



# Design Review Board

August 19, 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 - 5:40 | 1) Chair Report  |                |
|             | 2) Secretary Report  |                |
|             | • Update on discussions with Urban Experience Committee (City Council) and Plan Commission | Steven Meek    |
|             | • Update on staffing   | Dean Gunderson |
|             | • Request establishment of DRB Interview Committee for new Urban Designer/Planner Member   |                |

## Board Business:

- |             |  |             |
|-------------|--|-------------|
| 5:40 – 5:45 | 3) Approve the <a href="#">July 10<sup>th</sup>, July 24<sup>th</sup>, and July 31<sup>st</sup> meeting minutes.</a> |             |
|             | 4) Old Business  |             |
|             | 5) New Business  | Steven Meek |
|             | 6) Changes to the agenda?  |             |

## Workshop:

- |             |   |                  |
|-------------|---|------------------|
| 5:45 – 6:45 | 7) <a href="#">Collaborative Workshop for The Hive</a>              | Taylor Berberich |
| 6:45 – 7:45 | 8) <a href="#">Recommendation Meeting for West Havermale Island</a> | Taylor Berberich |

## Adjournment:

**The next Design Review Board meeting is scheduled for August 28th, 2019.**

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

**Username: COS Guest Password: de9us26Q**

**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](mailto: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 Draft

July 10, 2019

Meeting called to order at 5:30 PM

## Attendance

- **Board Members Present:** Chuck Horgan, Grant Keller, Kathy Lang (Chair), Mark Brower, Ted Teske
- **Board Members Not Present:** Anne Hanenburg, Steven Meek
- **Quorum present:** Yes
- **Staff Present:** Dean Gunderson (Senior Urban Designer), Taylor Berberich (Urban Designer)

## Briefing Session:

1. **Chair Report:** None
2. **Secretary Report:**
  - 9 projects have been submitted for design review in the last week.

## Board Business:

3. **Approval of Minutes:** Motion to approve the June 12, 2019 meeting minutes made by Grant Keller, motion seconded by Ted Teske, motion approved unanimously
4. **Old Business:** None
5. **New Business:**
  - DRB/PC Subcommittee Report;
    - Committee identified the following priorities
      - A. Shared definition of design
      - B. Neighborhood involvement
      - C. "Full Circle" accountability and enforcement of DRB recommendations
      - D. Improving communication and resolution of issues between the PC & DRB
      - E. Modifications to development standards, design standards, and/or design guidelines
      - F. Modifications to DRB triggers and thresholds
    - Dean Gunderson provided a detailed overview of comments and input received by committee participants.
    - Board members continued to discuss the report and comments.
6. **Changes to the Agenda:** None

Chuck Horgan made a motion to adjourn the meeting, motion seconded by Grant Keller, motion passed unanimously and meeting adjourned at 7:46 pm

Next Design Review Board meeting is scheduled for July 24, 2019.

# Design Review Board – Meeting Minutes Draft

July 24, 2019

Meeting called to order at 5:46 PM

## Attendance

- **Board Members Present:** Chuck Horgan, Kathy Lang (Chair), Mark Brower
- **Board Members Not Present:** Anne Hanenburg, Grant Keller, Ted Teske, Steven Meek
- **Quorum present:** No
- **Staff Present:** Dean Gunderson (Senior Urban Designer), Taylor Berberich (Urban Designer)

## Briefing Session:

1. **Chair Report:** None
2. **Secretary Report:**
  - Secretary provided and overview of the upcoming projects expressing concern about the congested schedule.
  - A poll will be sent out to determine a date to hold a special meeting in order to accommodate the influx of projects needing to move forward.
3. **Changes to the Agenda:** Motion to amend tonight's agenda to discuss additional topic of Hope House ratification unanimously approved.

## Board Business:

4. **Approval of Minutes:** Deferred to next meeting when there is a quorum.
5. **Old Business:** None
6. **New Business:** None

## Workshop:

7. **Liberty Park Branch Library**
  - Staff Report: Presented by Tayler Berberich
  - Applicant Report: Mark Dailey, Cody Dompier (Integrus Architect), and Andrew Chanse (Executive Director, Spokane Libraries)
  - Public Comment: None
  - Questions asked and answered
  - Discussion ensued

**Based on review of the materials submitted by the applicant and discussion during the July 24, 2019 Collaborative Workshop the Design Review Board recommends the following advisory actions:**

1. **The applicant shall provide a more detailed landscape plan that includes the agreed-to tree replacement scheme, and addresses the views of the parking lot, surrounding park, and the street to the north, and incorporates the new library landscaping with the existing park landscaping.**

***Please see the following Comprehensive Plan Goals and Policies:***

***LU 2 PUBLIC REALM ENHANCEMENT***

***LU 5.1 BUILT AND NATURAL ENVIRONMENT***

***DP 2.15 URBAN TREES AND LANDSCAPE AREAS***

***Please see the following East-Central Neighborhood Plan Goals:***

*ENVIRONMENT (1) Protect and enhance the neighborhood's open spaces by the improvement of Liberty Park, Underhill Park, and Grant Park*

***Please see the following Spokane Municipal Code(s):***

SMC [17C.110.515](#) Buildings Along the Street

SMC [17C.110.545](#) Transition Between Institutional and Residential Development

- 2. The applicant shall address the transition from the building's east elevation to the adjacent neighborhood.**

***Please see the following Comprehensive Plan Goals and Policies:***

*LU 4.4 CONNECTIONS*

*LU 5 DEVELOPMENT CHARACTER*

*LU 6.9 FACILITY COMPATIBILITY WITH NEIGHBORHOOD*

*TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS*

*DP 1.2 NEW DEVELOPMENT IN ESTABLISHED NEIGHBORHOODS*

***Please see the following Spokane Municipal Code(s):***

SMC [17C.110.540](#) Pedestrian Connections in Parking Lots

- 3. The applicant should consider Liberty Park's location as a hub for all the regional trail systems (Ben Burr, Centennial, and Children of the Sun) to gain a more comprehensive understanding of how the trails' proximity may impact the library's location within the park.**

***Please see the following Comprehensive Plan Goals and Policies:***

*LU 1.12 PUBLIC FACILITIES AND SERVICES*

*LU 4.4 CONNECTIONS*

*LU 5 DEVELOPMENT CHARACTER*

*LU 6.9 FACILITY COMPATIBILITY WITH NEIGHBORHOOD*

*TR 1 TRANSPORTATION NETWORK FOR ALL USERS*

***Please see the following East-Central Neighborhood Plan Goals:***

*ENVIRONMENT (1) Protect and enhance the neighborhood's open spaces by the improvement of Liberty Park, Underhill Park, and Grant Park*

*WALKABLE STREETS (1-5)*

- 4. The applicant shall further consider the internal connectivity from all access points on the site to the library entrance.**

***Please see the following Comprehensive Plan Goals and Policies:***

*LU 1.12 Public Facilities and Services*

LU 4.4 CONNECTIONS

LU 5 DEVELOPMENT CHARACTER

LU 6.9 FACILITY COMPATIBILITY WITH NEIGHBORHOOD

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY  
DESTINATIONS

NE 13.1 WALKWAY AND BICYCLE PATH SYSTEM

**Please see the following Spokane Municipal Code(s):**

SMC [17C.110.515](#) Buildings Along the Street

SMC [17C.110.540](#) Pedestrian Connections in Parking Lots

**5. The applicant shall provide details as to the micro-mobility accommodations on the site.**

**Please see the following Comprehensive Plan Goals and Policies:**

LU 1.12 PUBLIC FACILITIES AND SERVICES

LU 2.1 PUBLIC REALM FEATURES

LU 4.4 CONNECTIONS

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY

TR 1 TRANSPORTATION NETWORK FOR ALL USERS

NE 13.1 WALKWAY AND BICYCLE PATH SYSTEM

**Please see the following East-Central Neighborhood Plan Goals:**

**Please see the following Spokane Municipal Code(s):**

SMC [17C.110.540](#) Pedestrian Connections in Parking Lots

**6. The applicant shall provide a graphic portraying views of the roof from the basalt cliffs.**

**Please see the following Comprehensive Plan Goals and Policies:**

LU 5 DEVELOPMENT CHARACTER

LU 5.1 BUILT AND NATURAL ENVIRONMENT

LU 6.9 FACILITY COMPATIBILITY WITH NEIGHBORHOOD

DP 1.3 SIGNIFICANT VIEWS AND VISTAS

**8. VOA Hope House**

- Staff Report: Presented by Dean Gunderson
- Applicant Report: Chris Weiland (Architecture All Forms), Stephen Miller (VOA)
- Public Comment: None
- Questions asked and answered
- Discussion ensued

**Based on review of the materials submitted by the applicant and discussion during the July 24, 2019 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:**

1. The applicant shall comply with the Roof Expression design standard by proving variation in the cornice at the northeast corner of the building to accentuate the building entrance at that corner.
2. The applicant shall provide a continuous overhead weather protection along both 3<sup>rd</sup> Avenue and Adams Street.
3. The applicant should consider the use of durable material for the fence's slat material and provide a more human-scaled entrance gate.

# Design Review Board – Meeting Minutes Draft

July 31, 2019

Meeting called to order at 5:37 PM

## Attendance

- **Board Members Present:** Chuck Horgan, Grant Keller, Kathy Lang (Chair), Steven Meek
- **Board Members Not Present:** Anne Hanenburg, Mark Brower, Ted Teske
- **Quorum present:** Yes
- **Staff Present:** Dean Gunderson (Senior Urban Designer)

## Briefing Session:

1. **Chair Report:** None
2. **Secretary Report:** None
3. **Changes to the Agenda:** None

## Board Business:

4. **Approval of Minutes:** Deferred to next meeting.
5. **New Business:** None
6. **Old Business:**
  - **VOA Hope House**
    - Discussion ensued regarding Third Avenue frontage.

**Based on review of the materials submitted by the applicant and discussion during the July 24, 2019 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:**

1. The applicant shall comply with the Roof Expression design standard by providing variation in the cornice at the northeast corner of the building to accentuate the building entrance at that corner.

***Please see the following Downtown Design Guidelines:***

*A-1 Respond to the Physical Context*

*A-2 Enhance the Skyline*

*B-2 Create Transitions in Bulk & Scale*

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

*B-4 Design a Well-Proportioned & Unified Building*

*C-2 Design Facades of Many Scales*

*C-3 Provide Active Facades*

*C-4 Reinforce Building Entries*

*D-4 Provide Elements That Define the Place*

***Please see the following Spokane Municipal Code:***

*SMC 17C.124.560 Roof Expression – Building Design*

2. The applicant shall implement at least one of the following enhancements to the pedestrian friendly nature of the project:
  - a. Make provisions so Class II Street Trees will be planted along 3<sup>rd</sup> Avenue according to City of Spokane standards, or
  - b. Inclusion of public art along the ground level facades of both Adams Street and 3<sup>rd</sup> Avenue, or
  - c. Provide a continuous overhead weather protection along both 3<sup>rd</sup> Avenue and Adams Street.

***Please see the following Downtown Design Guidelines:***

*A-1 Respond to the Physical Context  
B-2 Create Transitions in Bulk & Scale  
B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area  
B-4 Design a Well-Proportioned & Unified Building  
C-2 Design Facades of Many Scales  
C-3 Provide Active Facades  
C-4 Reinforce Building Entries  
C-5 Consider Providing Overhead Weather Protection  
C-7 Install Pedestrian-Friendly Materials at Street-Level  
D-4 Provide Elements That Define the Place  
D-7 Design for Personal Safety & Security*

***Please see the following Spokane Municipal Code:***

*SMC 17C.124.550 Ground Level Details – Building Design*

3. The applicant should consider the use of durable material for the fence's slat material and provide a more human-scaled entrance gate.

***Please see the following Downtown Design Guidelines:***

*A-1 Respond to the Physical Context  
B-1 Respond to Neighborhood Context  
B-2 Create Transition in Bulk and Scale  
B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area  
B-4 Design a Well-Proportioned & Unified Building  
C-1 Promote Pedestrian Interaction  
C-2 Design Facades of Many Scales  
C-3 Provide Active Facades  
C-4 Reinforce Building Entries  
C-7 Install Pedestrian-Friendly Materials at Street Level  
D-1 Provide Inviting & Usable Open Space  
D-2 Enhance the Building with Landscaping  
D-4 Provide Elements That Define the Place  
D-7 Design for Personal Safety & Security  
D-8 Create "Green Streets"*

***Please see the following Spokane Municipal Code(s):***

*SMC 17A.020.160.AI Primary Building Entry  
SMC 17C.124.540 Prominent Entrance – Building Design  
SMC 17C.124.310 Fences*

- **Liberty Park Branch Library**
- Motion to approve recommendations unanimously approved.

Meeting adjourned at 6:11 PM

Next Design Review Board meeting is scheduled for August 19th, 2019.

# The Hive Branch Library

1 - Program Review/Collaborative Workshop

Design Review Staff Report

August 8,2019



**Staff:**

Taylor Berberich  
Urban Designer  
(509) 625-6193  
[tberberich@spokanecity.org](mailto:tberberich@spokanecity.org)

Dean Gunderson  
Senior Urban Designer  
(509) 625-6082  
[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)

Neighborhood & Planning Services Department

**Applicant:**

City of Spokane - Library  
808 W. Spokane Falls Boulevard  
Spokane, WA 99201

ATTN: Cody Dompier, Integrus Architecture  
(509) 838-8681  
[cdompier@integrusarch.com](mailto:cdompier@integrusarch.com)

CC: Heather Trautman, Planning Director  
Tami Palmquist, Development Services

## 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, Development Services, and the chair of the East Central Neighborhood Council.

## Project Description

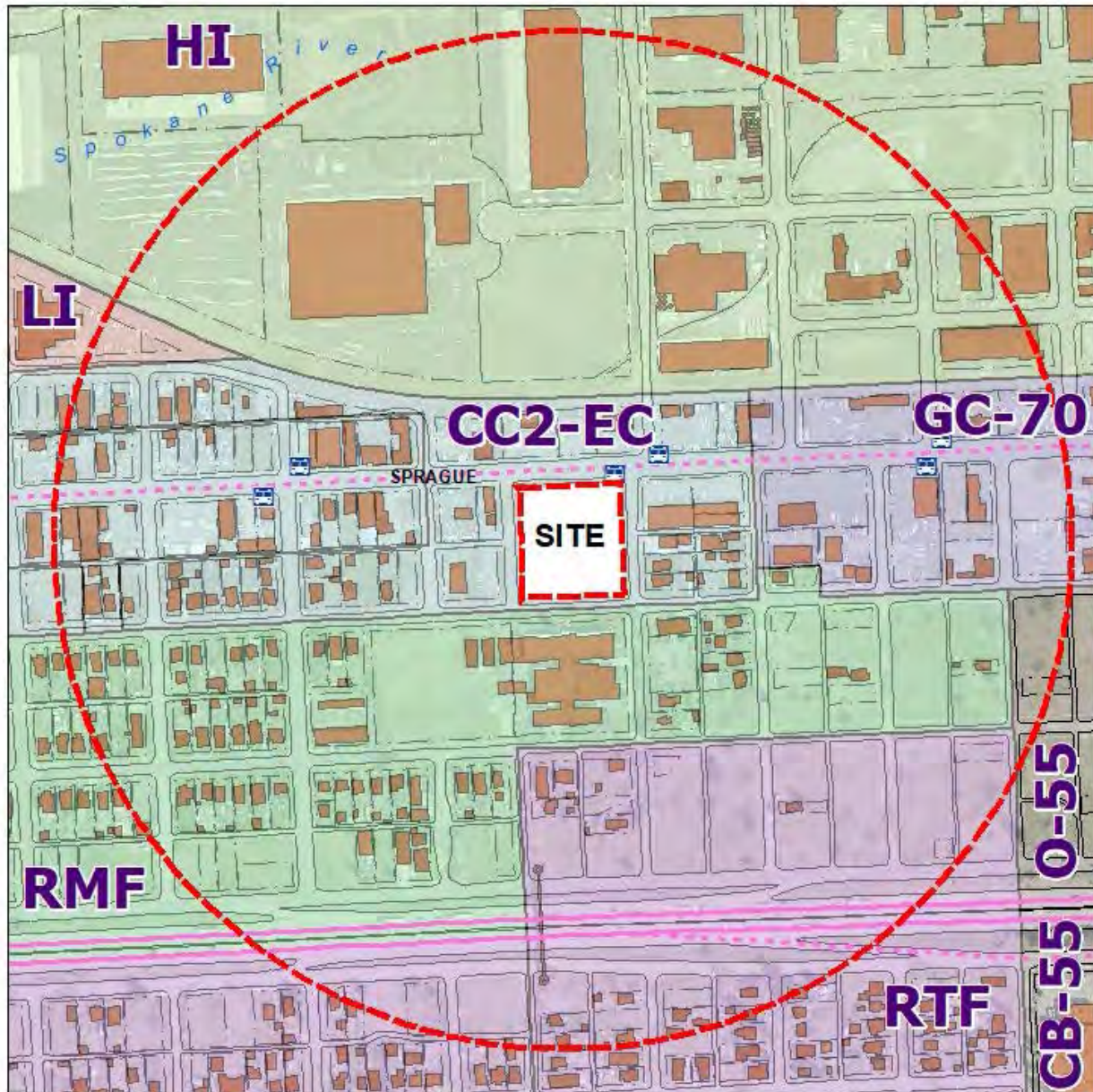
Please see applicant's submittal information.

## Location & Context

The site is located at 2904 E Sprague Avenue in the East Central Neighborhood. It is bounded by Regal Street to the west, Haven Street to the east, and 1<sup>st</sup> Avenue to the south. It consists of eight lots owned by Spokane School District #81: Parcel # 35222.0801, Parcel # 35222.0802, Parcel # 35222.0803, Parcel # 35222.0804, Parcel # 35222.0805, Parcel # 35222.0806, Parcel # 35222.0807, and Parcel # 35222.0808. The 90 STA bus route runs on a 15-minute loop along Sprague, and has a stop on the northeast corner of the site. The Libby Center is south of the site, across 1<sup>st</sup> Avenue.



There is a "Special Setback" that appears along the southernmost 15 feet of the property on the City of Spokane GIS map. Development Services has identified this as a remnant from previous zoning ordinances, and can be disregarded for the purposes of this project.



## 1/4 MILE RADIUS - THE HIVE BRANCH LIBRARY

### LEGEND

#### City Zoning

#### Description

	Center and Corridor Type 2
	General Commercial
	Heavy Industrial
	Light Industrial
	Residential Multifamily
	Residential Two-Family

	Historic Property
	STA Bus Stop
	STA Bus Route
	City Park
	Parcel
	Building





## Character Assets

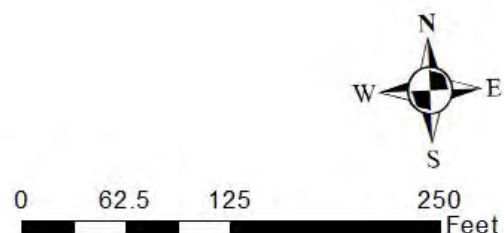
The site is vacant and relatively flat with an overhead power line running east/west. On-street parking is available on 1<sup>st</sup> Street, with a paved parking lot in the southwest corner. There is no vegetation present. Across Regal Street to the west is a fenced area for vehicular storage, and the properties to the north (across Sprague) are commercial-car sales or maintenance businesses. The Libby Center sits to the south behind a row of established deciduous trees. The properties east of the site are divided by an alley; a vehicular-oriented Commercial Retail use is located north of the alley, while an auto repair facility and two residences are located south of the alley. Sprague Avenue is classified as a Major Arterial and 1<sup>st</sup> Avenue) are classified as "Local Access Streets."



## CONTEXT - THE HIVE BRANCH LIBRARY

### LEGEND

-  Historic Property
-  Tree Inventory
-  STA Bus Stop
-  STA Bus Route
-  City Park
-  Parcel
-  Building



## Regulatory Analysis

### Zoning Code Requirements

The site is in the Centers and Corridors zone, Type 2 (Pedestrian Enhanced/Auto Accommodating) with an Employment Center overlay. The applicant will be expected to meet zoning code requirements. Applicants should contact Development Services 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.

A copy of the project's Pre-Development Report is attached at the end of this staff report.

### Design Standards for Centers and Corridors

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

### Section 17C.122.060 Design Guidelines Implementation:

The design standards found in SMC [17C.122.060](#), Design Guidelines Administration. All projects must address the pertinent design standards and guidelines. As stated in the Centers and Corridors Design Standards, "Some of the guidelines contained in this document use the word 'shall' while others use the word 'should'. Regardless of which term is used, each guideline must be addressed by an applicant. The City will expect to see how the design of a project has responded to every one of the guidelines. The "shall" statements, with such wording, are absolutely mandatory and offer relatively little flexibility unless choices are provided within the statement itself. All projects must include these elements as described. However, guidelines that use the word "should" are meant to be applied, but with some flexibility." An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

- **Building Along Street:** (requirement) to ensure that at least some part of the development of a site contributes to the liveliness of sidewalks along the street.
- **Buildings Along Intersection Corners:** (requirement) To utilize building placement and massing along intersection corners to create an environment that frames the public realm and creates an urban street edge and contributes to the liveliness of sidewalks.
- **Sidewalk Encroachments:** to ensure that there is a minimum clear, unobstructed walking route along sidewalks.
- **Lighting:** to ensure that site lighting contributes to the character of the site and does not disturb adjacent development.
- **Screening and Noise Control of Service Areas:** to reduce the impact of service, loading, and trash storage areas.
- **Ancillary Site Elements:** to make site elements compatible with each other.
- **Cur Cut Limitations:** to provide safe, convenient vehicular access without diminishing pedestrian safety.
- **Pedestrian Connections in Parking Lots:** to create a network of safe and attractive linkages for pedestrians.
- **Treatment of Blank Walls:** to ensure that buildings do not display blank, unattractive walls to the adjacent street or residential areas.
- **Façade Transparency:** to provide visual connection between activities inside and outside the building.
- **Massing:** (requirement) to reduce the apparent bulk of the buildings by providing a sense of "base" and "top" and provide buildings that frame and define the street and contributes to the quality of the public realm and pedestrian experience.
- **Roof Form:** (requirement) to ensure that roof lines present a distinct profile and appearance for the building and express the neighborhood character.
- **Pedestrian Oriented Signs:** to ensure that signs are interactive with people on foot.

# City of Spokane Comprehensive Plan

## [Comprehensive Plan link](#)

**LU 1 CITY-WIDE LAND USE:** *Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and nonresidential development.*

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

**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.*

**3.4 Planning For Centers And Corridors:** Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.

**LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES:** *Goal: Ensure the provision and distribution of adequate, public lands and facilities throughout the city.*

### **6.1 Advance Siting**

*Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.*

### **TR GOAL C: Accommodate Access to Daily Needs and Priority Destinations**

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

### **TR GOAL F: Enhance Public Health & Safety**

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

### **TR 1 Transportation Network For All Users**

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

### **TR 5 Active Transportation**

Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

### **TR 7 Neighborhood Access**

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

### **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.

## East Central Neighborhood Plan

[Neighborhood Plan Link](#)

### Environment: Action Items

2. Protect East Central's urban forests and natural habitat.
3. Encourage sustainable development through the use of green building materials and design, community conservation and recycling.

### Transportation: Action Items

1. When the North Spokane Corridor expansion happens there should be a maximum effort to mitigate the negative effects.

Other: The historic trolley line runs down Sprague, across the north boundary of The Hive site. The site is also near the "Gateway to the Valley" noted on the transportation map on page 15 of the neighborhood plan.

### Capital Facilities/Parks and Utilities: Action Items

6. Create a system of pocket/ exercise parks along the proposed North Spokane Corridor and bike trail.

### Capital Facilities/Parks and Utilities: NSC and Children of the Sun Trail

The North Spokane Corridor (NSC) project through WSDOT has set aside funding to improve the Children of the Sun Trail. The plans show both Haven and Regal Street as important connector streets for the trail's potential alignment. Both streets provide easy access to an existing overhead pedestrian bridge spanning I-90, this bridge will be reconstructed as part of the NSC project and its location may shift to accommodate the Children of the Sun Trail.

## Topics for Discussion

To address the Design Standards for Centers and Corridors, the Spokane Municipal Code, Comprehensive Plan Policies, and the East Central Neighborhood Plan Action Items listed in the staff report, staff would offer the following for topics for discussion:

### Neighborhood

1. The building is located along Sprague Avenue, an east\west Major Arterial and Truck Route. Is there an opportunity to provide safe pedestrian crossing(s) to The Hive, particularly from the existing bus stop located at the NEC of the intersection of Sprague Avenue and Haven Street?  
*Please see the City of Spokane Comprehensive Plan: 1.12 Public Facilities and Services, 3.4 Planning For Centers And Corridors, TR GOAL C: Accommodate Access to Daily Needs and Priority Destinations, TR GOAL F: Enhance Public Health & Safety, TR 7 Neighborhood Access, and TR 14 Traffic Calming.*
2. Is there an opportunity to accommodate the proposed changes to the NSC corridor?
3. Is there an opportunity to further improve the pedestrian experience along Sprague, in accordance with the *Buildings Along Intersection Corners* requirement? The current site configuration implies that the Children of the Sun Trail would run along the Haven Street frontage, with the proposed Outdoor Plaza serving as a type of placemaking element, this should be coordinated with the neighborhood, WSDOT, and the agency's consultant.

*Please see SMC 17C.122.060 Building along Street, SMC 17C.122.060 Building along Intersection Corners, 17C.122.060 Sidewalk Encroachments, 17C.122.060 Streetscape Elements, and 17C.122.060 Maximum Setback.*

*Please see City of Spokane Comprehensive Plan: TR 15 Activation.*

*Please see the East Central Neighborhood Plan Action Item 1 for Urban Design/Historic Resources: Pursue façade improvements and streetscaping in the designated and future centers and corridor to help foster business development.*

#### **Site**

4. The site plan proposes 132 parking stalls, which is in excess of the maximum ratio identified in the Centers and Corridors zone per SMC Table 17C.230-1. To exceed the maximum ratio for parking the applicant will need to request authorization from the Planning Director per SMC 17C.230.130(C). The parking lot landscaping standards set in SMC 17C.200.040(E) significantly affect the project as well. How might all such considerations, including the possible alignment for the Children of the Sun Trail that will be constructed as part of the NSC project, impact the parking lot configuration?
5. The site is directly adjacent to the Libby Center, another learning facility. Is there an opportunity to provide safe pedestrian crossings from the Libby Center and through the parking lot of The Hive's main entrance? How might this proximity impact the possible Design Departure for *Buildings Along Street* design standard?

*Please see SMC 17C.122.060 Pedestrian Crossings in Parking Lots, SMC 17C.122.060 Buildings Along Street.*

*Please see the City of Spokane Comprehensive Plan: 1.12 Public Facilities and Services, 3.4 Planning For Centers And Corridors, TR GOAL C: Accommodate Access to Daily Needs and Priority Destinations, TR GOAL F: Enhance Public Health & Safety, TR 7 Neighborhood Access, and TR 14 Traffic Calming.*

6. Is there an opportunity for the site to incorporate micro-mobility storage options, such as bike and scooter racks, in accordance with TR 1-Transportation Network for All Users?

*Please see City of Spokane Comprehensive Plan: TR 1 Transportation Network for All Users.*

#### **Building**

7. Is there an opportunity for the building to more fully comply with the roof design standards 17C.122.060 Massing and 17C.122.060 Roof Form, specifically the provision to include "human scale interaction"?

Note: The graphics and text on the facility appear to meet the UDC definition of "sign" and will likely be required to meet the signage criteria listed in SMC 17C.240. This definition includes any material or light projection that conveys a message or image and is used to inform or attract the attention of the public (and is not based on the content of the message or image).

#### **Note**

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including Development Services.

## **Policy Basis**

Spokane Municipal Codes  
City of Spokane Comprehensive Plan  
East Central Neighborhood Plan



## PRE-DEVELOPMENT CONFERENCE COMMENTS

July 10, 2019

Cody Dompier  
Integrus Architecture  
10 S. Cedar St.  
Spokane, WA 99201



1101 West College Avenue  
Spokane, WA 99201-2095

509.324.1500 | TEL  
509.324.1464 | TDD  
[www.SRHD.org](http://www.SRHD.org)

Project Description: The Hive at Libby Center

Project No: B19M0070PDEV  
Parcel No: 35222.0808  
Location: 2904 E. Sprague Ave.  
Health District Tracking No: SR5747

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 if the project will include areas where food or beverages will be prepared and offered to the public:

1. Private clubs or organizations may be exempt from permit requirements if food or beverages are provided without compensation to members and invited guests.
2. 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. Electronic plans can be submitted to [foodsafetyprogram@srhd.org](mailto:foodsafetyprogram@srhd.org). If plans will be submitted in both formats, a statement must be included indicating both sets are identical, or any differences must be itemized. 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. 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>.
4. 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.
5. Lighting shall comply with WAC 246-215-06240 and 06340.
6. 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

Cody Dompier  
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set-up and/or service of food at another location and requires a separate food establishment permit.

7. 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.
8. The following items may apply if the operation will include outdoor cooking or food preparation areas:
  - a. The area shall not be accessible by customers.
  - b. The area shall have an easily accessible plumbed handwashing sink.
  - c. A permanent overhead cover is required over all outdoor cooking and preparation areas.
  - d. The area shall have a durable, water resistant, cleanable floor and overhead cover.
  - e. If unattended cooking and/or hot holding occur outside the applicant shall provide:
    - i. A description of how the foods will be maintained in a secure manner, and
    - ii. A description of temperature monitoring frequency for cooking and hot holding or continuous temperature monitoring equipment used.
9. If the proposal will include outdoor seating areas where customers will be served the floor surfaces must be smooth, durable, and easily cleanable.
10. 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.
11. 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.
12. A complete submittal must be received and approved prior to release of Health District interest in the building permit. A complete food service establishment plan submittal may take up to 14 days to review.
13. Once the project is complete and ready for inspection please contact the Health District at least 3 days prior to the projected date of opening.



### **School Program Comments**

Any publicly financed or private or parochial school or facility used for school instruction, from kindergarten through twelfth grade, must submit the following information for review:

1. Before a new school facility is constructed or an existing site previously developed for other purposes is converted to a school use, the proposed development site must be approved to ensure it presents no health risks. This includes, but is not limited to, a building/site assessment for potential contaminants related to past construction or use of the existing building and property, and a review of the current industrial/agricultural/commercial activities occurring at nearby surrounding sites that may have an adverse health or safety impact on the proposed school site.
2. A site sound level survey must be conducted to determine the ambient background noise at the site of a new school, an addition to an existing school, or the addition of a portable classroom. The ambient background noise cannot exceed an hourly average of 55 dBA or an hourly maximum of 75 dBA while school is to be in session. Exceedances of the maximum permitted site sound levels will require the submittal of a plan to mitigate the noise with building construction or other means to ensure compliance with maximum permitted sound levels in instructional areas of the school.
3. In new construction, the actual background noise at any student location within the classroom shall not exceed 45 dBA (Leqx), where x is thirty seconds or more. Compliance is determined with the ventilation system and the ventilation system's noise generating components in operation (e.g. condenser, heat pump, etc.).
4. A complete set of building construction plans and specifications must be submitted for review and approval prior to issuance of the building permit. The *K-12 School Construction Project Submittal* form is on the SRHD website at <https://srhd.org/programs-and-services/school-health-safety-program>. Plans can be submitted electronically, but a paper copy, including specification books and manuals, is required for school project plan review. An electronic copy of the final plans and specification books is required for archival purposes.
5. A letter must be submitted stating that the drawings and specifications for the project are designed in accordance with the following *Primary and Secondary School Regulation WAC* sections:
  - WAC 246-366-080 – Ventilation
  - WAC 246-366-090 – Heating
  - WAC 246-366-100 – Temperature Control
  - WAC 246-366-110 – Sound Control
  - WAC 246-366-120 – Lighting

Note: Sound and light levels will be measured for compliance during the pre-occupancy inspection conducted when construction is completed.

6. The plan submittal must include a letter from the architect or engineer stating that the building ventilation system is designed in compliance with the *International Mechanical Code* and *American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 62.1*, unless waived by SRHD. This requirement does not apply to relocatable classrooms.

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7. A plan review meeting with the SRHD School Health and Safety Program will be required to discuss plan review of the proposed site, facility design and construction, and curriculum related to the school facility. This includes office areas, restrooms, locker rooms, gymnasiums, custodial rooms, classrooms, science rooms, science preparation rooms, shops, art rooms, auditoriums, interior lighting, ventilation, food service and playgrounds. Please contact Sandy Phillips at 324-1560, extension 4, to schedule this meeting. To improve the efficiency of the plan review process it is preferred that this meeting takes place prior to final plan submittal (eg. at the 50% plan stage).
8. Safe motor vehicle (parent and bus) drop-off and pick-up design and locations must be provided for student arrival and departure. For assistance developing safe routes to school, refer to the Feet First handbook *Improve Your School Arrival and Departure Procedures* <http://www.feetfirst.org/wp-content/uploads/2013/12/Arrive-Depart-Handbook-FINAL-for-FF-website.pdf>.
9. Light intensities shall be provided as measured 30-inches above the floor or on working surfaces as follows:
  - General instruction areas (study halls, lecture rooms, libraries) – 30 foot-candles.
  - Special instruction areas (sewing rooms, labs, chemical storage areas, shops, drafting rooms, art and craft rooms) – 50 foot-candles.
  - Non-instructional areas (auditoriums, lunch rooms, assembly rooms, corridors, stairs, store-rooms, and toilet rooms) – 10 foot-candles.
  - Gymnasiums (main and auxiliary spaces, shower rooms and locker rooms) – 20 foot-candles.
10. Any classrooms used for science, shops or art curriculum may require:
  - Submittal of a planned curriculum and Safety Data Sheets for chemicals
  - Fume hood, eyewash and emergency shower
11. Any classrooms where metals will be soldered (shops, robotics, etc.) will require local ventilation to remove contaminants.
12. Ground fault interrupter (GFI) devices shall be provided on all electrical receptacles within six-feet of sinks, water fountains and other grounding sources.
13. Soap and single-service towels shall be provided at all handwashing facilities.
14. Changes to playground equipment location or installation of new playground equipment require plan review per Primary and Secondary School Regulations WAC 246-366-040. The *K12 School Playground Project Submittal* form is located on the SRHD website at: <https://srhd.org/school-construction-documents>. Layout drawings detailing the distance between equipment and boundaries, copies of manufacturer's equipment cut sheets and a letter from the manufacturer stating that the equipment complies with the current Consumer Product Safety Commission (CPSC) *Handbook for Public Playground Safety*, and the American Society for Testing and Materials (ASTM) *Standard Consumer Safety Performance Specification for Playground Equipment for Public Use* must also be submitted for review prior to equipment purchase.

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15. The applicant shall contact the Washington State Department of Children, Youth, and Families (DCYF) to verify requirements for projects involving daycare or pre-kindergarten operations. DCYF can be contacted at 789-3820 or [www.dcyf.wa.gov](http://www.dcyf.wa.gov). The Spokane DCYF office is located at 4202 S. Regal, Spokane, Washington 99223.

#### **Liquid Waste/Water Program Comments**

1. The site is currently served by public sewer and water. No changes to these utilities are required by the Health District.

#### **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.

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Project Number: B19M0070PDEV  
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Thank you for the opportunity to review your project. For general questions regarding these comments call 324-1582.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric D. Meyer". The signature is fluid and cursive, with a large initial "E" and a distinct "D" and "Meyer" following.

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

EDM/lh



**PRE-DEVELOPMENT NOTES**

Date Delivered: July 29, 2019

**PROJECT: The Hive at Libby Center B19M0070PDEV  
2904 E Sprague Ave (Parcel 35222.0808)**

**To: Cody Dompier, Integrus Architecture  
Cc: Dermott Murphy, Deputy Building Official, City of Spokane  
Tami Palmquist, Associate Planner, City of Spokane**

Dear Mr. Dompier,

I am enclosing a packet of information from Urban Forestry that will be beneficial to you should you decide to proceed with plans to develop the above property.

Although I have not conducted a site visit, our Public/Street Tree Inventory does not list any existing trees at the above property. New street trees will be required along Sprague Avenue, Regal Street, Haven Street and 1<sup>st</sup> Avenue. Please have a licensed certified arborist submit a Tree Permit prior to any street tree planting. The arborist you choose will be familiar with Street Tree permitting process. This permitting process could take up to 10 business days so please plan with this time requirement in mind.

I am unsure if and when Sprague Avenue improvements are scheduled for this part of Sprague. You may want to reach out to Development Services/ Engineering to see what they have planned and match your landscape and/or tree species to be consistent with theirs. I know the use of tree grates is common in this area, so I am enclosing the F-107 details for your convenience.

You will also be required to install landscaping on the interior of your property, including replacement trees. All trees on site will be inspected to ensure they are planted correctly and of quality nursery stock before a Certificate of Occupancy is issued.

Please also consider tree placement and signage to prevent visibility issues as the trees mature. This will lessen tree maintenance in the future.

