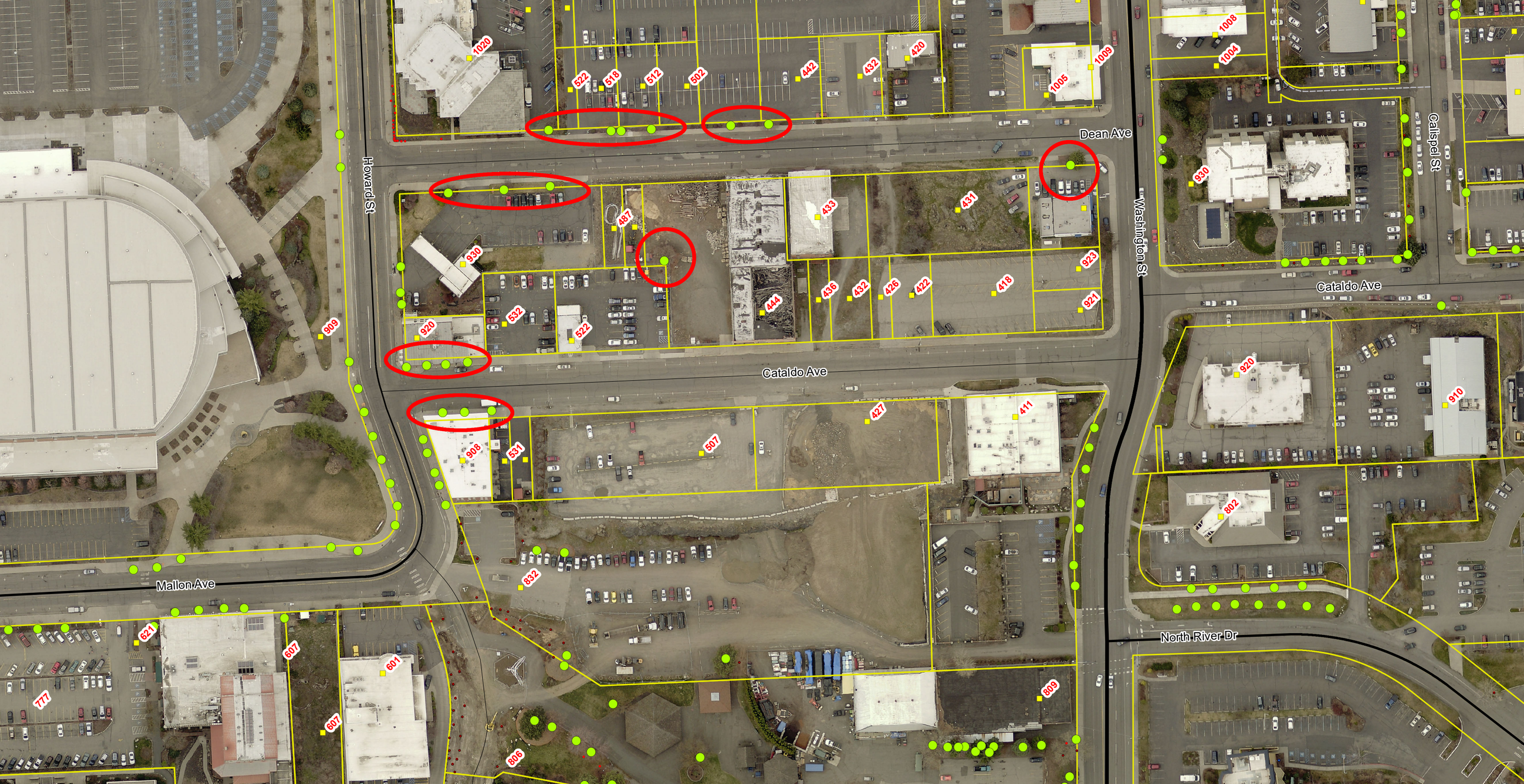
of street signs, street lights and utility poles shall be evaluated to lessen the conflict with the growth of existing street trees.

3. Any substitutions or revisions to the final approved plant schedule and planting plan must have written approval from Urban Forestry and the Landscape Architect prior to installation.
4. Please have a licensed Certified Arborist from the attached list submit a complete Street Tree Permit Application 10 days prior to tree work for this project.

The documents provided are also available on our website: www.spokaneurbanforestry.org or if you have any questions please contact Katie Kosanke at 509.363.5495 or kkosanke@spokanecity.org. Our intent is to provide guidance and assistance early in this process to ensure your project is successful; please do not hesitate to contact us.

Respectfully,

Katie Kosanke
Urban Forester, City of Spokane


Howard St
Dean Ave
Washington St
Calispel St
Cataldo Ave
Cataldo Ave
Mallon Ave
North River Dr
1020
522
518
512
502
442
432
420
1009
1005
1008
1004
930
487
433
431
923
930
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809

CITY OF SPOKANE PARKS & RECREATION
URBAN FORESTRY

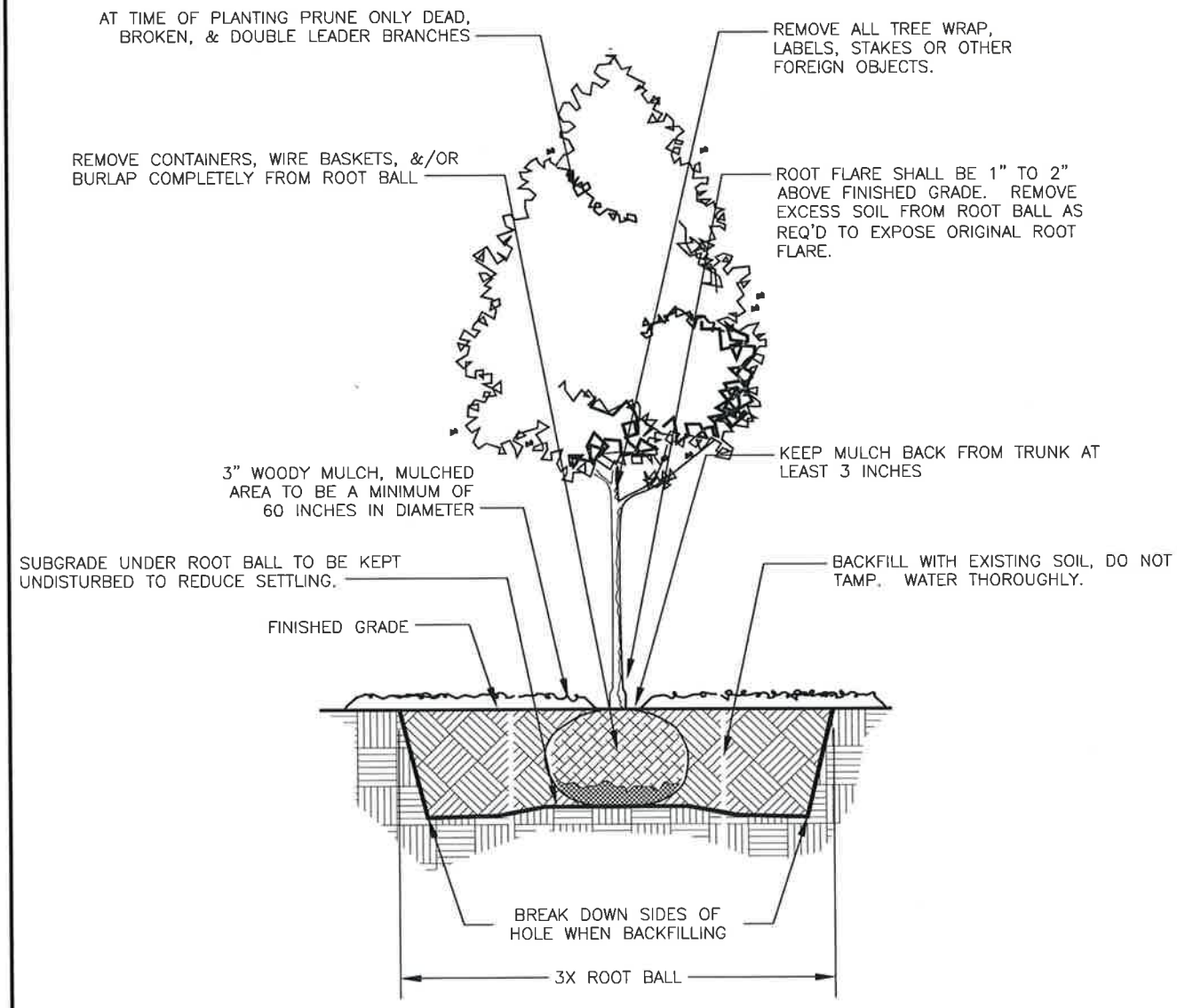
Certified & Licensed Arborists in the City of Spokane

www.spokaneurbanforestry.org

Company Name	Phone	Email/Website
A1 Tree Service*	509-623-0344	a1stumpremovalspokane@gmail.com
A.B.C. Consulting Arborists LLC*	509-953-0293	daniel@abcarborist.com
Aardvark Tree Service	509-891-7650	aardvarktree@live.com
Affordable Arborist Tree Care Inc	509-879-0577	evangeline_david@ymail.com
All Seasons Tree Service	208-660-7461	office@allseasonstreeservice.contractors
Aspen Landscaping Inc	509-993-3015	roxanneaspen@roadrunner.com
Bluebird Tree Care Inc*	208-651-3959	benlarsontree@gmail.com
Budget Arbor & Logging LLC	509-458-0838	mike@budget-arbor.com
C & C Yard Care Inc*	509-482-0303	chrisc@candcyardcare.com
Clearwater Summit Group Inc	509-482-2722	rnee@clearwatersummitgroup.com
Community Forestry Consultants Inc*	509-954-6454	cfconsults@comcast.net
Dan Dengler	970-401-0412	dandenglerlongboards@yahoo.com
Deep Roots Gardens & Landscaping	509-216-4835	christopher.re78@gmail.com
Dr. Spruce's Lore Axe LLC	208-659-2452	lincolnhammons@yahoo.com
Frontier Tree Service	509-487-8733	
Greenleaf Landscaping Inc	509-536-2885	Info@greenleafwa.com
Heindl Tree Care Inc*	509-475-9135	arborpaul@hotmail.com
Land Expressions	509-466-6683	frontdesk@landexpressions.com
Little Tree INW LLC	509-212-4972	clarkrjacob@gmail.com
Miller Tree Care LLC	509-981-4208	millertreecarellc@gmail.com
Northwest Plant Health Care, a division of F.A. Bartlett Tree Experts	509-892-0110	shogan@bartlett.com
Palms Tree Service & Landscaping	509-939-0460	darrenpalmer1@gmail.com
Pine Marten Tree Care	509-904-6345	loren@pinemartentreecare.com
Sam's Tree & Landscape LLC	509-217-0300	sam@samscapes.net
Selkirk Landscape Services	509-536-1919	selkirklandscape@gmail.com
Senske Services	509-891-6629	sjones@senske.com
Skyline Tree Service LLC	509-496-9793	crendall1@hotmail.com
Spirit Pruners*	509-979-3496	k@spiritpruners.com
Spokane Tree Pro	509-998-2771	spokanetreepro@gmail.com
Tall Tree Service	509-747-8733	talltreeservice@gmail.com
The DRB Company	509-701-3100	drbcompany@comcast.net
Treescapes Inc	509-992-8733	treescapes@roadrunner.com

*Currently qualified to provide Risk Assessments

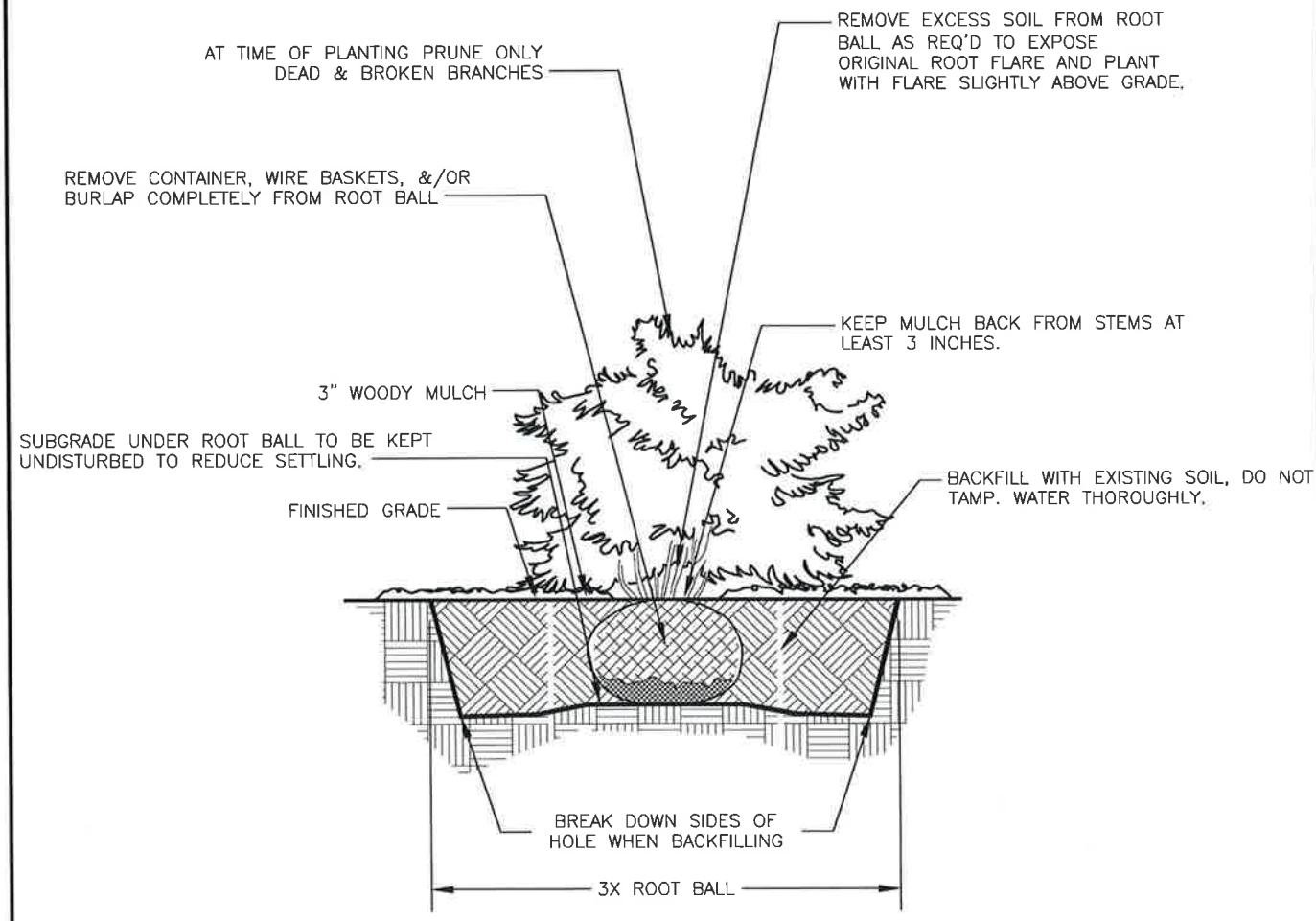
~as of December 2018



NOTES:

1. TREES BURIED TOO DEEP, OR WITHOUT EXPOSING ROOT FLARE WILL BE REJECTED & SHALL BE REMOVED & REPLANTED AT PROPER DEPTH.
2. ALL 'ADVENTITIOUS ROOTS' AND 'SUCKERS' SHALL BE PRUNED AWAY PRIOR TO PLANTING.
3. DEVIATIONS FROM THIS DETAIL SHALL ONLY BE ALLOWED WITH PERMISSION FROM THE CITY ARBORIST.
4. TREES NOT PLANTED IN CONFORMITY WITH THIS DETAIL WILL BE REJECTED BY THE CITY ARBORIST. REPLACEMENT OF REJECTED TREES WILL BE DONE AT THE CONTRACTOR'S EXPENSE & NOT BY THE CITY OF SPOKANE.
5. LOCATIONS OF TREES TO MEET THE REQUIREMENTS OF DESIGN STANDARDS 3.5–2. ≥15 FT FROM DRIVEWAYS, ≥10 FT FROM DRAINAGE INLETS, ≥ 20 FT FROM DRYWELLS, NOT OBSTRUCT TRAFFIC SIGNS OR SIGHT TRIANGLES, AND 15 FT FROM UNDERGROUND UTILITIES
6. AFTER PLANTING, IF TREES ARE UNSTABLE, STAKING MAY BE USED BUT ONLY AS NECESSARY. AT 6 MONTHS, ALL STAKING MATERIAL SHALL BE REMOVED. IF TREE IS STILL UNSTABLE, AFTER 6 MONTHS, TREE MAY NEED TO BE REPLACED.