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

Respectfully,

Becky Phillips  
Urban Forestry Specialist  
City of Spokane



**PRE-DEVELOPMENT PACKET**

Date Delivered: July 29, 2019

**PROJECT: The Hive at Libby Center B19M0070PDEV  
2904 E Sprague Ave (Parcel 35222.0808)**

**To: Cody Dompier, Integrus Architecture**  
**Cc: Dermott Murphy, Deputy Building Official, City of Spokane**  
**Tami Palmquist, Associate Planner, City of Spokane**

Dear Mr. Dompier,

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 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](http://www.aca.spokanepermits.org)

Approved Street Tree List available online at [www.spokaneurbanforestry.org](http://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](http://www.spokaneurbanforestry.org) or if you have any questions please contact Katie Kosanke at 509.363.5495 or [kkosanke@spokanecity.org](mailto: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

*Certified & Licensed Arborists in the City of Spokane*

[www.spokaneurbanforestry.org](http://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
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
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
Sam's Tree & Landscape LLC	509-467-3801	sam@samsapes.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 LLC*	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
Treesapes Inc	509-992-8733	treesapes@roadrunner.com

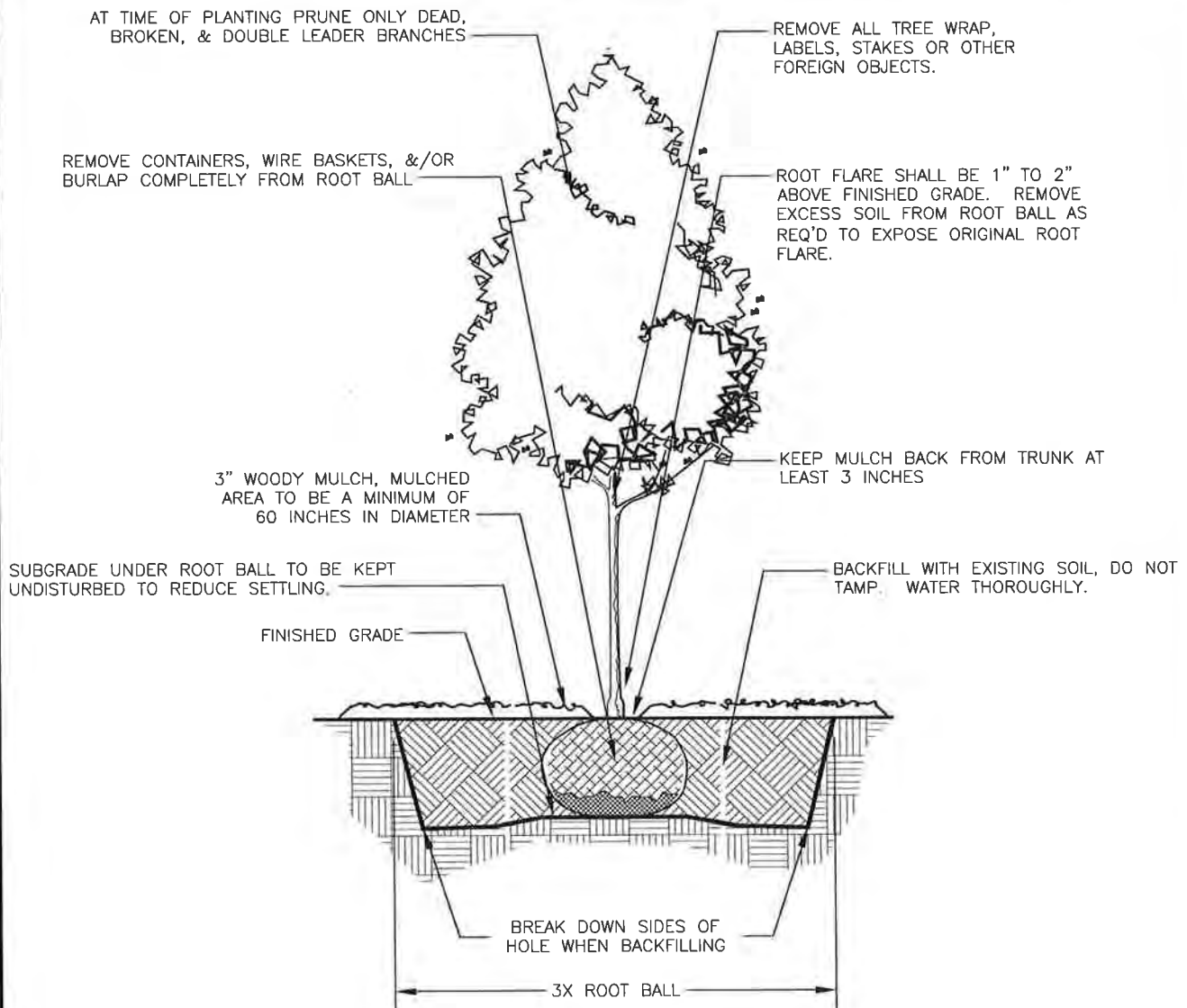
\*Currently qualified to provide Risk Assessments

~as of July 2019

808 W. Spokane Falls Blvd., Spokane, Washington 99201-3317

Ph.: 509.363.5495 • FAX: 509.625.6205





**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.  $\geq 15$  FT FROM DRIVEWAYS,  $\geq 10$  FT FROM DRAINAGE INLETS,  $\geq 20$  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

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

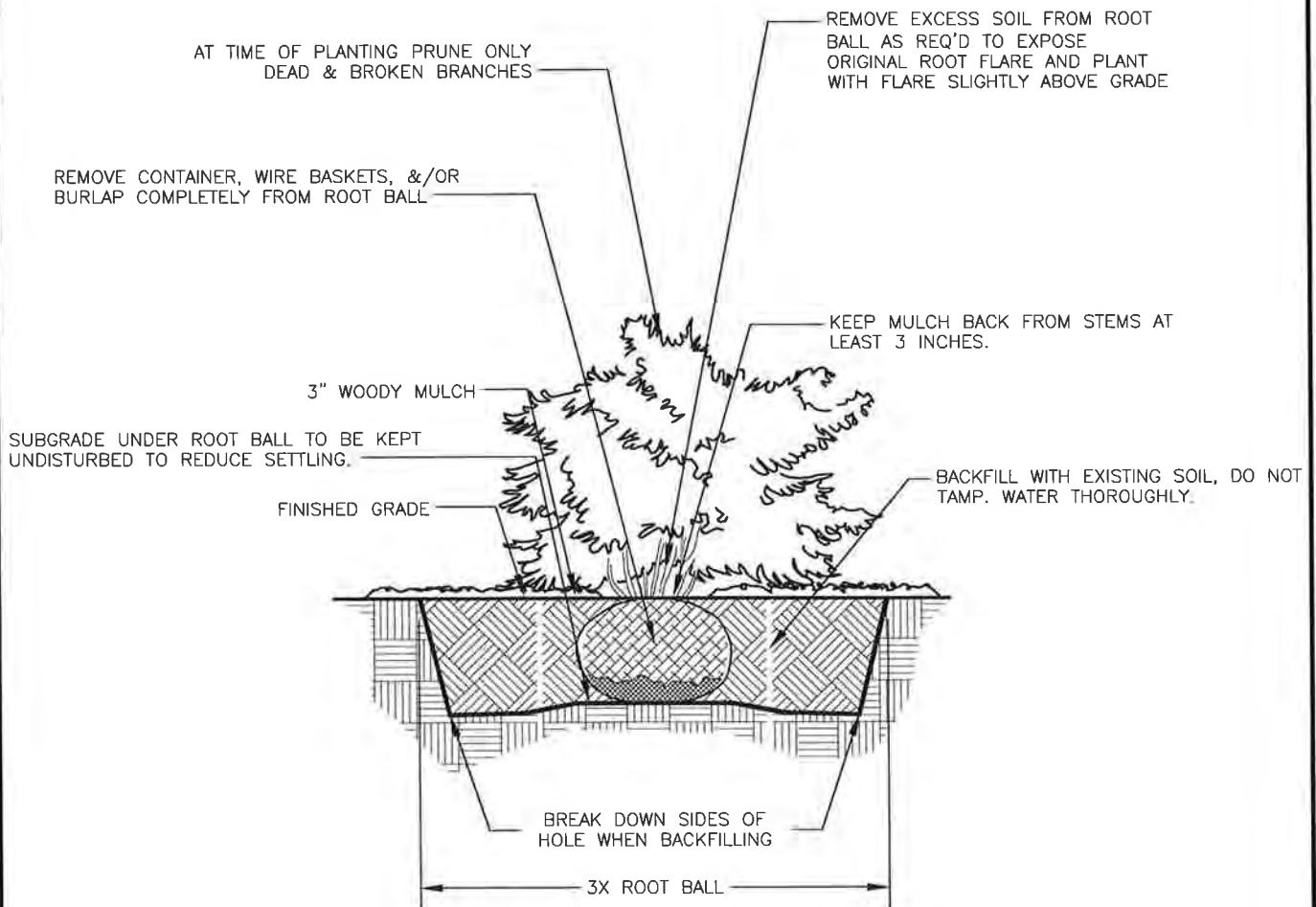


**TREE PLANTING DETAILS**

ALL TYPES, FORMS AND SPECIES

ENGINEERING SERVICES  
CITY OF SPOKANE, WASHINGTON

STANDARD  
PLAN No.  
**V-101**



**NOTES:**

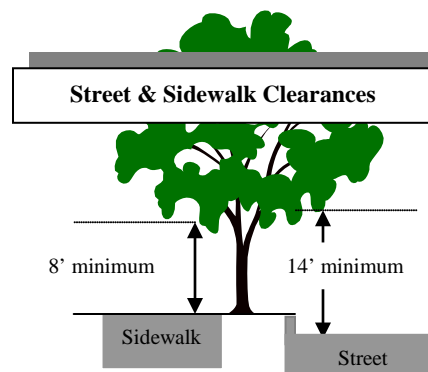
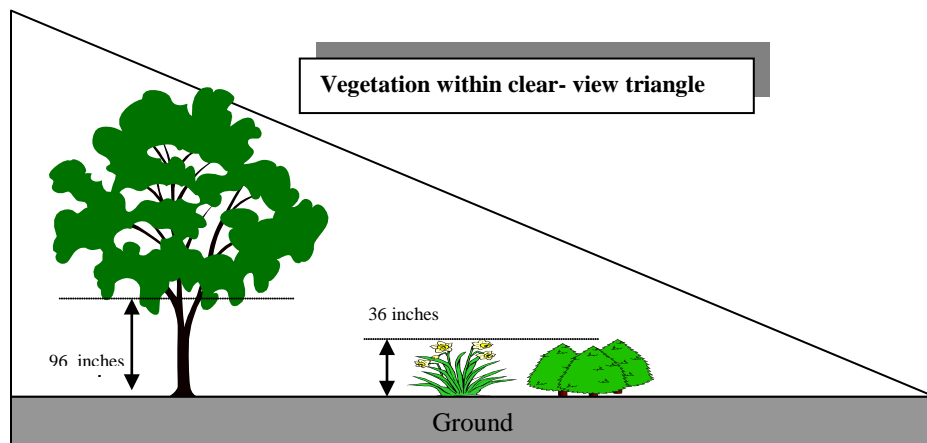
1. SHRUBS BURIED TOO DEEP, OR WITHOUT EXPOSING ROOT FLARE WILL BE REJECTED & SHALL BE REMOVED & REPLANTED AT PROPER DEPTH.
2. DEVIATIONS FROM THIS DETAIL SHALL ONLY BE ALLOWED WITH PERMISSION FROM THE CITY ARBORIST.
3. SHRUBS NOT PLANTED IN CONFORMITY WITH THIS DETAIL WILL BE REJECTED BY THE CITY ARBORIST.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

<p>APPROVED BY</p> <p>ENGINEERING OPERATIONS MANAGER      KYLE TWOHIG</p>		<p>ADOPTED: 2/1986          REVISED: 05/2015          SUPERSEDES: 04/2012          CHECKED BY: SJS          SCALE: NTS          REVISED BY: MLD</p>		<p><b>SHRUB PLANTING DETAILS</b>          ALL TYPES, FORMS AND SPECIES</p>			<p>ENGINEERING SERVICES          CITY OF SPOKANE, WASHINGTON</p>		<p>STANDARD          PLAN No.  <b>V-102</b></p>
<p>PRINCIPAL ENGINEER, CONST.      KENNETH M. BROWN, P.E.</p>									

## A CLEAR VIEW: VEGETATION & TRAFFIC SAFETY

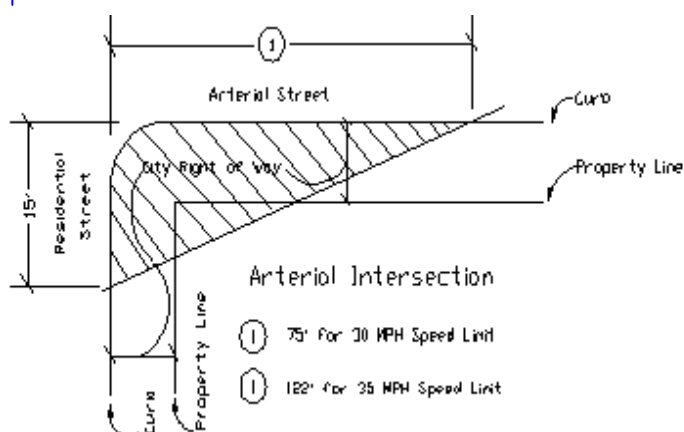
### A way To Make Our Streets Safer:

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.

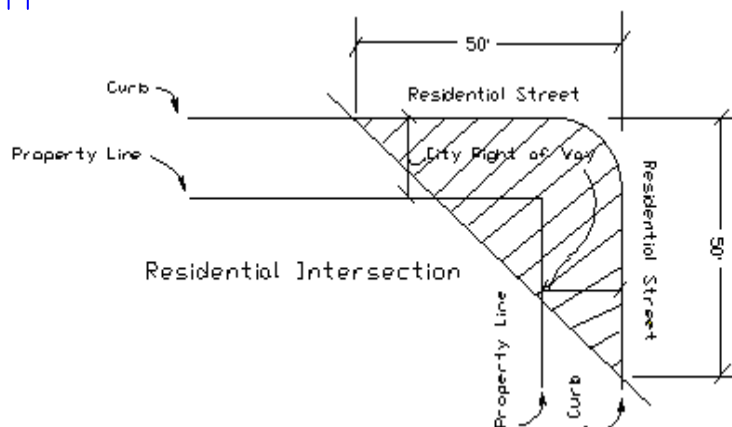


### Types of Intersections (Diagonal Lines = Clear View Triangle):

#### Arterial Intersection

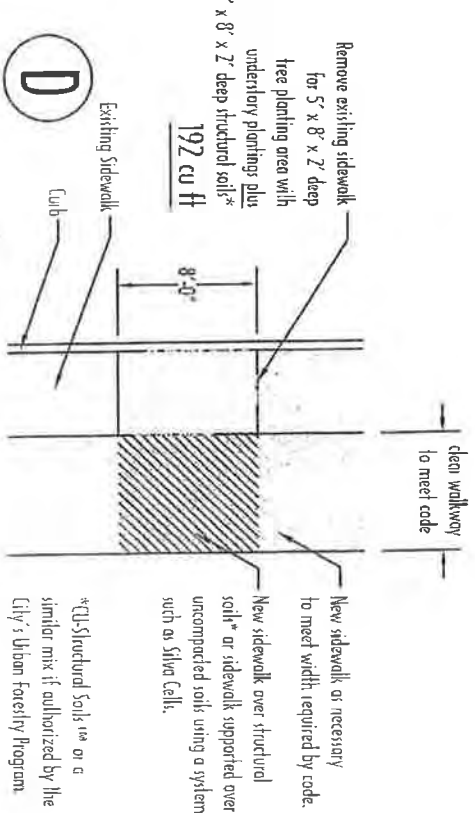
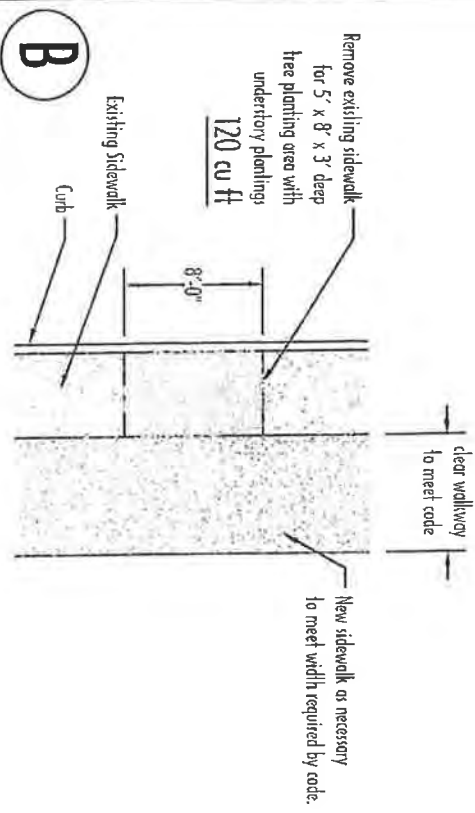
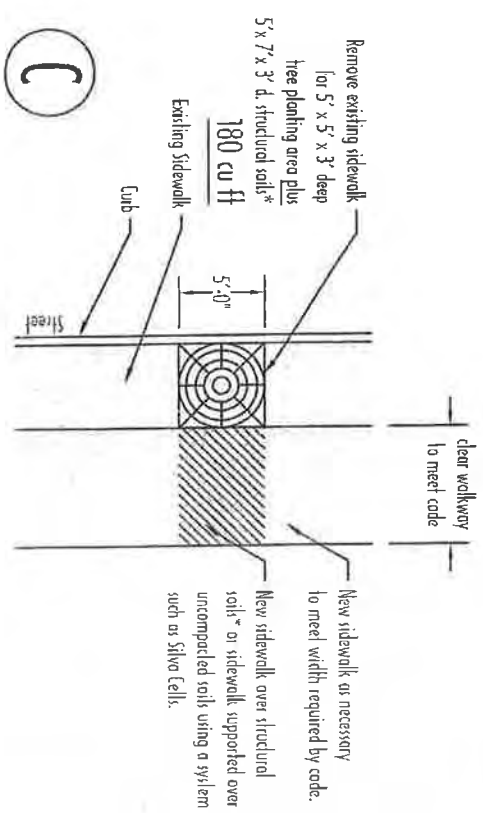
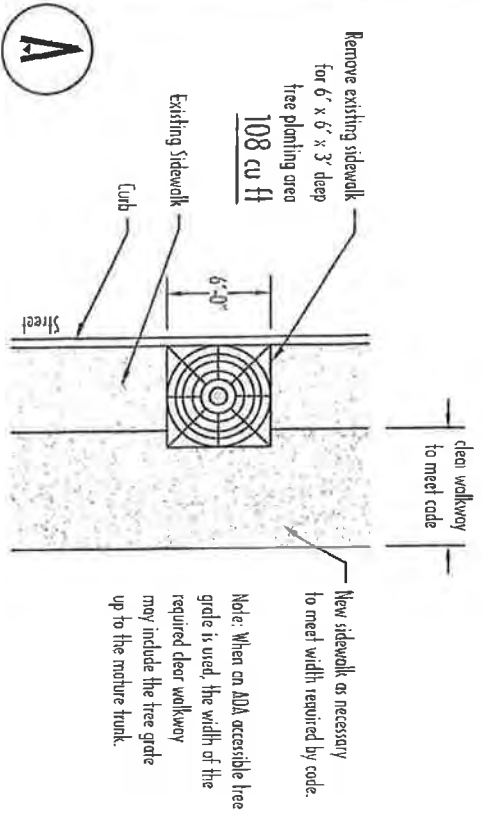


#### Residential Intersection



### 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

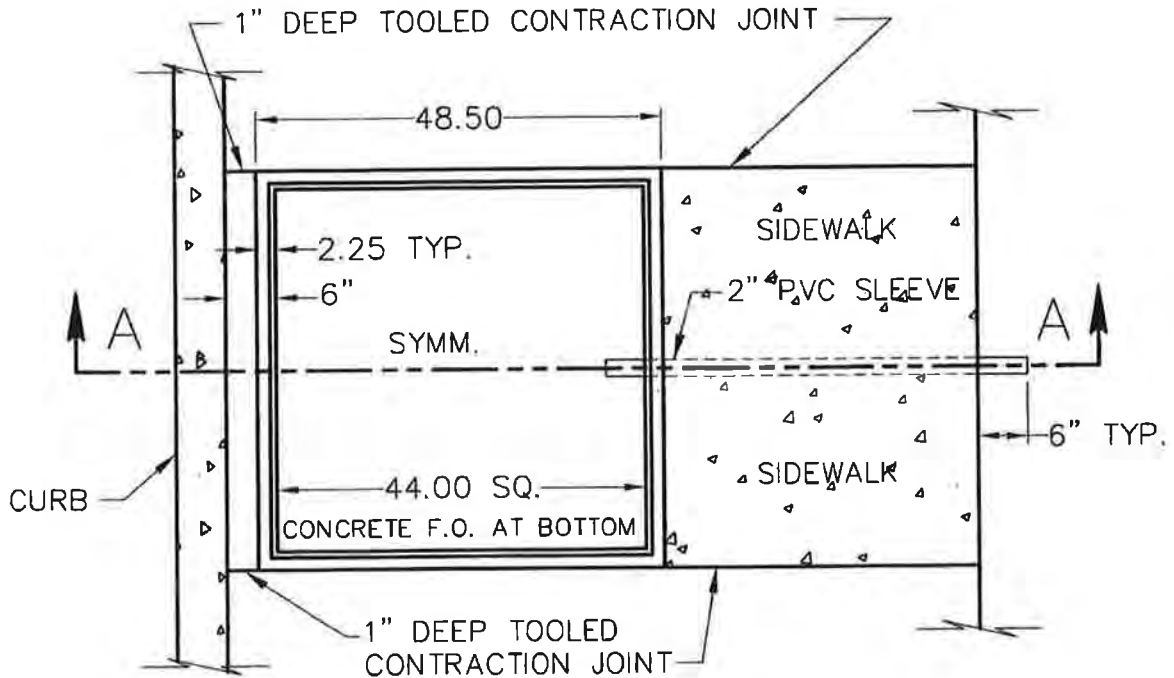


\*CU-Structural Soils<sup>TM</sup> or a similar mix if authorized by the City's Urban Forestry Program.

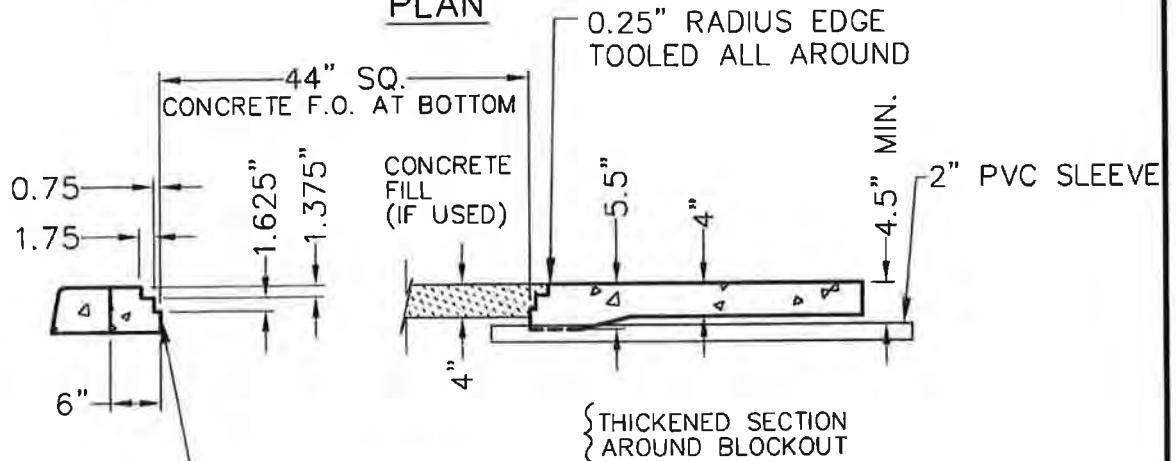


## Existing Sidewalk Retrofit - Possible options to provide 100 cu ft of uncompacted soil for street trees.

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.



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.

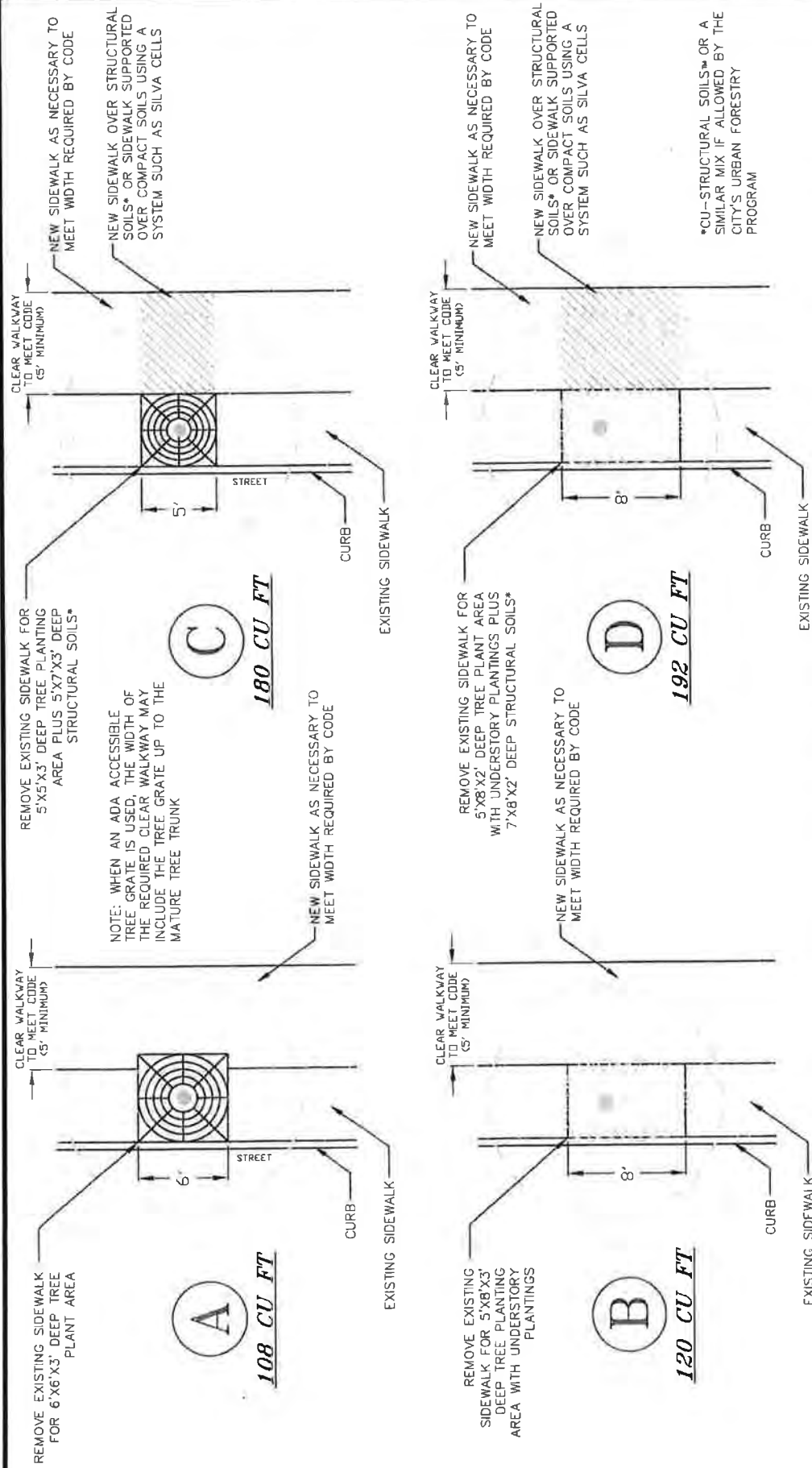
ADOPTED: 11/1991  
 REVISED: 09/2010  
 SUPERSEDES: 10/1995  
 CHECKED BY: JAG  
 SCALE: NTS  
 DWG/REV. BY: DGB/SRM



**TREE WELL BLOCKOUT**  
 FOR 48" X 1-1/4" METAL GRATE

ENGINEERING SERVICES  
 CITY OF SPOKANE, WASHINGTON

STANDARD  
 PLAN No.  
 F-107



**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

*[Signature]*  
 DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.  
 PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 09/2010  
 REVISED: -  
 SUPERSEDES: -  
 CHECKED BY: JAG  
 SCALE: NTS  
 DWG/REV. BY: MBM

**EXISTING SIDEWALK RETROFIT  
 OPTIONS FOR STREET TREE INSTALLATION**

**ENGINEERING SERVICES  
 CITY OF SPOKANE, WASHINGTON**

**STANDARD  
 PLAN NO.  
 F-107A**





Planning and Development  
www.spokanecity.org

## Pre-Development Conference Notes

**Project Name:** The Hive at Libby Center

**To:** Cody Dompier  
Integrus Architecture  
10 S Cedar St  
Spokane, WA 99201  
cdompier@integrusarch.com

**Phone:** 838-8681

**From:** Patty Kells, Facilitator

**Phone:** 625-6447

**Project Name:** The Hive at Libby Center  
**Permit No.:** B19M0070PDEV  
**Site Address:** 2904 E Sprague Ave  
**Parcel No.:** 35222.0808  
**Meeting Date:** Thursday, July 11, 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, July 11, 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: New 13,500 square foot library and SPS area.
- B. Scope and Size: The scope of work is a new library with one floor and no basement.
- C. Special Considerations: BLA, Design Review- approved from Planning Director for overage of parking.
- D. Estimated Schedule: Plans December, Bid Feb 2020
- E. Estimated Construction Cost: \$5,000,000

## **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. Please contact me if you have questions or want contact information for NREC professionals.
4. The existing structures proposed to be used will need Structural evaluation by a licensed engineer and submitted to City of Spokane.
5. The designer of the structures will need to observe structural design requirements as shown in IBC chapter 16 for critical elements, including earthquake loading.
6. The designer of the structure will need to identify any methods of construction which require special inspections identified in IBC chapter 17.
7. A statement of special inspection, where necessary, must be provided to receive the permit.
8. Provide A/E stamped drawings for complete project.
9. Provide MEP Engineering with all design calculations as needed, manufacturers cut sheets, underground services, riser diagram, ventilation and exhaust systems,. Etc,
10. Provide location of all boilers, Provide boiler room details.
11. Review chapter 11 for accessibility, and requirements.
12. Conference rooms, classrooms must be barrier free.
13. Provide shelving layout / details. Include attachment method to wall/floor surfaces.
14. Provide backflow preventer on incoming water main.
15. Provide list of occupants for facility use during day / evening programs.
16. Provide arts area floor layout.
17. Provide equipment list of arts area (Bunsen burners, etc) that may generate heat/flame.

### **Tami Palmquist – Associate Planner (625-6157):**

1. Floor Area Ratio & Height:
  - a. In the CC1 zones, the basic allowable FAR for non-residential uses is 0.5. The maximum FAR with the inclusion of the public amenities identified in 17C.122.090 is 1.0 for non-residential uses.
  - b. The maximum allowable height in the CC2-EC zone is 150 ft.
2. Design Standards: 17C.122.060
  - a. Please review the Initial Design Standards and Guidelines for Centers and Corridors; specifically Façade Transparency and Prominent Entrances.



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

1. The total area of the project is approximately 14,000 square feet. The occupancy is A3 and S1. The facility will be of Type VB 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. The building is not required to have a fire alarm system.
5. Smoke detectors are required above the panel, power supplies, annunciator, and other panels associated with the fire alarm system.
6. A central monitoring for the fire sprinkler system is required for this building if there are 20 or more fire sprinklers (IFC 903.4). At a minimum, there shall be a smoke detector, a manual pull station, and a notification device provided with the central monitoring fire alarm system (17F.080.110).
7. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
8. Fire extinguishers are required for A, B, E, F, H, I, M, R-1, R-2, R-3 and S occupancies in accordance with IFC 906 – Table 906.3(1).
9. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).

**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. **Design Review will be required prior to building permit submittal.**
2. **SEPA will be required.**
3. **A Boundary Line Adjustment must be completed prior to building permit submittal.**
4. Landscaping and Sidewalks:
  - a. Separated sidewalks with planting zone are required. The sidewalks on Sprague can have trees in pits, similar to what was constructed further east on Sprague.
  - b. Sidewalks shall be at least twelve feet wide and consist of a clear walking path at least eight feet wide (in addition to a planting zone for street trees per [SMC 17C.200.050](#)). This dimension shall be applied to the clear, unobstructed pathway between the planting zone for street trees per SMC 17C.200.050 and building facades or parking lot screening.
  - c. Irrigation is required as per *17C.200.100*.
  - d. A six-foot wide planting area of L2 landscaping, including street trees as per 17C.200.050 are required along street frontages. This landscape strip shall be located within the property line and may be combined with stormwater areas using LID standards.
  - e. Building setbacks and all other portions of a site not covered by structures, hard surfaces, or other prescribed landscaping shall be planted in L3 open area landscaping until the maximum landscape requirement threshold is reached (see *SMC 17C.200.080*).
5. Pedestrian Connections:
  - a. Within parking lots containing more than 30 stalls, clearly defined pedestrian connections should be provided:

- Between all public right-of-way and building entrances
  - Between parking lots and building entrances
  - b. Pedestrian connections can be counted toward the amount of required landscaping.
  - c. Pedestrian connections shall not be less than 5 feet wide.
  - d. Pedestrian connections shall be clearly defined by at least two of the following:
    - Six inch vertical curb.
    - Textured paving, including across vehicular lanes.
    - A continuous landscape area at a minimum of 3 feet wide on at least one side of the walkway.
  - e. When there is a transit stop adjacent to the site, a pedestrian connection between the transit stops and building entrances, especially the prominent entrances, should be provided.
  - f. Pedestrian connections should maximize directness of travel between pedestrian origin and destination.
6. Parking:
- a. Please show parking calculations on your building plans when you submit for permit. Minimum and Maximum parking ratios are per *SMC 17C.230*.
    - i. Minimum ratio is 1 stall per 1,000 gross square feet of floor area.
    - ii. Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.
    - iii. **This plan shows more parking than what is allowed per code.**
    - iv. **The director may approve ratios that are higher than the maximum or lower than the minimum if sufficient factual data is provided to indicate that a different amount is appropriate. The applicant assumes the burden of proof. Approval of parking above the maximum shall be conditioned upon increasing the amount of required landscaping by thirty percent. When determining if a different amount of parking is appropriate, the director shall consider the proximity of the site to frequent transit service, the intensity of the zoning designation of the site and surrounding sites, and the character of the proposed use.**
7. Any new fencing will require a separate permit.
8. Refuse Screening: 17C.200.070
- a. All refuse containers must be kept on the property.
  - b. All exterior refuse (including: garbage, recycling and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties, by using one of the following methods:
    - i. Carts may be kept inside a structure and brought curbside on collection day.
    - ii. An L1 visual screen.
    - iii. A six-foot high solid masonry wall or sight-obscuring fence five feet inside the property line with an L2 see-through buffer between the fence and the property line.
    - iv. A five-foot tall earth berm planted with L3 open area landscaping.
    - v. Storage areas are not allowed within fifteen feet of a street lot line

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

1. A pedestrian connection is required through the parking lot but also should have connectivity to the public sidewalk at 1<sup>st</sup> Ave for a pedestrian route.
2. 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.
3. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes and driveway approaches on the site plan.

4. 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 building entrance 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.
5. Maintain clear view at all intersections, pedestrian ways, and driveways. Please add the clear view triangle to all intersection in both directions on the site and landscaping plans to verify any conflicts.
6. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
7. 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.
8. Pavement cut policy will be applicable. Confine illumination lighting to the site.
9. No transportation impact fee will be assessed with credit given for the previous uses.

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

1. Beginning October 1, 2019 any new projects that are planning to manage stormwater with UIC wells must use the 2019 UIC BMPs. Any new project beginning the design process after this date must submit a UIC registration to Ecology at least 60 days prior to commencing UIC well construction. Ecology's approval of the registration is required prior to construction of a new UIC well.
2. The site is located in a special **Wellhead Capture Zone**, which is to be treated as a high susceptibility rating in the aquifer recharge area.
3. Sprague Avenue is currently designated as a Tier 2 roadway and subject to the conditions of the adopted Regional Pavement Cut Policy. Please note on the plans that the Regional Pavement Cut Policy applies.
4. Our records indicate there are multiple side sewer connections to the project property. There are three existing six-inch PVC side sewers connected to the sanitary main in Haven St which may be used if they are in viable conditions. Side sewer cards were provided to the applicant.
5. 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.
6. 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.
7. 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 the 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, drywell 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.

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. Any drywells and subsurface drainage galleries (existing and proposed) for the site must be shown on the plans and registered with the Washington State Department of Ecology (DOE). Please send a copy of the completed registration form to the City of Spokane Development Services Center. See the following link at the Department of Ecology (DOE) website for information about the Underground Injection Control (UIC): <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program>
10. Most land-disturbing activities require an Erosion and Sediment Control (ESC) plan. Land-disturbing activities are activities that result in a change in existing soil cover (vegetative or non-vegetative) or site topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing and grubbing, grading, and logging. An ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to the Development Services Center for review and acceptance prior to construction of said phase. See Section 9 of the SRSM for ESC requirements and applicability. The following link provides information on ESC training and certification programs: <https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Certified-erosion-sediment-control>
11. Include a note stating that the Contractor is responsible for designating a location where concrete trucks and equipment can be washed out. This area shall not be located near or draining into a storm drainage area, treatment area, or facility.
12. 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 3,250 GPM without automatic sprinklers throughout and requires three fire hydrants. Site fire flow is 1,625 GPM with automatic sprinklers throughout and requires one fire hydrant.
2. There are three existing fire hydrants in the area that meet the code requirements for this project.
3. Site fire flow will be required to be maintained or provided during construction.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. The proposal appears to meet the requirements of the Fire Code for fire access.
8. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).

9. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height and will be required to have a Fire Aerial Access lane of 26 feet wide along at least one side of each building (IFC D105.2).
10. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
11. 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. Multiple existing water services are running to these parcels. Your engineer may determine that the existing services may need to be replaced or upsized to meet the needs of the project. If any existing services are not utilized, they must be disconnected at the main.
2. Galvanized services that are 4-inches or smaller cannot be reused if the service has been off for one year, and the building is gone.
3. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
4. There is a 12-inch cast iron water distribution main in Regal St, Haven St and in Sprague Ave available for the project.
5. The City of Spokane Water Department Cross Connection Control and Backflow program rules and regulations shall be followed in accordance with Washington Administrative Code (WAC 246-290-490) and the City of Spokane Municipal Code 13.04.0814.
6. Calculated static water pressure is approximately 71-74 psi at the surrounding hydrants.
7. A utility site plan illustrating new water lines and/or services to be installed shall detail the location of new tap(s) and meter(s) prepared by a Professional Engineer licensed in the State of Washington. Water Department plan reviewers and inspectors will ensure that any new water line(s) and Service line(s) needing backflow assemblies are installed in accordance with applicable rules and regulations. Water Department Water Service Inspectors, (north side) Harry Ward (509) 625-7845, (south side) Ryan Penaluna (625-7844) will review submitted plans and inspect on-site construction. Water Department Cross Connection Control Specialists, Donovan Aurand (509) 625-7968 and Lance Hudkins (509) 625-7967, will review any backflow assemblies where required.
8. Taps and meters can be purchased at Developer Services Center, located on third floor of City Hall -Spokane. Size of service(s) shall comply with International Plumbing Code. Tap, meter, and connection fees will comply with section 13.04 of SMC. Tapping of the water main and installation of new meters shall be done by City forces. All excavation and restoration is the owner's responsibility. All trenches and/or excavations must comply with current W.A.C. #296-155 part N. No City of Spokane employee will be permitted into any trench and/or excavation without proper shoring or sloping, no exceptions. Please see Water Department Rules and Regulations for information about tap and meter sizes and sewer/water separation requirements.

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

1. There is a parking lot island and parking stalls directly south of the enclosure opening. A front load truck would not be able to access the enclosure. The enclosure must line up with one of the drive isles in the parking lot for collection vehicle access. The gates to the enclosure when open must have a clear width opening of 20 feet.

**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](http://my.spokanecity.org).



# THE HIVE

SPOKANE PUBLIC LIBRARY  
& SPOKANE PUBLIC SCHOOLS

DESIGN REVIEW BOARD

PROGRAM REVIEW / COLLABORATIVE WORKSHOP





Section 1 | The Team

Section 2 | Project Summary



Section 3 | Context Analysis



Section 4 | Site Analysis



Section 5 | Concept







### About Spokane Public Library (SPL)

Spokane Public Library is a community of learning. They aim to inspire a thriving city through cultural and educational opportunities. Their services and programs are guided by the Library's mission statement and the value for:

- Education - They connect their community with education, information and programming.
- Collaboration - They work together to create the best outcomes.
- Diversity - They include and celebrate Spokane's diverse communities.
- Innovation - They take risks and drive change.
- Customer Experience - They impress their customers with individualized service.
- Accountability - They use public funds responsibly.



### About Spokane Public Schools (SPS)

Spokane Public Schools is a public school district in Spokane County, Washington, and serves the city of Spokane. The district includes oversight and administration of seven high schools, six middle schools, and thirty-four elementary schools. Specialized programming focuses on alternative learning opportunities for intelligently gifted children, as well as those that experience moderate to severe emotional and/or physical disabilities, are homeless, or are experiencing the Spokane Public Schools system through the foreign exchange program.

Spokane Public Schools is a public school district located at 200 N. Bernard St. in Spokane, Washington. Serving 30,000+ students in 54 locations by a team of over 3,300 teachers, educational professionals and support staff.



### About Integrus Architecture

Founded in 1953, Integrus Architecture is an award winning Pacific Northwest firm offering professional Architectural, Structural, Interior Design and Lab Design services. Today, Integrus comprises a diverse and dedicated group of over 125 professionals, each committed to an integrated approach to design which results in buildings that are direct expressions of the people and institutions they serve.

Our work engages in a meaningful way with its surroundings, improves human experience, embraces the craft of building, fosters innovative thinking, and strives to leave a gentle imprint on the face of the planet.

By creating buildings that add significant value to the communities in which they're situated, we at Integrus endeavor to make the world a better place – for everyone – to live, to work, to learn.



### About Group 4

For more than 40 years Group 4 has honed their ability to collaboratively develop community architecture with project owners, users, and stakeholders. Their participatory process and integrated approach create award winning projects that celebrate the values and aspirations of those they serve.

They evaluate each design against four overall considerations:

1. Environment - Minimized footprint and maximized performance – balance for impact.
2. Economy - Finite resources align short- and long-term goals toward latent strengths.
3. Community - Support of many, fosters cohesive, owned, and responsive places.
4. Culture - Our identity develops those rare spaces that embrace their users.



### About MW

MW Consulting Engineers, a Spokane, Washington, based firm, includes a staff of nearly 50 engineers, designers, drafters, and business administration professionals. They have more than 33 years of experience in designing complex facilities throughout the Inland Northwest and internationally.



### About AHBL

Through innovative planning, design, and engineering, they improve our communities and build collaborative partnerships one project at a time.

They strive to achieve their client's goals within the boundaries of the code requirements by using the right mix of traditional and sustainable design solutions.

# the team



# project summary 2

## PROJECT INFORMATION

OWNER  
Spokane Public Library and Spokane  
Public Schools

PROJECT ADDRESS  
2904 E. SPRAGUE AVENUE  
SPOKANE, WA

ARCHITECT  
Integrus Architecture  
10 S. Cedar, Spokane, WA 99201

Group 4 Architecture  
211 Linden, South San Francisco, CA  
94080

ZONING  
RTF - Residential Two-Family

LANDSCAPE  
Open Space

## STATEMENT OF DEVELOPMENT OBJECTIVES

As a key component in the 2018 Library Bond, this project brings a new Spokane Public Schools \ Spokane Public Library collaboration hub to East Sprague Avenue.

This project marries a teacher training facility and a maker lab and gallery. The new 13,700 square foot building will serve the public and teachers from throughout the city; for this reason, the site includes a large parking area. Situated at the northern part of the site abutting the busy Sprague Avenue, the building confronts the 40mph car environment of which it's a part, with parking for the project to the south. Placing the building toward the front, and the parking toward the back, the building confronts Sprague – enticing the automobile traveler as well as activating the pedestrian streetscape.

One of the major design principles for the project is to ensure that the building stands out in its surrounding context, and it does this in several ways. One way is by thinking of the building itself as a sign and billboard. By making the building the billboard, large signage elements surprise and intrigue passersby, enticing the public to enter the building from the street or drive around to the southern entrance.

The interior layout of the building is simple and straightforward. When traveling by car, the public enters on the southern side and travels through a protected courtyard and enters into the heart of the project: the gallery space. From this entry point, the rest of the building is easily accessed. 4 studio makerspaces front the gallery and eastern hallway, along with the AMP/ meeting space. All of these spaces have garage doors and expansive glass, making them visually connected as well as giving the option of opening up all the garage doors and having one large, interconnected series of space. Traveling west from the gallery along a corridor, one passes the mechanical/ electrical and toilet rooms, central to the building. Past that, the building houses 3 training rooms that can open up to be one large training room, as well as Spokane Public Schools' Virtual Learning and teacher training office area at the southwest portion of the building. This office area includes a podcasting studio, conference space, break rooms, offices, and open office areas.

## DESIGN EVOLUTION + CONSIDERATIONS

Numerous site locations were studied with SPL during the predesign to understand the best ways to efficiently and effectively utilize the site. Rather than sitting back from Sprague with a parking lot in front of it, the building abuts Sprague and invites passersby into the building. By placing the building near Sprague, the building is able to embrace the energy and vibrancy of Sprague. Instead of turning it's back to Sprague, it embraces its challenges as opportunities, harnessing the energy and noise and becoming a fun part of that experience. In this way, it takes cues from the site to ground it in the 40 mph context of Sprague Avenue and the automobile. Generally, the building exterior will consist of CMU block walls, storefront glass, metal panel, and weathered steel, materials that are enduring, cost effective, and easily maintained. Colors and tones will be neutral and natural, with selective areas that are amped up and exciting in a way that intrigues and entices. Overall the materials will be sustainable and resonate with the part of Sprague avenue of which it's a part. Building image, scale, and proportioning are critical, as reinforcing the context of Sprague was identified as a guiding principle during the predesign with the goal of creating a rich, consistent architectural language for the building. The building materials are natural and fit well with the industrial nature of Sprague; in color, texture and tone, it fits well into its setting.

## DESIGN GOALS

- As a 21st Century Library for SPL, the building provides a blank canvas for the public to collaborate, meet, create, and learn
- Provide spaces for artists of all talents and skill levels a place to house and create longer-term projects, and be invigorated by each other and the community
- Be a prime location for the virtual components of Spokane Public Schools
- Bring a new, exciting public building to the East Central Neighborhood on Sprague
- Exciting addition to the neighborhood, harnessing the energy
- In a nod to the existing buildings on Sprague, using lasting/ durable materials in a creative way

## CITY COMPREHENSIVE PLAN - HOW THE BUILDING RESPONDS

This library will embrace the guidelines of the City of Spokane's Comprehensive Plan. Relevant sections include:

- 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 3.8 Shared Parking - Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.
- LU 5.4 Natural Features and Habitat Protection - Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat
- LU 6.2 Open Space - Identify, designate, prioritize, and seek funding for open space areas.
- 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.
- TR 7 Neighborhood Access - Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.
- TR 18 - Parking - Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.
- TR 20 Bicycle/Pedestrian Coordination - Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users
- N 2.2 Neighborhood Centers - Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.



## A CLOSER LOOK AT THE NEIGHBORHOOD

This building must fit into the neighborhood. In order to do that, analysis is key.

context  
analysis3



AERIAL VIEWS



NORTH VIEW



EAST VIEW



SOUTH VIEW



WEST VIEW



SITE PLAN



LIBBY CENTER



LIBBY CENTER PLAYING FIELD



BUS STOP



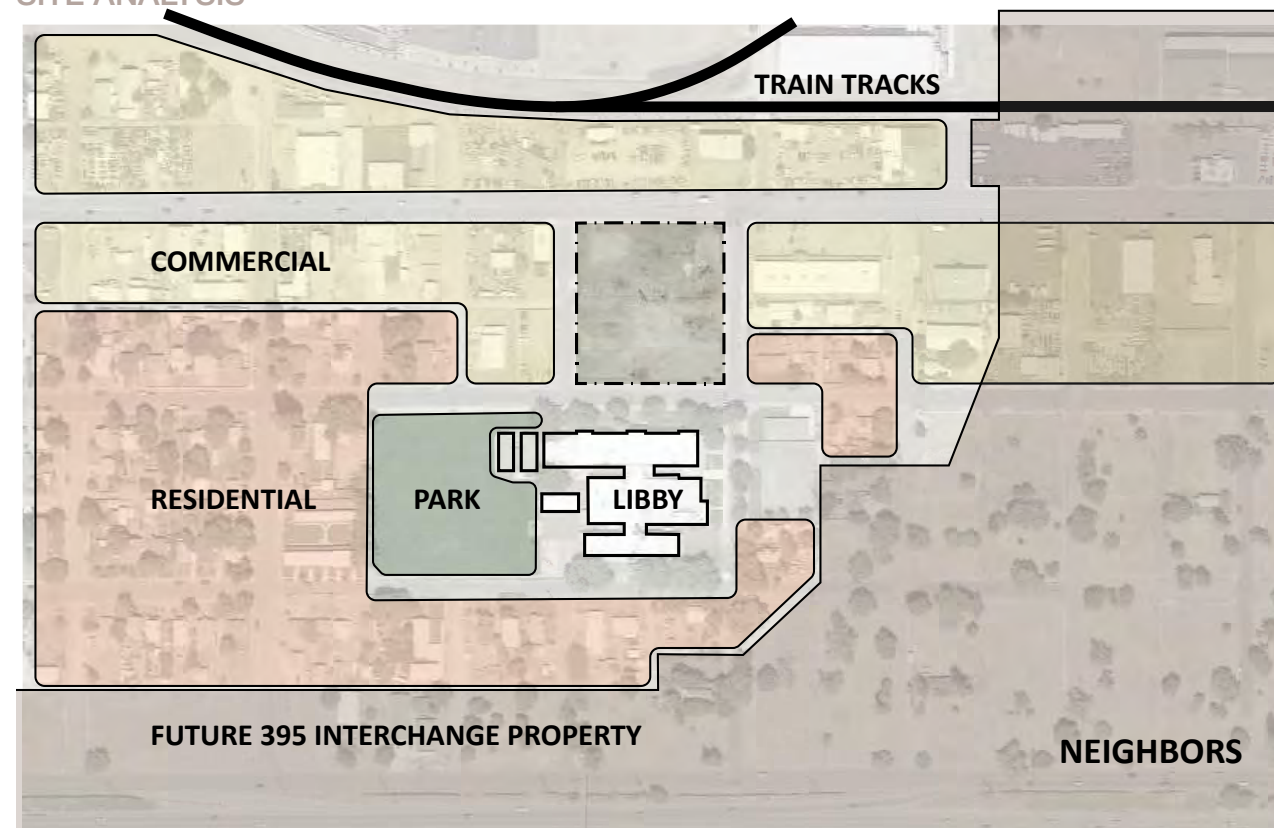
RAILROAD TRACKS



VIEW TOWARDS I-90



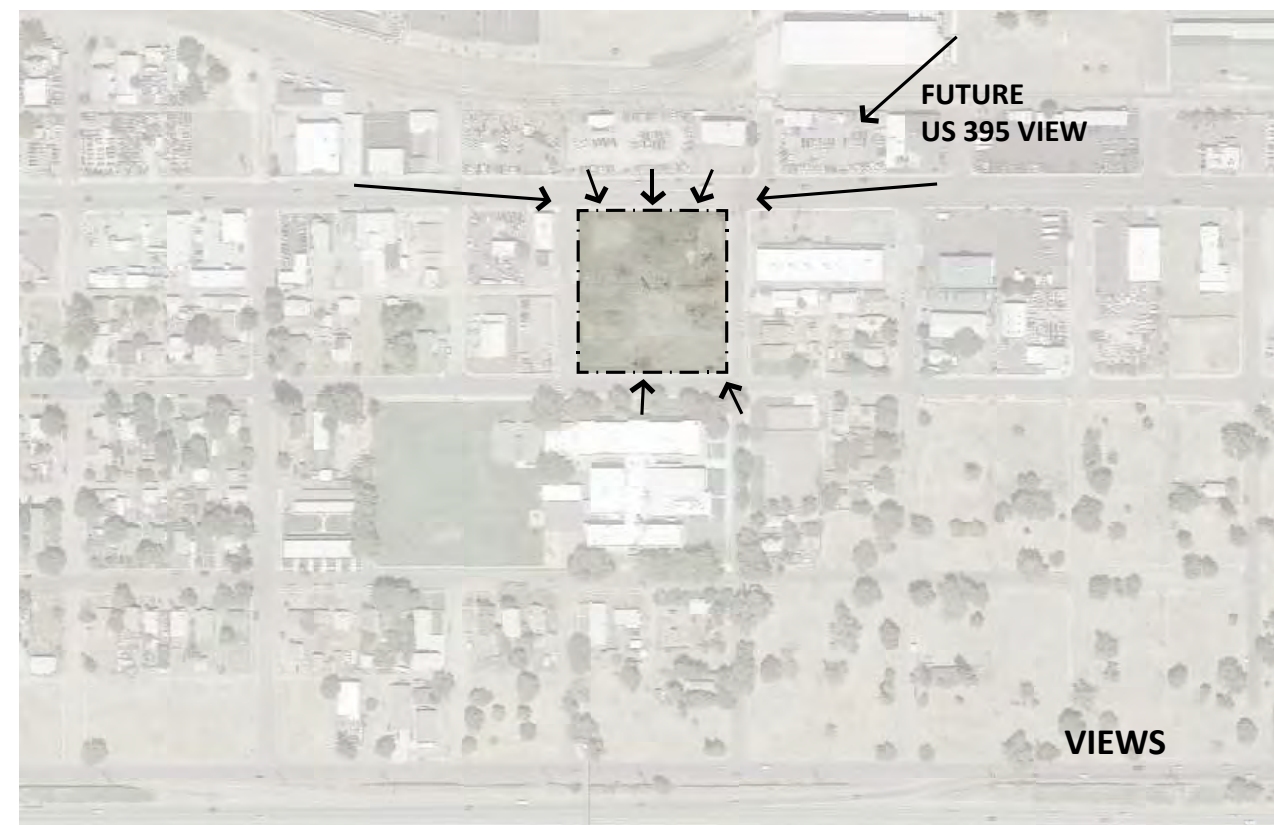
## SITE ANALYSIS



## CONTEXT ANALYSIS - CONSIDERATIONS

## NEIGHBORS

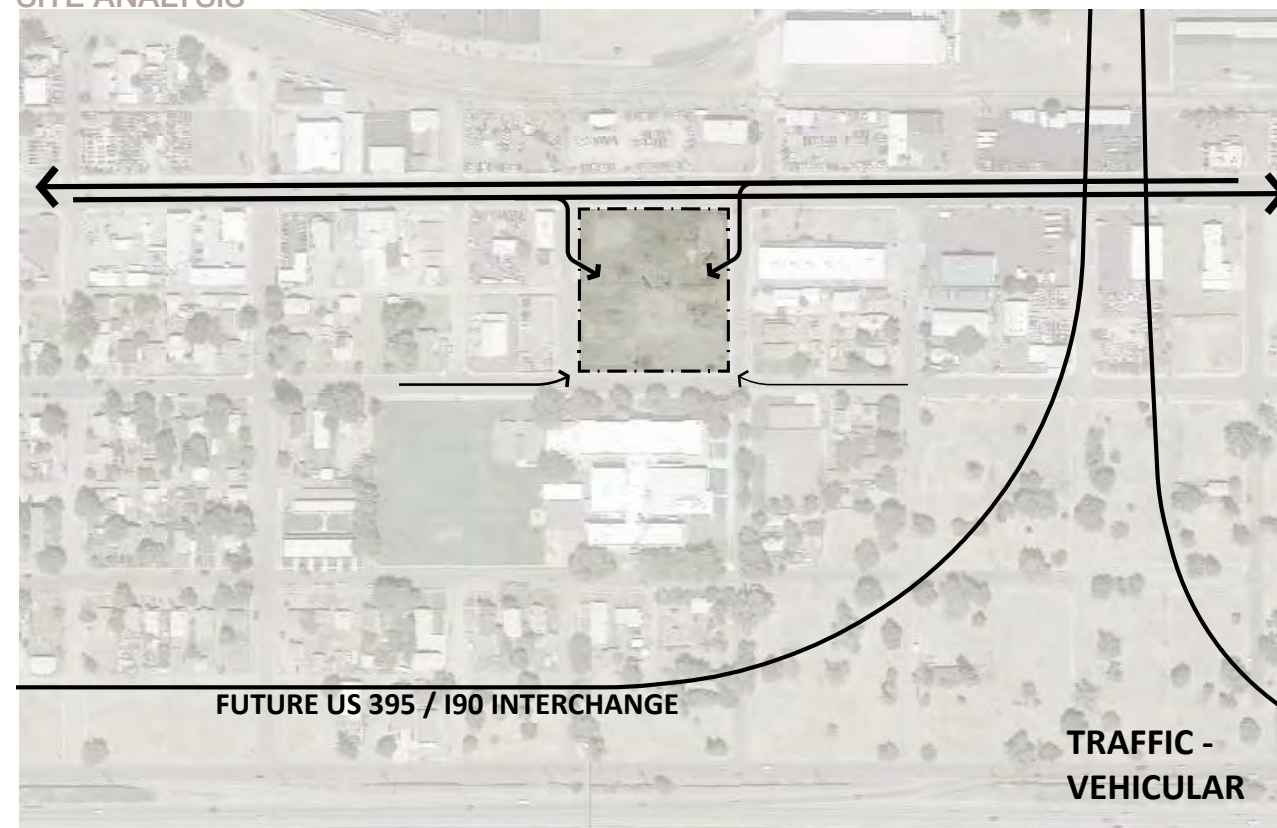
- Much of Sprague Avenue near the project site is commercially zoned space - a 40mph retail zone with parking lots lining the road and businesses beyond. The traintracks isolate the nearby residential neighborhood, and the land utilized by the future 395/ I90 interchange takes up the other portion of the neighborhood. Residents most adjacent are to the west of the project. Libby school and it's playground are located directly to the south of this project.



## VIEWS

- Much of the views into the site and project will come from the Sprague Avenue side. There are some views in from the south and the other site approaches (as well as a future US395 glimpse), but these pale in comparison to the exposure this site has from Sprague.

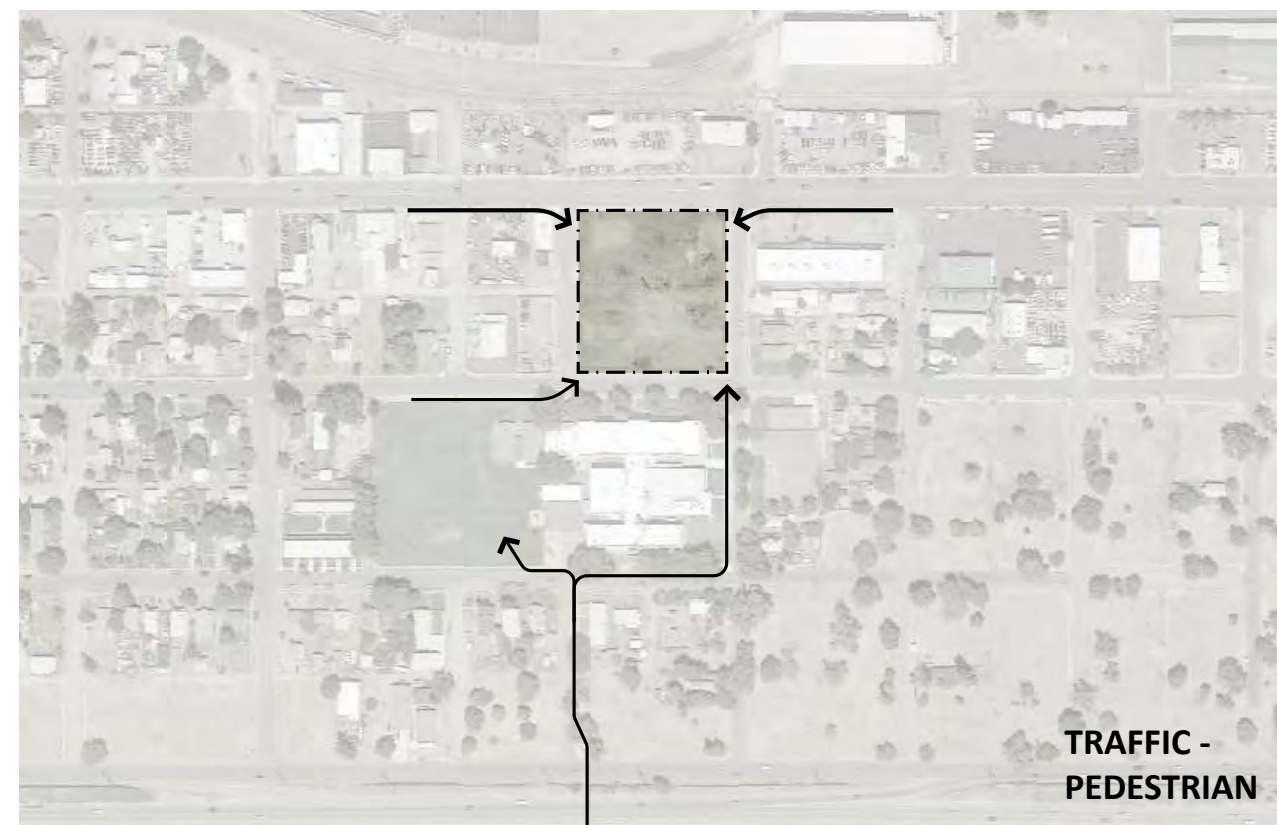
## SITE ANALYSIS



## CONTEXT ANALYSIS - CONSIDERATIONS

## TRAFFIC / VEHICULAR

- The vast majority of traffic at this site is along Sprague Avenue. Some neighborhood traffic will come from the west and east and entering from the south edge of the site. The adjacency to I90 and future US395 are significant to this project, as many visitors will be from throughout the city; that said, many of these visitors will arrive from a future freeway exit to the south, which will likely funnel them to Sprague and they will arrive from Sprague.



## TRAFFIC / PEDESTRIAN

- Sprague Avenue and this site don't see a large amount of foot traffic. Most pedestrians will be arriving from the east and west, with many arriving from Sprague. The footbridge to the south provides a pedestrian connection to the neighborhood across the freeway to the south.





# site analysis 4

## LISTEN TO THE SITE

The project must embrace the energy from the 40 mph traffic.



EXISTING SITE CHARACTER



VIEW EASTBOUND ON SPRAGUE AVENUE

EXISTING SITE MATERIAL PALETTE



NEON SIGNAGE



METAL SIDING

SPRAGUE AVENUE MATERIAL INSPIRATION

Colors and tones will be neutral and natural, with selective areas that are amped up and exciting in a way that intrigues and entices. Overall the materials will be sustainable and resonate with Sprague Avenue of which it's a part of. Building image, scale, and proportioning are critical, as reinforcing the context of Sprague was identified as a guiding principle during the predesign with the goal of creating a rich, consistent architectural language for the building. The building materials are natural and fit well with the industrial nature of Sprague; in color, texture and tone, it fits well into its setting.



VIEW OF SITE FROM SOUTH EAST CORNER



CONCRETE, ASPHALT, MINIMAL VEGETATION



ARCHITECTURAL SCREEN BLOCK



LIBBY SCHOOL



STACK BOND BRICK



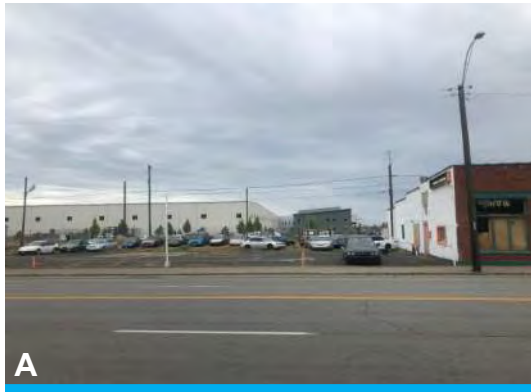
CONCRETE MASONRY UNIT & WOOD



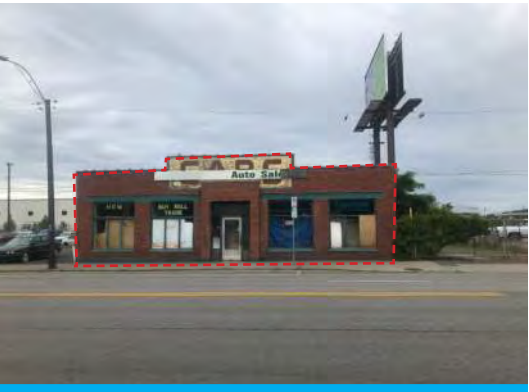
NORTH VIEW ALONG EAST SPRAGUE AVENUE



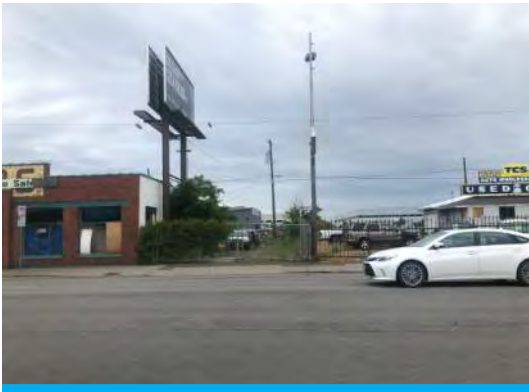
KEY



A



18'-0" TALL STRUCTURE



\*PROPOSED BLDG - 23'-0" TALL STRUCTURE



16'-0" TALL STRUCTURE

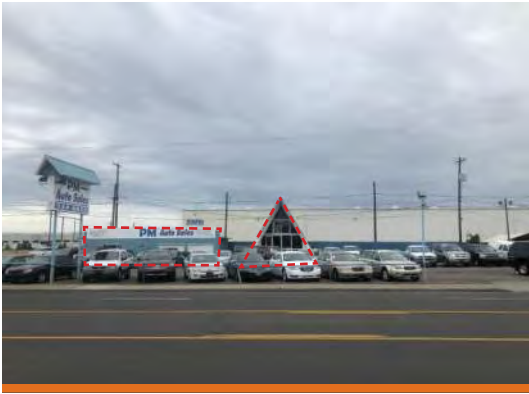


20'-0" TALL STRUCTURE

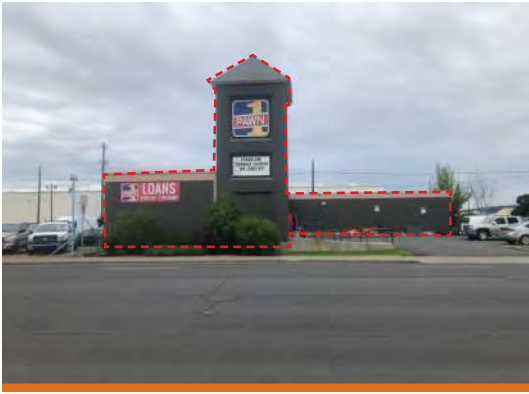


B

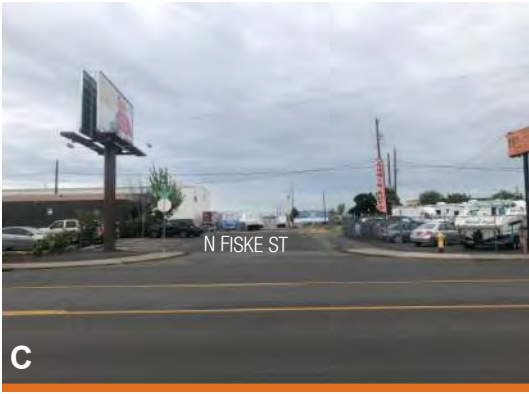
32'-0" WIDE STREET



16'-0" TALL STRUCTURE



40'-0" TALL STRUCTURE



C

32'-0" WIDE STREET

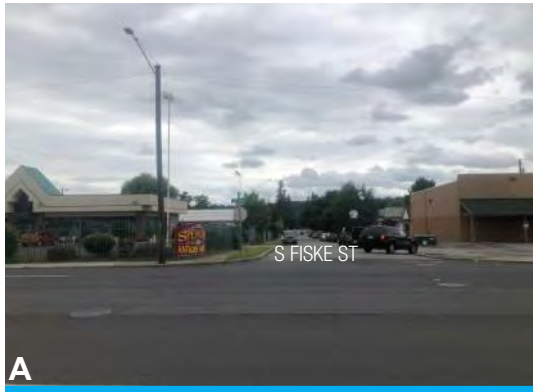


SOUTH VIEW ALONG EAST SPRAGUE AVENUE

\*PROPOSED BLDG - 23'-0" TALL STRUCTURE

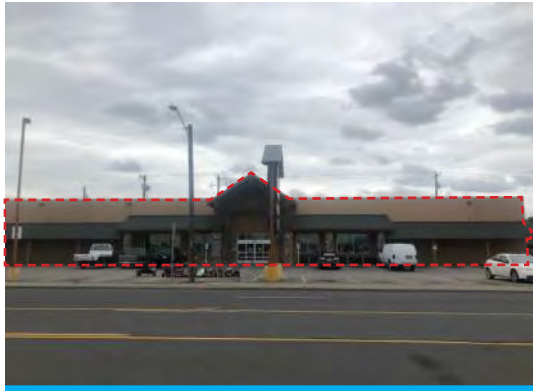
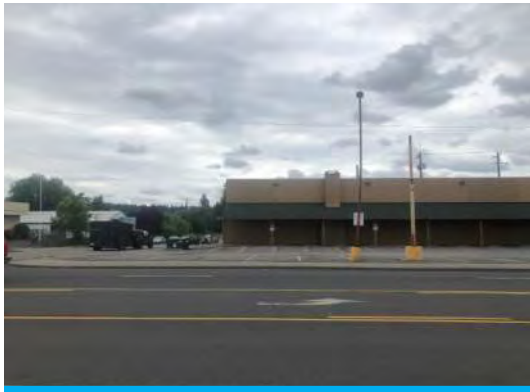
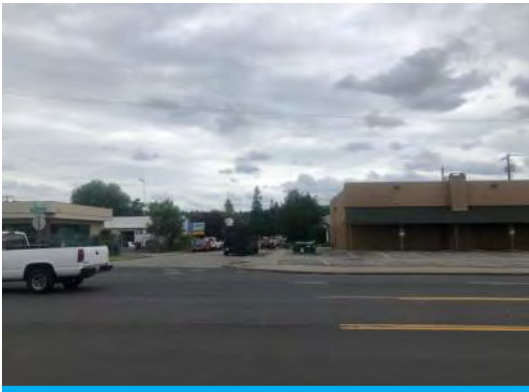


KEY

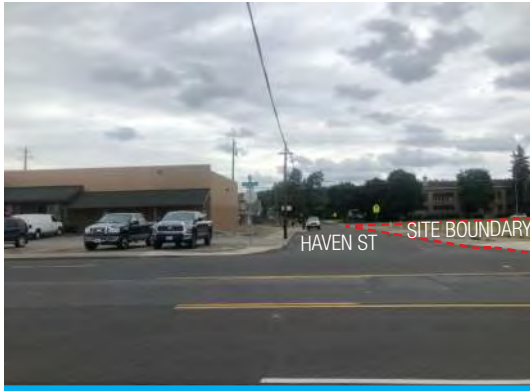
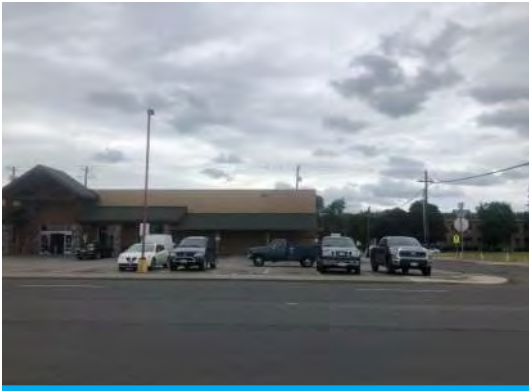


A

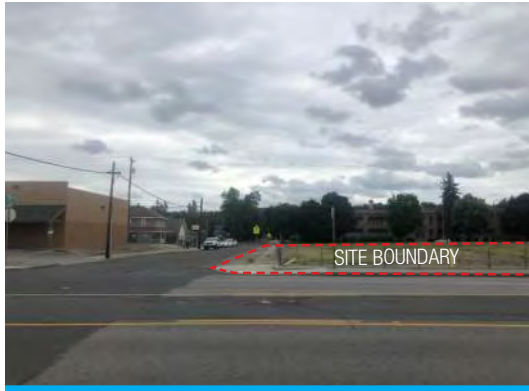
32'-0" WIDE STREET



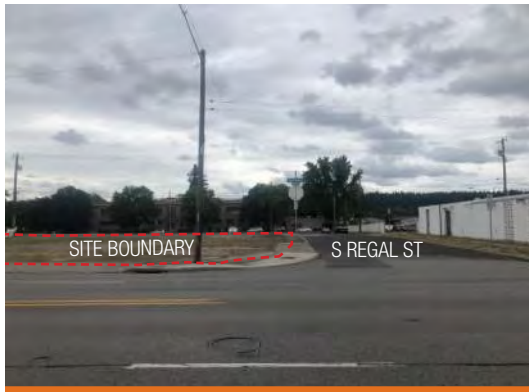
38'-0" TALL STRUCTURE



32'-0" WIDE STREET



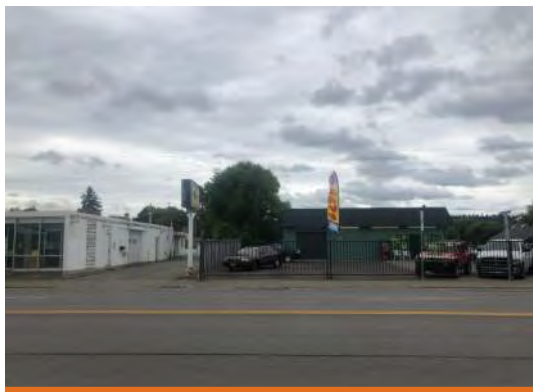
B



32'-0" WIDE STREET



12'-0" TALL STRUCTURE



16'-0" TALL STRUCTURE



C

32'-0" WIDE STREET

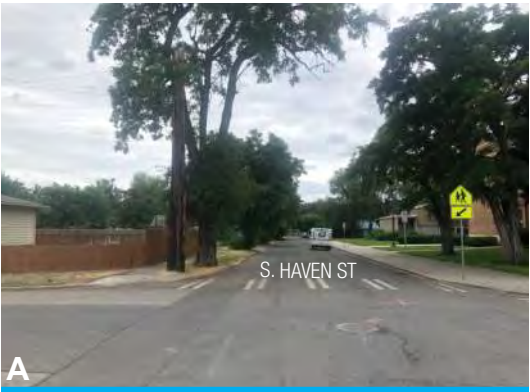


SOUTH VIEW ALONG E. 1ST AVENUE & EAST VIEW ALONG S. REGAL STREET

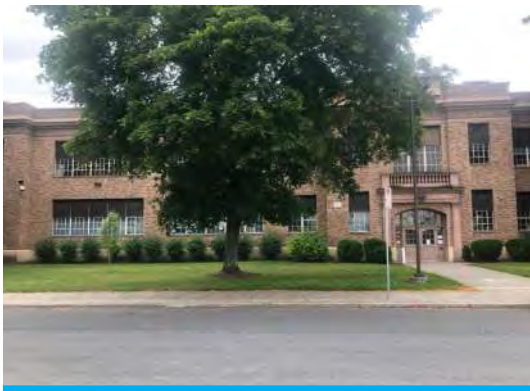
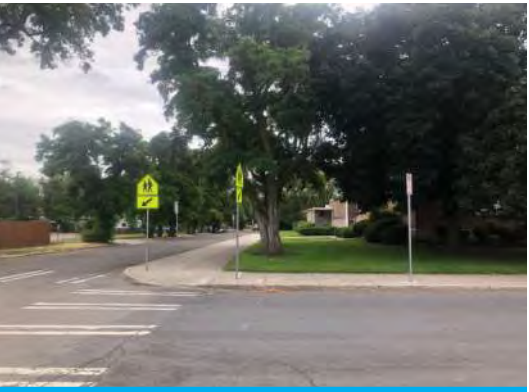
\*PROPOSED BLDG - 23'-0" TALL STRUCTURE