APPROVED BY			
ENGINEERING OPERATIONS MANAGER	KYLE TWOHIG	ADOPTED: 2/1986 REVISED: 05/2015 SUPERSEDES: 04/2012 CHECKED BY: SJS SCALE: NTS REVISED BY: MLD	**TREE PLANTING DETAILS** ALL TYPES, FORMS AND SPECIES
PRINCIPAL ENGINEER, CONST.	KENNETH M. BROWN, P.E.	SPOKANE	ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON
			STANDARD PLAN No. **V–101**



NOTES:

1. SHRUBS BURIED TOO DEEP, OR WITHOUT EXPOSING ROOT FLARE WILL BE REJECTED & SHALL BE REMOVED & REPLANTED AT PROPER DEPTH.
2. DEVIATIONS FROM THIS DETAIL SHALL ONLY BE ALLOWED WITH PERMISSION FROM THE CITY ARBORIST.
3. SHRUBS NOT PLANTED IN CONFORMITY WITH THIS DETAIL WILL BE REJECTED BY THE CITY ARBORIST. REPLACEMENT OF REJECTED SHRUBS WILL BE DONE AT THE CONTRACTOR'S EXPENSE & NOT BY THE CITY OF SPOKANE.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

ADOPTED: 2/1986
REVISED: 05/2015
SUPERSEDES: 04/2012
CHECKED BY: SJS
SCALE: NTS
REVISED BY: MLD

SHRUB PLANTING DETAILS

ALL TYPES, FORMS AND SPECIES

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

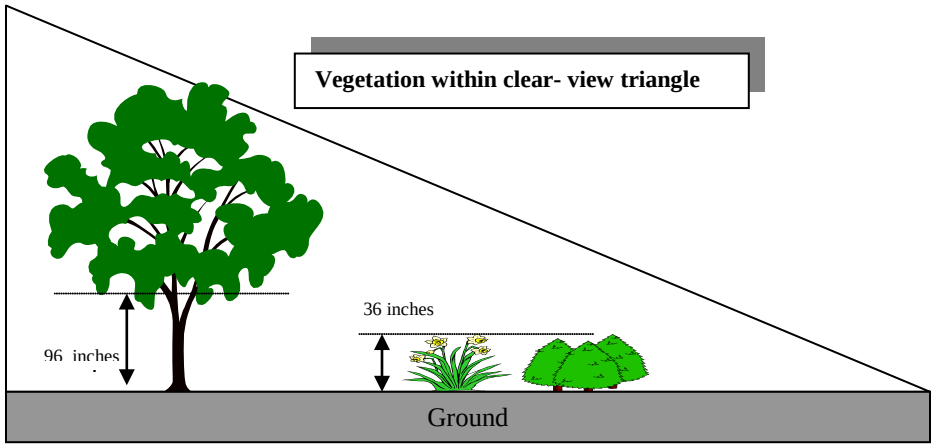
STANDARD PLAN No. **V-102**

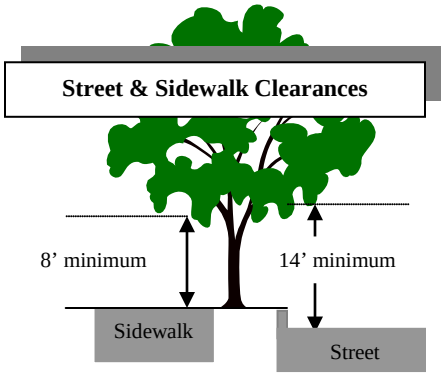
City of Spokane, Washington

A CLEAR VIEW: VEGETATION & TRAFFIC SAFETY

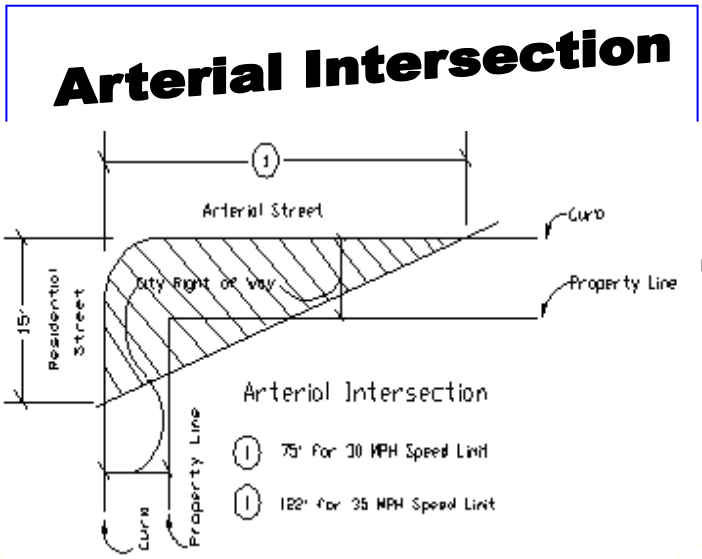
A way To Make Our Streets Safer:

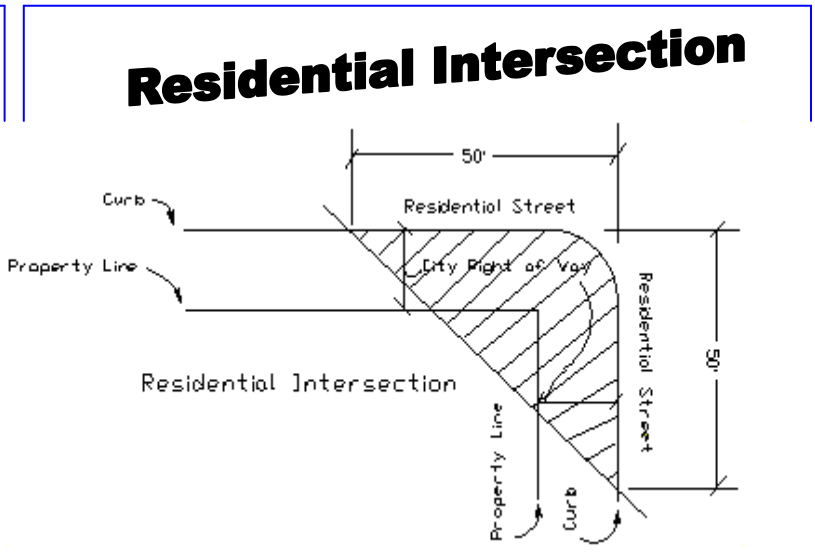
Overgrown vegetation impedes the safe flow of traffic when it blocks our view of traffic signs, pedestrians and other vehicles. If vegetation is blocking visibility in the street or an intersection, it is your responsibility as the adjacent property owner or resident to trim the vegetation. Below are the City vegetation standards as they apply to visibility.





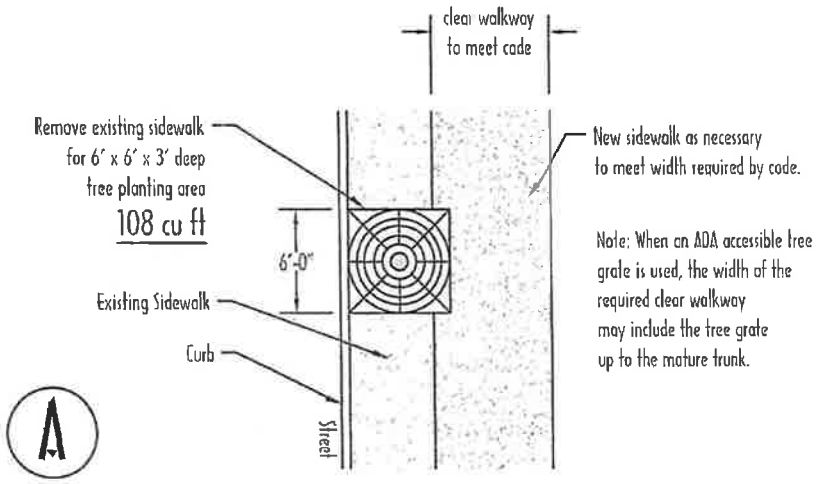
Types of Intersections (Diagonal Lines = Clear View Triangle):

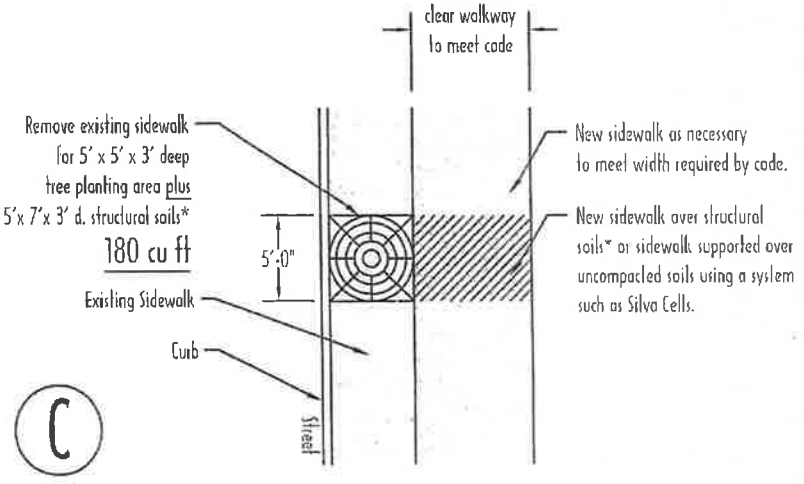


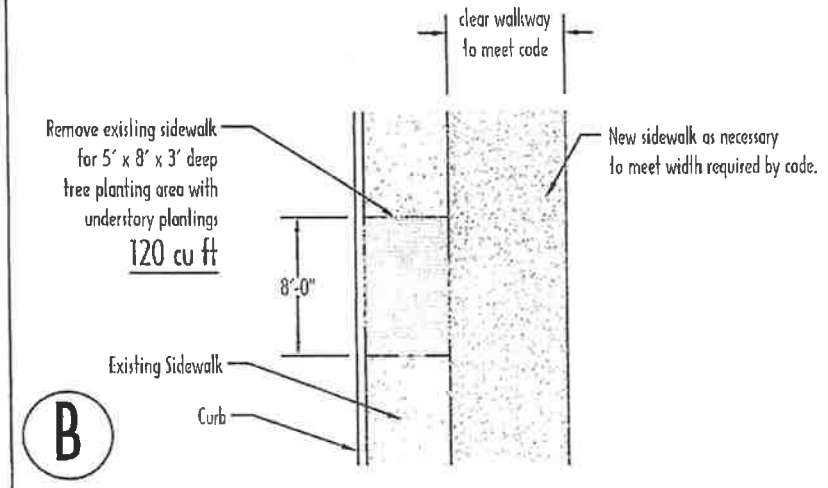


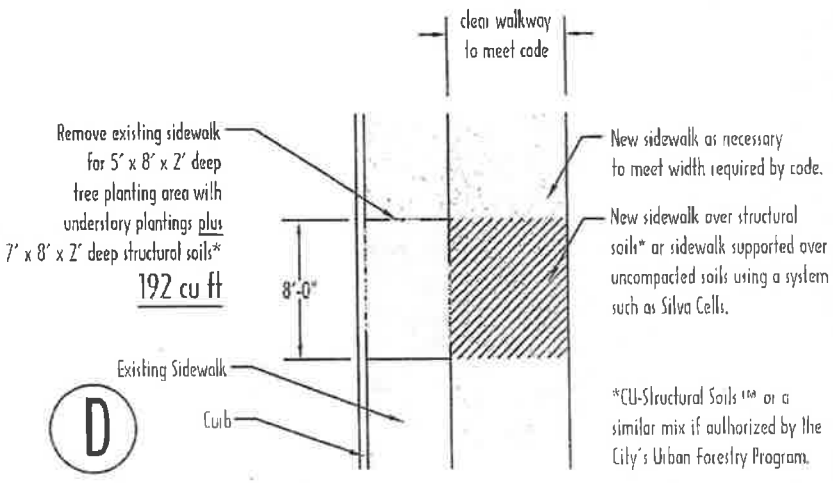
Visibility Standards:

	Description of Existing Vegetation	Vegetation Requirements	Reference in City Codes
1.	Shrubs/Hedge/Plants existing in Clear Triangle.	Trim Shrubs/Hedge/Plants to 36 inches in height.	17C.200.050
2.	Tree branches and any vegetation overhanging in Clear Triangle (no sidewalk).	Remove all tree limbs/vegetation existing from ground level to minimum height of 96 inches.	17C.200.050
3.	Tree branches and any vegetation overhanging sidewalk (in and outside Clear Triangle).	Remove all branches/vegetation existing from sidewalk level to minimum height of 8 feet.	12.02.0202
4.	Tree branches and any vegetation overhanging street (in and outside Clear Triangle).	Remove all branches/vegetation existing from street level to a minimum height of 14 feet.	12.02.0202









CITY OF SPOKANE

Existing Sidewalk Retrofit - Possible options to provide 100 cu ft of uncompacted soil for street trees.

Soil is a key factor for tree health but in an urban setting it's almost impossible to provide ideal soil volumes. The City of Spokane highly encourages building permit applicants to consider providing as much uncompacted soil as possible for trees, and requires at least 100 cu ft (max. 3' depth may be factored into volume). A permit is necessary to plant a tree in the public right of way; please contact the Urban Forestry Program at 363-5470.
Courtesy of the Urban Design Section of the Planning Services Department.

Tree Protection Specifications for Development in the City of Spokane

1. General

The City of Spokane's Municipal Code requires that tree pruning, planting, or removal work within the public right-of-way and on public property must be performed by a person or entity with a commercial tree license. (SMC 10.25.010)

Additionally, all tree pruning (crown or root) and tree removal work must be performed by an International Society of Arboriculture (ISA) certified arborist or certified tree worker. Tree planting must be directly supervised by an ISA certified arborist or certified tree worker.

The term "Contracted Arborist" shall be used in the remainder of this document to refer to the licensed tree company.

All equipment to be used and all work to be performed must be in full compliance with the most current revision of the American National Standards Institute Z-133-2017, or as amended.

2. Tree Protection Zone (TPZ)

For the purpose of protecting trees in the right of way during development, the contractor/developer may install the TPZ in accordance with the standards below.

The tree protection zone (TPZ) will either be determined in the field by Urban Forestry staff or established by the Contracted Arborist for approval by Urban Forestry staff prior to any excavation or work by the following method. The minimum TPZ shall be equal to the Critical Root Zone (CRZ) as defined by the International Society of Arboriculture (ISA): an area equal to 1 foot radius from the base of the tree's trunk for each 1 inch of the tree's diameter at 4.5 feet above grade (referred to as diameter at breast height or dbh). TPZ modifications may be made due to construction objectives and site infrastructure only with prior authorization by Urban Forestry staff.

Mulch: The area within the TPZ shall be mulched with 1-2 inches of untreated wood chips, leaving a 1 foot radius from the trunk free of mulching materials, unless otherwise pre-approved by Urban Forestry staff.

Water: All trees designated for protection shall receive 5-10 gallons of water per caliper inch every seven days throughout the construction period. The amount and frequency of irrigation may be adjusted as needed due to temperature fluctuations and site conditions.

CITY OF SPOKANE

Temporary Fencing: Install temporary fencing, 3' tall minimum, orange plastic construction fencing per manufacturer's specifications, located as indicated or outside the TPZ of trees to protect remaining vegetation from construction damage. Fencing must be maintained at all times during construction. Alternative or modified fencing material may be permitted with prior authorization by Urban Forestry staff.