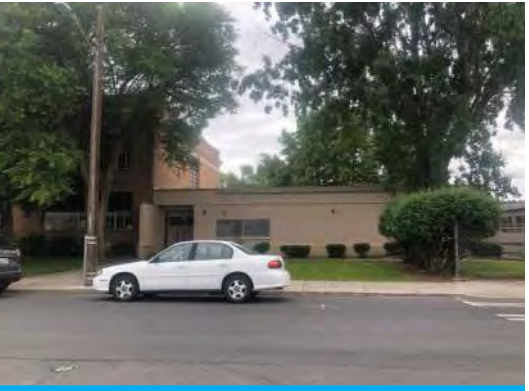
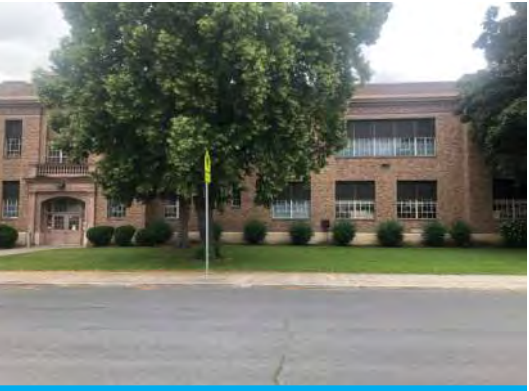
KEY



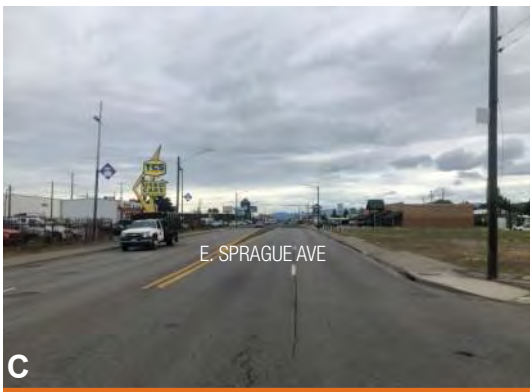
34'-0" WIDE STREET



40'-0" TALL STRUCTURE



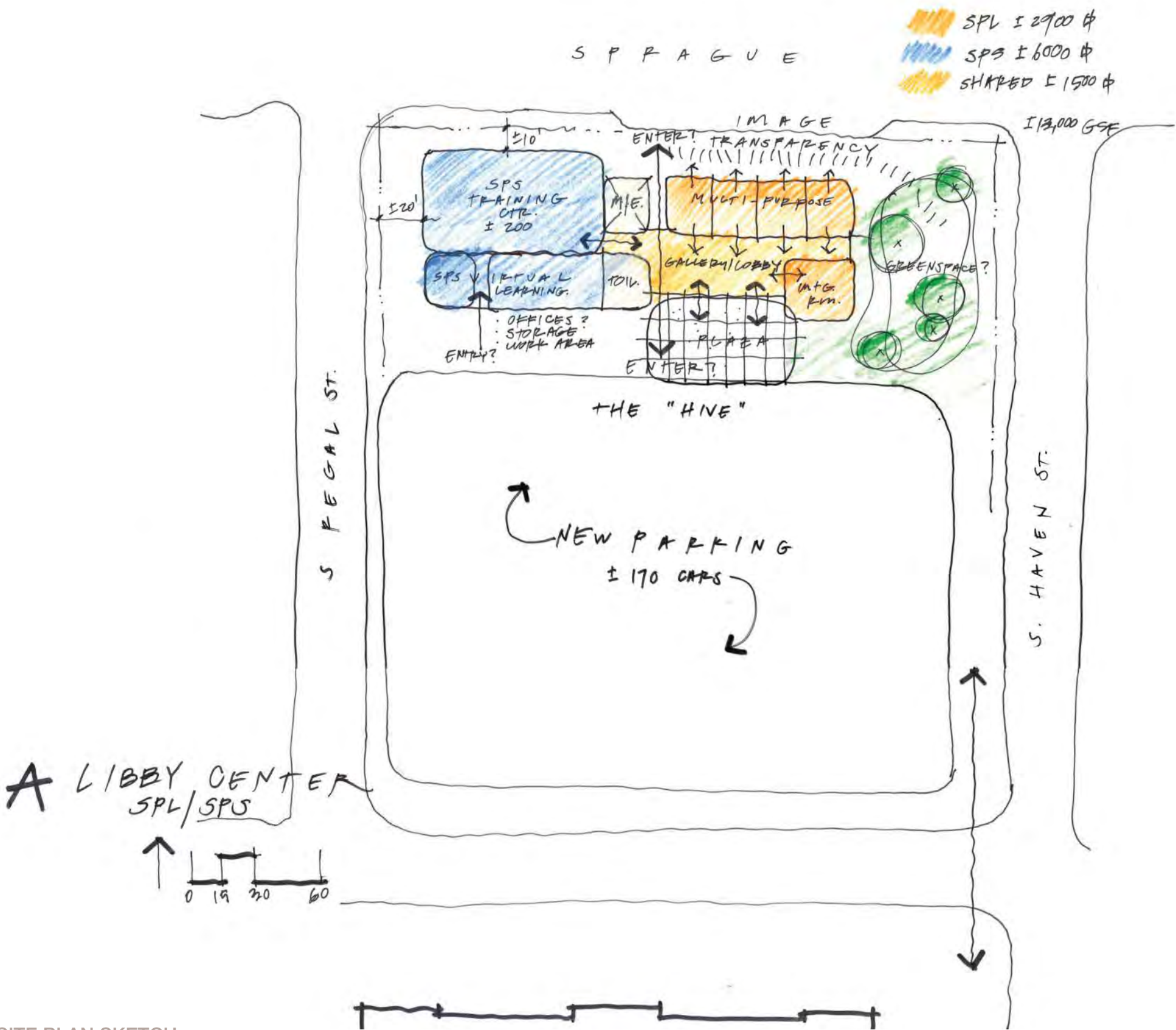
14'-0" TALL STRUCTURE



54'-0" WIDE STREET







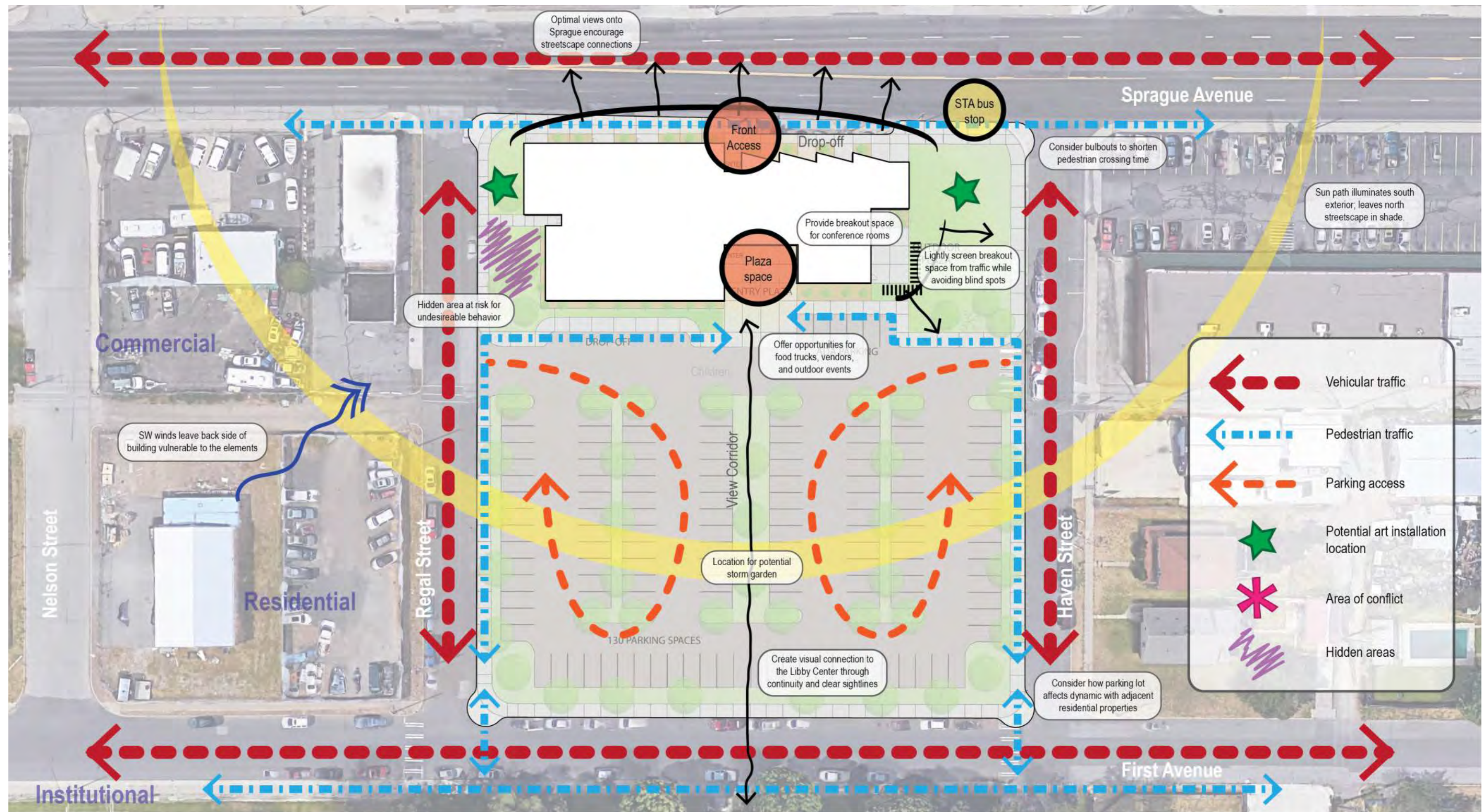
#### EARLY SITE PLANNING

- Accommodate 130 parking spaces for training rooms
- Use building as 'billboard' and place it along Sprague Avenue for visibility.
- Provide a pedestrian connection to the Libby Center.
- The Hive will be a visible beacon from Sprague Avenue that can showcase the Library's maker-spaces and screen off the School's training areas for privacy.

SITE PLAN SKETCH



SITE STUDIES







SITE APPROACH

Numerous site locations were studied with SPL during the predesign to understand the best ways to efficiently and effectively utilize the site. Rather than sitting back from Sprague with a parking lot in front of it, the building abuts Sprague and invites passers by into the building. By placing the building near Sprague, the building is able to embrace the energy and vibrancy of Sprague. Instead of turning it's back to Sprague, it embraces its challenges as opportunities, harnessing the energy and noise and becoming a fun part of that experience. In this way, it takes cues from the site to ground it in the 40 mph context of Sprague Avenue and the automobile.



## NEXT GENERATION PUBLIC SPACE

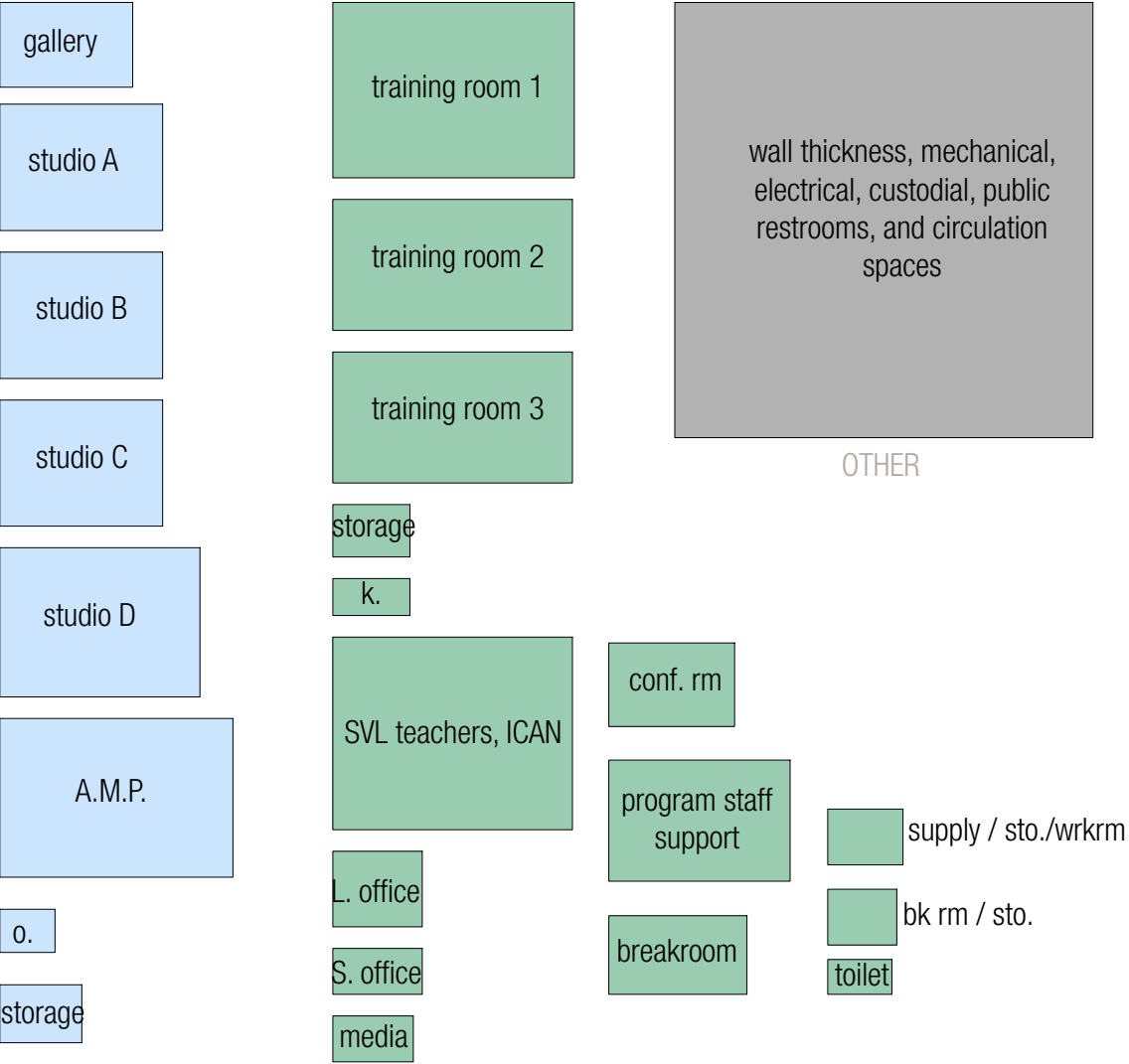
One of the major design principles for “The Hive” project is to ensure that the building stands out in its surrounding context, and it does this in several ways. One way is by thinking of the building itself as a sign and billboard. By making the building the billboard, large signage elements surprise and intrigue passersby, enticing the public to enter the building from the street or drive around to the southern entrance

concept **5**

The Hive  
Program Space Summary

May 28, 2019INTEGRUS Project No. 21855.00

SPACE TYPE	SPACE TITLE	SHARED BETWEEN SPS & SPL	QUANTITY	SQUARE FEET	TOTAL NET SQUARE FEET	REMARKS
SPOKANE PUBLIC LIBRARY	Gallery	X				Flexible space to display artwork. Large garage doors to the exterior entry plaza. Power / Internet to plugin electrical device for possible presentations or digital displays.
	Studio A		1	297	297	Variety of 'light' art activities.
	Studio B		1	541	541	Variety of 'light' art activities.
	Studio C		1	541	541	Pottery studio. Can include necessary storage for pottery, enhanced plumbing, and power needs for pottery wheel.
	Studio D		1	783	783	Woodshop with painting booth. Power and Mechanical needs shall be provided for a variety of tools.
	A.M.P.	X	1	970	970	Can work similar to Studio C. Can work as a teaching / creative space with concrete floors.
	Office		1	60	60	Can be used by library staff as a working / storage space when they are on site for the day.
	Storage	X	1	124	124	A.M.P. Storage.
	Subtotal				3,857	
SPOKANE PUBLIC SCHOOLS	Training Room 1	X	1	1,116	1,116	60 people with tables & chairs. LCD screens & projectors.
	Training Room 2	X	1	829	829	30 people with tables & chairs. LCD screens & projectors.
	Training Room 3	X	1	829	829	30 people with tables & charis. LCD screens & projectors.
	Storage	X	1	107	107	Storage for tables and chairs
	Kitchenette	X	1	75	75	Can be used by SPS and SPL.
	SVL Teachers, ICAN		1	1,215	1,215	
	Large Office		1	177	177	
	Small Office		1	108	108	
	Media Room		1	97	97	Can serve as a potcasting room.
	Conference Room	X	1	258	258	Shared between SPL & SPS
	Program Support Staff		1	578	578	
	Breakroom		1	284	284	
	Toilet		1	59	59	
	Bookroom & Storage		1	101	101	
	Supply, Storage, & Workroom		1	110	110	
	Subtotal				5,943	
TOTAL ASSIGNABLE BUILDING AREA					9,800	
TOTAL GROSS BUILDING AREA with 67% EFFICIENCY					13,803	Includes Wall Thickness, Mechanical, Electrical, Custodial, Public Restrooms, and Circulation Spaces



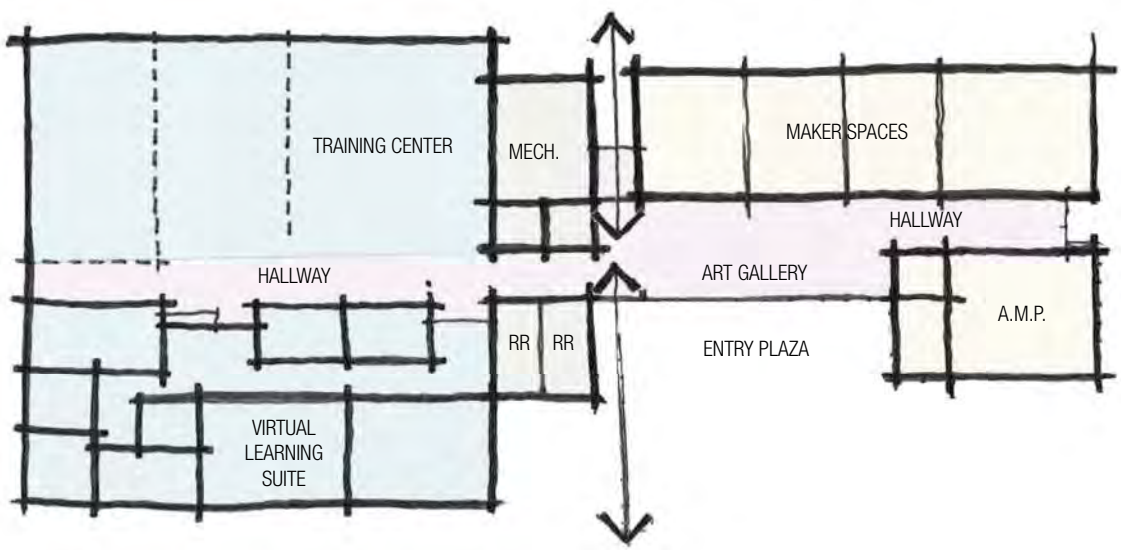
WHAT IS PROGRAMMING?

The first step in design is referred to as programming. Programming entails discovering the client's needs and goals and getting them down on paper in either written or graphic format (or both). During programming, we discussed the needs the client had in terms of number of rooms and size of rooms from a quantitative perspective. We asked questions from a more qualitative perspective to understand how the client envisions these rooms. The qualitative discussion was centered on issues of natural

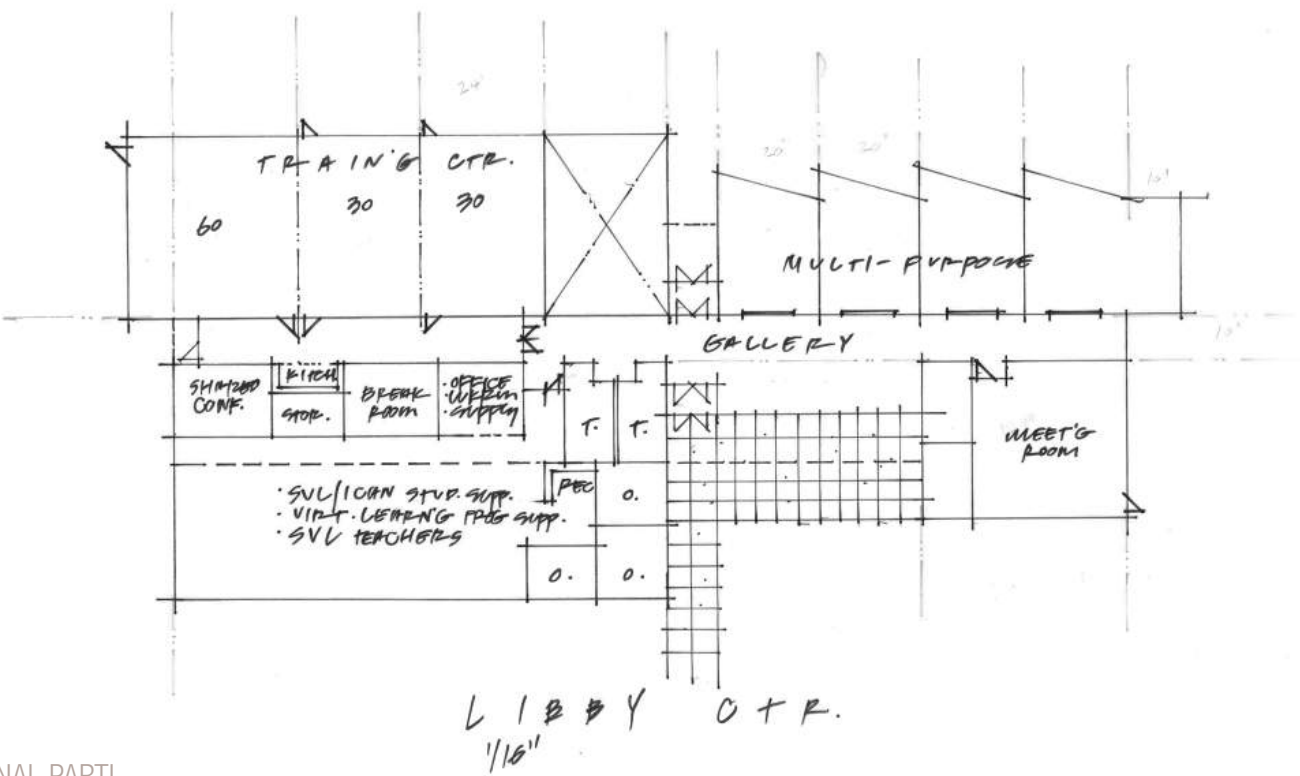
light, views to the outdoors, noise concerns, or proximity to other rooms in the office. The balance of quantitative and qualitative components allowed us to understand the client's needs in terms of hard numbers (square feet) and emotional expectations for how the space will feel and function.

PROGRAM SPACE SUMMARY GRAPHIC BREAKDOWN





EARLY INITIAL PARTI



FINAL PARTI

PARTI DIAGRAMS

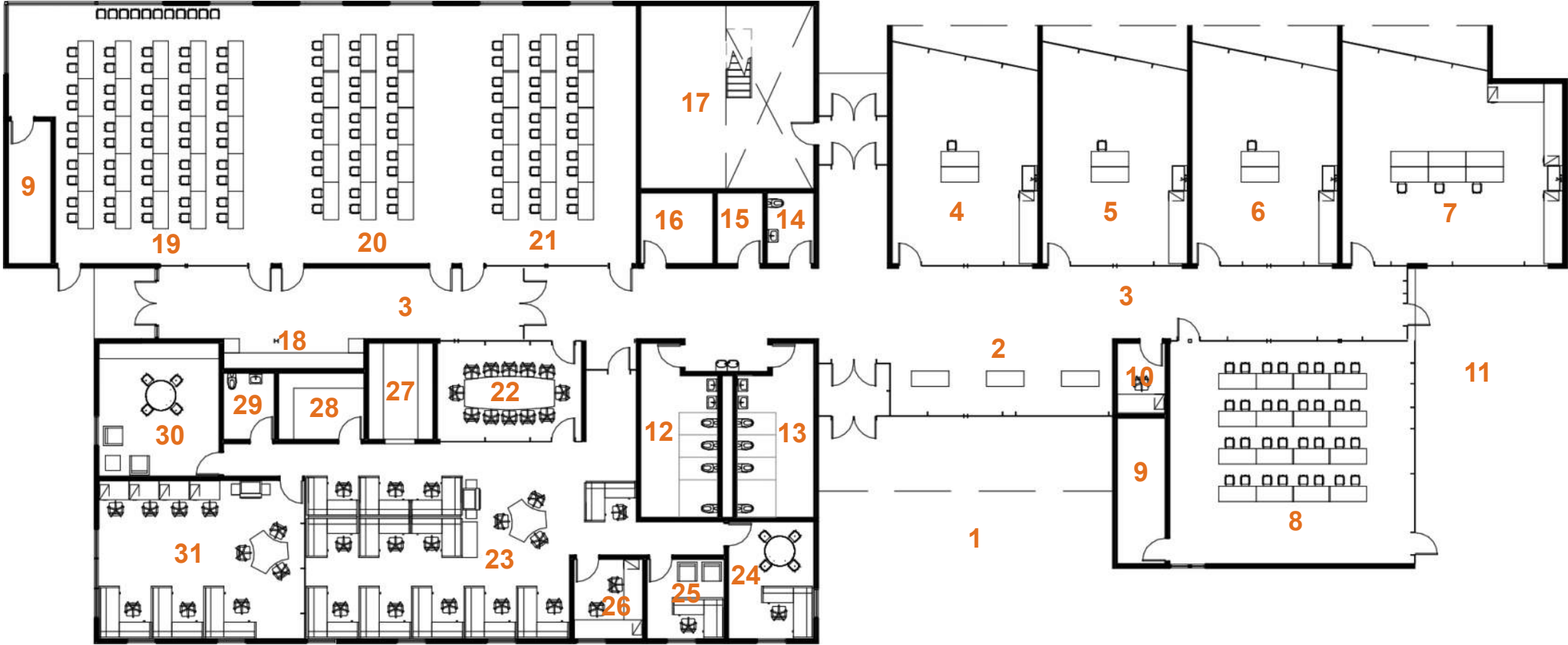
Quick and gestural Parti diagrams allowed us to explore programming concepts quickly. Simplicity was key to the selection of the preferred diagrams due to their great economy, beauty, and elegance.

EARLY PARTI

Initial studies explored creating a clear separation between both programs (SPL & SPS), while giving each program an opportunity to showcase their identity. In addition, providing ‘access-control’ into the SPS side was important during off-hours and while the library remained opened.

FINAL PARTI DIAGRAM

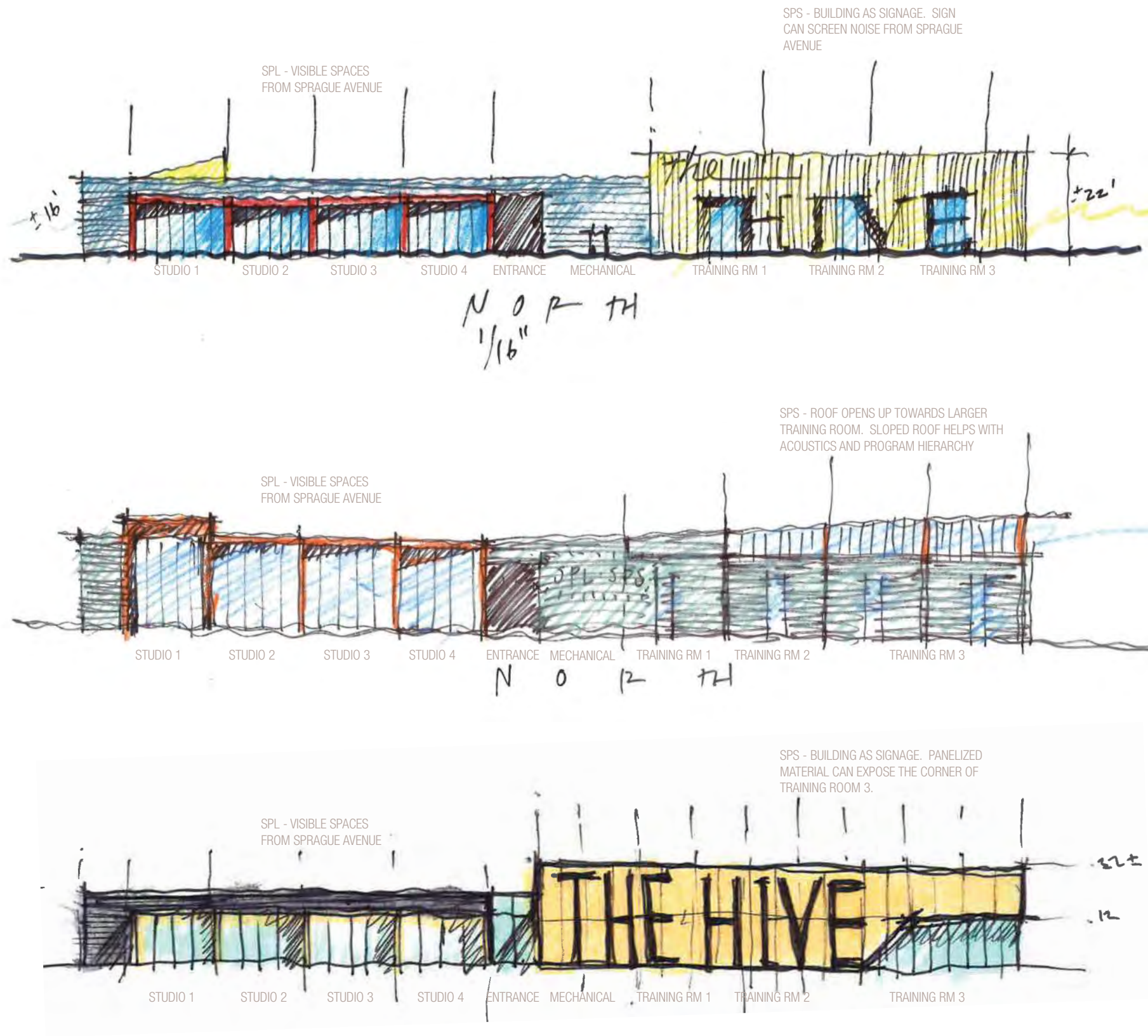
- Providing a clear / direct program that's easy to follow.
- Clear distinction and separation from the SPS and SPL program spaces but also encourage cross-pollination between both groups creating a ‘pores’ of ‘hive-like’ experience.
- Multi-purpose spaces shall be honest and exposed to E. Sprague Avenue, while the large training rooms should be screened off for sound / visible privacy.



- KEY
- 1. Entry Plaza
  - 2. Gallery
  - 3. Hall
  - 4. Studio 1
  - 5. Studio 2
  - 6. Studio 3
  - 7. Studio 4
  - 8. AMP Room
  - 9. Storage
  - 10. Office
  - 11. Private Patio
  - 12. Women's Restroom
  - 13. Men's Restroom
  - 14. Gender Neutral Restroom
  - 15. Custodial
  - 16. Electrical / IT Room
  - 17. Mechanical
  - 18. Kitchenette
  - 19. Training 1
  - 20. Training 2
  - 21. Training 3
  - 22. Conference Room
  - 23. SVL Teachers, ICAN
  - 24. Large Office
  - 25. Small Office
  - 26. Media Room
  - 27. Supply / Storage / Workroom
  - 28. Bookroom / Storage
  - 29. Toilet
  - 30. Breakroom
  - 31. Program Support Staff

FLOOR PLAN





BUILDING CHARACTER SKETCHES

- Building as signage
- Embrace the 'speed' and energy of the 40/hr cars driving by
- Simple building shapes for great economy and durable materials that will last



“...WORKING WITH SPOKANE PUBLIC SCHOOLS  
ON THIS PROJECT HAS SHOWN THAT EXCITING  
THINGS CAN BE ACCOMPLISHED WHEN WE UNITE  
ON A COMMON GOAL.”  
  
- ANDREW CHANSE, EXECUTIVE DIRECTOR, SPL



EASTBOUND ON SPRAGUE AVENUE





NORTH ELEVATION (23'-0" TALL STRUCTURE)

Traveling west from the gallery along a corridor, one passes the mechanical/electrical and toilet rooms, central to the building. Past that, the building houses three training rooms that can open up to be one large training room, as well as Spokane Public Schools' Virtual Learning and teacher training office area at the southwest portion of the building. This office area includes a podcasting studio, conference space, break rooms, offices, and open office areas.



SOUTH ELEVATION (23'-0" TALL STRUCTURE)

*"...WORKING WITH SPOKANE PUBLIC SCHOOLS ON THIS PROJECT HAS SHOWN THAT EXCITING THINGS CAN BE ACCOMPLISHED WHEN WE UNITE ON A COMMON GOAL."*

- ANDREW CHANSE, EXECUTIVE DIRECTOR, SPL



The interior layout of the building is simple and straightforward. When traveling by car, the public enters on the southern side and travels through a protected courtyard and enters into the heart of the project: the gallery space. From this entry point, the rest of the building is easily accessed. Four studio makers paces front the gallery and eastern hallway, along with the AMP/ meeting space. All of these spaces have garage doors and expansive glass, making them visually connected as well as giving the option of opening up all the garage doors and having one large, interconnected series of space.



GALLERY SPACE



EAST ELEVATION (23'-0" TALL STRUCTURE)

WEST ELEVATION (23'-0" TALL STRUCTURE)





"...THIS WILL BE THE FIRST 21ST CENTURY LIBRARY OF ITS KIND. A TRULY INNOVATIVE SPACE."

-CARIS O'MALLEY, DEPUTY DIRECTOR, SPL

Westbound on Sprague Avenue



Generally, the building exterior will consist of CMU block walls, storefront glass, metal panel, and weathered steel, materials that are enduring, cost effective, and easily maintained.

*"...WE CAN'T WAIT TO SEE THIS LOCATION TRANSFORM INTO A HUB OF INNOVATION AND LEARNING IN OUR CITY."*

- PAUL CHAPIN, COMMUNITY ENGAGEMENT MANAGER, NORTH REGION SPL



VIEW OF THE ENTRY PLAZA







## Berberich, Taylor

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**From:** Cody Dompier <cdompier@integrusarch.com>  
**Sent:** Thursday, August 1, 2019 2:53 PM  
**To:** Gunderson, Dean  
**Cc:** Berberich, Taylor; Steven Clark; Jose Barajas; Mark Dailey  
**Subject:** SPL/SPS HIVE: Parking Clarification

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dean-

As mentioned on the phone, here's a clarification to the parking situation.

The HIVE at Libby Center

Parking Clarification

- The Parking lot for this project will not be shared with any other building.
- For both Spokane Public Library and Spokane Public Schools, this building will serve the entire city. Where one might typically expect SPS and SPL buildings to serve local neighborhoods, this building serves the entire City of Spokane. Therefore, a vast majority of folks will be arriving by car from all over town. It is for this reason that we will be designing a parking lot that exceeds the identified maximum parking/sf, and (as already discussed with the city at the pre-development conference) will write a formal letter to the city explaining this situation.

Please let me know if you have further questions.

Thanks,

Cody

Cody Dompier, AIA

Architect

[cdompier@integrusarch.com](mailto:cdompier@integrusarch.com)



Integrus Architecture

10 S. Cedar

Spokane, WA 99201

509.838.8681 | office

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# West Havermale Island

## 1 – RECOMMENDATION MEETING

### Design Review Staff Report

August 13, 2019


**Staff:**  
**Staff:**

Taylor Berberich  
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Dean Gunderson  
 Senior Urban Designer  
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Planning & Development Services Department

**Applicants:**

City of Spokane – Parks Department  
 808 W. Spokane Falls Boulevard  
 Spokane, WA 99201

ATTN: Barry Ellison, City of Spokane  
 (509) 625-6000  
[bellison@spokanecity.org](mailto:bellison@spokanecity.org)

ATTN: Anne Hanenburg, SPVV Landscape Architects  
 (509) 325-0511  
[Anne@spvv.com](mailto:Anne@spvv.com)

## Background

The Design Review Board Collaborative Workshops were held on June 12, 2019.

*The following materials are supplemental to this report:*

- *Design Review Board | Collaborative Workshop Recommendation, June 12, 2019;*
- *Design Review Staff Report | Program Review/Collaborative Workshop, June 12, 2019;*

## Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on June 12, 2019 as follows:

*Since the June 12, 2019 DRB Collaborative Workshop, it's been determined the project will be delivered in two phases. The following site elements are no longer included in the Phase I West Havermale Island project design, and will be designed at a later time under (perhaps in the Post Street Bridge Reconstruction re-design):*

- *Post Street drop-off / loading zone*
- *Post Street sidewalk/Centennial Trail*
- *West parking lot*
- *Expo '74 Picnic Shelter*
- *Intersection of Post Street and south promenade (**see Topics for Discussion**)*

*Additional site related changes include:*

- *Relocation of Shane's Inspiration Playground to east side of site. Reduction of Shane's Inspiration Playground from 15,000 square feet to 7,700 square feet.*
  - *Access into Shane's Inspiration Playground off the South Promenade / Centennial Trail*
  - *Shane's Inspiration restroom located at the northeast edge of play area*
  - *West play area (formally the Sensory Playground) will be a passive play area with picnic tables and lawn area*
- *Proposed Avista zipline added on Avista property (**see Topics for Discussion**)*
- *Increase size of landscape buffer between O&M Yard and Stepwell sculpture (**see Topics for Discussion**)*
- *Fencing/screening of O&M Yard includes expansive landscape buffer and 10' high custom corrugated metal panels and wood post fence (please refer to materials palette cutsheet).*
- *Hollywood limited access drive to O&M Yard eliminated. Converted to reinforced concrete.*

- *Addition of the StepWell sculpture location within the project scope, to the extent that the proposed buffering of the O&M Yard is expected to mitigate any adverse impacts the yard may have on the sculpture.*

The applicant's responses to the Design Review Board Advisory Actions are as follows (applicant's responses are *blue in italics*, staff notes are *red italics*):

1. Applicant is encouraged to work with the City of Spokane Streets Department to determine the opportunity for a bus loading area on Post Street adjacent to the project.

*RESPONSE: Parks has indicated a loading / drop-off area will be included as part of the Post Street Reconstruction project. SPVV will provide design documents that will be bid and constructed at a later date.*

*STAFF: The latter proposed design would be subject to a separate design review process, regardless of composition of design consultant team.*

*CLARIFICATION (8/14): The applicant has stated that it is negotiating with the City Street Department to have the loading/drop-off area included in the Post Street Reconstruction – as of this date the negotiations have not been completed.*

2. Applicant shall provide a circulation plan for the project noting pedestrian and vehicular routes. Special attention should be given to the Avista lay-down area and bridge.

*RESPONSE: A 5' wide pedestrian sidewalk will remain along the entire north edge of the project boundary from the south end of the Post Street Bridge to the Conservation Futures area, this includes the far north end of the Theme Stream bridge crossing. Pedestrian circulation will be routed around the perimeter of the Avista lay-down area. Please refer to Circulation Plan.*

*STAFF: See Circulation Plan Amendment.*

3. Applicant shall utilize the existing Riverfront Park Wayfinding typology to identify locations for primary, secondary, and possibly tertiary gateways.

*RESPONSE: Please refer to Circulation Plan. Riverfront Park Wayfinding signage will be located at the east and west ends of the south vehicular access / promenade, and a "Trout Arch" gateway, designed by Shane's Inspiration will welcome families into the Shane's Inspiration Playground. The "Trout Arch" will be located along the south promenade at the entrance of the Shane's Inspiration Playground. \*\*Please note, wayfinding signage is recommended as part of the Wayfinding Master Plan at the south end of the Post Street Bridge. However, this would be constructed as part of the Post Street Bridge Reconstruction project.*

*STAFF: See additional information regarding the "Trout Arch" gateway.*

4. Applicant is encouraged to work with the Bicycle Advisory Board and Friends of the Centennial Trail to determine the optimal route for the Centennial Trail.

*RESPONSE: The Parks Department held meetings with both stakeholder groups confirming the preferred route for the Centennial Trail is along the east side of Post Street, extending from the south end of the Post Street Bridge and tying in at the south vehicular access /promenade as shown on the site plan and circulation plan. The Centennial Trail along Post Street will be a total of 16' wide – with a combined 10' concrete sidewalk and 6' wide asphalt trail. (Refer to "Parking Area Section)*

*STAFF: As there is no Parking Area Section of the current project design (that portion of West Havermale Island now being designed under a separate project), the portion of the Centennial Trail running through the project is identified in the Amended Circulation Plan.*

5. Applicant is strongly encouraged to improve the aesthetics of the proposed public restroom to match the aesthetic and unique quality of Riverfront Park.

*RESPONSE: Based on feedback from the Ad Hoc Committee, Foundation, donor, and multiple children's stakeholder groups, the restroom will have a colorful and whimsical aesthetic that ties into the Shane's Inspiration theme of 'Nature/River'. Due to the special needs, safety, and security of the primary user group, the restroom will be located within the fenced area of the playground on the northeast end of the site. The restroom will contain 3 separate ADA accessible lavatories with 1 adult size changing table, and 1 infant size changing table. The restroom facility will include dedicated power for ventilators, wheelchair recharging, and other medical apparatus needs.*

*STAFF: See Shane's Inspiration Restroom (see **Additional Topics for Discussion**)*

*CLARIFICATION (8/14): The applicant has revised the location of the restroom (see revised Site Plan), it is now to be located to the southeast of Shane's Inspiration Playground, and it will contain **up to** three separate ADA accessible toilet rooms.*

6. The Board supports the efforts of the applicant to engage local children in the identification of themes for the playground, which could impact the final theme of the overall project.

*RESPONSE: Additional outreach occurred after the 6/12/2019 DRB meeting, with the preferred theme identified as Nature / River. Please refer to the Shane's Inspiration Design Concept included in the DRB application packet.*

*STAFF: See **Additional Topics for Discussion**.*

7. Applicant is encouraged to explore the previously identified alternate locations for the Stepwell sculpture to avoid aesthetic conflicts with the M&O yard.

*RESPONSE: Parks and the Executive Director of Spokane Arts have met and discussed visual screening and the O&M yard proximity to the Stepwell sculpture. Current status of the Stepwell sculpture location is for it to remain in its proposed location near the Conservation Futures site. See response below as to how the O&M yard will be mitigated.*

*STAFF: See **Additional Topics for Discussion**.*

*CLARIFICATION (8/14): The applicant has indicated that the Parks Department and the Exec. Dir. of Spokane Arts also met with the Join Arts Committee and the Lead Artist to discuss this subject.*

8. Applicant is strongly encouraged to submit additional information to the board that will demonstrate how the presence of the M&O yard will be mitigated.

*RESPONSE: The landscape bedding area separating the Stepwell and O&M yard has expanded in width. At its narrowest point, the bedding area is 26', and at its widest point its 40'. The bedding area will be densely planted with minimum 18' high conifers and evergreen shrubs. Additionally, the O&M yard will be surrounded by a 10' high, custom designed corrugated metal and wood fence with evergreen vegetation planted on the outside of the fenced yard. Please refer to materials palette cutsheet for proposed fencing.*

*STAFF: It should be noted that corrugated metal panels exposed to potential, minor maintenance vehicle and tour train impacts will not be easy to repair – the aesthetics of such a fence material may degrade over time.*

## Additional Topics for Discussion

Based on the proposed refined design proposal and change in project scope, staff offers these additional topics for discussion:

1. The intersection of the South Vehicular Access / Promenade (and preferred Centennial Trail alignment) and Post Street is now being excluded from the project's scope, a change from the Collaborative Workshop. Does this meet the intent of the board's direction in Advisory Action #4? Given that this intersection will provide critical Emergency Vehicle Access to Riverfront Park and will serve as the westernmost entrance gateway to the park, does the board have any guidance to offer regarding the exclusion of this portion of the site design from the project? On 8/14 the applicant stated that the intersection of the south promenade and Post Street will be used as a staging area for the Post Street Bridge Contractor (a project expected to be completed in Fall of 2021). Urban design staff would note that conservation of Emergency Vehicle Access to park and the US Pavilion will be negotiated with the Fire Department and the City Streets Department.
2. The (out of contract) proposed zipline on the Avista property has been added since the Collaborative Workshop. The Historic Preservation Officer has indicated that any modifications that may impact the Theme Stream (an identified historic resource) would be subject to HPO review, and the project would be subject to a separate design review process. What opportunities are there to provide guidance regarding the possible impacts this potential future installation may have on the Theme Stream and the entrance/gateway into Shane's Inspiration Playground ("Trout Arch")?
3. The applicant is now proposing to add the StepWell sculpture installation into the project scope (installation to be performed in the construction scope for West Havermale Island), and has met with the sculptor to ensure that the proposed, expanded landscape buffer addresses concerns related to the proximity between the sculpture and the O&M Yard. As such, the applicant is asking the board to waive Advisory Action #7 – as adverse impacts will be mitigated in-place. Prior to being informed of this change in scope, urban design staff met with a representative of the Spokane Fire Department to discuss the placement of the Stepwell Sculpture at Location #11 (the artist's and the Spokane Arts Commission's original preferred location) within the adopted *Spokane Riverfront Park Arts Master Plan* (see attachment). The Fire Department had initially recommended against this location as it perceived a conflict between the placement of this wood-fabricated sculpture and location #11's proximity to the annual fireworks mortar set-up. Based on discussions with urban design staff, the Fire Engineer noted the location would be acceptable as long as the sculpture would be covered with a fire retardant blanket during fireworks displays (the tarp would meet NFPA 701 Fire Retardant Standards). Given the Fire Department's additional feedback, does the board support the installation of the StepWell sculpture at Location #11 if the currently proposed location is open to modification again? If so, does the board have any advice for the proposed increase of landscaping and fencing surrounding the O&M Yard – could this be reduce, modified, or eliminated?
4. The applicant has provided additional design information for the Public Restroom near the Shane's Inspiration playground. It should be noted that the design does not reflect the three alternative treatments identified in the Collaborative Workshop submittal (basalt masonry to match other new Riverfront Park structures, brick masonry detailed to match historic structures in or near Riverfront Park, nor the white wall with "super graphics" compositions used for pavilions in the '74 Expo). Does the board have any additional advice or recommendations for this enlarged and more prominent publicly-funded facility?

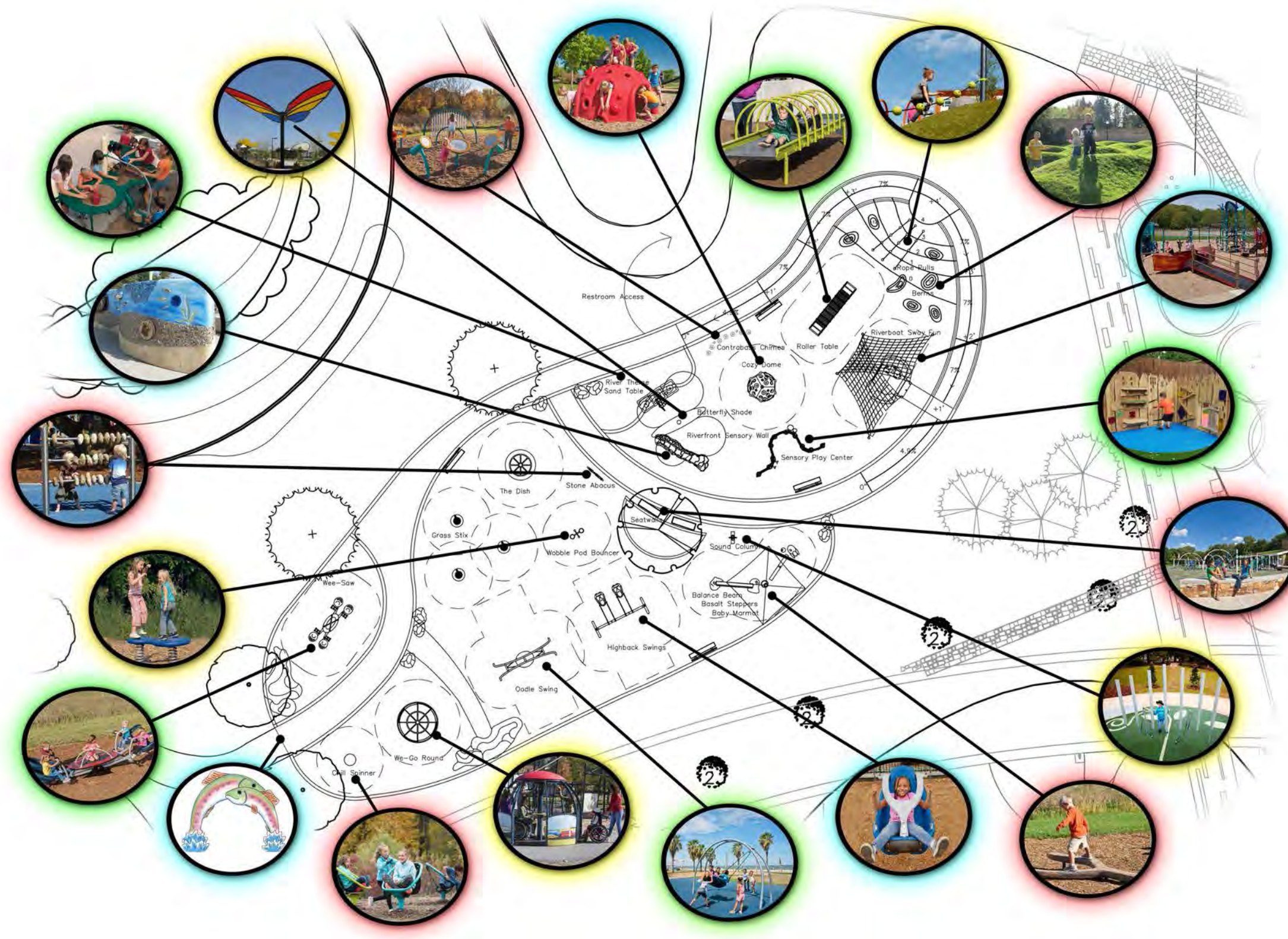
## Note

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Current Planning Section of Planning and Development Services.

## Policy Basis



Spokane Municipal Codes  
City of Spokane Comprehensive Plan  
Fast Forward Downtown Plan  
Riverfront Park Master Plan  
Riverfront Park Public Art Plan  
Downtown Design Guidelines



# CITY OF SPOKANE RIVERFRONT PARK WEST HAVERMALE ISLAND





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Since the June 12, 2019 DRB Collaborative Workshop, it’s been determined the project will be delivered in two phases. The following site elements are no longer included in the Phase I West Havermale Island bid package, and will be constructed at a later time under the Post Street Bridge Reconstruction, and Post Street Reconstruction projects:

- Post Street drop-off / loading zone
- Post Street sidewalk/Centennial Trail
- West parking lot
- Expo '74 Picnic Shelter
- Intersection of Post Street and south promenade.

Additional site related changes include:

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- Avista zipline added on Avista property.
- Increase size of landscape buffer between O&M Yard and Stepwell sculpture.
- Fencing/screening of O&M Yard includes expansive landscape buffer and 10’ high custom corrugated and wood post fence (please refer to materials palette cutsheet).
- Hollywood limited access drive to O&M Yard eliminated. Converted to reinforced concrete.

6/12/2019 DESIGN REVIEW BOARD ADVISORY ACTIONS:

1. Applicant is encouraged to work with the City of Spokane Streets Department to determine the opportunity for a bus loading area on Post Street adjacent to the project  
**RESPONSE:** Parks has indicated a loading / drop-off area will be included as part of the Post Street Reconstruction project. SPVV will provide design documents that will be bid and constructed at a later date.
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**RESPONSE:** Additional outreach occurred after the 6/12/2019 DRB meeting, with the preferred theme identified as Nature / River. Please refer to the Shane’s Inspiration Design Concept included in the DRB application packet.
7. Applicant is encouraged to explore the previously identified alternate locations for the Stepwell sculpture to avoid aesthetic conflicts with the M&O yard.  
**RESPONSE:** Parks and the Executive Director of Spokane Arts have met and discussed visual screening and the O&M yard proximity to the Stepwell sculpture. Current status of the Stepwell sculpture location is for it to remain in its proposed location near the Conservation Futures site. See response below as to how the

O&M yard will be mitigated.

8. Applicant is strongly encouraged to submit additional information to the board that will demonstrate how the presence of the M&O yard will be mitigated.  
**RESPONSE:** The landscape bedding area separating the Stepwell and O&M yard has expanded in width. At its narrowest point, the bedding area is 26’, and at its widest point its 40’. The bedding area will be densely planted with minimum 18’ high conifers and evergreen shrubs. Additionally, the O&M yard will be surrounded by a 10’ high, custom designed corrugated metal and wood fence with evergreen vegetation planted on the outside of the fenced yard. Please refer to materials palette cutsheet for proposed fencing.





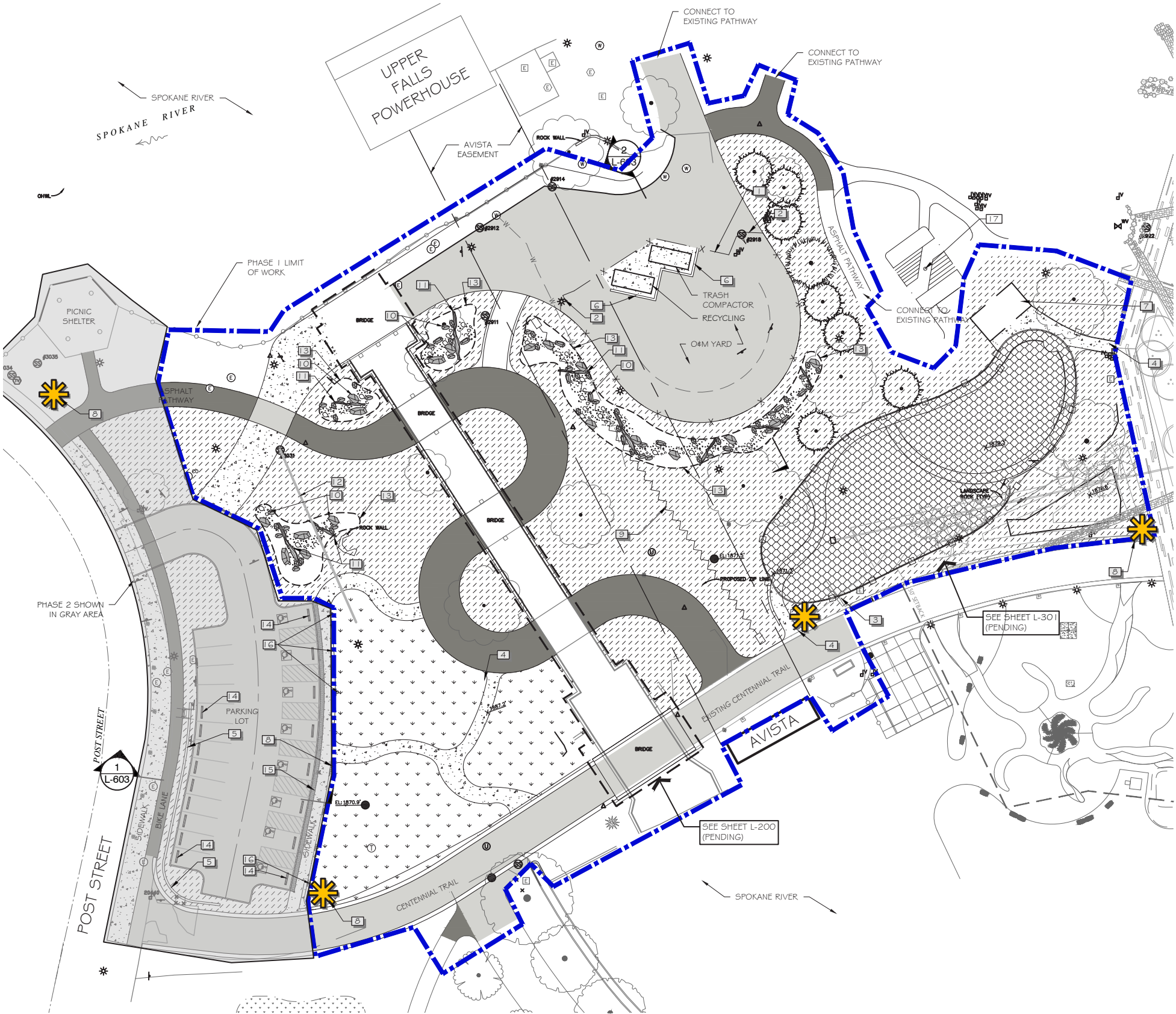
# ORIGINAL DESIGN DEVELOPMENT CONCEPT



- KEY**
- A BUS LOADING
  - B GATEWAY
  - C ADA + STANDARD PARKING
  - D SHANE'S INSPIRATION PLAY AREAS
  - E VEHICULAR ACCESS
  - F THEME STREAM
  - G ACCESS ROAD TO PROMENADE
  - H FUTURE 'STEPWELL' SCULPTURE
  - I VEGETATED SLOPE
  - J OPERATIONS & MAINTENANCE YARD
  - K AVISTA ACCESS + STAGING
  - L STORMWATER MITIGATION
  - M EXPO '74 LEGACY PICNIC SHELTER
  - N RESTRICTED VEHICULAR ACCESS
  - O CENTENNIAL TRAIL EXTENSION

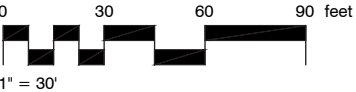


NEW SITE PLAN



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	DETAIL
1	SITE OBSCURING FENCE	
2	SWING GATE	
3	DECORATIVE FENCING	
4	DECORATIVE GATE	
5	RETAINING WALL, TYPE 1	1/L-605
6	RETAINING WALL, TYPE 2	
7	RESTROOM TBD	
8	WAYFINDING SIGNAGE PER WAYFINDING DESIGN DOCUMENT	
9	ZIP-LINE (FUTURE) NOT IN CONTRACT	
10	BOULDER	3/L-604
11	LOG	
12	SEWER PIPE	
13	STORM DRAINAGE SWALE	
14	WHEEL STOP	
15	ADA DETECTABLE WARNING STRIP	
16	ADA PARKING SIGN	
17	STEPWELL ART STRUCTURE	
SYMBOL	DESCRIPTION	DETAIL
[Pattern]	ASPHALT PAVEMENT, 3" ASPHALT OVER 6" COMPACTED BASE	
[Pattern]	ASPHALT PAVEMENT, 2" ASPHALT OVER 4" COMPACTED BASE	
[Pattern]	CONCRETE WALK	
[Pattern]	PLAY AREA BY SHANES INSPIRATION	
[Pattern]	DRY STREAM BED / STORM DRAINAGE SWALE	6/L-604
[Pattern]	PLANTING BED, SEE LANDSCAPE PLAN	
[Pattern]	LAWN	



BY	REVISIONS	DATE



LOCATION	ELEVATION	HORIZONTAL	VERTICAL
		1" = 30'	

CITY DATUM	SCALE



CITY OF SPOKANE, WASHINGTON  
DEPARTMENT OF PARKS AND RECREATION  
808 WEST SPOKANE FALLS BLVD.  
SPOKANE, WASHINGTON 99201-3343  
(509) 625-6200

PROJECT TITLE:	RIVERFRONT PARK WEST HAVERMALE DESIGN DEVELOPMENT
SHEET TITLE:	OVERALL SITE & MATERIALS PLAN

DIGITALLY SIGNED:	
TYPE OF IMPROVEMENT:	PARK
CITY PURCHASING NUMBER	DRAWING NUMBER
	L-100
FILE NAME:	



# RIVERFRONT PARK

An Inclusive Playground

## ORIGINAL SHANE'S INSPIRATION SITE PLAN



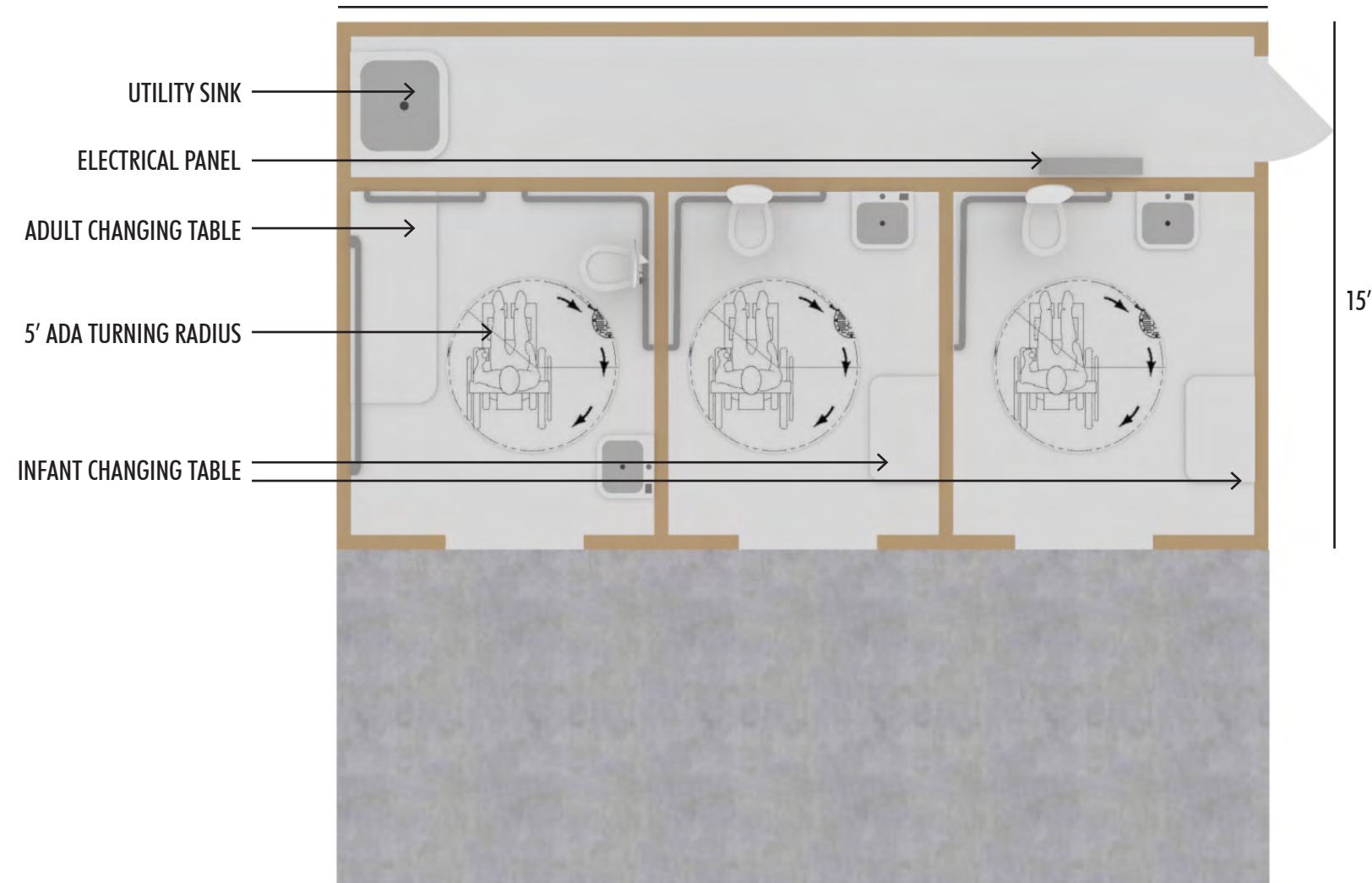
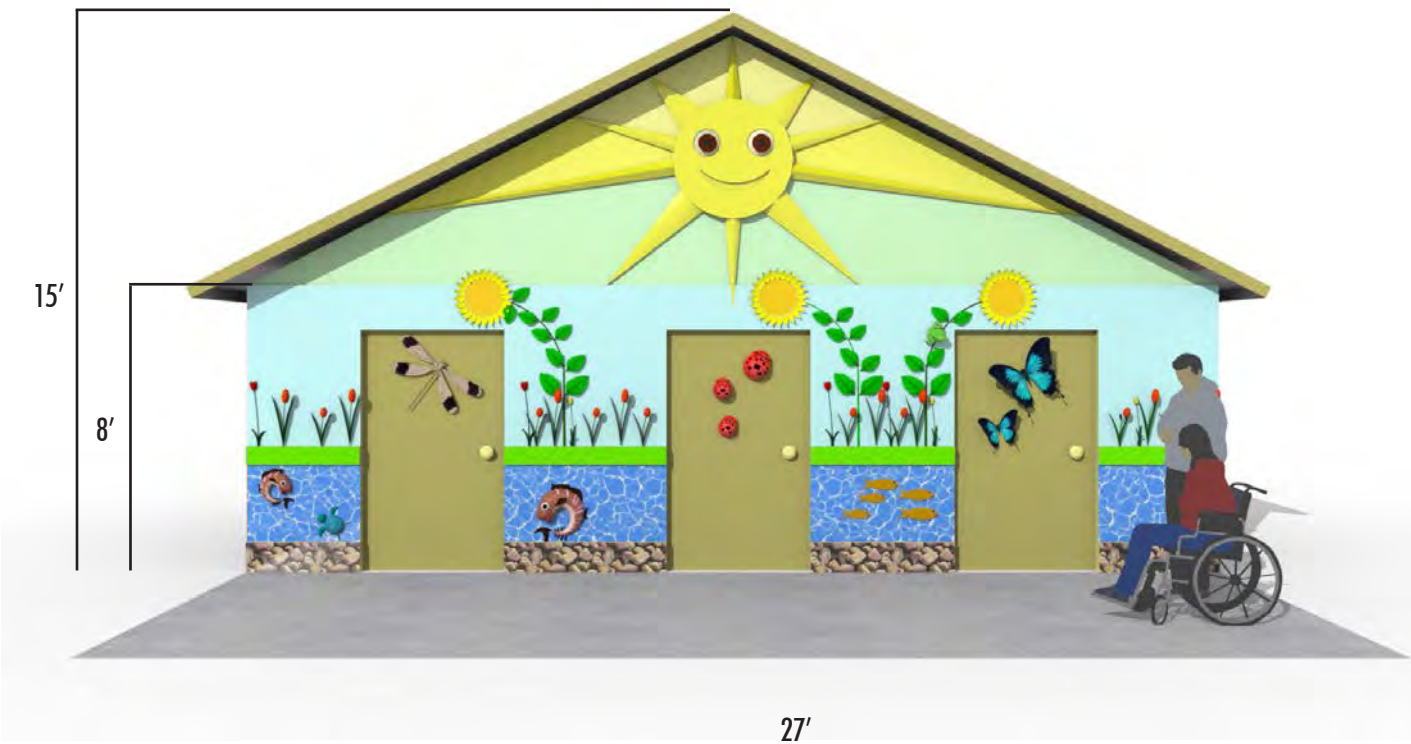
CITY OF SPOKANE, Washington  
JULY 2019  
Scale: 1"=15'







# SHANE'S INSPIRATION RESTROOM

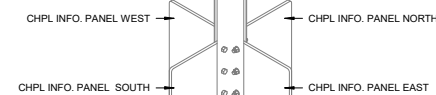
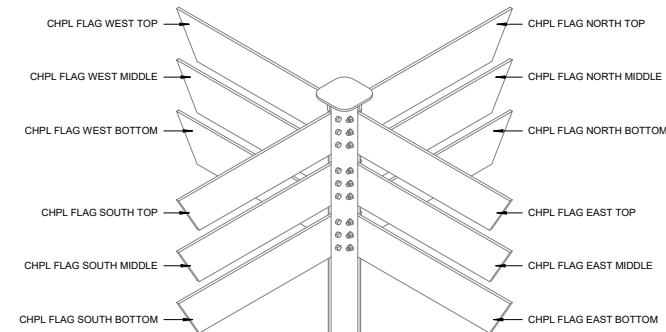
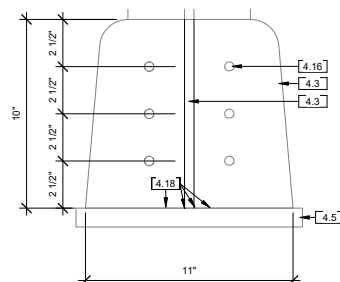
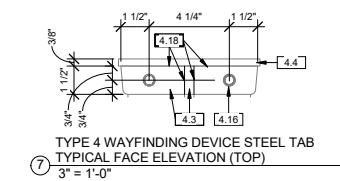
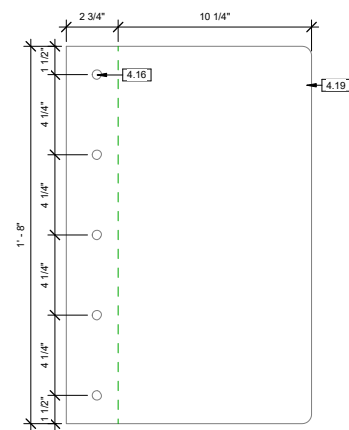
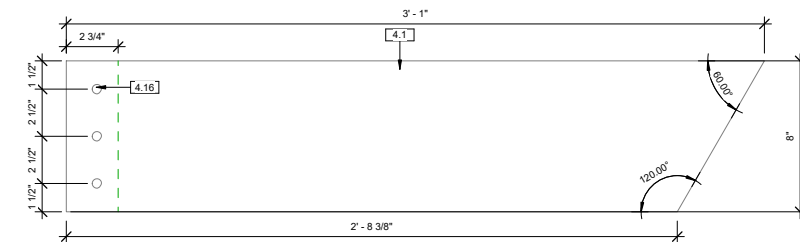




# CIRCULATION PLAN

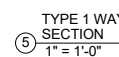
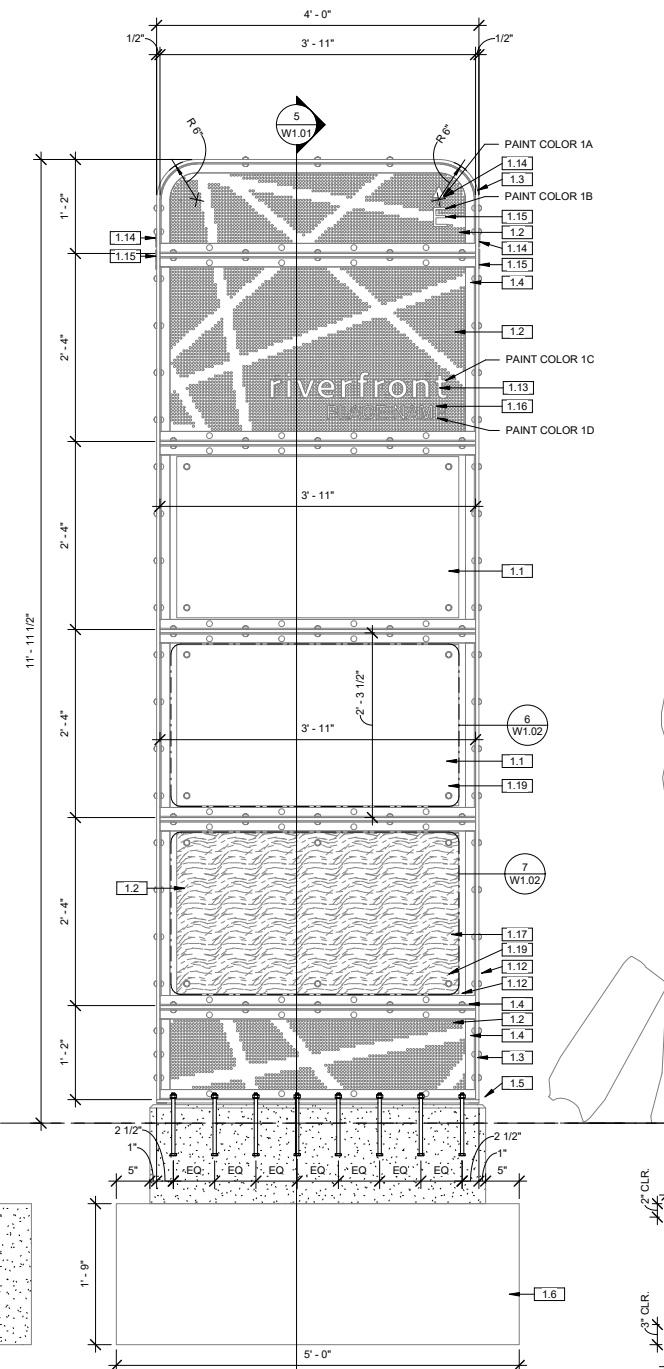
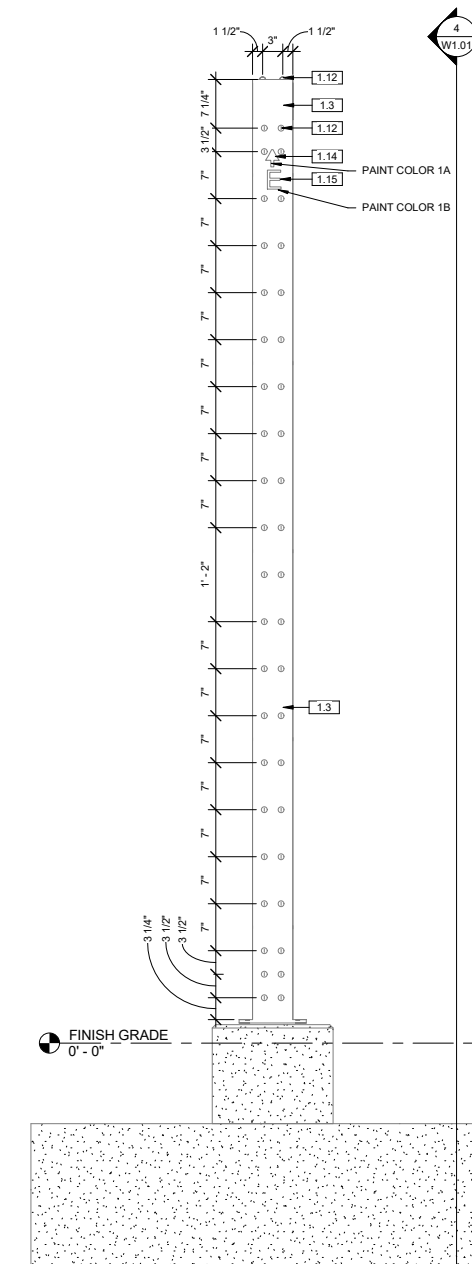


# WAYFINDING



NOTES:

1. NOT ALL GRAPHIC PANELS WILL BE INSTALLED ON @ A, E, TYPE 4 DEVICE LOCATION. THIS DRAWING IS PROVIDED FOR REFERENCE ONLY TO SHOW THE MAXIMUM QUANTITY OF GRAPHIC PANELS POSSIBLE AT EACH LOCATION. DEVICE SHALL BE BUILT TO ACCOMMODATE ALL PANELS SHOWN.
2. CHPL FLAG PANEL QUANTITY VARIES BY EACH TYPE 4 DEVICE LOCATION. ONLY ONE CHPL INFO PANEL SHALL BE REQUIRED AT EACH LOCATION. REFER TO GRAPHIC PACKAGE FOR CHPL PANEL QUANTITIES AND GRAPHICS.