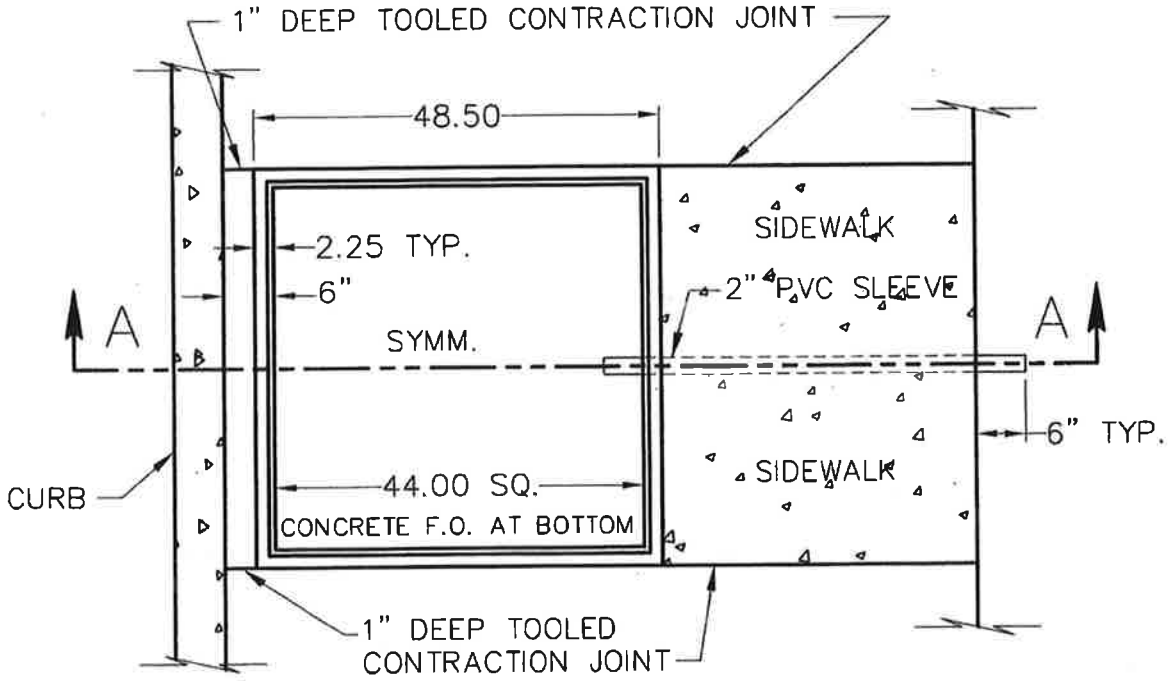
Removal of Hardscapes: Where equipment is necessary to remove hardscapes in proximity of a protected tree, construction personnel must exhibit due care to ensure no damage occurs to the existing roots. If roots are encountered in the demo area, consultation with Urban Forestry staff or a Contracted Arborist is required to determine best management practice to meet construction and tree preservation objectives.

Protect tree root systems from damage due to noxious materials caused by runoff or spillage while mixing, placing, or storing construction materials. Protect root systems from flooding, eroding, or excessive wetting caused by dewatering operations.

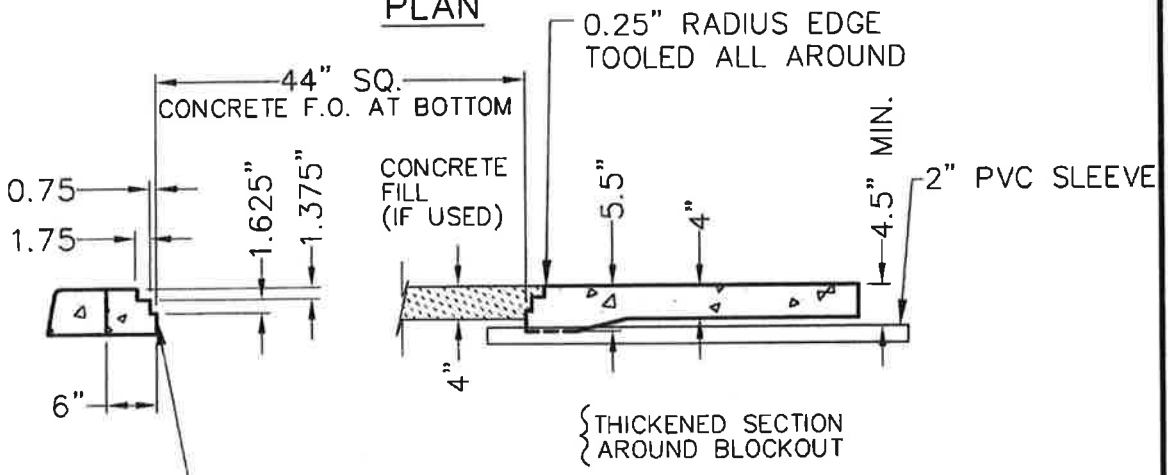
Do not store construction materials, debris, or excavated material within the TPZ of remaining trees. Do not permit vehicles or foot traffic within the TPZ; prevent soil compaction over root systems.

CITY OF SPOKANE

Back to Section F - TOC



PLAN



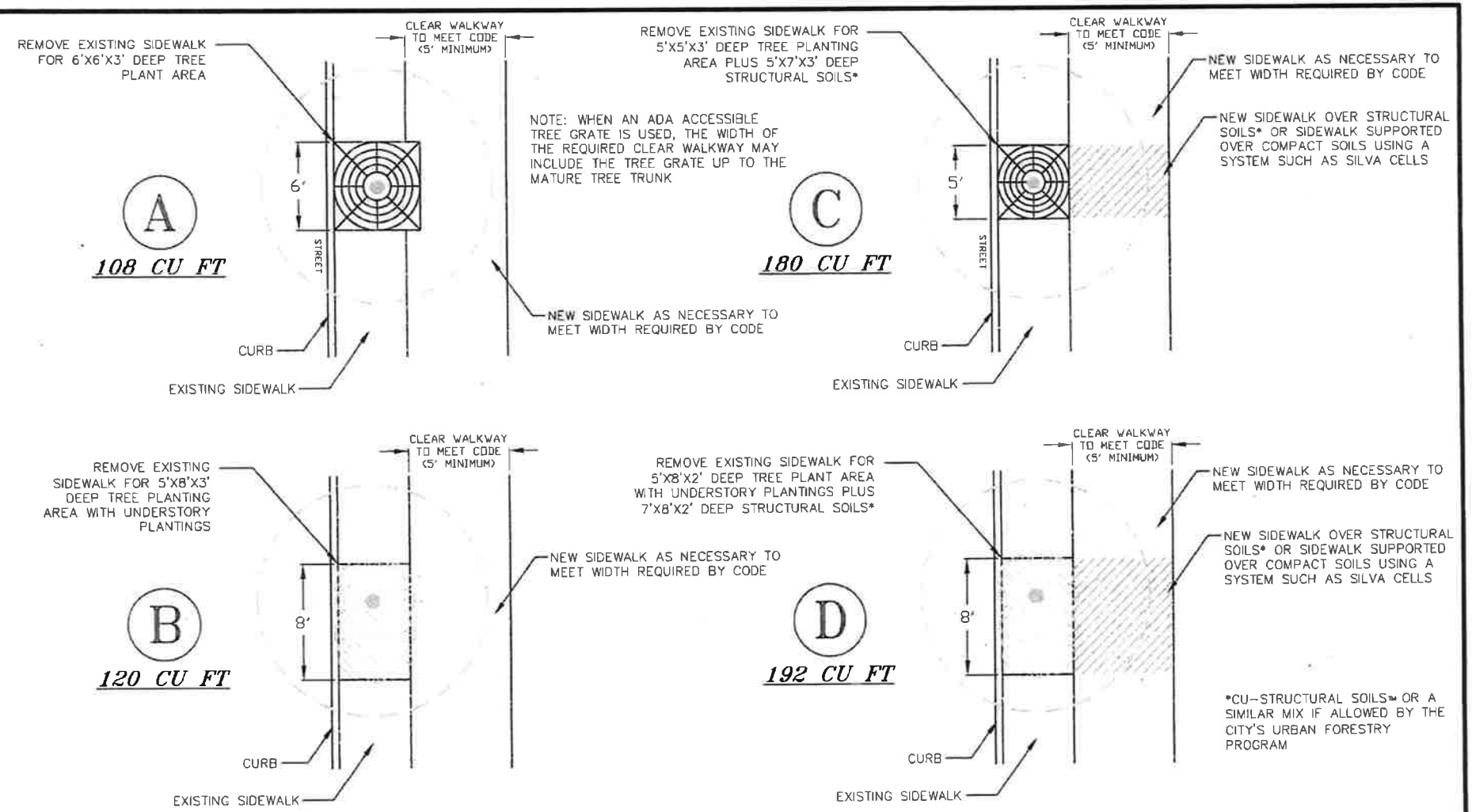
SECTION A–A

IMPORTANT !
APPLY PARTING COMPOUND TO ALL SURFACES OF OPENING PRIOR TO POURING THE CONCRETE FILL.

NOTE:
THE GRATE UNIT FOR THE TREE WELL SHALL CONSIST OF 2–GRATE SECTIONS. EACH GRATE SECTION SHALL MEASURE 24"X48"X1–1/4" AND BE CONSTRUCTED OF GRAY CAST IRON, CLASS 30 W/ A MINIMUM WEIGHT OF 150 LBS/SECTION OR 300 LBS/UNIT. EQUAL OR BETTER CORROSION RESISTANCE MATERIAL MAY BE SUBSTITUTED UPON PRIOR APPROVAL OF THE ENGINEER.

APPROVED BY DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E. PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.	ADOPTED: 11/1991 REVISED: 09/2010 SUPERSEDES: 10/1995 CHECKED BY: JAG SCALE: NTS DWG/REV. BY: DGB/SRM	TREE WELL BLOCKOUT FOR 48" X 1–¼" METAL GRATE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON STANDARD PLAN No. F–107

Back to Section F - TOC



EXISTING SIDEWALK RETROFIT – POSSIBLE OPTIONS TO PROVIDE 100 CU FT OF UNCOMPACTED SOIL FOR STREET TREES.

SOIL IS THE KEY FACTOR FOR TREE HEALTH, BUT IN AN URBAN SETTING IT'S ALMOST IMPOSSIBLE TO PROVIDE IDEAL SOIL VOLUMES. THE CITY OF SPOKANE HIGHLY ENCOURAGES BUILDING PERMIT APPLICANTS TO CONSIDER PROVIDING AS MUCH UNCOMPACTED SOIL AS POSSIBLE FOR TREES, AND REQUIRES AT LEAST 100 CU FT (MAX 3' DEPTH MAY BE FACTORED INTO VOLUME). A PERMIT IS NECESSARY TO PLANT A TREE IN PUBLIC RIGHT OF WAY; PLEASE CONTACT THE URBAN FORESTRY PROGRAM AT (509) 363-5470. COURTESY OF THE URBAN DESIGN SECTION OF THE PLANNING SERVICES DEPARTMENT.

APPROVED BY	ADOPTED: 09/2010	EXISTING SIDEWALK RETROFIT OPTIONS FOR STREET TREE INSTALLATION	
DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.	REVISED: –		
PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.	SUPERSEDES: –		
	CHECKED BY: JAG	SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	STANDARD PLAN No. F-107A
	SCALE: NTS		
	DWG/REV. BY: MBM		

PRE-DEVELOPMENT CONFERENCE COMMENTS

1101 West College Avenue
Spokane, WA 99201-2095

509.324.1500 | TEL
509.324.1464 | TDD
www.SRHD.org

January 30, 2019

Colin Anderson
Integrus Architecture
10 S. Cedar St.
Spokane, WA 99201

Project Description: Spokane Sportsplex

Project No: B19M0014PDEV
Parcel No: 35181.4206
Location: 444 W. Cataldo
Health District Tracking No: SR5367

Spokane Regional Health District (SRHD) has completed a preliminary review of the above-referenced project. Based on the review, the following comments are offered for consideration by both the City of Spokane and the project sponsor prior to issuance of a building permit.

Food Safety Program Comments

The following items shall be submitted for review and determination of permit requirements for each retail space to be occupied by a food or beverage service establishment:

1. A complete set of project construction plans and specifications, including an equipment list and surface finish list, must be submitted for review and approval prior to issuance of the building permit. Food service establishment plans can be submitted in hard copy or electronically. If plans will be submitted in both formats, a statement must be included indicating either both sets are the same, or any differences must be itemized.

2. The final plan submittal shall include a plumbing plan showing all sinks and drainage, including the method used for indirect drainage of equipment such as ice machines, ice bins, dishwashers, produce preparation sinks, etc. as required by WAC 246-215-05410.

3. Lighting shall comply with WAC 246-215-06240 and 06340.

4. If the operation will include off-site catering, the final plan submittal shall include an equipment list and procedures for all off-site food transport, preparation, set-up and service. Catering includes the set-up and/or service of food at another location and requires a separate food establishment permit.

5. If the building will include windows or doors that remain open for ventilation or other purposes, the openings may be required to be protected against the entry of insects or rodents by providing screens, air curtains, or other effective means as required by WAC 246-215-06260.

6. A food menu and food preparation steps must be included in the plan submittal. Note: All necessary paperwork for obtaining a food service establishment permit can be obtained at https://srhd.org/programs-and-services/food-establishment-permits.

7. A written statement of intent as to method of refuse containment is to be provided, along with a description of how the containment will be maintained in a sanitary manner. The refuse containment area surface must be constructed of nonabsorbent material and shall be smooth, durable, and sloped to drain. Location, construction and maintenance of the refuse containment area shall comply with WAC 246-215 PART 5 Subpart E.

8. All areas used for storage of food products, single service items, utensils and equipment shall have surfaces that are smooth, durable and easily cleanable. Exterior storage structures (e.g., storage buildings for espresso operations) are subject to the same requirements and shall be pre-approved by the Health District prior to being located on the site.

9. A complete submittal must be received and approved prior to the Health District approving release of the building permit. A complete food service establishment plan submittal may take up to 14 days to review.

10. Once the project is complete and ready for inspection please contact the Health District at least three (3) days prior to the projected date of opening.

Liquid Waste/Water Program Comments

1. Public sewer is available, and the project is to be connected to it. No on-site sewage disposal system shall be established or maintained.
2. The public water system serving the area is available, and the project is to be connected to it. No on-site water source is to be established or maintained without approval from the local water purveyor.

Solid Waste Program Comments

1. All demolition/construction debris must be transported to a licensed solid waste disposal facility. No on-site burning or burying of debris will be allowed.

2. If the site of the proposed project requires fill or grading, and clean soil or rock are used, no action is required by the Health District. If the fill will include inert waste such as concrete or asphalt it shall not exceed 250 cubic yards without obtaining an inert waste landfill permit. Sites requiring an inert waste landfill permit shall comply with section 1.06.040 of the Spokane Regional Health District 2004 *Solid Waste Handling Standards*. Any other regulated solid waste placed on the site shall meet the requirements of the Spokane Regional Health District 2004 *Solid Waste Handling Standards*.

General

1. These comments are based on the project as proposed and reflect requirements in place at the time of submittal. There may be additional requirements at the time of formal application submittal if there have been changes to the proposal or revisions to the regulations have occurred since the original submittal.

2. The Health District is a separate reviewing agency from the Building Department. To assist in an efficient review of your project, please submit final project plans and all information requested in these comments directly to the Health District.

3. Plan review for projects that require a permit or approval from the Health District is billed at $130 per hour including time spent reviewing the project at the pre-application phase. Projects that are considered new construction (e.g., new structures, change of use, building additions, etc.) are charged a 1.5-hour minimum, to be paid at the time of plan submittal. Additional time spent reviewing plans and conducting pre-occupancy inspections is billed at the standard plan review rate of $130 per hour. **Plan review and pre-occupancy inspections for projects that begin construction without written Health District approval is charged at 1.5 times the standard hourly rate.** Review of submittals begins only after all required documentation and fees have been received.

Thank you for the opportunity to review your project. For general questions regarding these comments call 324-1582.

Sincerely,

Eric D. Meyer, R.S.
Technical Advisor
Environmental Public Health Division

EDM/lh

City of Spokane

Planning Services Department

Design Review

Standard Board Review Application

RECEIVED
FEB 06 2019
Neighborhood and Planning Services

NAME OF PROJECT:

SPOKANE SPORTSPLEX

ADDRESS:

N/A.