FENCING FOR SHANE’S INSPIRATION  
PLAYGROUND



FENCING FOR SHANE’S INSPIRATION  
PLAYGROUND



FENCING FOR O&M YARD



WHITE FIR



PONDEROSA PINE



EMERALD TWISTER DOUGLAS FIR



VANDERWOLF’S PYRAMID LIMBER PINE

West Havermale Island -- Proposed Plant Palette

Trees

- ABIES CONCOLOR / WHITE FIR
- ACER GLABRUM / ROCKY MOUNTAIN MAPLE
- ACER RUBRUM `OCTOBER GLORY` / OCTOBER GLORY MAPLE
- AMELANCHIER GRANDIFLORA `AUTUMN BRILLIANCE` / `AUTUMN BRILLIANCE` SERVICEBERRY
- BETULA NIGRA `HERITAGE` / HERITAGE RIVER BIRCH
- BETULA OCCIDENTALIS / WATER BIRCH
- CERCIDIPHYLLUM JAPONICUM / KATSURA TREE
- CRATAEGUS CRUSGALLI `INERMIS` / THORNLESS COCKSPUR HAWTHORN
- GLEDITSIA TRIACANTHOS `SHADEMASTER` / SHADEMASTER LOCUST
- PINUS FLEXILIS `VANDERWOLFS PYRAMID` / VANDERWOLF’S PYRAMID LIMBER PINE
- PINUS PONDEROSA / PONDEROSA PINE
- PSEUDOTSUGA MENZIESII `EMERALD TWISTER` / EMERALD TWISTER DOUGLAS FIR

Shrubs

- BERBERIS THUNBERGII `BOGOZAM` / BONANZA GOLD DWARF PYGMY
- BERBERIS THUNBERGII `GORUZAM` / GOLDEN RUBY BARBERRY
- BERBERIS THUNBERGII `ORANGE ROCKET` / ORANGE ROCKET BARBERRY
- CORNUS SERICEA `KELSEYI` / KELSEY DOGWOOD
- ILEX GLABRA `COMPACTA` / COMPACT INKBERRY
- MAHONIA AQUIFOLIUM `COMPACTA` / COMPACT OREGON GRAPE
- MAHONIA REPENS / CREEPING MAHONIA
- PINUS MUGO `CARSTEN’S WINTERGOLD` / CARSTEN’S WINTERGOLD MUGO PINE
- SPIRAEA BETUFOlia `TOR` / BIRCHLEAF SPIREA
- Bio-Rention Swales
- ACORUS GRAMINEUS `OGON` / GOLDEN VARIEGATED SWEETFLAG
- CORNUS SANGUINEA `ARCTIC SUN` / ARCTIC SUN DOGWOOD
- CORNUS SERICEA `ISANTI` / ISANTI RED-OSIER DOGWOOD
- IRIS GERMANICA `WELL ENDOWED` / WELL ENDOWED BEARDED IRIS
- SALIX PURPUREA `CANYON BLUE` / DWARF ARCTIC WILLOW
- TAXODIUM DISTICHUM `PEVE MINARET` / DWARF BALDCYPRESS

Ornamental Grasses

- BOUTELOUA GRACILIS `BLONDE AMBITION` / BLONDE AMBITION BLUE GRAMA GRASS
- DESCHAMPSIA CESPITOSA `NORTHERN LIGHTS` / NORTHERN LIGHTS HAIR GRASS
- HELICTOTRICHON SEMPERVIRENS `SAPPHIRE` / SAPPHIRE BLUE OAT GRASS
- MISCANTHUS SINENSIS `PURPURESCENS` / PURPLE FOUNTAIN GRASS
- PANICUM VIRGATUM `PRAIRIE SKY` / PRAIRIE SKY SWITCH GRASS

Perennials

- CHRYSANTHEMUM MAXIMUM / SHASTA DAISY
- COREOPSIS VERTICILLATA `MOONBEAM` / THREADLEAF COREOPSIS
- ECHINACEA X `BALSOMSED` / SOMBRERO SALSA RED CONEFLOWER
- ECHINACEA X `SUPREME CANTALOUPE` / SUPREME CANTALOUPE CONEFLOWER

Ground Covers

- ARCTOSTAPHYLOS UVA-URSI `MASSACHUSETTS` / MASSACHUSETTS KINNICKINNIK

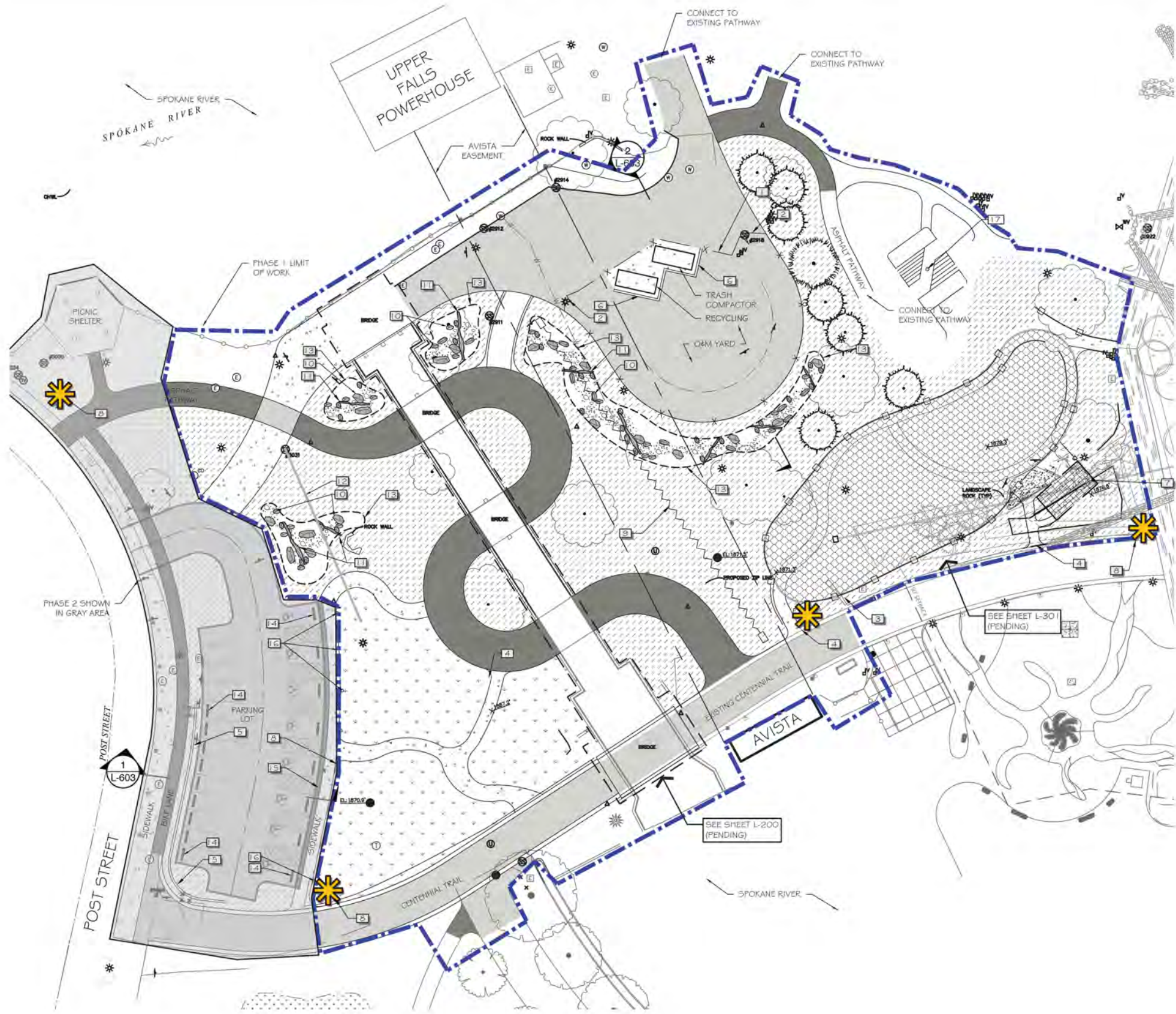




# CIRCULATION PLAN

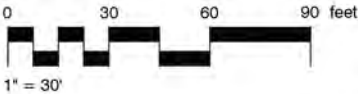


NEW SITE PLAN



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	DETAIL
1	SITE OBSCURING FENCE	
2	SWING GATE	
3	DECORATIVE FENCING	
4	DECORATIVE GATE	
5	RETAINING WALL, TYPE 1	11/L-605
6	RETAINING WALL, TYPE 2	
7	RESTROOM TBD	
8	WAYFINDING SIGNAGE PER WAYFINDING DESIGN DOCUMENT	
9	ZIP-LINE (FUTURE) NOT IN CONTRACT	
10	BOULDER	3/L-604
11	LOG	
12	SEWER PIPE	
13	STORM DRAINAGE SWALE	
14	WHEEL STOP	
15	ADA DETECTABLE WARNING STRIP	
16	ADA PARKING SIGN	
17	STEPWELL ART STRUCTURE	
SYMBOL	DESCRIPTION	DETAIL
[Symbol]	ASPHALT PAVEMENT, 3" ASPHALT OVER 6" COMPACTED BASE	
[Symbol]	ASPHALT PAVEMENT, 2" ASPHALT OVER 4" COMPACTED BASE	
[Symbol]	CONCRETE WALK	
[Symbol]	PLAY AREA BY SHANES INSPIRATION	
[Symbol]	DRY STREAM BED / STORM DRAINAGE SWALE	6/L-604
[Symbol]	PLANTING BED; SEE LANDSCAPE PLAN	
[Symbol]	LAWN	



BY	REVISIONS	DATE



LOCATION	ELEVATION	HORIZONTAL	VERTICAL
CITY DATUM	SCALE	1" = 30'	1" = 12'

CURRENT DESIGN STANDARDS	CCS - ADOPTED 2/95
DESIGNED	KVV
CHECKED	KVV
APPROVED	KVV



CITY OF SPOKANE, WASHINGTON  
DEPARTMENT OF PARKS AND RECREATION  
808 WEST SPOKANE FALLS BLVD  
SPOKANE, WASHINGTON 99201-3343  
(509) 625-6290

PROJECT TITLE	RIVERFRONT PARK WEST HAVERMALE DESIGN DEVELOPMENT
SHEET TITLE	OVERALL SITE & MATERIALS PLAN

DIGITALLY SIGNED:	
TYPE OF IMPROVEMENT	PARK
CITY PURCHASING NUMBER	DRAWING NUMBER
	L-100
FILE NAME	





## KEY

- 1** WE-GO ROUND
- 2** WEE-SAW
- 3** GRASS-STIX
- 4** THE DISH
- 5** WOBBLE POD BOUNCER
- 6** STONE ABACUS
- 7** RIVER THEME SAND TABLE
- 8** BUTTERFLY SHADE
- 9** CONTRABASS CHIMES
- 10** COZY DOME
- 11** SENSORY WALL
- 12** ROPE PULL
- 13** RIVERBOAT SWAY FUN
- 14** CHILL SPINNER
- 15** RAINMAKER
- 16** RIVERFRONT SENSORY WALL
- 17** BALANCE BEAM, BASALT STEPPERS, BABY MARMOT
- 18** HIGHBACK SWINGS
- 19** OODLE SWING

# SHANE'S INSPIRATION PLAYGROUND LAYOUT WEST HAVERMALE ISLAND AUGUST 14, 2019

# 1. WE-GO ROUND



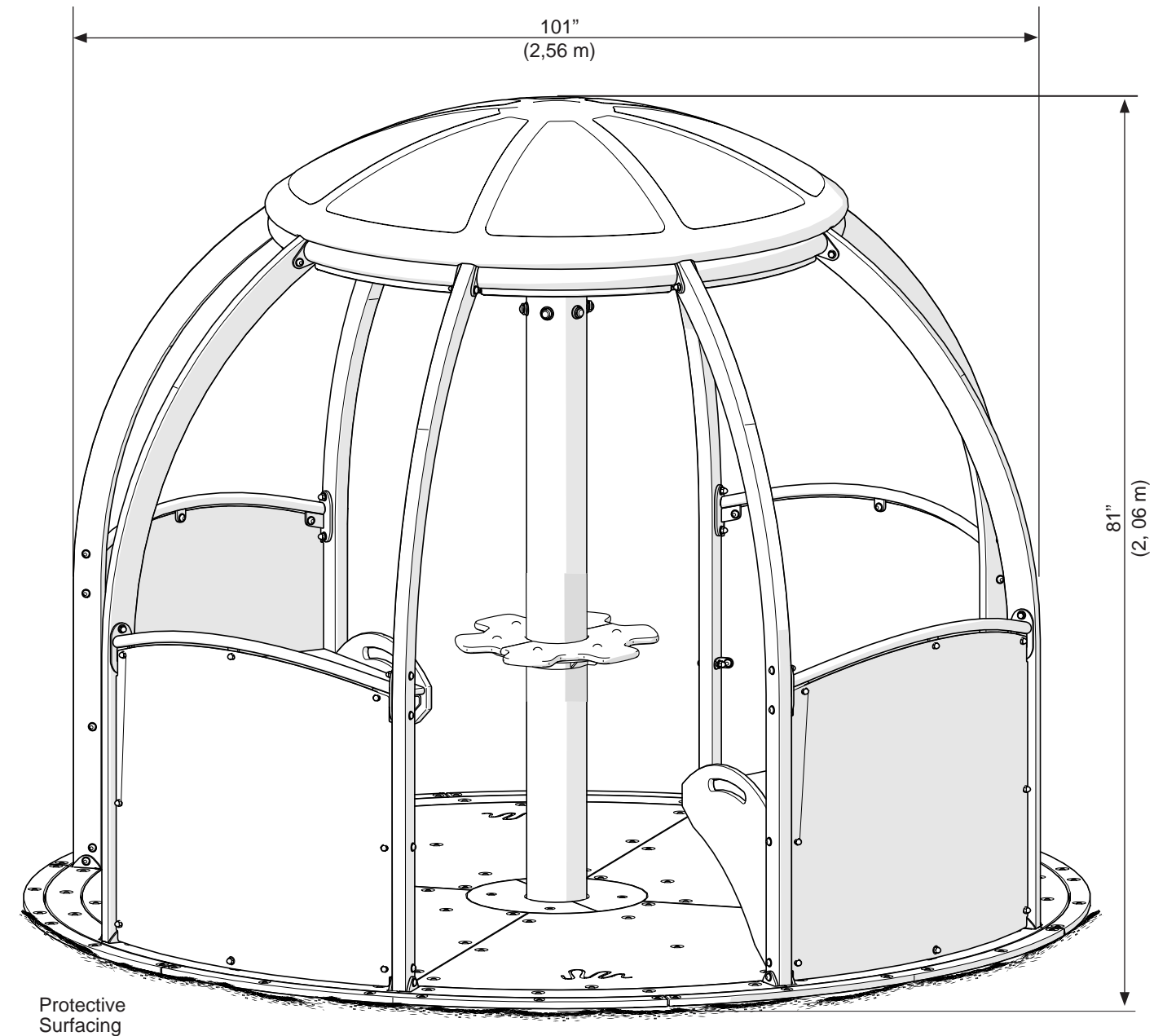
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structures®

ISO 14001  
CERTIFIED

ISO 9001  
Certified

## SAFETY NOTE

Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)



Scan the QR Code  
to the right, or  
type the URL into  
a browser to view  
the video



<https://bit.ly/2ESCwd0>

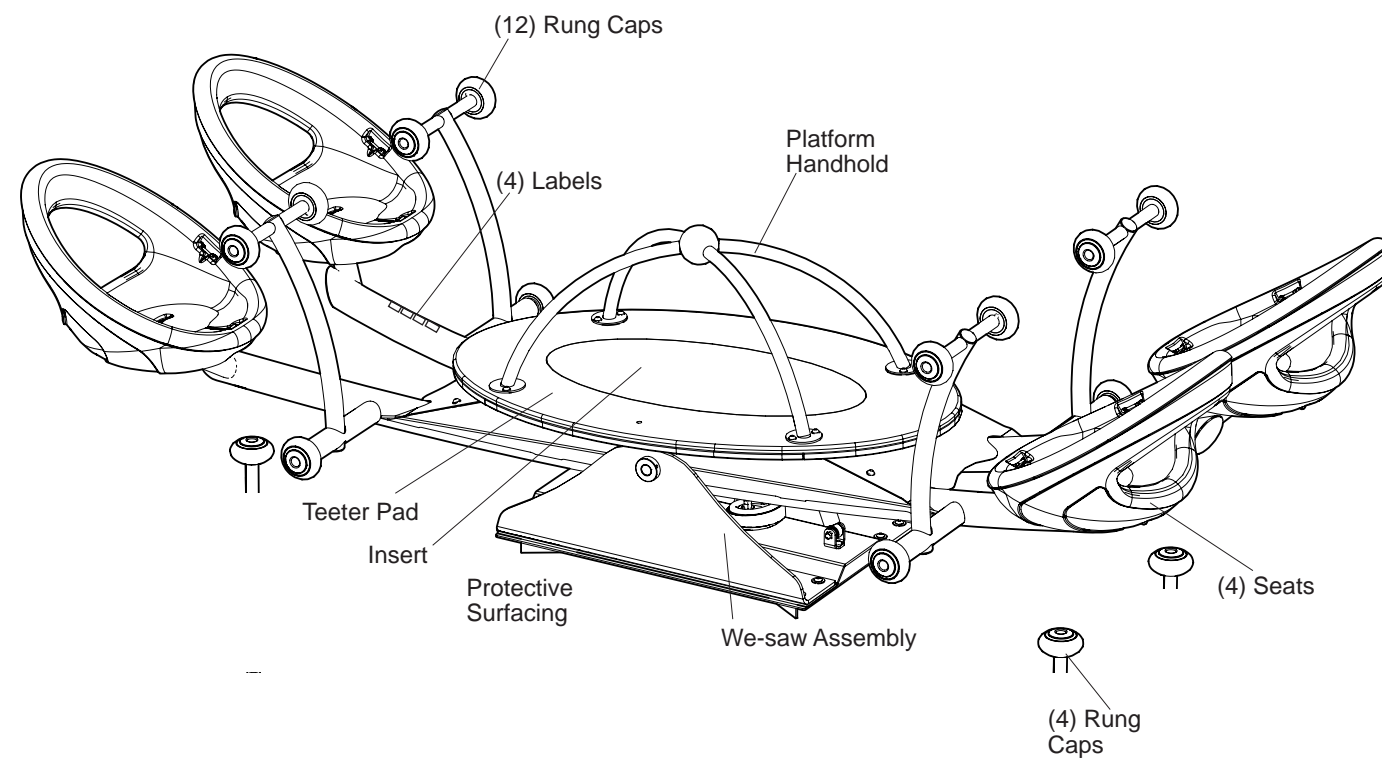
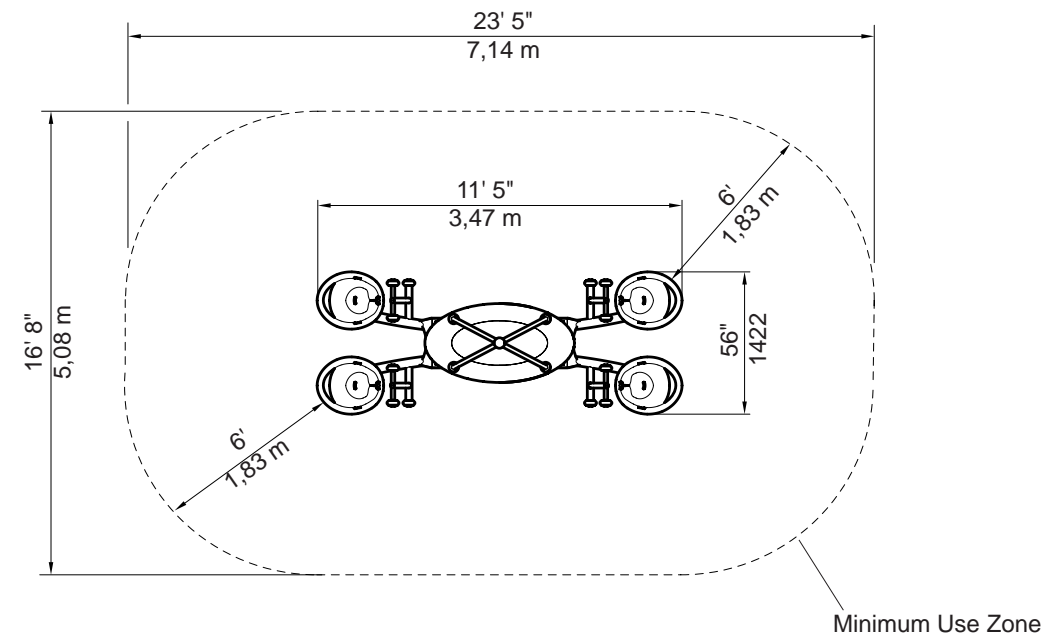
Kids in Motion

**249558 We-Go-Round™ w/ DigiFuse**

Page 1



PLAN VIEW



## 2. WEE-SAW





### 3. GRASS-STIX



PLAN VIEW



*The Grass*

**goric**  
The finest playgrounds known to children

P.O. Box 410205 Cambridge, MA 02141  
phone 617-499-3393 fax 617-499-3394  
www.goric.com

DATE:  
03/2010

SCALE:  
NTS

DRAWING BY:  
CONLASTIC

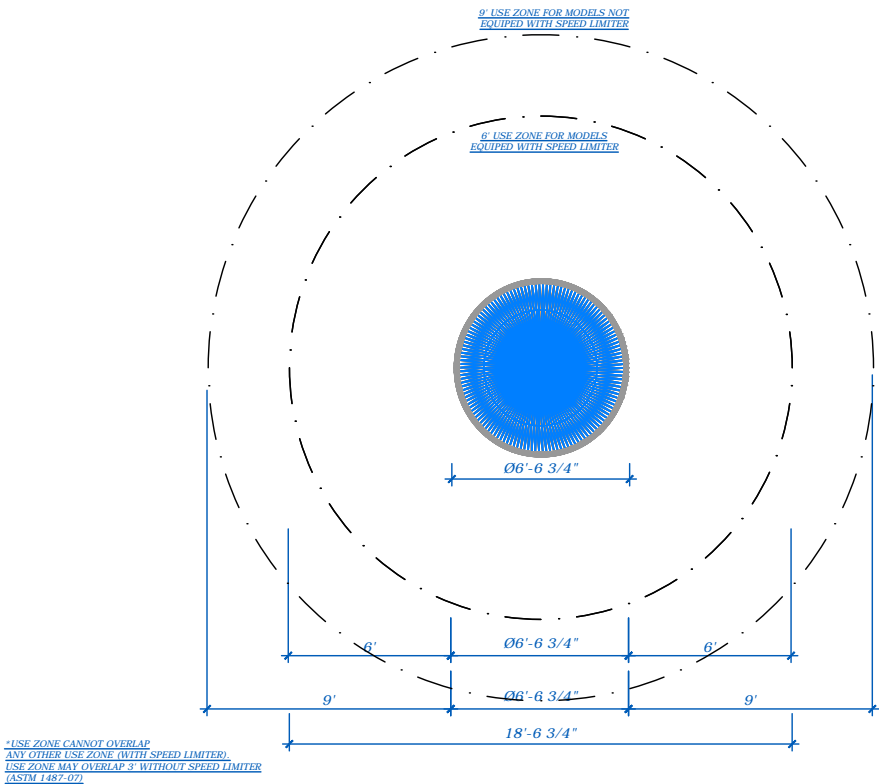
ITEM #:  
CON31512

PAGE #:  
1 OF 4



4. THE DISH

PLAN VIEW



Dish



The finest playgrounds known to children

phone 617-744-0772 fax 617-744-1037  
www.goric.com Email Info@goric.com

DATE:	10/2013
SCALE:	3/16"= 1'-0"
LINIE-M	
ITEM #:	500-00-149
PAGE #:	1 OF 4





# 5. WOBBLE POD BOUNCER

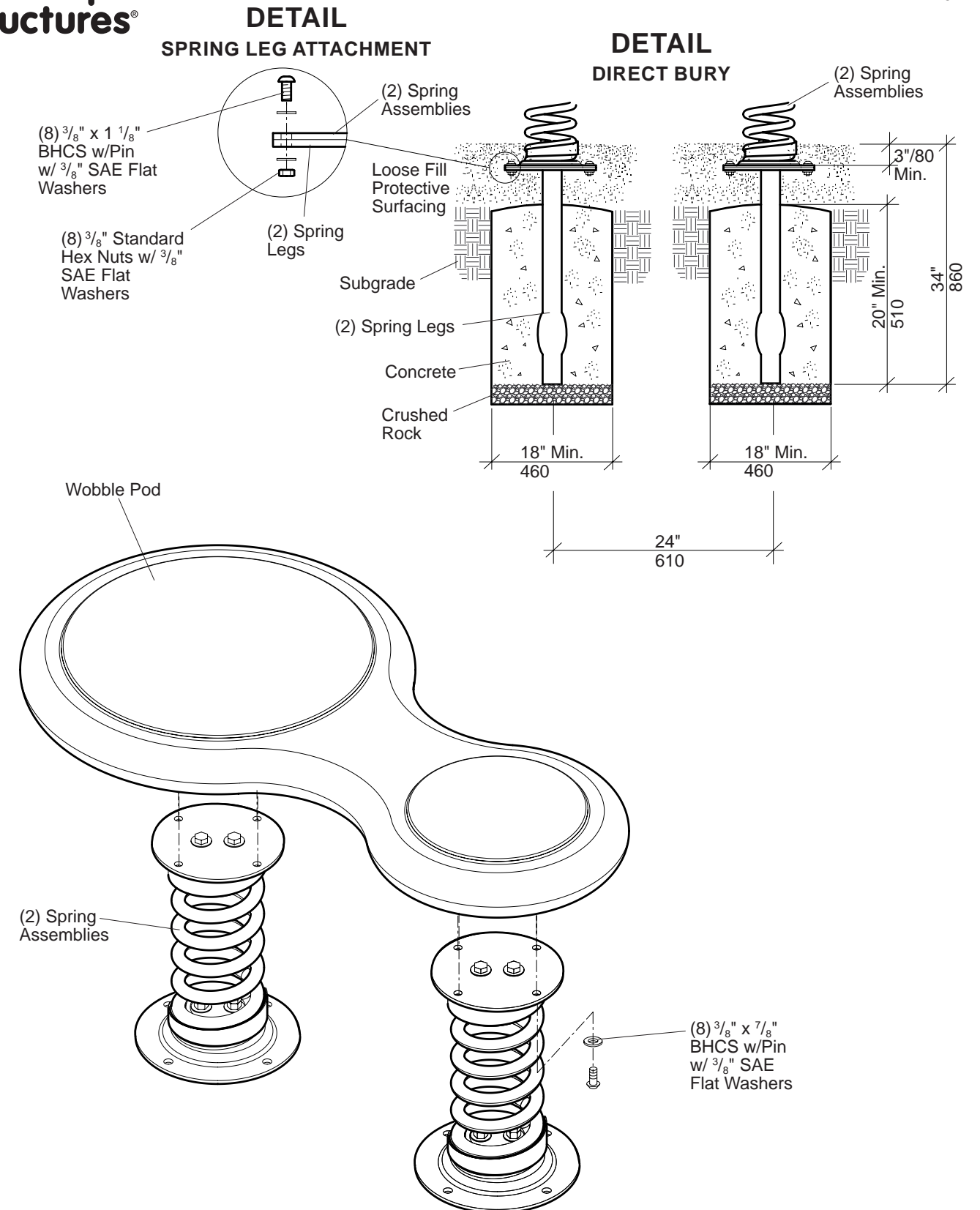


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structures®**



**SAFETY NOTE**  
Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)

15747200



**Evos®**

**156452 Wobble Pod® Bouncer**

601 7TH STREET SOUTH, DELANO, MINNESOTA 55328-8605 888-574-4678 LSI Install Help 888-438-6574 LSI Direct 763-972-5200 Int. FAX (763) 972-3185

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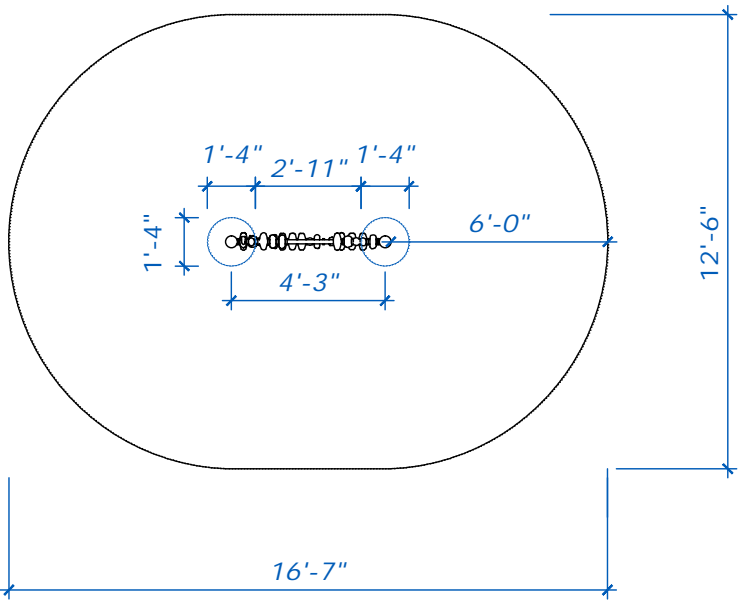
Document #15747200





# 6. STONE ABACUS

PLAN



Stone Abacus



P.O. Box 410205 Cambridge, MA 02141  
phone 617-499-3393 fax 617-499-3394  
www.goric.com

DATE: 11/2008	
SCALE: 1/4"=1'-0"	
DRAWING BY: RATHSCHLAG	
ITEM #: SEN 07010490	PAGE #: 1 OF 5





# 7. RIVER THEME SAND TABLE

## Sand Table

**Design Requist 1138563-01-01**

Approximately 8' Long x 3' Wide x 30" Height  
Spokane falls with aquatic panels

### Construction Details

Built with welded internal steel tubing and rebar skeleton  
18 gauge expanded metal is welded to the entire exterior  
Coated with 1" sprayed (GFRC) sculptural concrete  
Painted with concrete paint / stain

Bury depth = Typically 12" unless specified  
Surfacing = Sand and PIP



Ages 2-5



Basalt rock

Waterfalls

Shells and starfish

Salmon

Minnows

Wheelchair Access  
30" W x 27" height x 19" deep

Trout

Shells and starfish

Conceptual design only and is subject to possible changes

Custom GFRC lead times can be 12 weeks



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On behalf of John Larson

Riverfront Park

Play Creation

8-7-2019

**PLAY\*CREATION**



## 8. BUTTERFLY SHADE



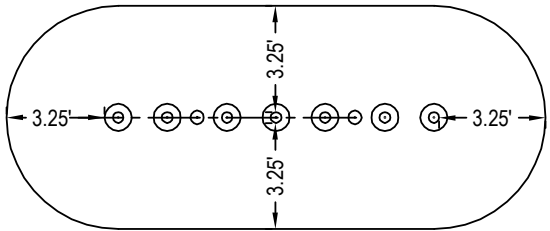


# 9. CONTRABASS CHIMES

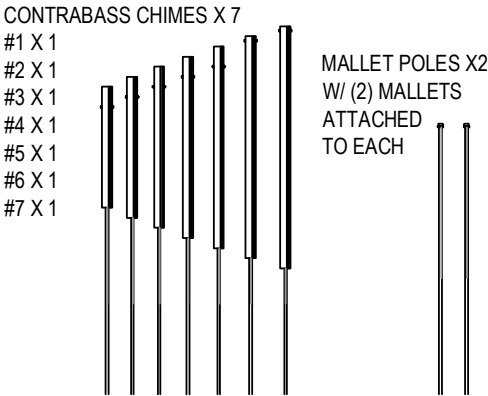


*Freenotes*  
**Harmony**™  
*Park*  
Outdoor  
Musical instruments

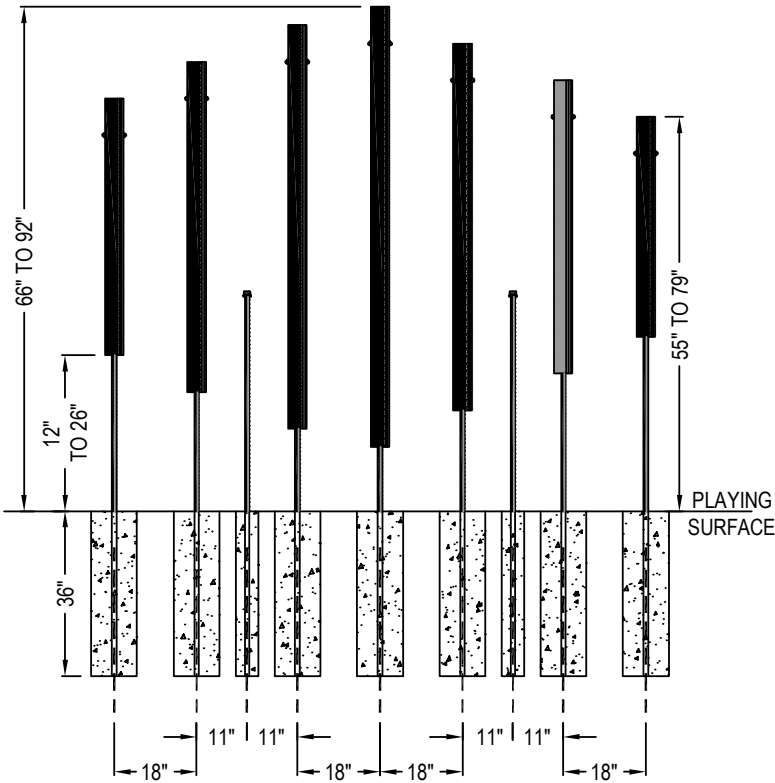
FREENOTES HARMONY PARK  
171 SUTTLE ST, SUITE B  
DURANGO, CO 81303  
PHONE: (970) 375-7825  
FAX: (970) 247-0856  
[www.freenotesharmonypark.com](http://www.freenotesharmonypark.com)



CLEARANCES



DELIVERY PARTS LIST



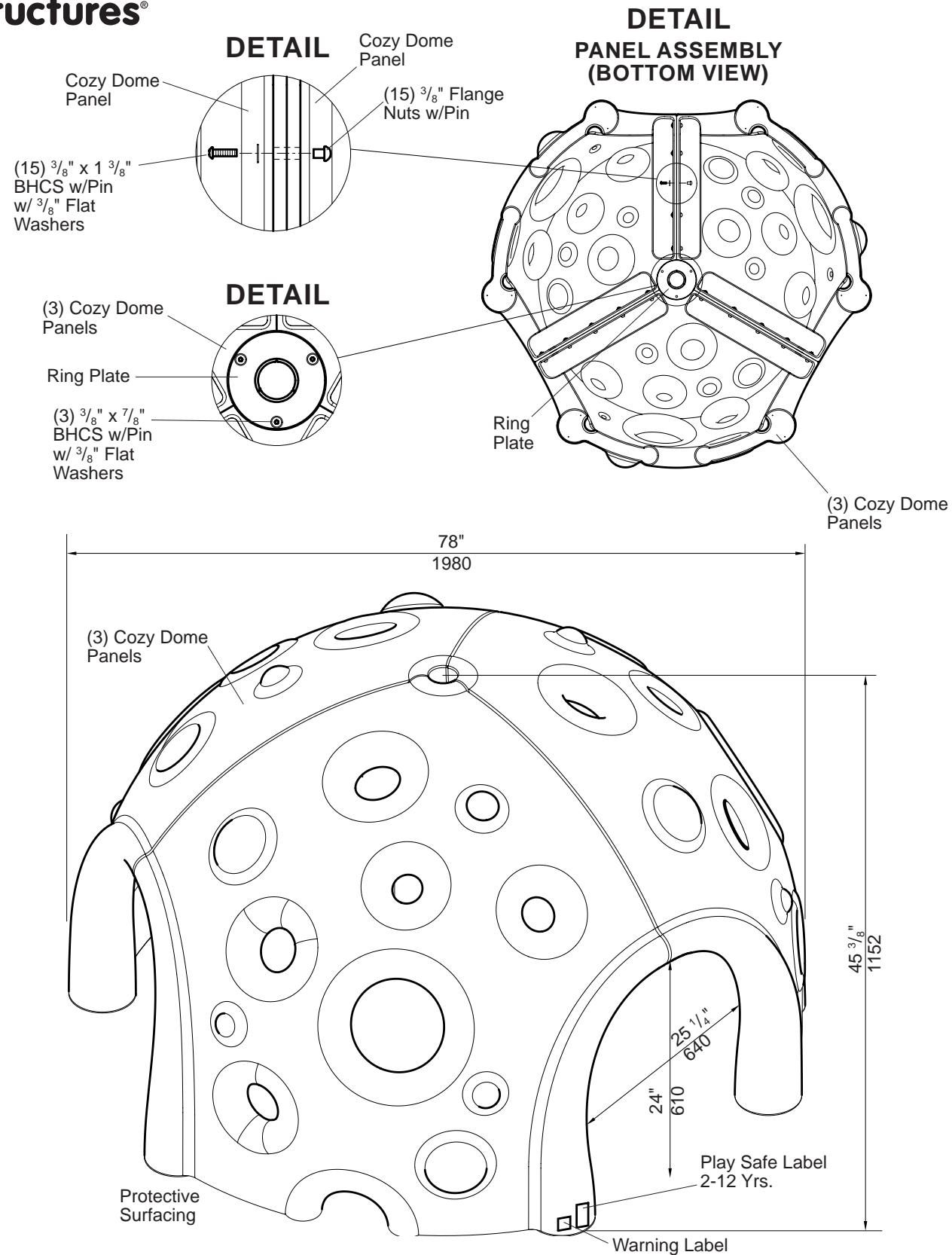
FRONT ELEVATION

- NOTES:
1. REFER TO FREENOTES MAINTENANCE INSTRUCTIONS FOR ALL REQUIRED INSPECTIONS AND/OR REGULARLY SCHEDULED MAINTENANCE.
  2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
  3. ALL DIMENSIONS ARE CONSIDERED TRUE AND REFLECT MANUFACTURER'S SPECIFICATIONS.
  4. DO NOT SCALE DRAWING.
  4. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT [www.CADdetails.com/info](http://www.CADdetails.com/info) REFERENCE NUMBER 4750-001.