TYPE OF PROJECT:

- [x] Public Project
- [ ] Shoreline Conditional Use Permit
- [ ] Skywalk Over Public ROW
- [ ] Required by CBD Zones and Downtown Plan
- [x] Design Departure

FEES:

Standard Board Review

- [x] $1275 (up to 3 meetings)
- [ ] $500 per additional meeting if necessary

APPLICANT:

Name: INTEGRUS ARCHITECTURE

Address: 10 S. CEDAR ST. SPOKANE

Phone (home): **Phone (work):** 509 838-8681

Email address:

PROPERTY OWNER:

Name: CITY OF SPOKANE PARKS / PFD (STEPHANIE CURRAN, CEO)

Address: 720 W. MALLON

Phone (home): **Phone (work):** 509-279-7000

Email address:

AGENT:

Name: COLIN ANDERSON

Address: 10 S. CEDAR ST. SPOKANE WA

Phone (home): **Phone (work):** 509 838-8681

Email address: CANDERSON@INTEGRUSARCH.COM

REPRESENTATIVE SIGNATURE: **DATE:** 2/6/19

DEPARTMENT USE ONLY:

Submittal Date: 2-6-2019 (AM)

Accepted as Complete: 2- -2019 (AM)

Design Review Committee Meeting Date: 2-27-2019 (AM)

SPOKANE SPORTSPLEX

Design Review Submittal | February 6, 2019

MW CONSULTING ENGINEERS

DAVIS

COFFMAN ENGINEERS

LAND EXPRESSIONS

SPOKANE PUBLIC FACILITIES DISTRICT

LYDIG

integrus ARCHITECTURE

TABLE OF CONTENTS

PROJECT TEAM

Owner
Spokane Public Facilities District
720 West Mallon Avenue
Spokane, WA 99201

Design-Builder
Lydig Construction, Inc.
11001 E. Montgomery Dr.
Spokane, WA 99206

Civil Engineer
Coffman Engineers, Inc
10 N. Post Ste., Ste.500
Spokane, WA 99201

Landscape Architect
Land Expressions, LLC
5615 E. Day Mt Spokane Rd
Mead, WA 99021

Structural Engineer
Integrus Architecture
10S. Cedar Street
Spokane, WA 99201

Architects
Integrus Architecture
10 S. Cedar Street
Spokane, WA 99201

Davis Architects
120 23rd Street South
Birmingham, AL 35233

MEP
MW Consulting Engineers
222 Wall Street, Suite 200
Spokane, WA 99201

DEVELOPMENT OBJECTIVES

OCEAN BREEZE- STATEN ISLAND, NY

THE VISION

The Spokane Regional Sportsplex is a 135,000 sq.ft. multi-purpose event venue with a capacity to seat 3,500 spectators and will be designed with maximum flexibility to accommodate a wide variety of sports and events including track and field, volleyball, basketball, wrestling, gymnastics, roller derby, boxing, fencing, weightlifting, and other community programs. The facility will be owned and operated by the Spokane Public Facilities District, with the Spokane Sports Commission responsible for the sales, marketing, and scheduling of the facility. The Sportsplex allows Spokane to be competitive on a global and national level for hosting major championship events and will also allow opportunities for local tournaments to grow and when not booked, be scheduled for community programming and practices for local sports groups. With its marquee feature being a 200-meter, banked indoor track, it will be a unique indoor sports facility and the only venue of its kind on the west coast. It will attract major events in a variety of sports that have not been hosted previously in our region and help Spokane establish itself as a premier destination in the worldwide sports movement. Independent studies by SFA estimate the Sportsplex will generate an economic impact of $33M annually in direct spending from sports-tourism. This translates to over $800K in additional local tax revenues, which can be used for an array of public services and reduce the tax burden on local citizens.

CROSSPLEX- BIRMINGHAM, AL

UNIVERSITY OF MICHIGAN - ANN ARBOR, MI

DESIGN GOALS - SITE

WORLD CLASS TOURNAMENT FACILITY

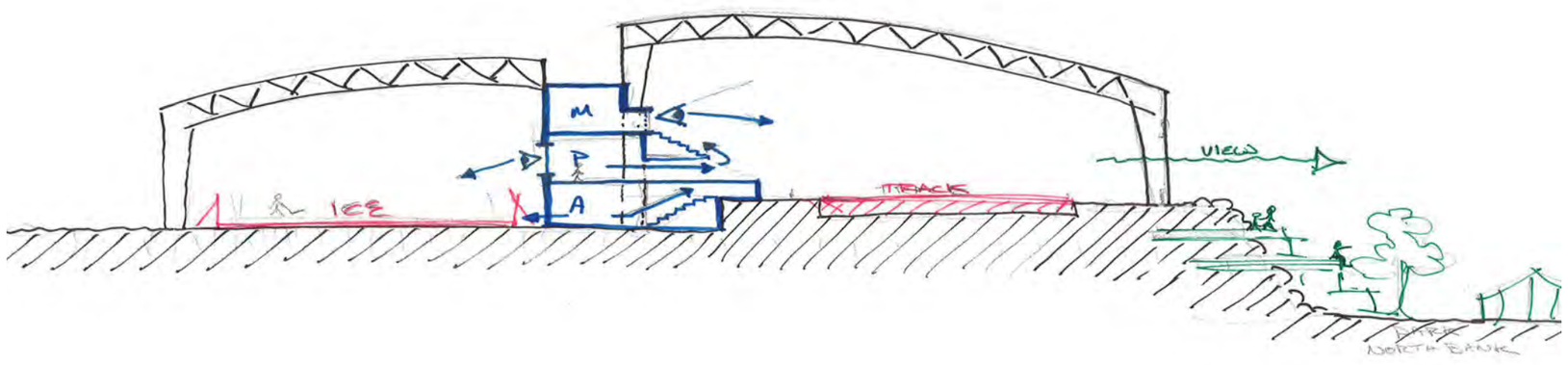
The number one goal for the Sportsplex Design team has been to create a world class tournament facility with the same quality and durability that the Spokane Public Facilities District has been accustomed to with their other facilities including the FIC, Arena and Convention Center. To create a world class tournament facility, two primary objectives must be met:

- Draw tournaments to Spokane: The facility needs to stand out. It needs to compete with many other cities for these tournaments. It needs to be architecturally exciting and appeal to the ever-youthful sports community. It needs to offer opportunities that other venues can't.

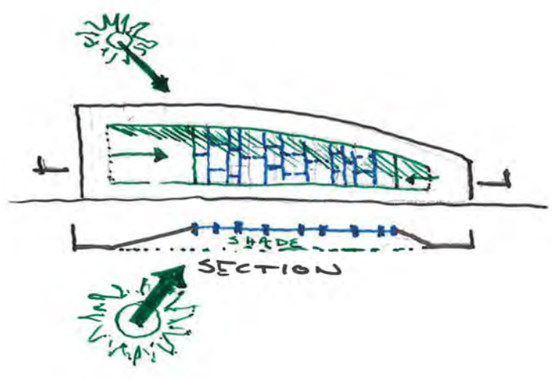
- Keep tournaments coming back: This primarily falls on the operations of the facility, but architecturally we need to create a canvas that can adapt with new operational approaches and new generations of athletes.

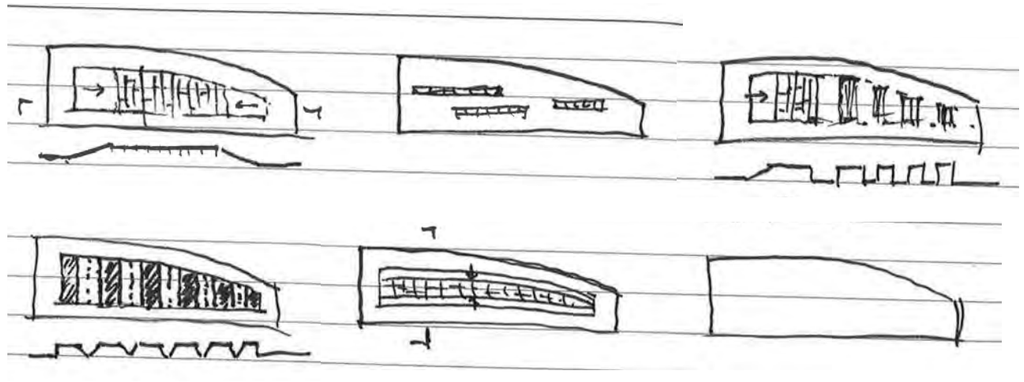
SITE

The Sportsplex site is located adjacent to the north edge of Riverfront Park, east of Howard Street and the Spokane Arena, south of Dean Avenue and the existing PFD parking facilities, and west of Washington Street. It is located on a 20-foot bluff of basalt overlooking Riverfront Park. The views, southern exposure and park connectivity are all huge design drivers.



CONCEPT SITE SECTION





WINDOW STUDIES

CONNECTION

Pedestrian circulation for the project has been a primary driver for the site design and orientation. This exceptional site strategically places the facility in a location that compliments Spokane's other event, entertainment, and recreation facilities in the downtown core. The site also provides convenient connectivity to an abundance of existing parking and other PFD facilities. This prime location allows athletes and their fans to access Riverfront Park, downtown hotels, restaurants, shopping, and entertainment. This unique downtown site is uncommon in many cities, giving Spokane a significant marketing advantage when presenting proposals to host championship events. To enhance the circulation, the project provides a 24 hour north/south connection corridor from the north STA parking and ride share down the bluff to the north bank of Riverfront Park. This connection is a series of ADA ramps, many covered. The ADA circulation is also provided east and west around the project by utilizing the south deck to connect the entry on Dean with the East edge of Cataldo. The views and pedestrian circulation into and around the building are also important drivers. The site is exceptionally tight and sits on a huge bluff of basalt. The building has strategically been rotated 5 degrees off axis to provide open expansion at the courtyard areas at the north and south connection points as well as to minimize the cut and fill required in blasting the basalt. This rotation also allows the south eating deck to maximize the views of downtown from the Centennial Hotel across the Pavillion, west to the Monroe Street Bridge. These expanded courtyards and decks will allow for catering services/food trucks and other pedestrian friendly activities.

The southern exposure has been optimized by creating overhangs that are not "tacked" on. By covering the ADA southern deck and circulation path, we mitigate much of the solar glare in summer, while providing winter sun access into the patron seating areas.

DESIGN GOALS - ARCHITECTURE

PROGRAM

To understand the parti, think of the athlete. Athletes at the championship level are finely tuned machines. They are strong, fast and efficient. This building is designed in the same way, efficient and fast. This building needs to scream dynamic motion. It needs to feel fast, explosive and it needs to respond to the context of both internal forces and external forces in the most efficient way possible. Ways that this occurs:

- The Fieldhouse is a Pre-Engineered metal building system. This is a result of project budget, however it is the most efficient system for a volume this large. The structure and envelope system are clean and not intimidating. The intent of the fieldhouse is to disappear and allow the events taking place to be the focus of attention.

- The west entrance, deck and glass gasket is the gem, desiring visual attention. This concourse spine was designed to stack all systems in the most efficient manner. Priority has been to separate athlete (A) from patron (P) and mechanical/support (M). This portion of the building changes elevation and pops in and out in direct relation to the internal spaces. There are not excessive volumes where the space does not require them. This spine slices through the fieldhouse with speed and motion connecting the north end of the site with the south entrance to the park. A pedestrian ramping system creates continuous movement both literally and visually into and around the building, culminating in a prow that focuses on the park and downtown.

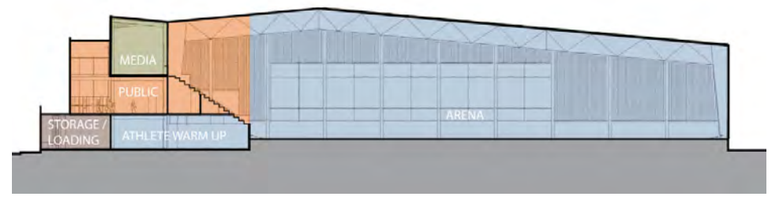
- The concourse is designed with glass at both the north and south ends to provide a visual connection along the entire 400' project. When approaching from the north, a patron will catch both glimpses into the fieldhouse floor and pass through views to the park.

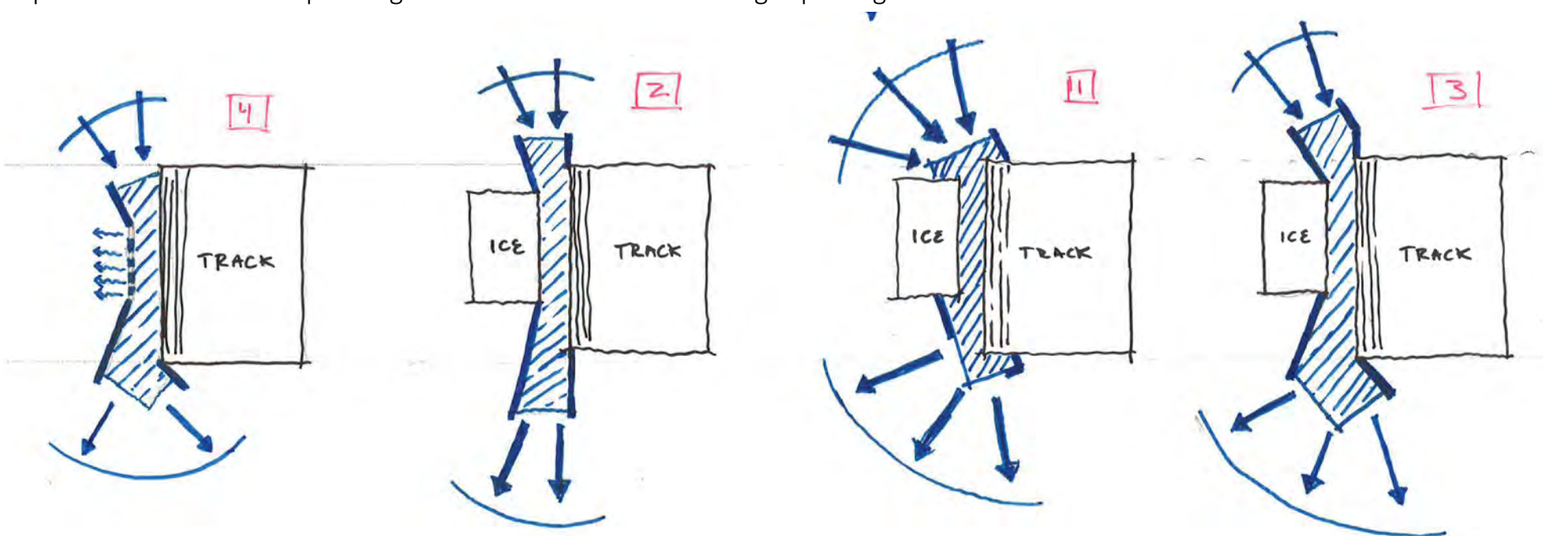
The project energy was focused to the west side for a few purposes:

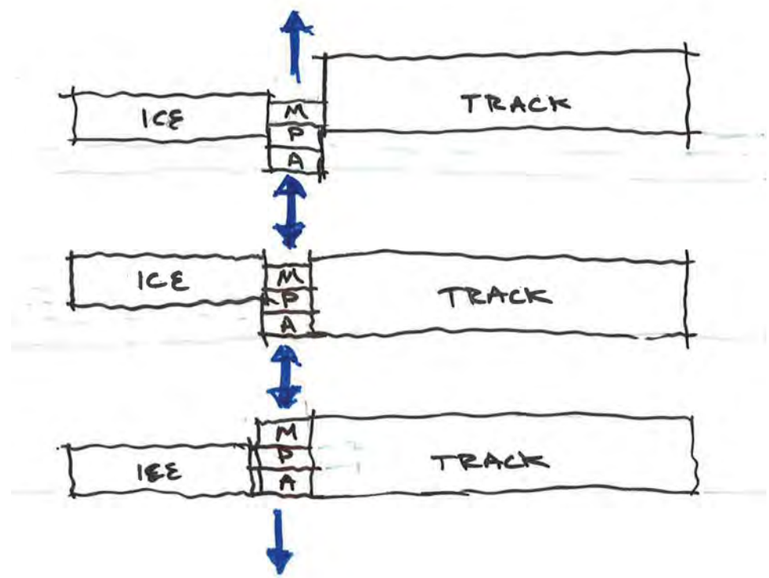
o The location to the west for entrance and park connection was chosen primarily for local context. There is a strong connection to the Arena, park, and civic theater.

o The concourse is the unscripted energy of the project. Patrons, concessions, media, circulation. The fieldhouse is the scripted event, controlled. We wanted to charge the west side of the site with pedestrian energy, while keeping the athletes separated to the east. Separating athlete from fan is ideal in large sporting venues.