CHIMES  
COUNTRABASS CHIMES







Sensory Play

168099 Cozy Dome®

Sheet 1 of 2





# 11. SENSORY WALL



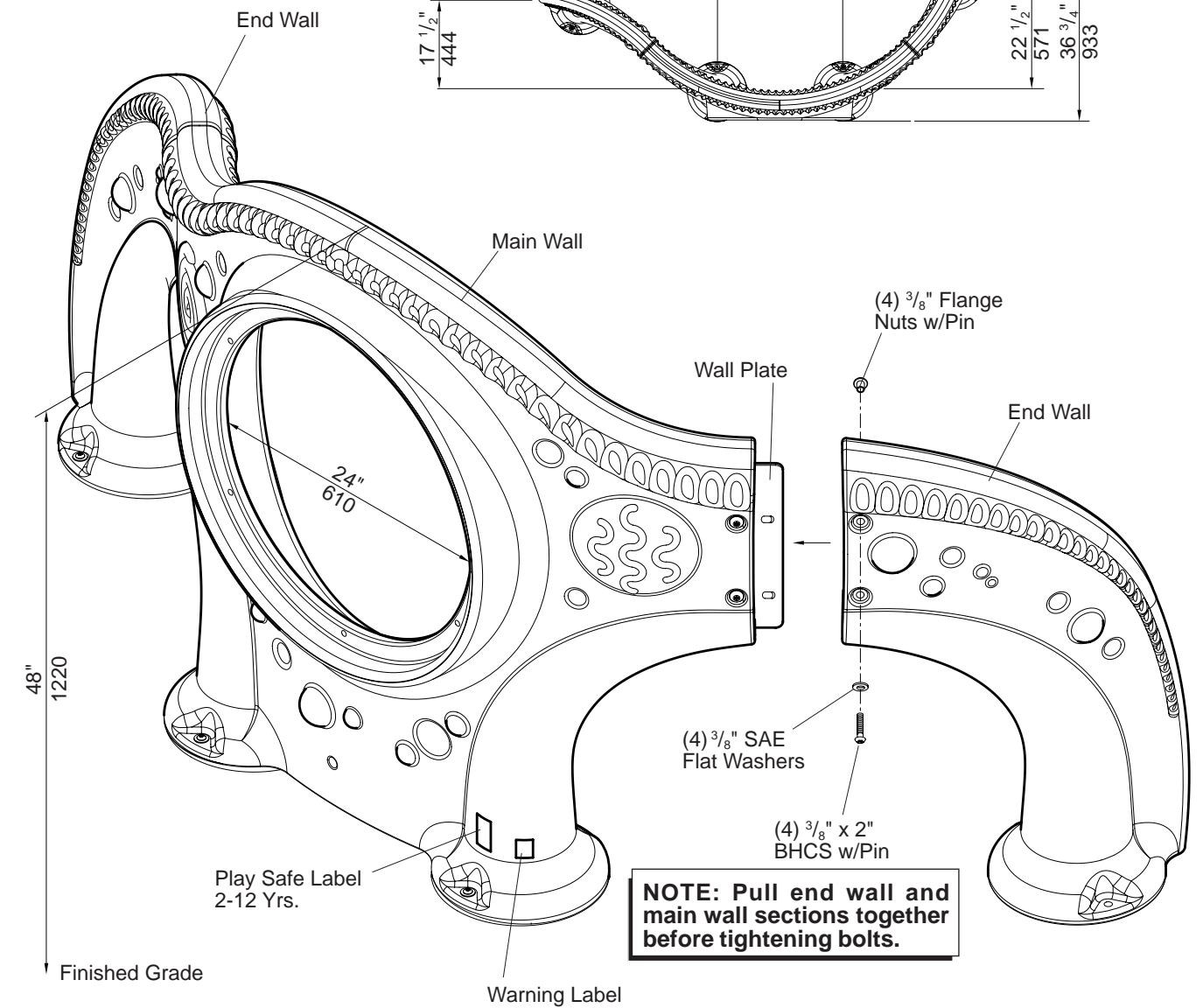
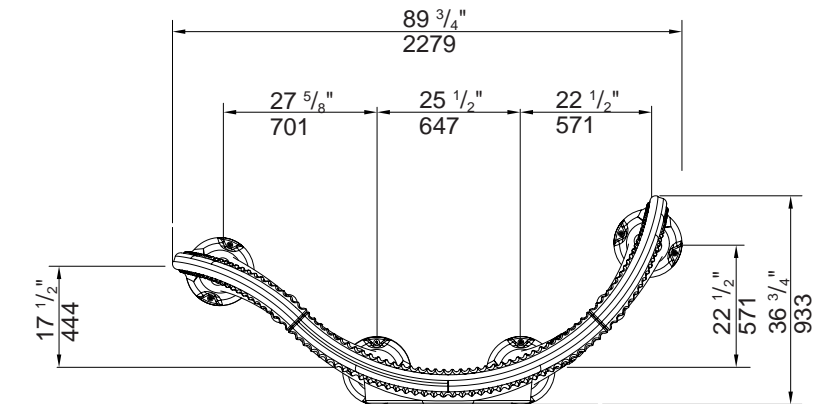
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structures®



**SAFETY NOTE**  
Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)

18384200

## TOP VIEW



Sensory Play

Sensory Play Center®

Sheet 1 of 2

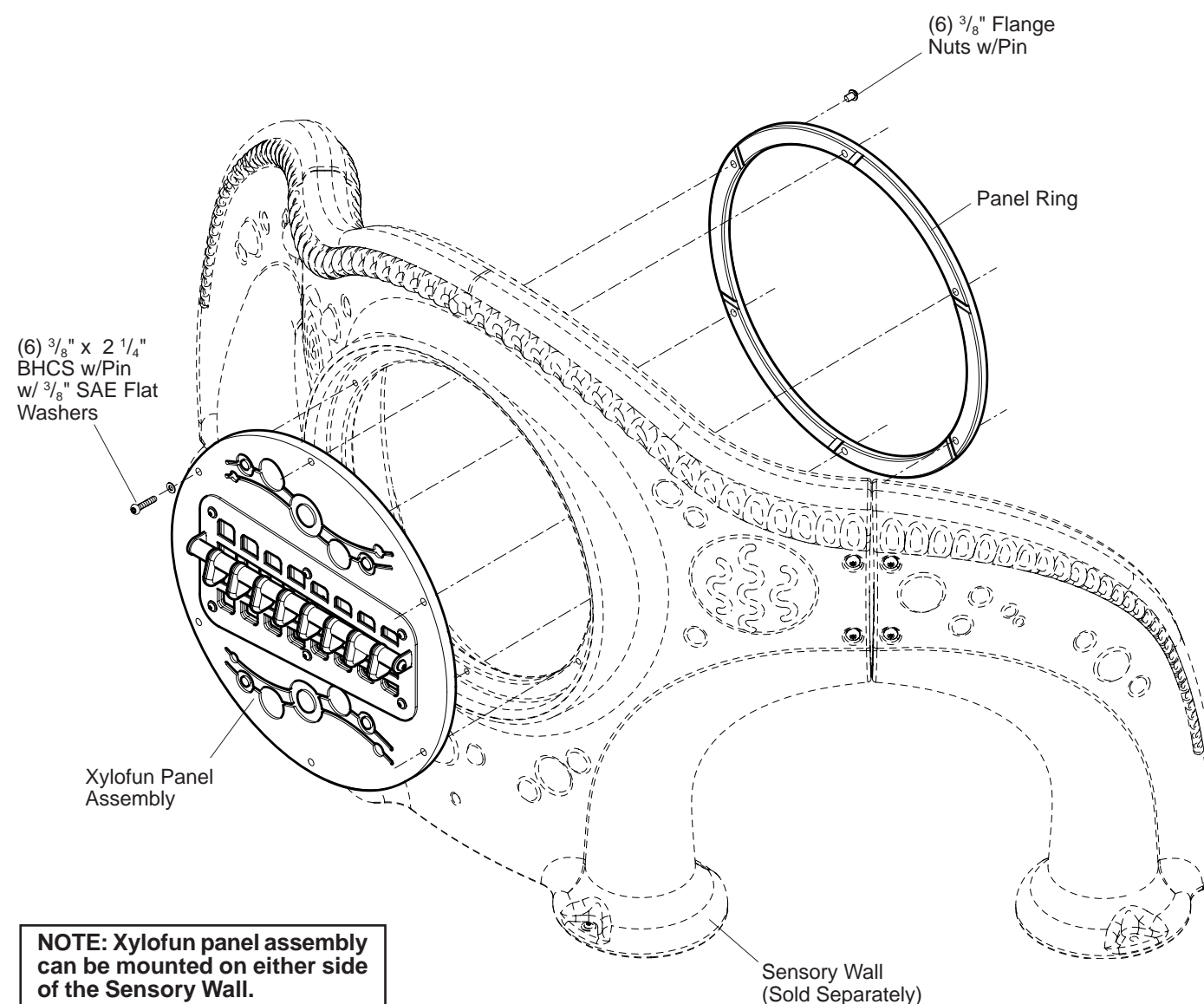
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Document #18384200



# 11. SENSORY WALL: XYLOFUN PANEL



Sensory Play

168106 Xylofun Panel®

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# 11. SENSORY WALL: BONGO PANEL



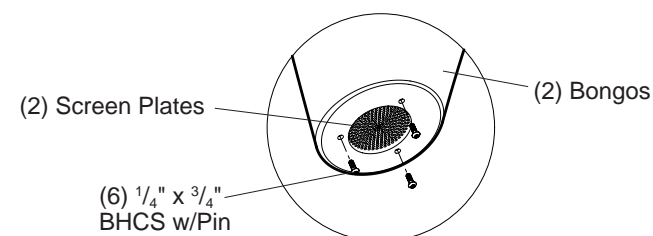
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**SAFETY NOTE**  
Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)

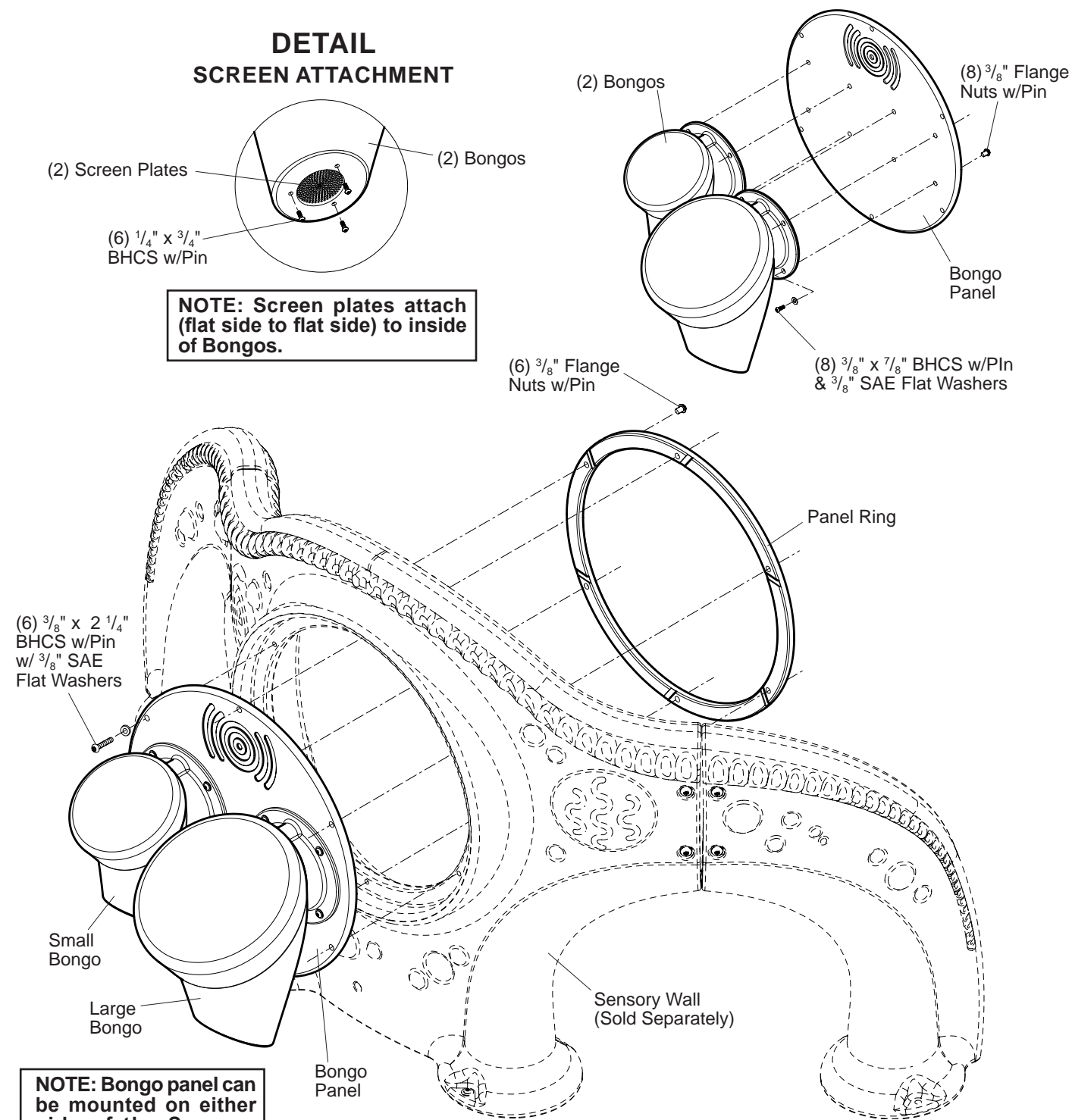
16870900

## DETAIL SCREEN ATTACHMENT



**NOTE: Screen plates attach (flat side to flat side) to inside of Bongos.**

## DETAIL BONGO ATTACHMENT



**NOTE: Bongo panel can be mounted on either side of the Sensory Wall.**

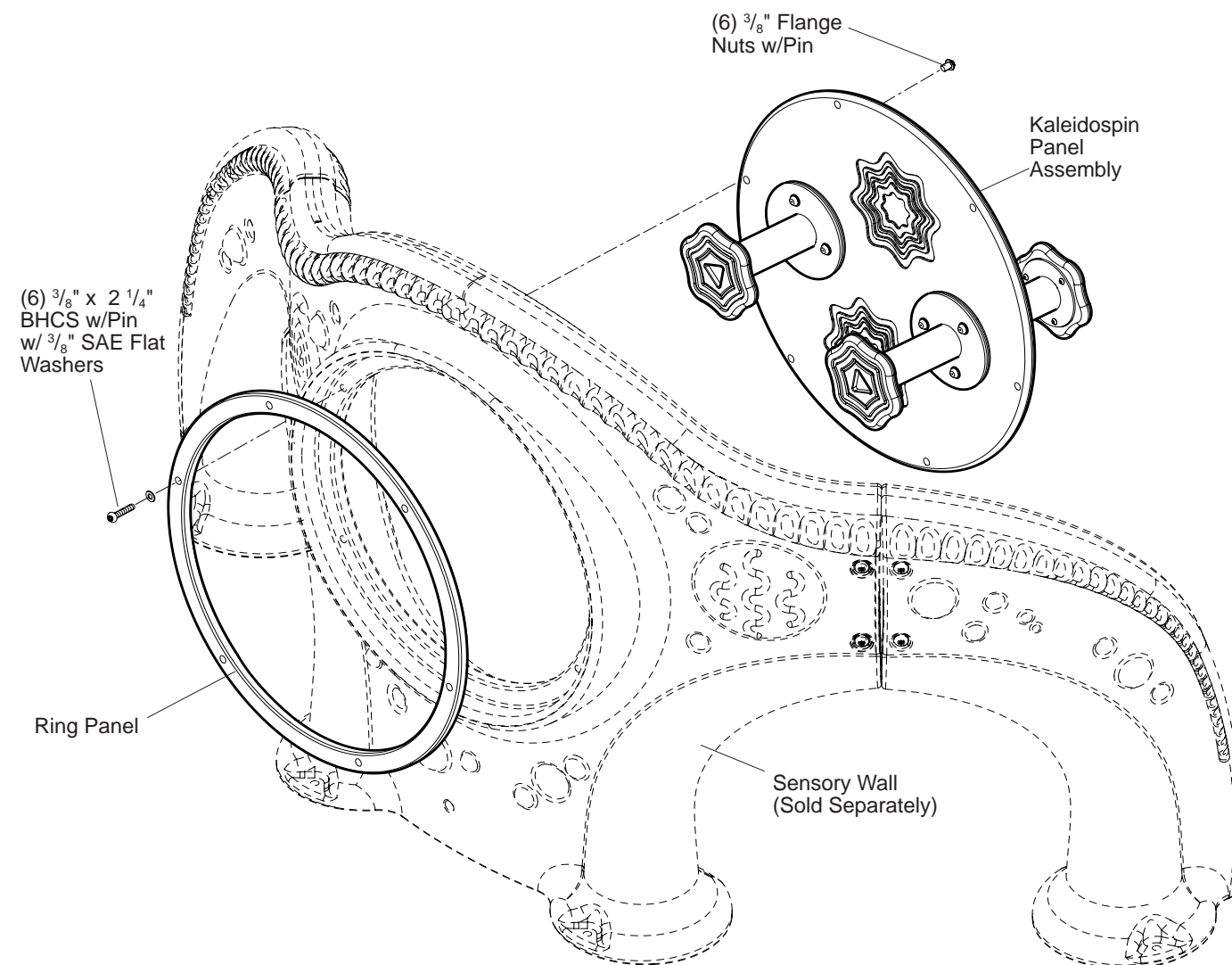
Sensory Play

168107 Bongo Panel®

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Document #16870900





**Sensory Play**

**168108 Kaleidospin Panel®**

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Document #18128700

# 11. SENSORY WALL: KALEIDOSPIN PANEL





# 11. SENSORY WALL: OPTIGEAR PANEL

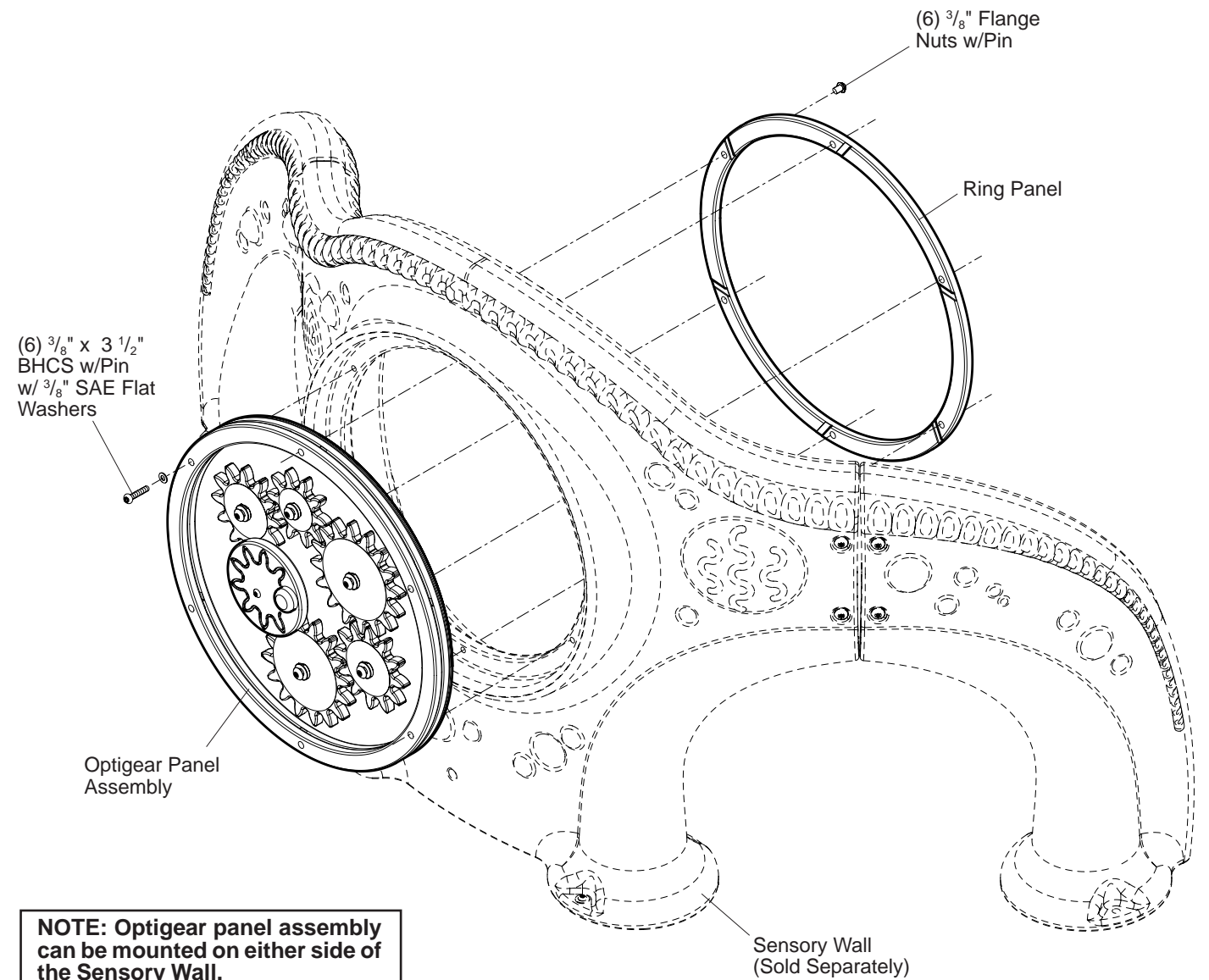


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structures®



**SAFETY NOTE**  
Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)

18432900



**NOTE:** Optigear panel assembly can be mounted on either side of the Sensory Wall.

Sensory Play

**168104 Optigear Panel®**

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Document #18432900







# 13. RIVERBOAT SWAY FUN



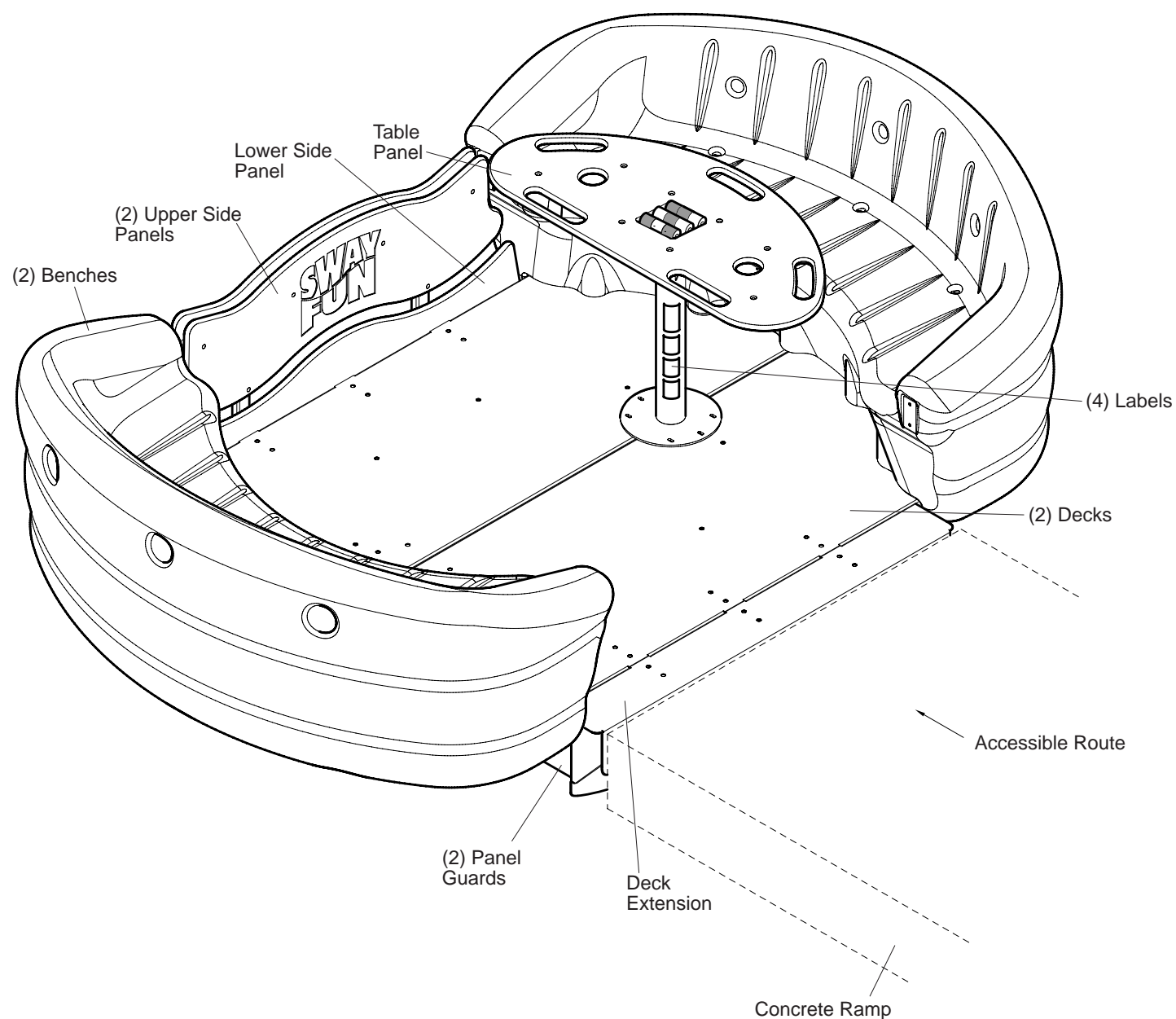
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**SAFETY NOTE**  
Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)

18437100

## SWAY FUN (SHOWN WITH RAMP)



**PS/PB  
Sensory Play**

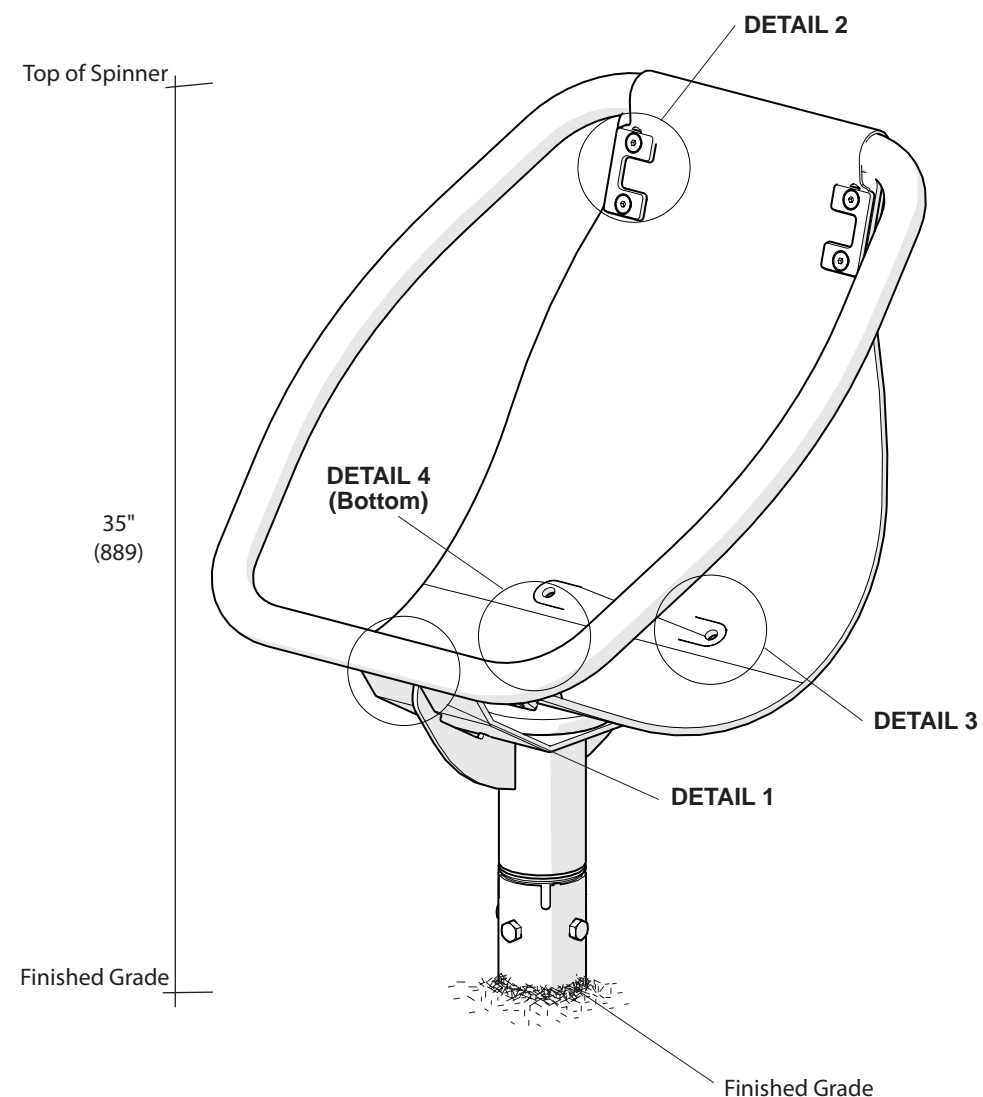
**138871 Sway Fun® Glider, (16")**

Sheet 1 of 6

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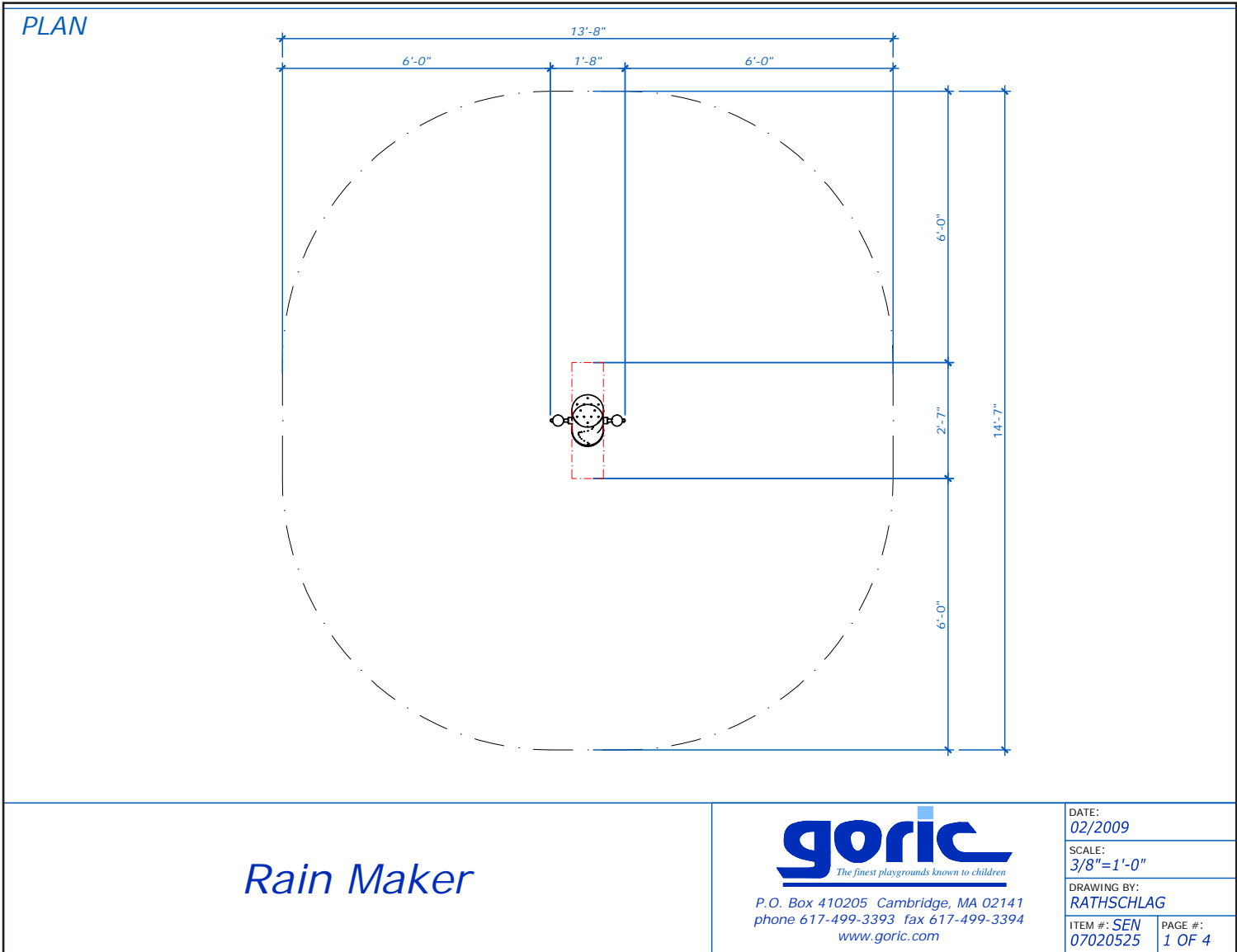


# 14. CHILL SPINNER





# 15. RAINMAKER



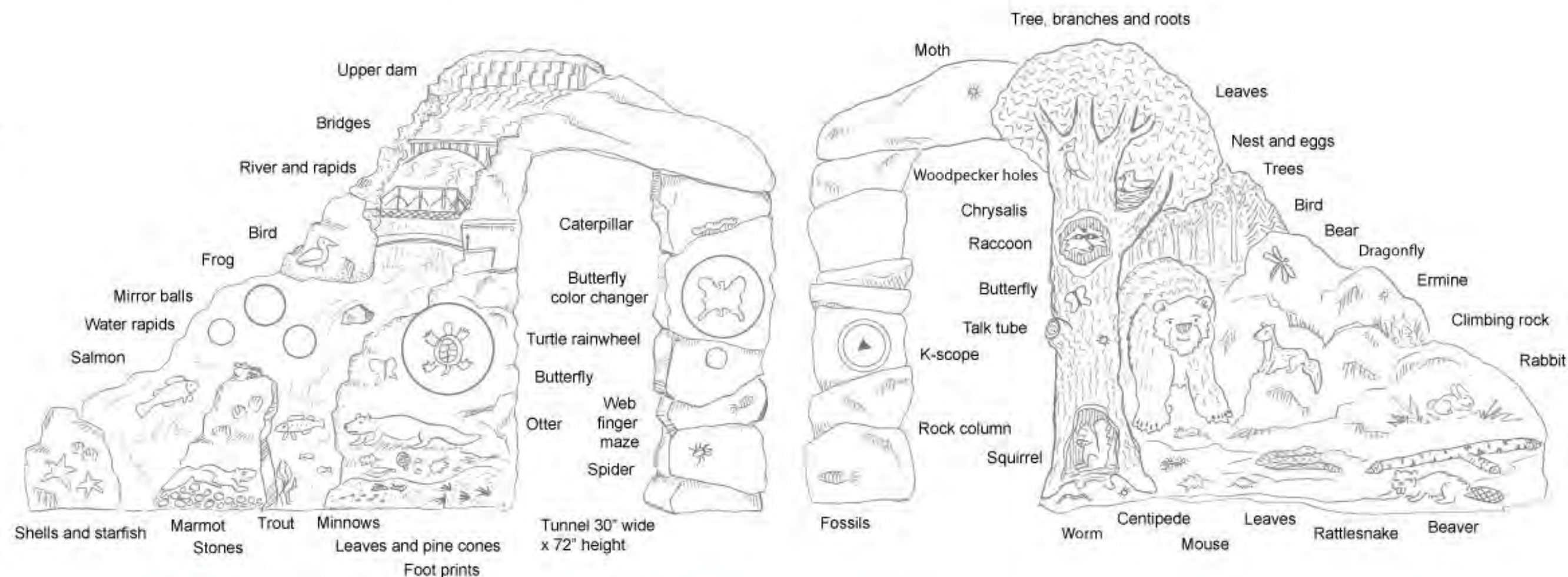


# 16. RIVERFRONT SENSORY WALL

## Sensory Wall - concept sketch

Design Requist 1138563-01-01

Approximately 12' Long x 3' Wide x 7' Height



Conceptual design only and is subject to possible changes

Custom GFRC lead times can be 12 weeks

Riverfront Park Play Creation 8-2-2019



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On behalf of John Larson

**PLAYCREATION**



# 17. BALANCE BEAM



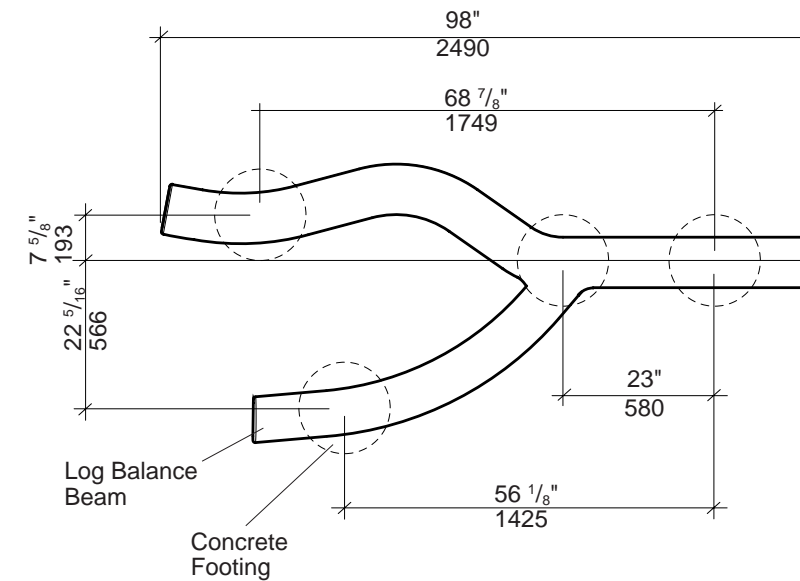
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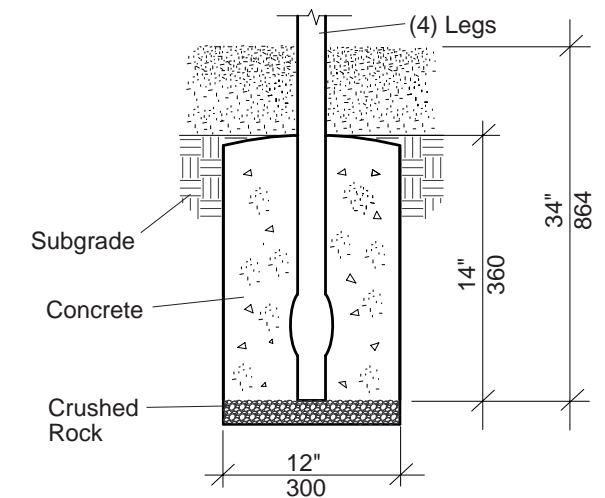
**SAFETY NOTE**  
Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)