SPACE	NET AREA
Arena	89,000 sq. ft.
Common Spaces & Administration	10,865 sq. ft.
Even Floor Support	14,625 sq. ft.
General Storage/Mech	9,845 sq. ft.
Multipurpose	1,820 sq. ft.
Net Area Total	**116,310 sq. ft.**
Gross Area	**133,690 sq. ft.**







COMPREHENSIVE PLAN

The proposed Sportsplex satisfies a variety of City of Spokane Comprehensive Plan goals as well as the Downtown Design Guidelines and the Spokane Municipal Code (Downtown Zones and North River Overlay)
SITE Summary- Dean Avenue and Cataldo Avenue are considered Type IV “Neighborhood Streets” under the Complete Street designations. The proposed partial vacation of Dean Avenue will reduce the right-of-way width but will provide 12-foot wide sidewalks on each side, as well as 13-foot wide vehicular and transit lanes. Drop off lanes are also planned on both sides of the street to provide safe drop off access to the Sportsplex. This portion of Dean Avenue is currently listed under the Pedestrian Master Plan as a “highest priority” pedestrian street for infilling missing sidewalks. Traffic calming and pedestrian safety measures, such as curb bump-outs at well-lit crossings, will be featured in the proposed design.

- The Sportsplex will provide and enhance public views of the Spokane River and Riverfront Park.
- The facility will infill numerous vacant or abandoned properties as part of the continued investment in the North Bank area of downtown Spokane and improve the aesthetics of the neighborhood.
- The project will upgrade pedestrian connectivity and develop a primary pedestrian corridor from the existing PFD parking lot to the north end of Riverfront Park.
- The Sportsplex site strategically places the proposed facility in a location that compliments Spokane’s other event, entertainment, and recreation facilities in the downtown core.
- The facility uses under-utilized, existing parking in the PFD lots north of Dean Avenue.
- The Sportsplex provides recreational opportunities for local and out of town athletes and can be utilized for a wide variety of recreational and community programs.
- The development will provide jobs in the downtown core, both at the facility itself and by supporting nearby service industries.
- The vacation of Cataldo Avenue will help address safety issues that occur at the Cataldo/Washington intersection by redirecting eastbound traffic to Dean or Boone.

LU 5.4 – Natural Features and Habitat Protection & NE 15.1 – Protection of Natural Aesthetics

Goal Summary: Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat, including steep slopes. Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.
Achievement: The Sportsplex design will provide and enhance exquisite views of the Spokane River, Canada Island, downtown, and the proposed North Bank improvements in Riverfront Park. The design also interacts with the existing basalt cliff and encourages interaction with the natural features of the adjacent park.

LU 5.5 – Compatible Development & DP 2.12 – Infill Development

Goal Summary: Promote well-designed infill projects that fit the context of the surrounding areas.
Achievement: The Sportsplex project will infill numerous vacant or abandoned properties and turn a neglected neighborhood into a world class recreation center.

TR 1 – Transportation Network for All Users

Goal Summary: Design the transportation system for all users, maximizing innovation, access, choice, and options across the four seasons for pedestrians, bicycles, emergency vehicles, transit, freight, and motor vehicles.
Achievement: The Sportsplex project maintains vehicular, bicycle, pedestrian, and transit routes along Dean Avenue and creates inviting pedestrian destinations. The east-to-west pedestrian connections existing on Cataldo Avenue are maintained by creating pedestrian pathways east-to-west along the south side of the building. A primary pedestrian corridor will also be developed from the existing PFD parking lot, along the west side of the Sportsplex, with an outlet at the north end of the promenade that runs through Riverfront Park to downtown.

TR 11 – Transit Operational Efficiency

Goal Summary: Accommodate and promote STA’s improvement projects and maintain their service areas.
Achievement: The partial vacation of Dean Avenue does not impact the serviceability of the Plaza/Arena Shuttle (Route 11).

TR 18 – Parking & DP 2.13 – Parking Facilities Design

Goal Summary: Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired; develop shared parking strategies.
Achievement: The Sportsplex project does not produce an excess of additional parking lots, but rather uses under-utilized, existing parking in the PFD lots north of Dean Avenue. Refer to the previously noted information on parking for additional information.

ED 1.1 – Economic Development Programs & ED 1.3 – Economic Development Progress

Goal Summary: Work with regional jurisdictions and community economic development organizations to promote economic development.
Achievement: The Sportsplex is a product of the City of Spokane, Spokane Public Facilities District, Spokane Sports Commission, and numerous other jurisdictional and economic development entities working together to boost the local and state economies through the attraction of visitors to our community.

ED 3.10 – Downtown Spokane & N1.1 – Downtown Development

Goal Summary: Promote downtown Spokane as the economic and cultural center of the region.
Achievement: The Sportsplex will draw visitors to Riverfront Park and downtown, supporting the goal of economic growth. The Sportsplex site strategically places the proposed facility in a location that compliments and adds to Spokane’s other event, entertainment, and recreation facilities in the downtown core.

ED 8.3 – Recreation and Tourism Promotion

Goal Summary: Promote the region’s outdoor amenities, recreational opportunities, and tourism.
Achievement: The Sportsplex provides recreational opportunities for local and out of town athletes and spectators and can be utilized for a wide variety of recreational programs. The Sportsplex is designed with direct pedestrian connectivity to Riverfront Park, promoting our community’s outdoor amenities throughout the park, as well as along the river and Centennial Trail. The Spokane Sports Commission will promote the Sportsplex to recruit events and bring tourism dollars to our community.

DP 4.1 – Downtown Residents and Workers

Goal Summary: Encourage investments and create opportunities that increase the number of residents and workers in downtown.
Achievement: The Sportsplex will provide jobs in the downtown core, both at the facility itself and by supporting nearby service industries. The Sportsplex is part of a continued investment in the North Bank area of downtown Spokane, along with other current projects like the Riverfront Park redevelopment and the Wonder Building renovation.

DOWNTOWN DESIGN GUIDELINE SUMMARY

The Sportsplex celebrates many of the Downtown Design Guidelines. A quick summary is provided.

Section A –

The site design of the building is driven by the basalt bluff. The building has been rotated to provide views and pedestrian circulation that compliments the site. The connection down the 20' bluff to the park is a major driving design element. The roof form and profile is distinct to this being a sports facility, demanding a modern crisp edge. The First Interstate Arts project used a similar clean, crisp line to accentuate the sky.

Section B –

With the proximity to the Arena and civic theater, this could quickly become another sports/event neighborhood. The Sportsplex orients toward the arena an frames views to both the arena and park. The scale of the building is reduced by minimizing height and breaking up large walls with projecting and recessed forms. The form of the building is at the scale of the arena and pulls large forms together in a similar fashion. The building is designed without excess fluff. The program is translated directly into the shape of the massing and visual cues are provided throughout to reference the inside relationship.

Section C –

This project provides an ADA pathway open to the public 24/7 around the entirety of the building. This walking path connects the parking to the north with the park to the south as well as the arena to the hotels across Washington. The transparency of the building allows pedestrian "peek throughs" in many different locations. The main entry is of glass which promotes security and clearly identifies itself. Weather protection is provided along the entire pedestrian circulation. The back of the building to the east will be a major art area and provide visual cues to what happens inside.

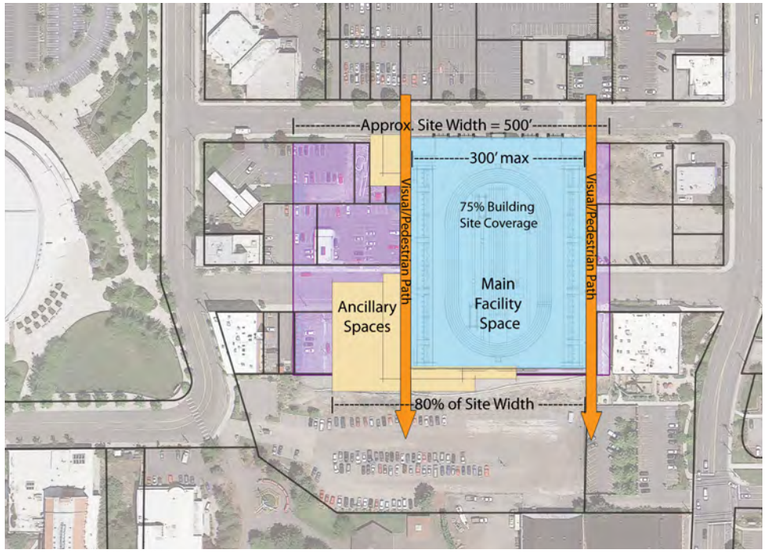
Section D & E -

Addressed in the Site Portion

MUNICIPAL CODE

17C.160.010 North River Overlay

Purpose: Overlay to address public views and access to the Spokane River gorge, Riverfront Park and Downtown
Achievement: The Sportsplex is well below the FAR. The Site area of all included parcels is roughly 194,000 square feet. The Sportsplex footprint covers roughly 105,000 square feet. This is a 55% site coverage. The east/west dimension of the site is 526 feet. The building is 285' wide east/west. This is less than the 80% requirement.



EARLY MASSING DESIGN

17C.160.020 and 17C.160.030 Views, Vistas and Site Coverage

Purpose: Maintain views, vistas from the ground level to the park, gorge, etc.
Achievement: The Sportsplex provides two methods for views and access even though we are under the 300 foot width and not required. The north/south concourse is transparent glass at both the north and south ends, allowing visual connection to the park from Dean Avenue north. The pedestrian connection at the west edge of the project is a 12 foot minimum circulation corridor, open to the public 24/7.

17C.124 Downtown Zones – Sportsplex site is a DTG zone
17C.124.200 – Dimensional Standards

Purpose: Regulatory Dimensins
Achievement: Most of these are driven by the NRO, which we are in compliance. A couple summary points on this section:

- All mechanical equipment is concealed in an interior penthouse, or screened by parapet or ground level walls
- Existing sidewalks both on Dean and connecting east/west and north/south to the park are 12' minimum
- 75% of the first floor does come adjacent to the property line accept at the public entry plaza
- Garbage collection is hidden behind a solid architectural concrete wall, under the ramp

17C.124.510 – Windows *DESIGN DEPARTURE REQUIRED*

Purpose: Provide a pleasant pedestrian friendly experience by connecting interior activities to the adjacent sidewalk. To encourage observation or viewing opportunities and avoid a monotonous pedestrian environment.
Achievement: Due to the full vacation of Cataldo Avenue, we are not within 60' of a complete street on the East or West elevations, so these are not governed by this section. The south elevation to the bluff is also not governed by this section. The north façade is within 60 feet of Dean Avenue. Due to the activities taking place, we are looking for a design departure for the percentages listed in table 17C.124-4. We do comply with the 40% requirement for the area 10 feet up to 40 feet. We do not comply with the 60% requirement from 2 feet up to 10 feet. This is a sports facility. There is a concern with glass at the athlete level for both safety and durability. This is also a ticketed venue and providing the opportunity for "free" viewing is not ideal.
DEPARTURE: We have provided very large viewing windows that will allow pedestrians across the street to see into the building, just not at the floor level. For pedestrians on the adjacent sidewalk, we have angled the building to provide areas for interactive landscape and art at the 2 foot to 10 foot level. This landscaping will consist of seating benches. Art concepts are not complete, but wall of sports fame ideas are being discussed.

17C.124.520 Base/Middle/Top

Purpose: To reduce the apparent bulk of the building
Achievement: The Sportsplex is divided into (3) vertical zones. There is a 10' base around the entire building of decorative concrete. The middle section is an undulating spine that molds to the interior program. The top is the portion of the fieldhouse that wraps around the spine gasket.

17C.124.530 Articulation

Purpose: To reduce the massiveness of larger buildings
Achievement: All facades of the Sportsplex are longer than fifty feet. All sides are using stepped structure for deck, projecting rooms and access ramps.

17C.124.540 Prominent Entrance

Purpose: To ensure easily identifiable entrances with weather protection
Achievement: The Sportsplex has two protruding entrances in line with the north/south park pedestrian connection. Both entrances are marked with large 16' glass door/window systems, signage and broad access ramps. Both entrances are provided with canopy structures for weather protection.

17C.124.550 Ground Level Design

Purpose: Create visual interest and reinforce the character of the streetscape
Achievement: The Sportsplex ground level is identified by the 10' masonry course. This area is broken by a series of planters/benches and ramps that form a public courtyard. The ticketing area has two levels of canopies, one at pedestrian scale, one that pulls you into the raised entrance. Large windows are provided as you enter the building at the north, south and west facades. Pedestrian signage will be an important part of this sports facility to direct both patrons and athletes.

17C.124.560 Roof Expression

Purpose: To ensure rooflines present a distinct profile and appearance
Achievement: The Sportsplex fieldhouse roof line is clean and crisp against the sky, similar to the First Interstate Arts building. The roof of the spine portion is distinct to this type of project, providing an undulating form as it works around the north, west and south facades. The entrance is highlighted by being the tallest roof portion of the spine.

17C.124.570 Treating Blank Walls
Purpose: to mitigate blank walls by adding interest
Achievement: Windows are provided on the north, west and south walls. The east wall is the scoreboard wall from the interior and doesn't want to have the light contrast that windows would create. The (4) elements we are incorporating are:

- Concrete plinth – our concrete course up to 10' will be the plinth that the metal building is set upon.
- Projecting metal canopy at the east service area
- Artwork integrated with the project. We are exploring wall art that wraps the east wall to the north. This art would "identify" the building for its purpose and be sports related.
- Lighting: The art mentioned above will be lit, as well as the building. The building will be lit to provide a floating experience from the park.

17C.124.580 Plazas and Open Spaces
Purpose: to provide interesting pedestrian friendly open spaces in private development
Achievement: We are providing plazas and open areas at all four corners of the building. The largest is at the main entrance. We also have a publicly accessible ADA deck that wraps from the northwest around to the south east. These areas are well over the 1% requirement for plaza area. We are including these three criteria: Seating, Artwork, Pedestrian scale lighting.

17c200.030 - Landscape Types *DEPARTURE REQUIRED*
Location – the area is south of the proposed building along the south property line that abuts Spokane park property land. At this location there is no existing soil, but rather a continuous basalt bluff that drops 15'-18' below to park land. The existing conditions will prevent the establishment of any type of visual screen. This area is understood to be a future rock-climbing area integrated into the new park plan. We feel that this required vegetation would be a conflict with the park use and would be difficult to get any establishment of plant materials.

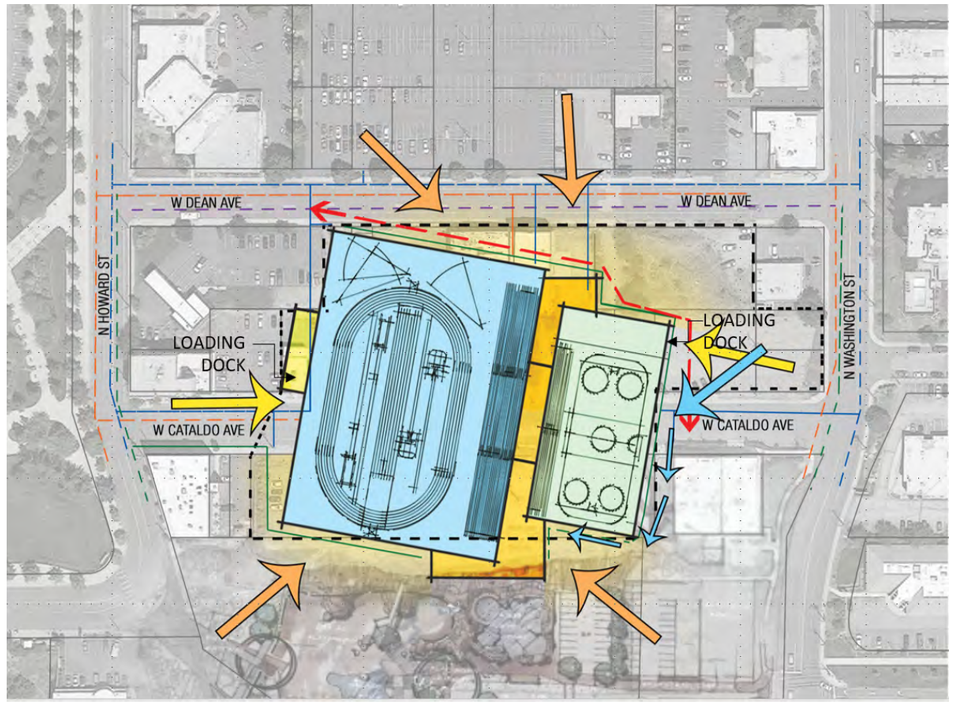
DESIGN EVOLUTION

Over the course of Fall 2018, three major factors were explored: Site location, program and integration of other proposed projects. Not a simple task, these factors were influenced by many stakeholders and factors: The PFD, City of Spokane, Parks, two adjoining property owners, the Sports Commission and Brett Sports.

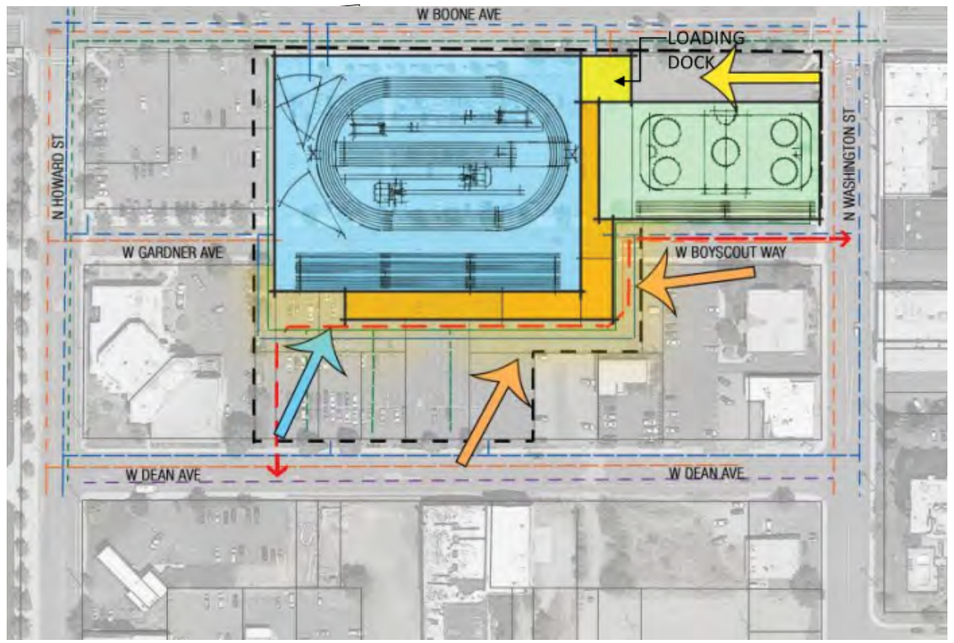
SITE

The initial project explored three different site locations: The current selection on the bluff, the North Parking lot and the West parking lot adjacent to the Arena. The west parking lot was quickly vetted as it would sacrifice primary parking for the Arena. The north parking lot was the easy choice as the PFD owns all the property. The downside of the north lot was that one of the primary design directives from the stakeholders was to connect the Sportsplex to the park. It may have proven difficult for the city to control future development on the bluff to keep this connection.

The bluff site was the most difficult, but in our mind was the best choice for the future comprehensive plan of Spokane. It required procurement of the Dance Studio property which was under litigation and required needing to procure property from the adjoining Credit Union who was working with the owners of the Ram building on future development. It also requires lot line adjustments and creative property ownership to meet the city requirements. Construction proves to be more difficult on this site as it is solid basalt and the southern edge is a 20-foot bluff. Finally, it required a full vacation of Cataldo Avenue and a partial vacation of Dean Avenue due to the immense size of the building. These factors have forced some creative design solutions, but in the end, we feel the connection to the park and downtown trumps all else.



BLUFF SITE OPTION



NORTH PARKLING LOT SITE OPTION

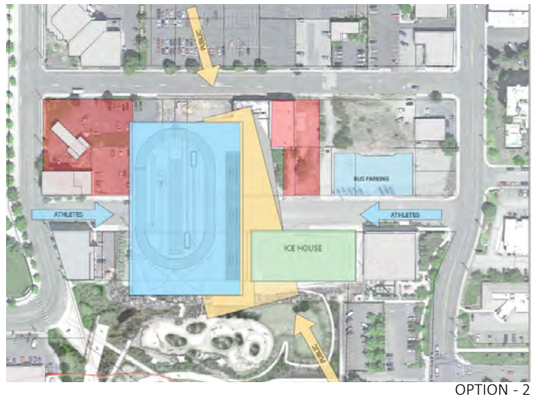
DESIGN EVOLUTION

PROGRAM STUDY

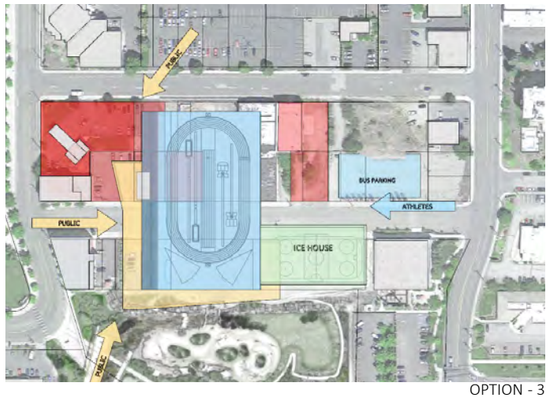
This project is being delivered in the Design/Build project delivery model. Being teamed with a contractor, this approach allows us to provide continuous cost models as design evolves. The initial program proposed including an ice house as well as a larger fieldhouse.

Early on the team realized the project budget and site boundaries could not handle both. Some of the cost was due to factors listed in the site section above including; property procurement, park connection costs and construction complications building on solid basalt. The ice portion was explored and carried deep into Schematic Design. It is still being considered as an addition to the arena if final project cost allows, but there is no room on the site to include it on the bluff. The larger fieldhouse was integrated as it allows the most flexibility for the Sports Commission to bring in events that will boost the economic impact for Spokane. This larger fieldhouse is what drove the necessity to vacate portions of Dean Avenue.

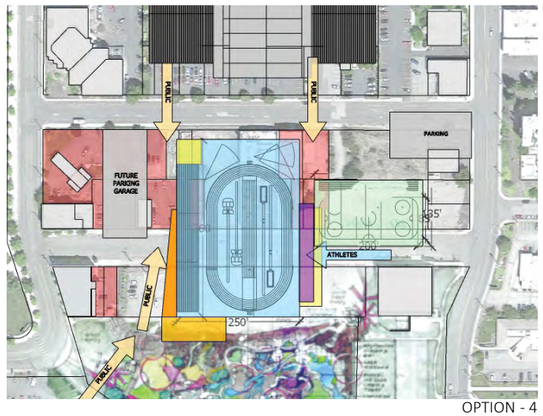
OPTION - 1



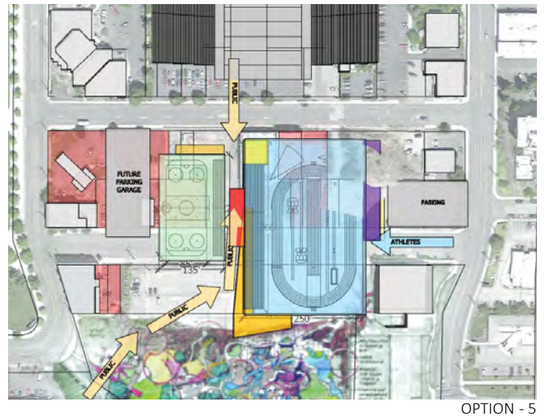
OPTION - 2



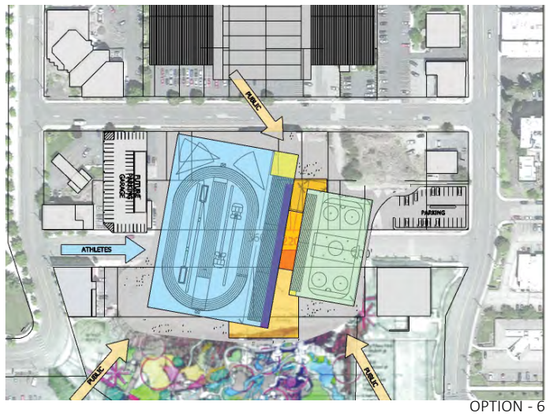
OPTION - 3



OPTION - 4



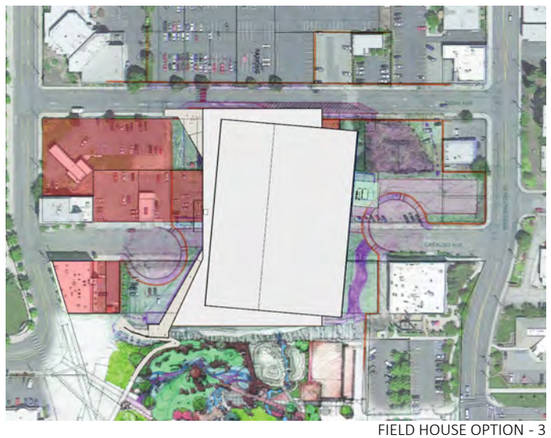
OPTION - 5



OPTION - 6

FIELDS HOUSE OPTION - 1


FIELD HOUSE OPTION - 2

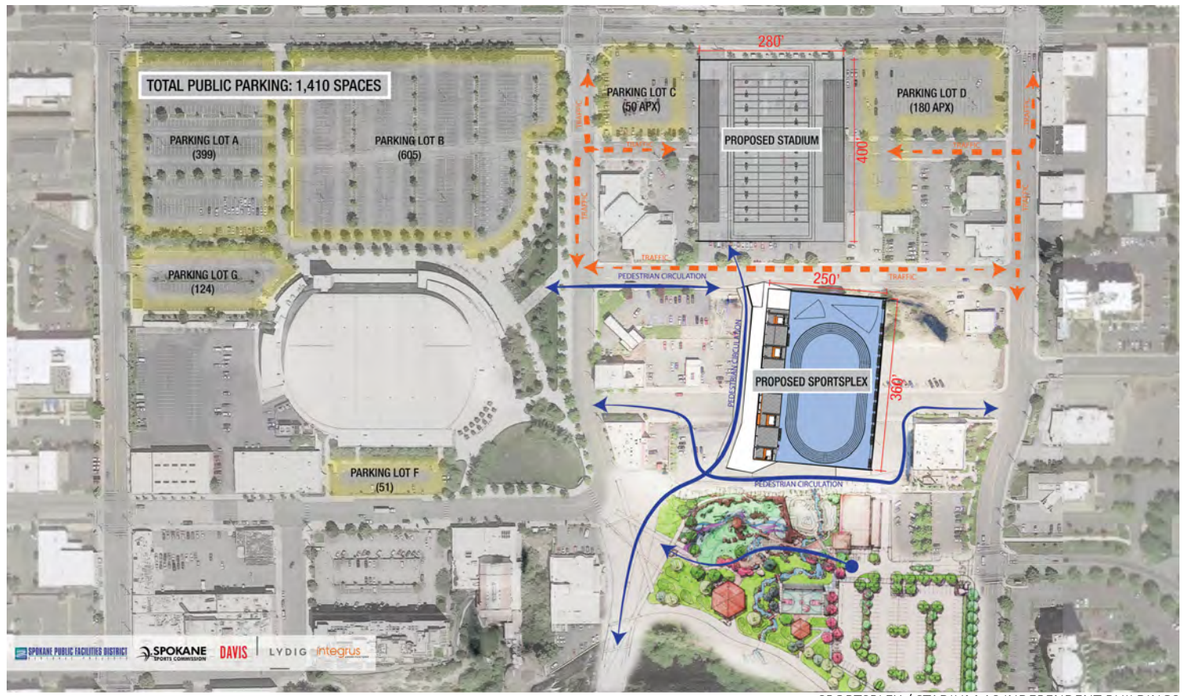

FIELD HOUSE OPTION - 3

DESIGN EVOLUTION

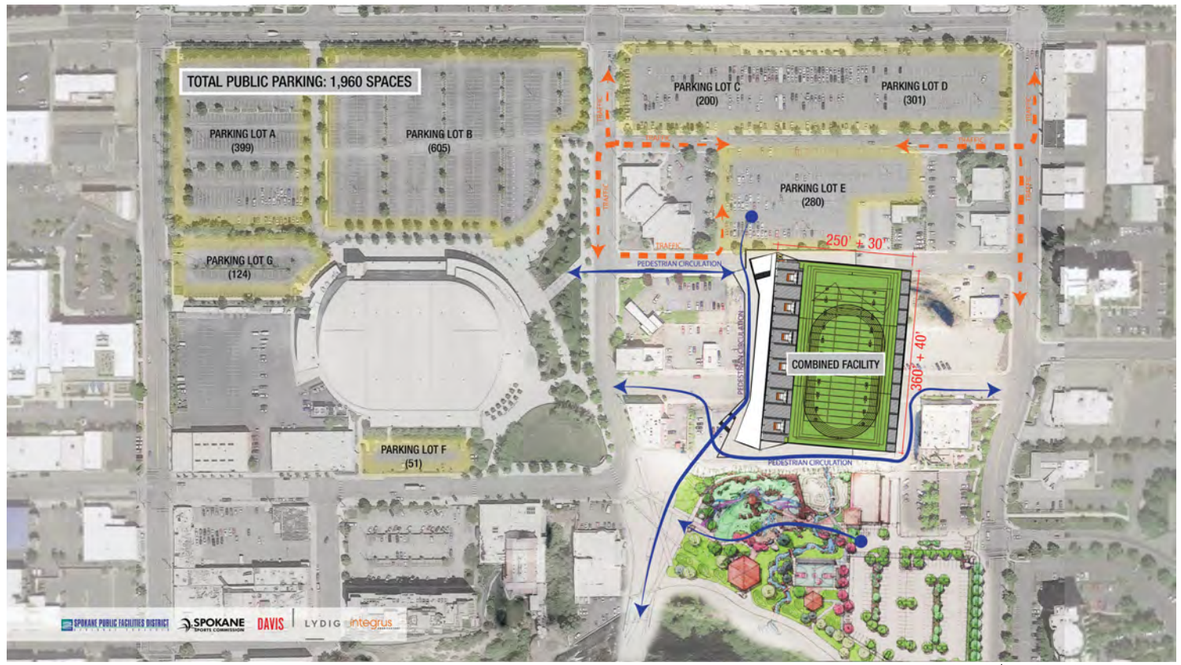
INTEGRATION with Future Projects

Integration with other projects was explored with a joint Sportsplex/Stadium study. As most are aware, this was voted down 4:1 by the school board. We felt this was a great solution to save the public money and create an amazing opportunity for high school football in the heart of the city. The two facilities would have been roughly the same footprint and parking was shown to not be an issue. They would have benefitted by PFD operations which has a proven track record of public safety and security. Initial studies proposed saving the public 5-10 million dollars. Political factors outside of our control squashed this idea.

The culmination of these three studies was what you see in this presentation: A 135,000 square foot indoor sports complex with an undeniable connection to Riverfront Park.

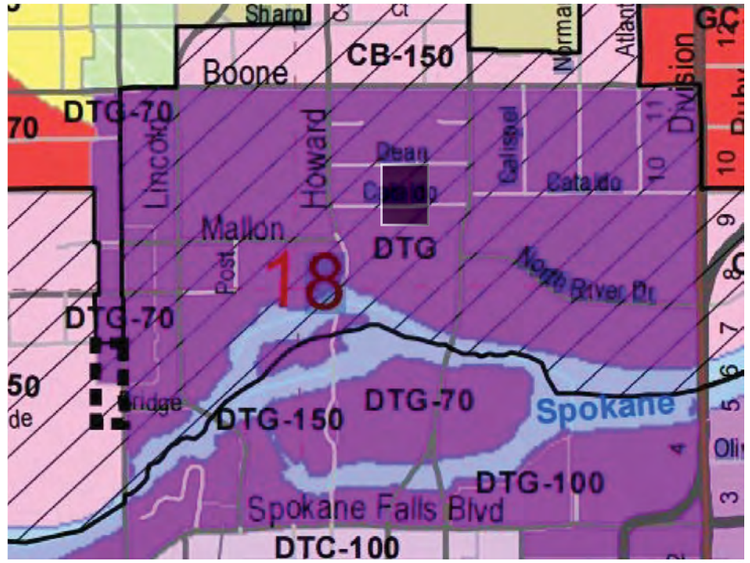


SPORTSPLEX / STADIUM AS INDEPENDENT BUILDINGS

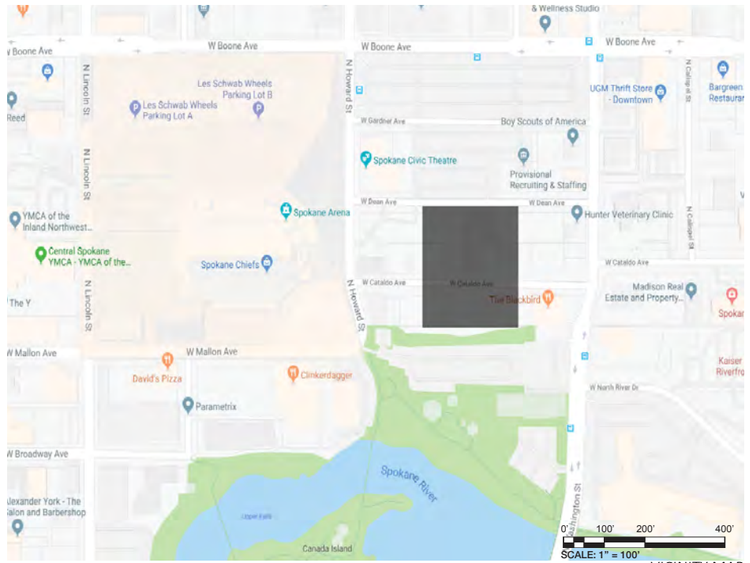


SPORTSPLEX / STADIUM COMBINATION

SITE CONTEXT - ANALYSIS

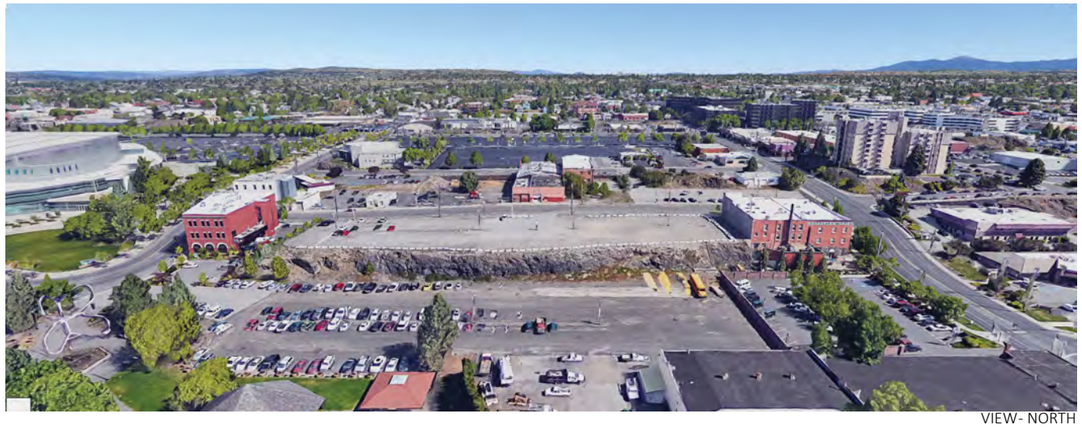


ZONING MAP

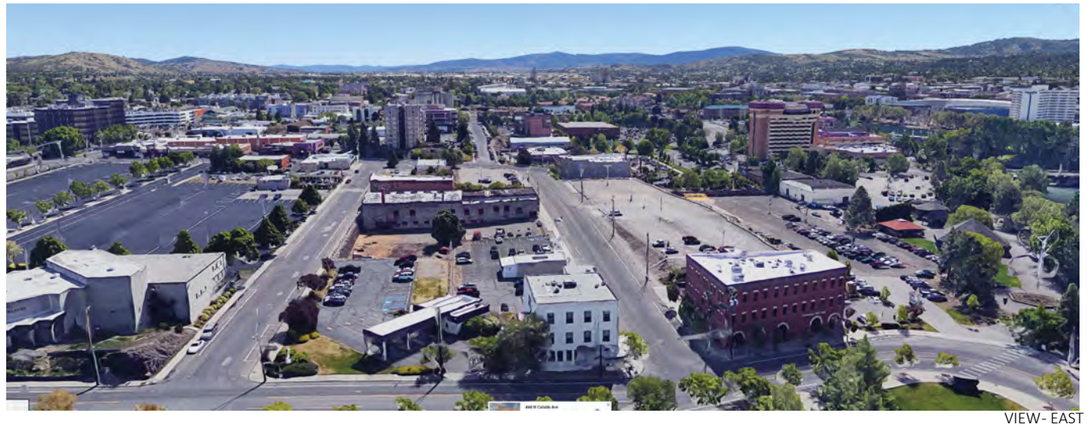


VICINITY MAP

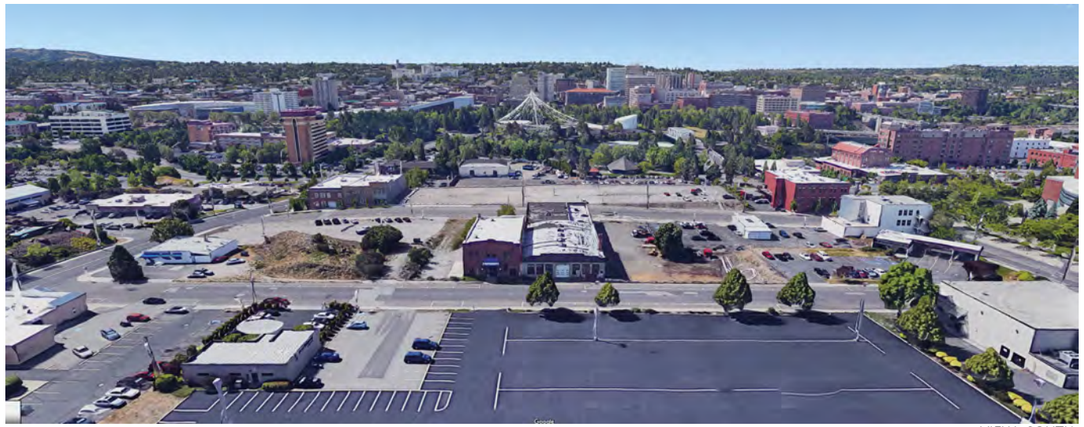
SITE CONTEXT - VIEWS



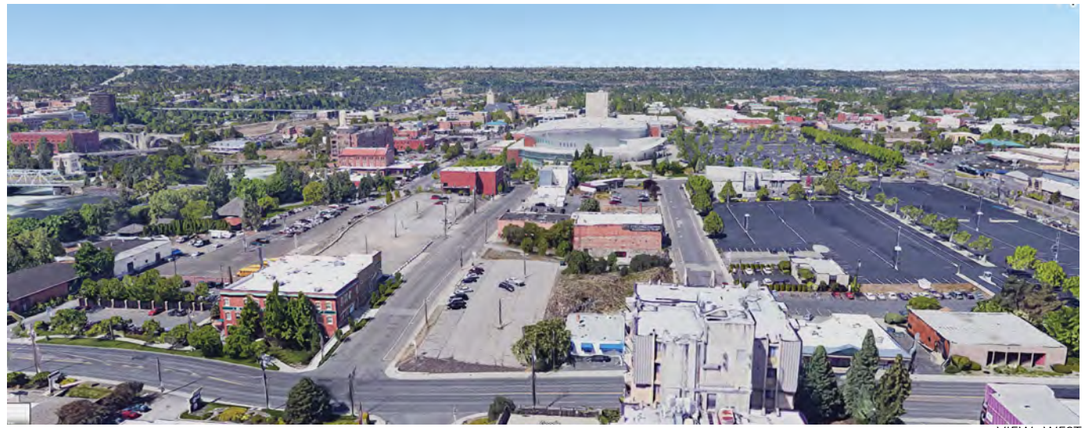
VIEW- NORTH



VIEW- EAST



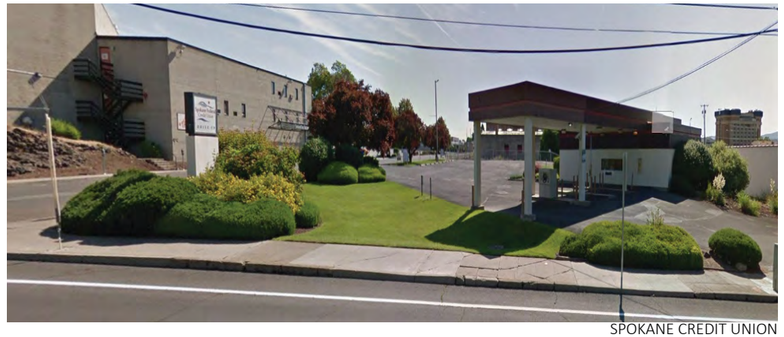
VIEW- SOUTH



VIEW- WEST

SITE CONTEXT - ADJACENT PROPERTIES

ILF MEDIA



SPOKANE CREDIT UNION

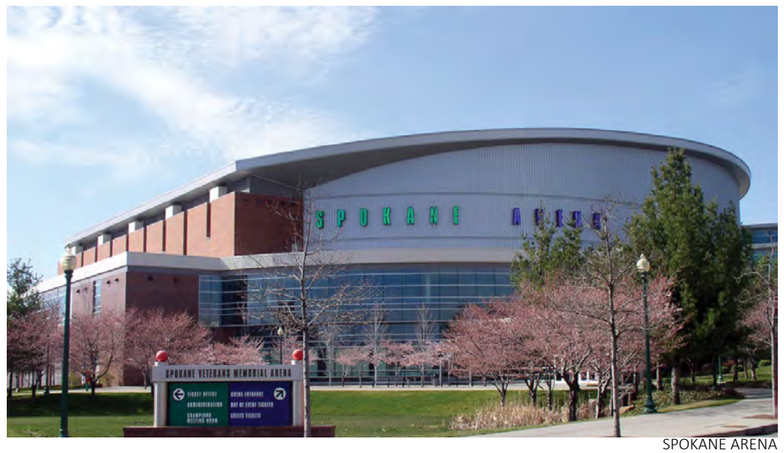
CIVIC THEATER

AIR NATIONAL GUARD RECRUITING OFFICE

DAVID EVANS & ASSOCIATES

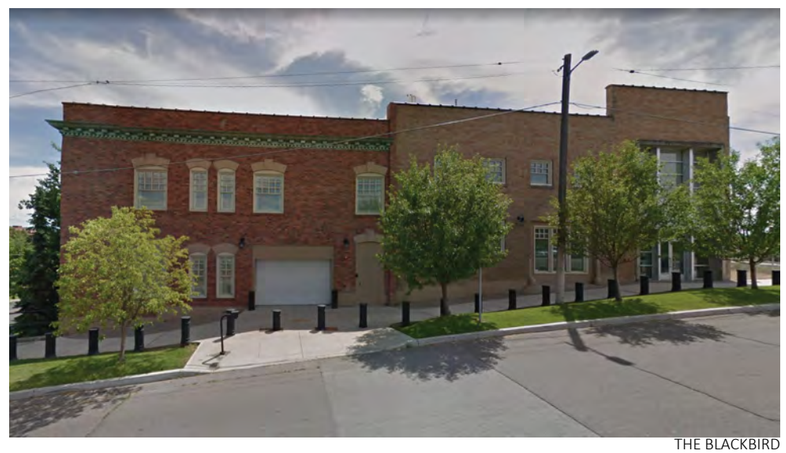
EXISTING BUILDING- STORAGE

HUNTER VETERINARY CLINIC



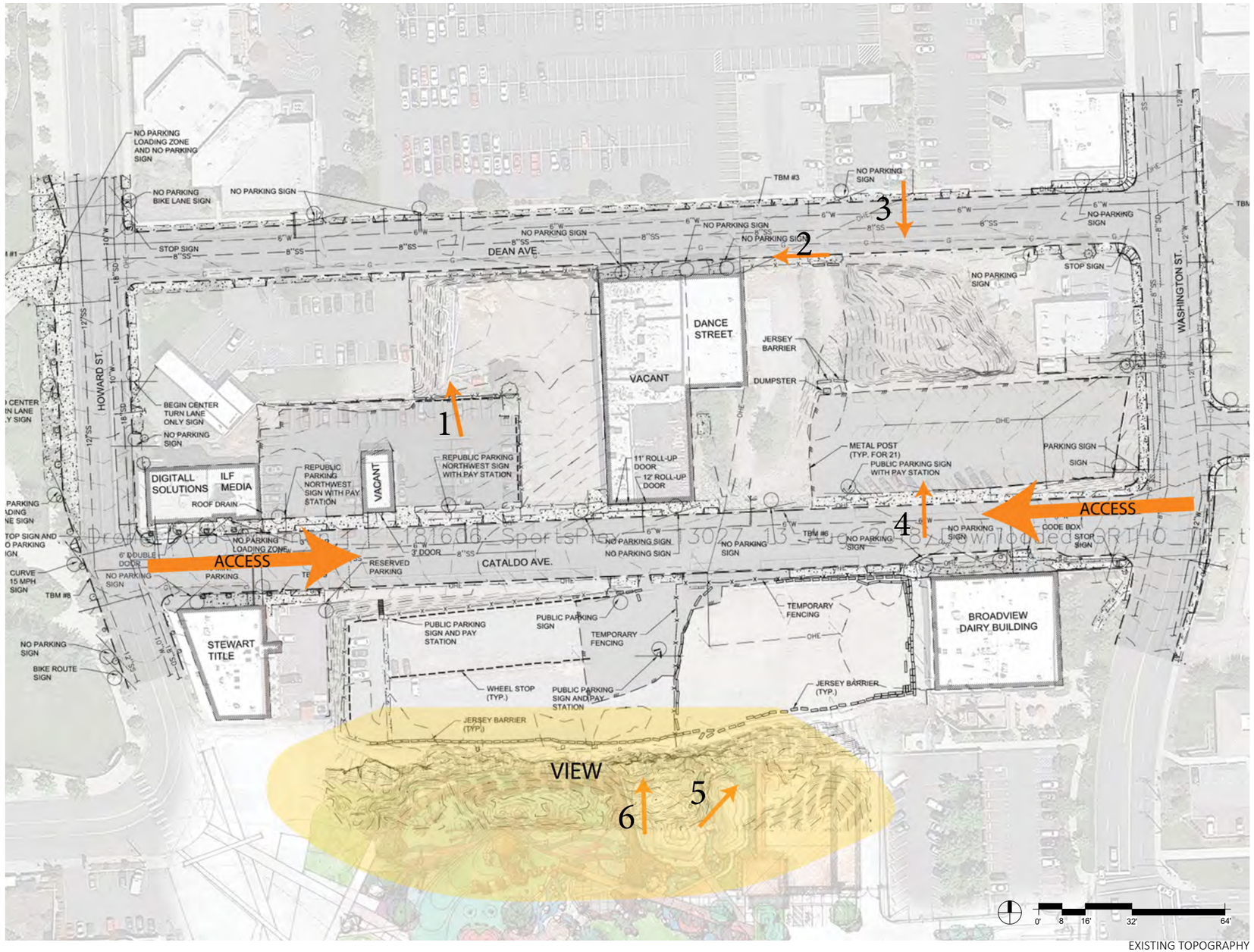
SPOKANE ARENA

PROVISIONAL RECRUITING & STAFFING

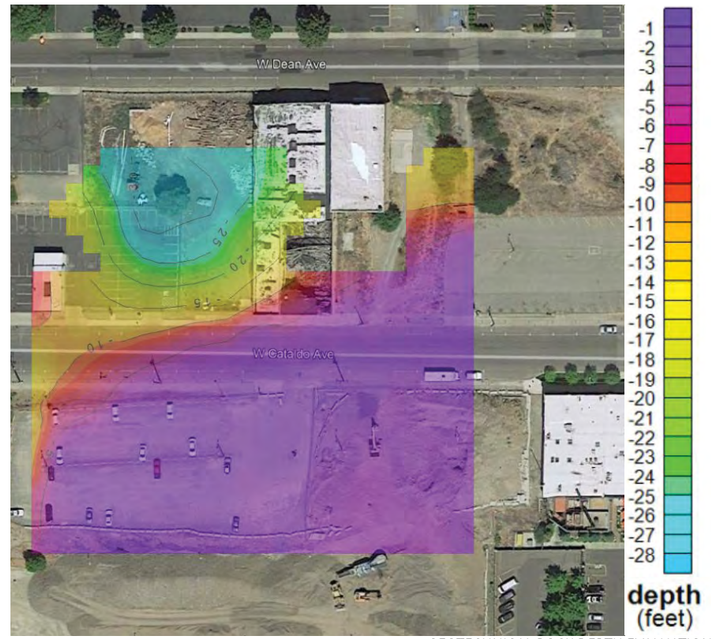


THE BLACKBIRD

SITE ANALYSIS - NATURAL FEATURES



EXISTING TOPOGRAPHY



GEOTECHNICAL ROCK DEPTH EVALUATION

SITE ANALYSIS - NATURAL FEATURES

5. BASALT OUTCROP

1. TOPOGRAPHY CHANGE

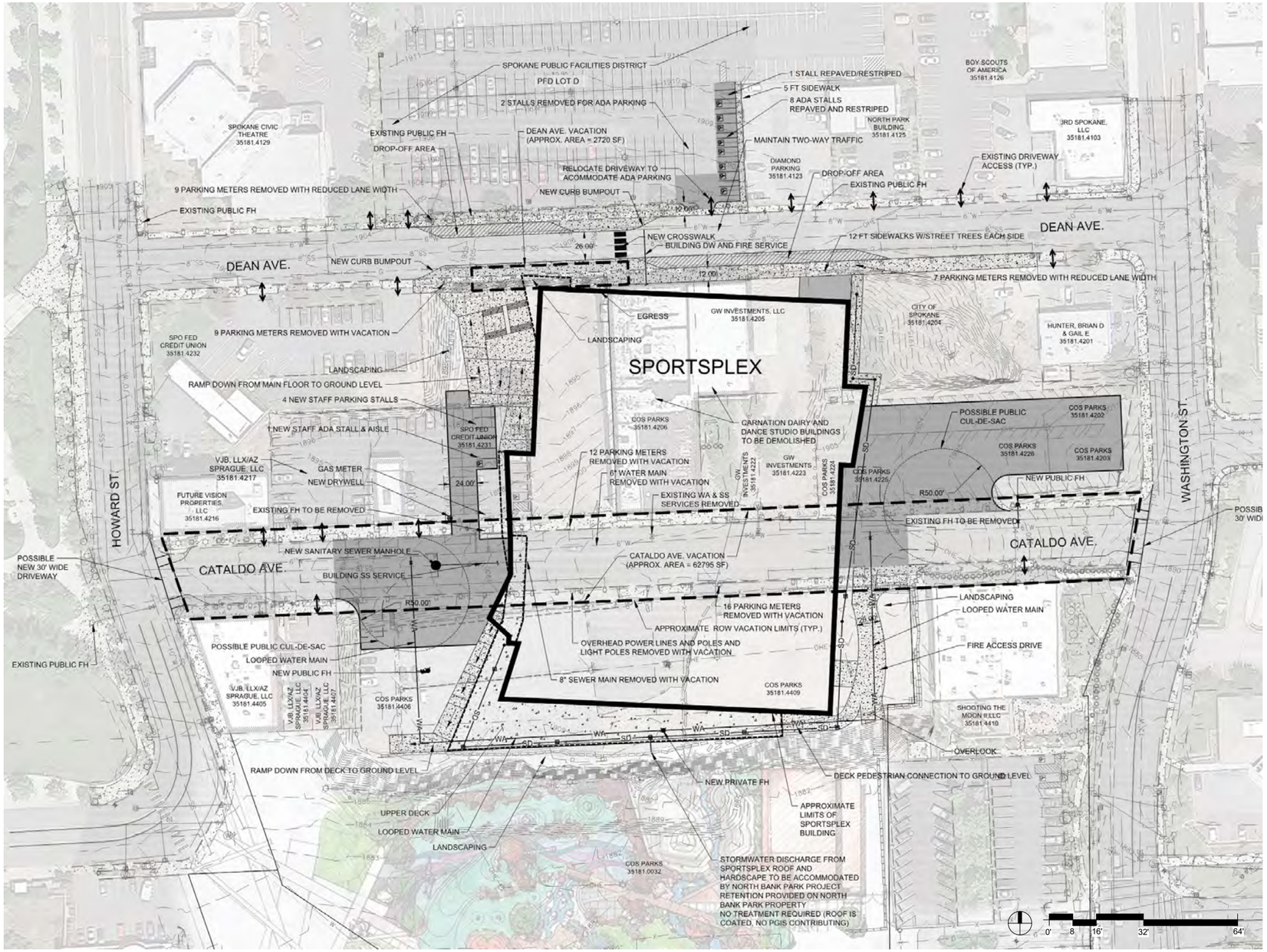
2. SITE LANDSCAPING

3. BASALT OUTCROP

4. BASALT OUTCROP

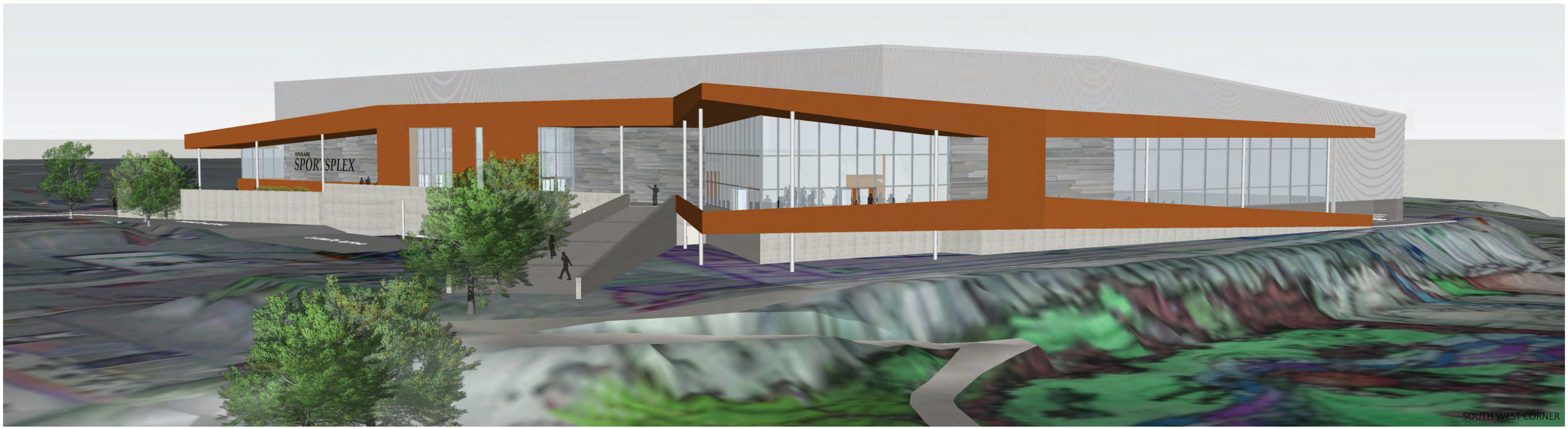
6. BASALT OUTCROP

SITE CONCEPT



PROPOSED DESIGN - PERSPECTIVES

NORTH WEST CORNER

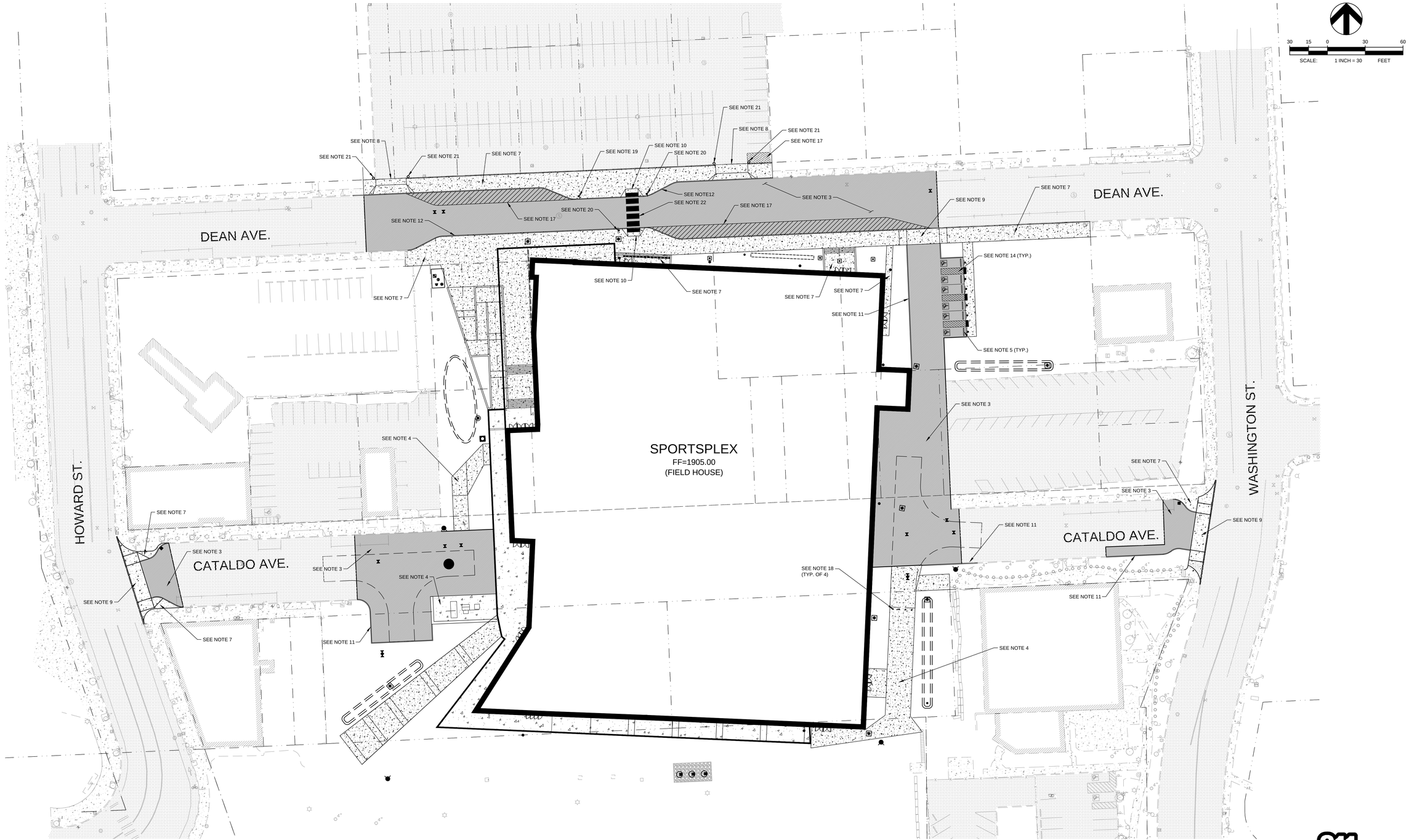


SOUTH WEST CORNER

PROPOSED DESIGN - PERSPECTIVES

NORTH EAST CORNER

SOUTH EAST CORNER



NOTES

1. REFER TO SHEET C001 FOR GENERAL NOTES.
2. REFER TO ARCHITECTURAL DOCUMENTS FOR ADDITIONAL INFORMATION REGARDING CONSTRUCTION OF STRUCTURES, ENCLOSURES, STAIRS, LANDINGS/PATIOS, FENCING, RAILING, AND GATES.
3. ASPHALT PAVEMENT SECTION SHALL CONSIST OF 4 INCHES OF HOT MIX ASPHALT PAVEMENT OVER 6 INCHES OF COMPACTED CRUSHED SURFACING TOP COURSE OVER COMPACTED SUBGRADE OR STRUCTURAL FILL.
4. CONCRETE PAVEMENT SECTION SHALL CONSIST OF 6 INCHES OF REINFORCED CONCRETE PAVEMENT OVER 6 INCHES OF COMPACTED CRUSHED SURFACING TOP COURSE OVER COMPACTED SUBGRADE OR STRUCTURAL FILL. REINFORCING SHALL CONSIST OF #4 EPOXY COATED REBAR AT 12 INCHES ON CENTER (EACH WAY).
5. CONCRETE WHEEL STOP SHALL BE 6 FEET LONG AND AFFIXED TO THE PAVEMENT USING THREE (3) STEEL DOWEL ANCHORS (24 INCHES X 3/4-INCH DIAMETER)
6. BROKEN, HEAVED, OR SUNKEN SIDEWALK, CURBS, AND DRIVEWAY APPROACHES ADJACENT TO THE PROJECT SHALL BE REPLACED OR REPAIRED, WHETHER CAUSED BY CONSTRUCTION OR NOT. REPLACEMENT SIDEWALK SHALL MATCH EXISTING CONDITION ELEVATIONS.
7. CONCRETE SIDEWALK SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-102.
8. CONCRETE DRIVEWAY TYPE 1 SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-103.
9. CONCRETE DRIVEWAY TYPE 2 SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-103A.
10. CONCRETE CURB RAMP TYPE 1 SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-105 (SIMILAR). RAMP SHALL BE 10 FEET WIDE.
11. CONCRETE CURB SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-106.
12. CONCRETE CURB AND GUTTER SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-106.
13. TREE WELL BLOCKOUT SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-107. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
14. ACCESSIBLE BARRIER-FREE PARKING SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. G-54 AND G-80A.
15. DETECTABLE WARNING PATTERN SHALL COMPLY WITH CITY OF SPOKANE AND ADAAG STANDARDS.
16. PARKING STALL STRIPING SHALL BE 4-INCH WIDE TRAFFIC YELLOW (TWO COATS).
17. NO PARKING AREA ANGLED STRIPING SHALL BE 6-INCH WIDE TRAFFIC YELLOW (TWO COATS).
18. REMOVABLE BOLLARDS SHALL COMPLY WITH CITY OF SPOKANE FIRE DEPARTMENT REQUIREMENTS.
19. BUS STOP SIGN SHALL COMPLY WITH SPOKANE TRANSIT AUTHORITY STANDARDS. COORDINATE REQUIREMENTS WITH STA.
20. CROSSWALK SIGN WITH SOLAR POWERED RRFB FRONT AND BACK AND PUSH BUTTON ACTUATOR. PROVIDE 5-INCH DIAMETER STEEL POST WITH REINFORCED CONCRETE FOUNDATION PER MANUFACTURERS RECOMMENDATIONS.
21. RELOCATED BOLLARD SIGNS AND ASSOCIATED BARRIER CHAIN.
22. PEDESTRIAN CROSSING SHALL BE 24-INCH WIDE TRAFFIC WHITE (TWO COATS) SPACED 3-FOOT CENTER TO CENTER.

Return to Agenda

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	261841.23	2480878.34	1903.66	SET MAG
3	261871.68	2481488.88	1907.04	SET MAG
4	261854.26	2481873.27	1909.40	SET X
6	261603.25	2481510.70	1904.55	SET X
7	261595.67	2481229.27	1898.88	SET X
8	261545.32	2480913.73	1890.17	SET X
9	261530.28	2481076.68	1892.98	SET X

811 Know what's **below.** **Call** before you dig.

UTILITY STATEMENT
LOCATION OF EXISTING UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM DRAWINGS AND FIELD LOCATES SUPPLIED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY LOCATIONS SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH UTILITY.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS, INC.
10 NORTH POST STREET, SUITE 500
SPOKANE, WA 99201
(509) 328-2994
DATED: AUG. 2018
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

SCHEMATIC DESIGN

integrus ARCHITECTURE
10 SOUTH CEDAR, SPOKANE, WA, 99201
TELEPHONE (509)838-8661 FAX (509)838-2704

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
fax 509.328.2999
coffman.com
creativity | results | relationships

LASTING

SPOKANE PUBLIC FACILITIES DISTRICT
SPORTSPLEX

720 W MALLON AVE
SPOKANE, WA 99201

Date:	February 15, 2019
Job No.:	Proj #21834
Drawn By:	KCM
Checked by:	CJH

Revisions

#	Date	Description

OVERALL SITE PLAN

C301