17559300

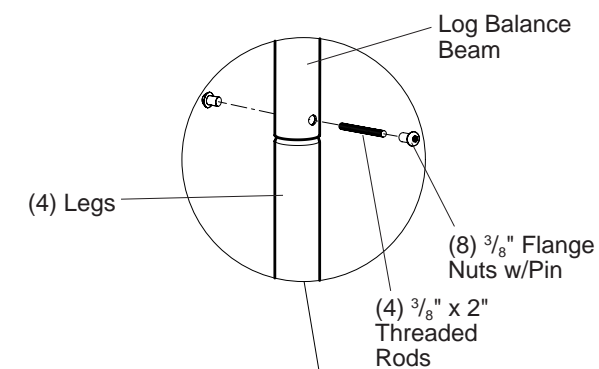
## PLAN VIEW/FOOTING LAYOUT



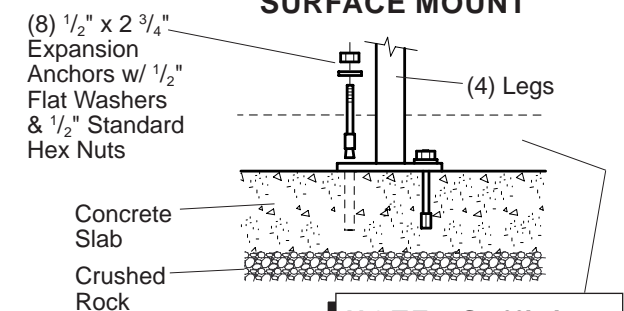
## DETAIL DIRECT BURY



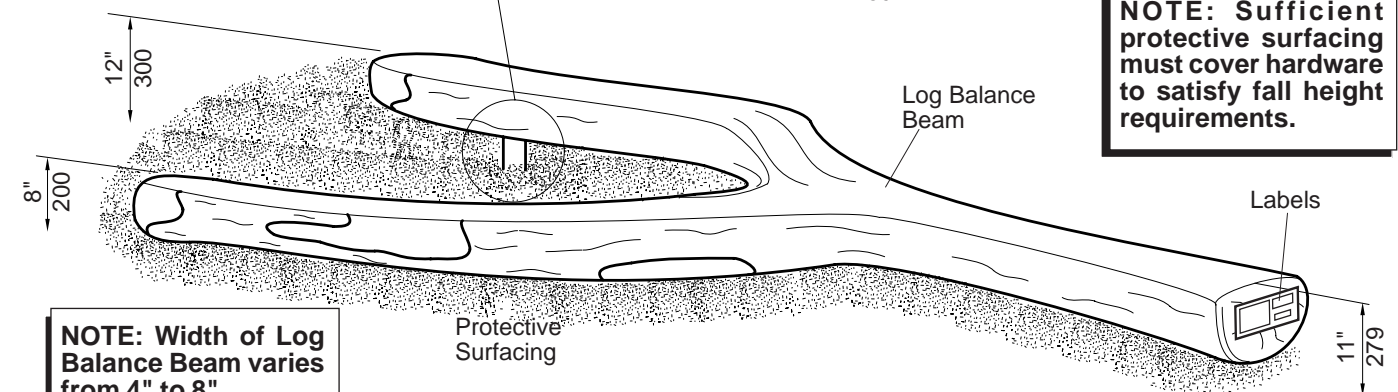
## DETAIL LEG ATTACHMENT



## DETAIL SURFACE MOUNT



**NOTE: Sufficient protective surfacing must cover hardware to satisfy fall height requirements.**



**NOTE: Width of Log Balance Beam varies from 4" to 8".**

Play Naturally™

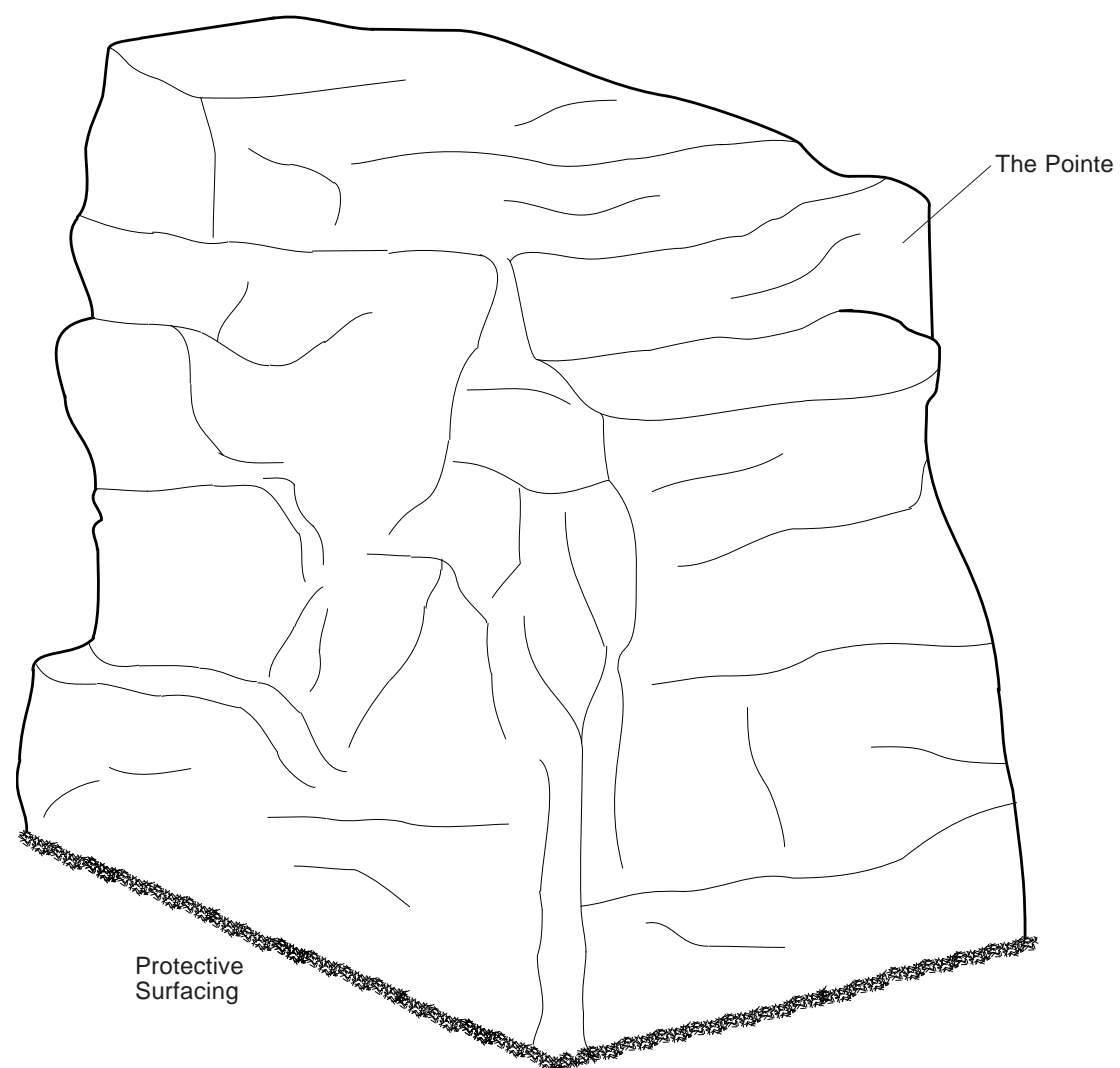
Sports & Fitness

**173596 Log Balance Beam**

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# 17. BASALT STEPPERS



**Play Naturally™**

**PlayBooster®**  
**Nature-Inspired  
Climbers**

**156068/156067 The Pointe™**

Sheet 1 of 3

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# 17. BABY MARMOT

## Marmot

**Design Requist 1138563-01-01**

Marmot sculpture

Approximately 30" Long x 16" Wide x 16" Height

Details include face, claws and fur texture

### Construction Details

Built with welded internal steel tubing and rebar skeleton

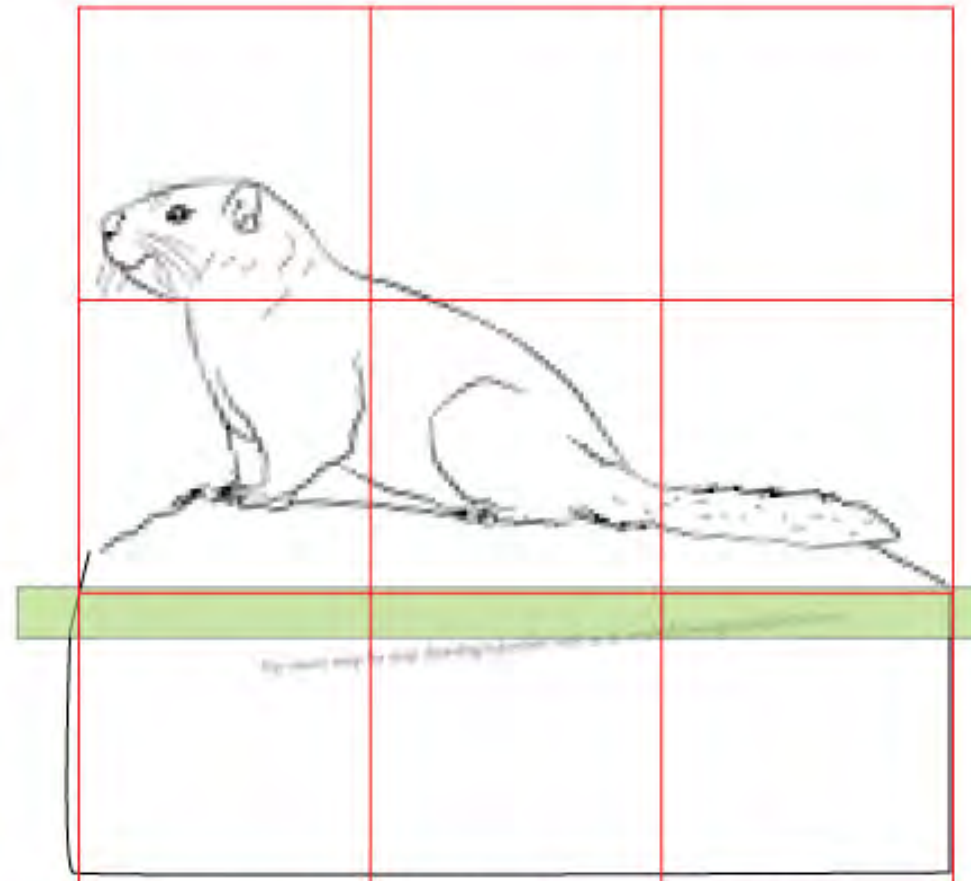
18 gauge expanded metal is welded to the entire exterior

Coated with 1" sprayed (GFRC) sculptural concrete

Painted with concrete paint / stain

Bury depth = Typically 12" unless specified

Surfacing = Sand and PIP



Conceptual design only and is subject to possible changes



Conceptual design only and is subject to possible changes

Custom GFRC lead times can be 12 weeks

Riverfront Park

Play Creation

8-7-2019



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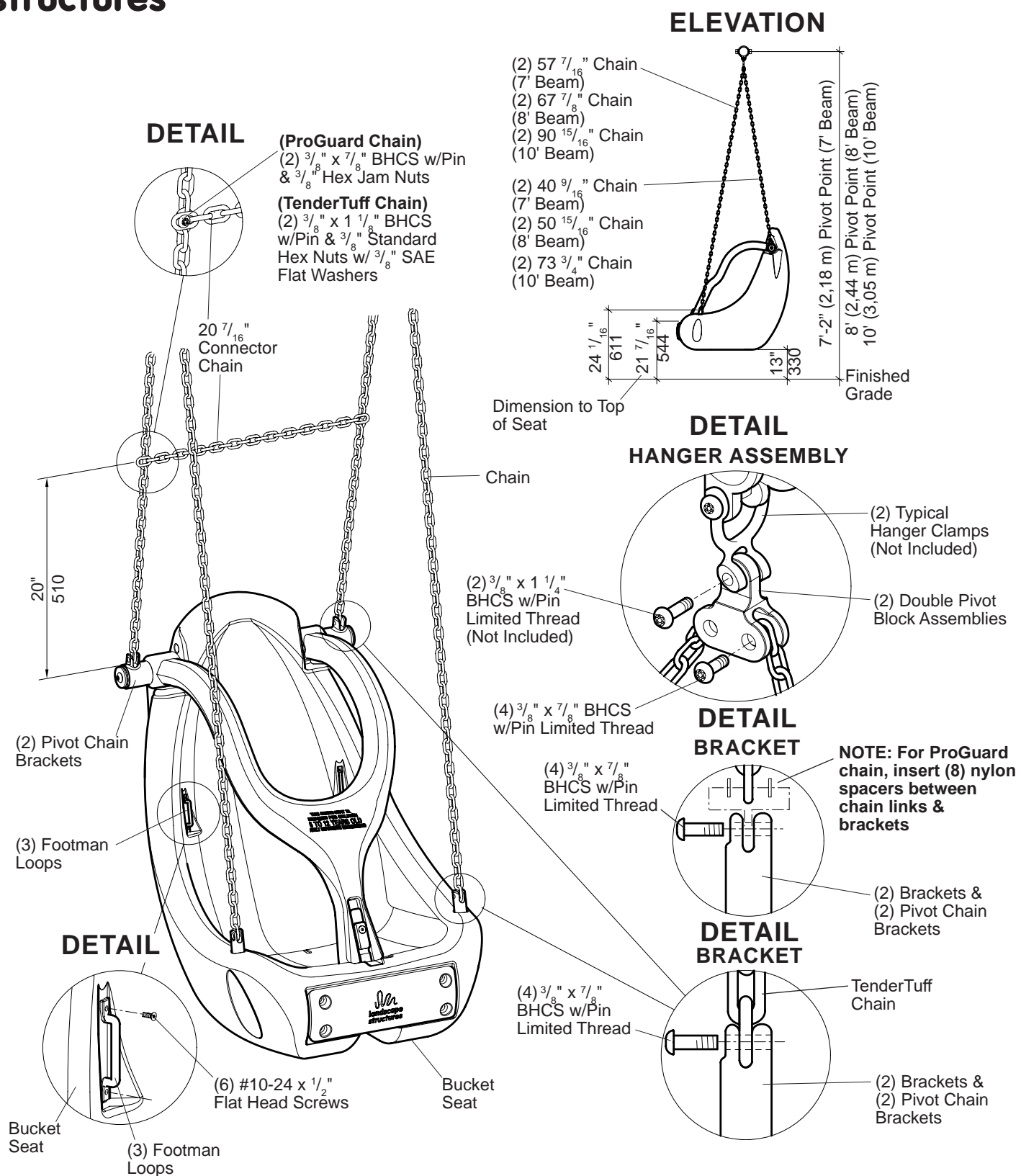


On behalf of John Larson

**PLAY\*CREATION**



# 18. HIGHBACK SWINGS





# 19. OODLE SWING



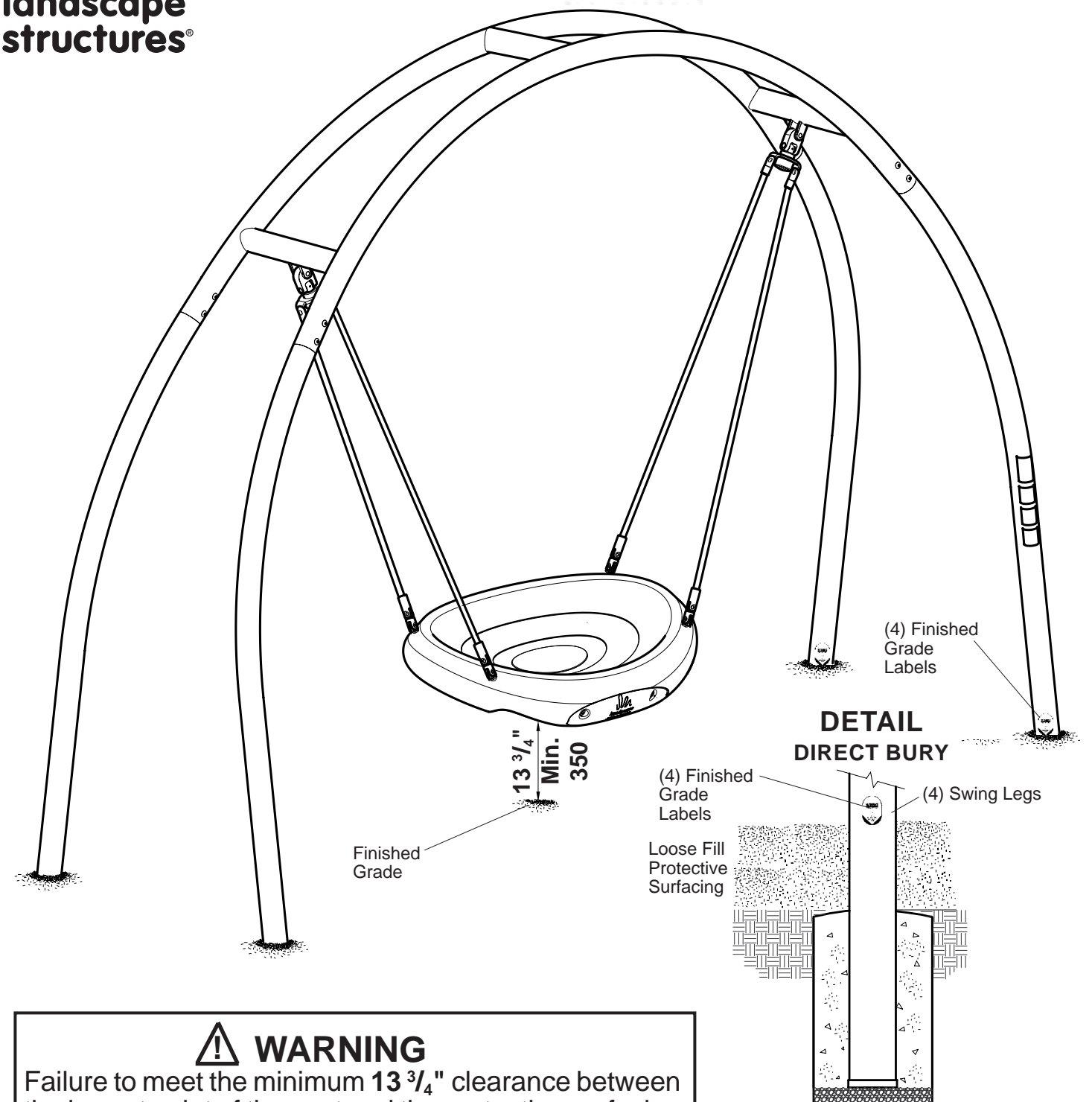
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#### SAFETY NOTE

Choose a protective surfacing material that has a Critical Height Value of at least the height of the Highest Accessible Part/Fall Height of the adjacent equipment. (Ref. ASTM F1487.)



#### ⚠ WARNING

Failure to meet the minimum 13 3/4" clearance between the lowest point of the seat and the protective surfacing may result in serious injury. Children have sustained broken legs and ankles due to the seat being installed too low.

Swings

**173592 Oodle® Swing**

Sheet 1 of 3

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Document #26046900



# SPOKANE RIVERFRONT PARK

## ARTS MASTER PLAN | SPRING 2018





Spokane Riverfront Park Art Master Plan  
prepared by Meejin Yoon with Höweler Yoon Architecture



# CONTENTS

01. INTRODUCTION	04
02. HISTORY	06
03. EXISTING CONTEXT	08
04. PARK MASTER PLAN	14
05. ART PLAN	16
06. FUTURE SITES	20
07. ART SIGNAGE IDENTITY	26

# 01. INTRODUCTION

The Riverfront Park Art Master Plan outlines a plan for the existing and future artwork in and around Riverfront Park.

Its foundation and direction is derived from local history, context, and community. The plan accounts for the existing uses of the park and also builds off and strengthens the current plans for its redevelopment.

The plan accounts for the existing artwork and proposes locations for future artwork. The proposed locations provide a wide variety of environments around the park that should inspire an equally wide variety of artistic responses. The proposed locations will also help encourage visitors to travel deeper into and explore more areas of the park.

The Art Master Plan also proposes a new art signage strategy that will help identify, unify, and brand the existing and future artwork in and around the park.





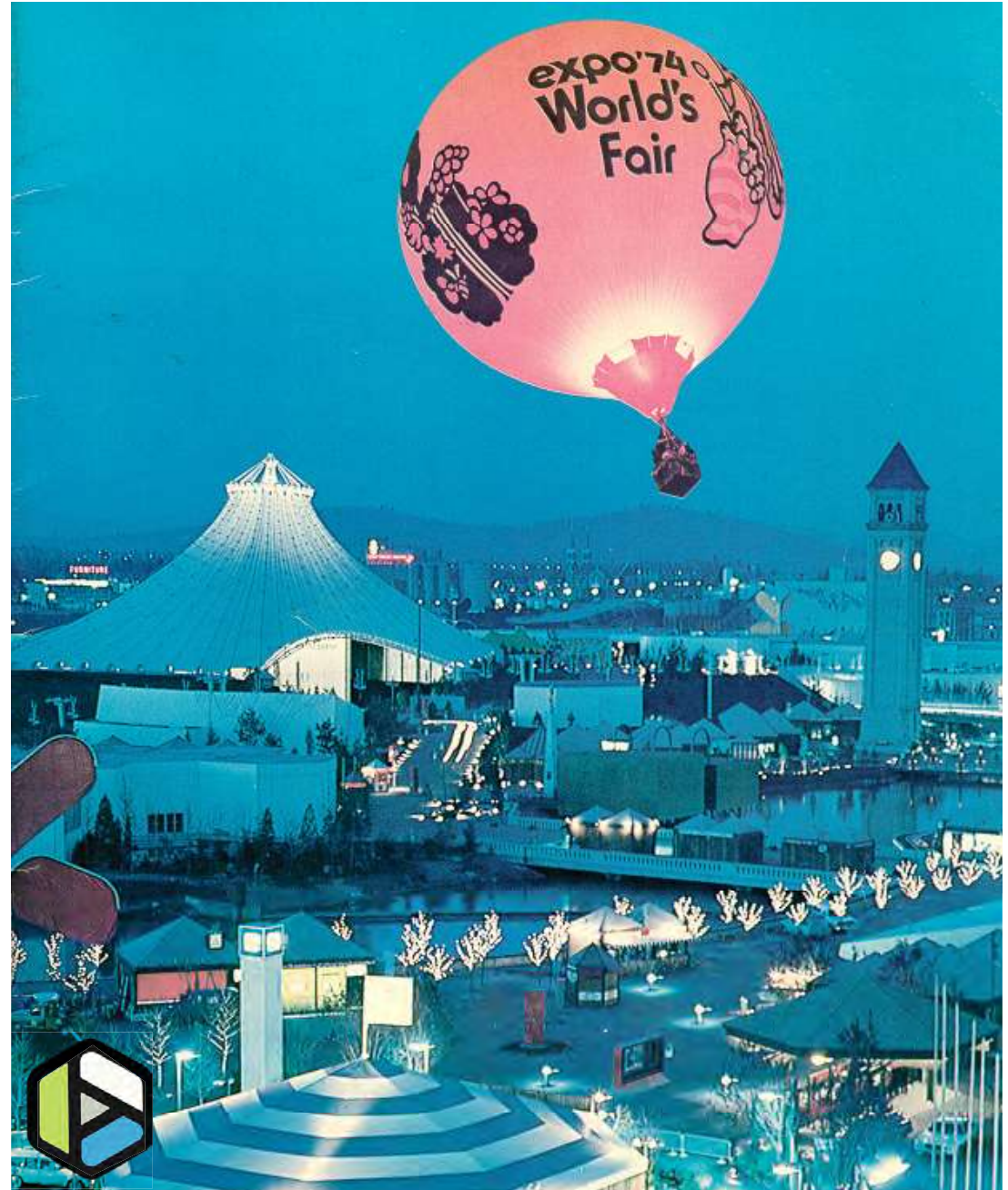
AERIAL VIEW FROM GOOGLE EARTH



## 02. HISTORY

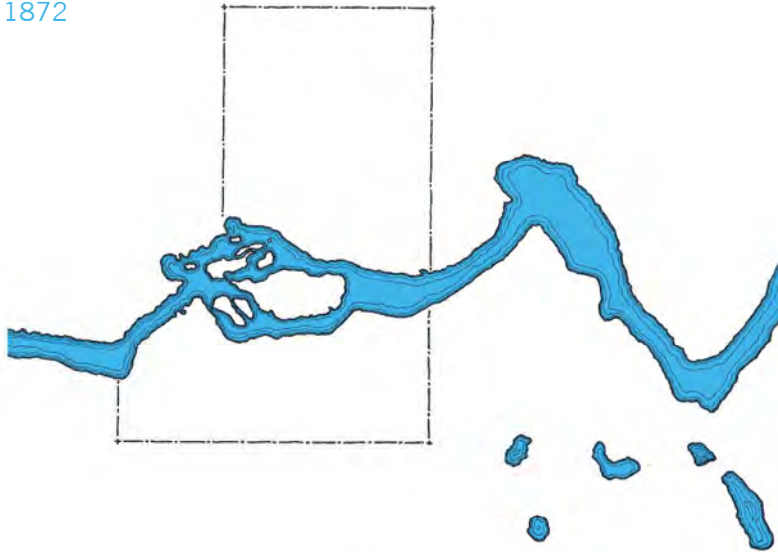
When looking at Riverfront Park in its current state, it is important to remember the history of the site. Before settlers came, the Falls were a place of great significance for the Spokane Tribe, one that was intensely spiritual while also providing sustenance. Eventually, frontiersmen landed near the Falls and the city developed. Land was filled in, changing the shape of the river, and by mid-century Havermale Island was covered with railroad tracks, warehouses, and became a prominent industrial area for the city. The area was dramatically changed when the industrial uses were replaced by parks, walkways, and open area. Only the Clocktower on Havermale Island, which was originally part of the Great Northern Railroad depot, remains of the industrial era. The transformation of the area enabled it to serve as the primary location for Expo '74.

Any analysis of the Riverfront Park must acknowledge the profound impact that the Expo '74 had on the site. Expo '74 was the first environmentally themed world's fair, a reflection of the local values and cultures that still exist today. Within a three-year period, the area was dramatically altered from an industrial zone to the heavily contoured and trafficked grounds for the fair. There are a number of structures of the Expo that still exist today. Often these structures have been dutifully repurposed to remain useful to the changing needs of the current users. The footbridges and North Washington Street tunnel still stand and are used as circulation for both pedestrian and vehicle traffic, respectively. The Pavilion, which is visible from almost everywhere in the park, serves as an anchor for the area.

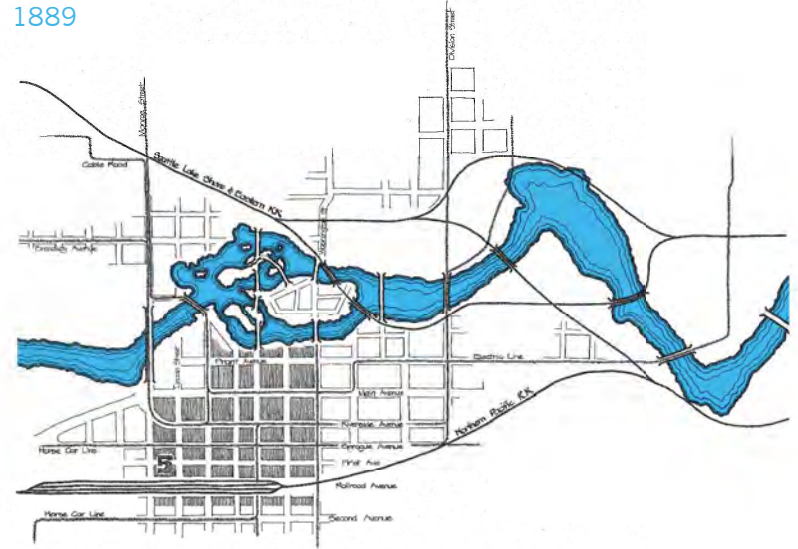




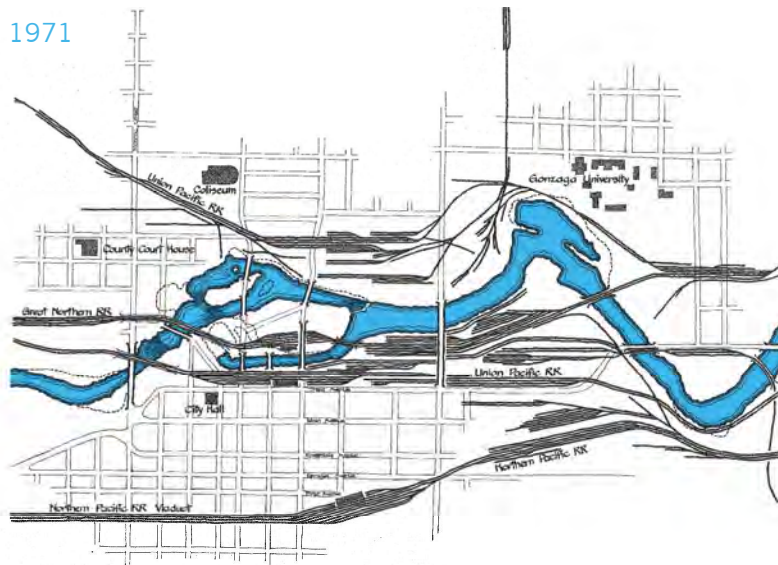
1872



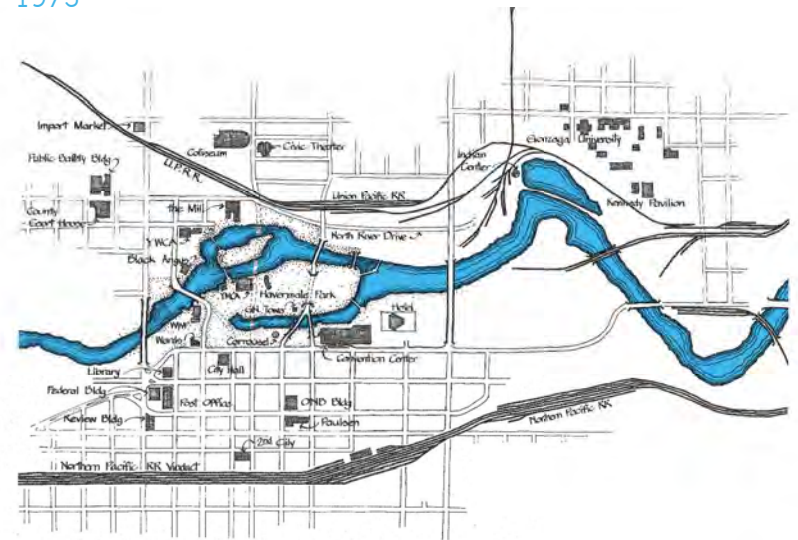
1889



1971



1975



MAPS FROM SPOKANE SKETCHBOOK

## 03. EXISTING CONTEXT



Located in the heart of downtown, Spokane Riverfront Park provides a destination for visitors wanting to experience a range of activities and landscapes. The park is heavily programmed with gathering spaces and areas of interest for all ages. In addition, there are a number of large tranquil green spaces providing quiet areas where visitors can relax and enjoy their surroundings.

The various areas of the park are easily accessible via a number of bridges allowing visitors easy entry to Riverfront Park. The number of access and exit points also allow for the park to serve as a hub visitors can use to pass through and to access any of the surrounding areas. The community and city recognize an opportunity to draw more people into the center of the park from its highly active perimeter.

The park is tied to its close connection to the Spokane River, and provides a range of experiences of the water. On the southern side, where the water



is controlled to generate electricity, the water is calm and offers interesting reflections of either the downtown urban edge or of Havermale Island. In contrast, the Upper Falls has a combination of rock formations and cascading falls, providing a picturesque views of the water. In addition, visitors can use the footbridges to walk out over and across the falls to experience the majesty and power of the water which is especially impactful during the spring, run-off season.

The legacy of environmentalism is prevalent in a number of ways. Visitors can use the pedestrian bridges to walk over the falls to gain a better appreciation of both the picturesque natural beauty, as well as the awesome power of the water. There is sustainable energy production to be witnessed at the hydroelectric plant which produces energy for the city. There are a range of serene environments around the park where visitors can take a minute to reflect on their surroundings.



### EVENTS

The park has both intimate places as well as large open spaces to host large gatherings and events. From Bloomsday to Hoopfest to Pig Out in the Park, the park is capable of a wide variety of uses in a number of different areas around the park. There are several bowl-shaped fields that serve as a natural amphitheater for performances or audience-based gatherings, and the flatter areas can be used for active gatherings. This range of spaces allows the park to be used in a variety of ways without being limited to a single function.

In addition to the Pavilion, which is a large gathering space, there are also a number of smaller permanent gathering spaces where groups can come together and spend time in the park. There are a number of covered shelters where visitors can soak in their surroundings.







GARCO CONSTRUCTION, NAC ARCHITECTURE, BERGER PARTNERSHIP, THEVERYMANY

## EXISTING STRUCTURES

The Pavilion is the most prominent remaining structure from Expo '74 and is currently home to public spaces and programs where the community gathers. The Pavilion is an impressive structure that serves as an anchor or reference point for visitors to the park. Its presence can be felt from almost every vantage point. A major renovation of the Pavilion building is currently planned to restore and enhance the structure, and will soon be implemented as part of the park redevelopment. This renovation will dramatically increase the quality of the space and enable a more flexible

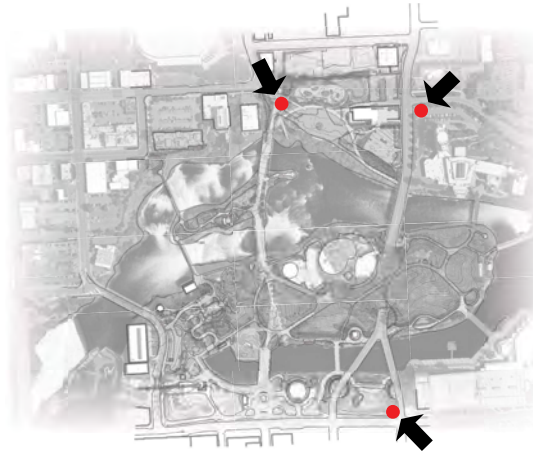
gathering area that is more connected to its surroundings. This will significantly increase the traffic to and from the Pavilion.

The Art Plan acknowledges that the Pavilion is itself a structural work of art that will certainly be enhanced with its renovation. The intent of the Art Plan is to let the Pavilion stand on its own and give it space to breathe independent of future art locations.

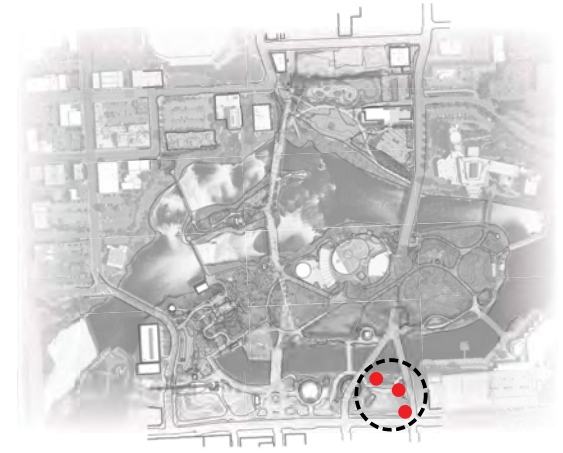


## BUTTERFLIES

Other prominent structures of Expo '74 are the Expo Butterflies. Currently there is one existing Butterfly at the northern entrance to the Park. If more Butterflies can be restored we recommend two different strategies for their deployment. The first would be to use restored or reconstructed butterflies to mark the prominent entries to the park, similar to how butterflies were used during the Expo. This would utilize the butterflies as a designation of the park's limits and create an identity strategy for the park. The alternative strategy is to congregate the butterflies into one area of the park where their impact and scale would be heightened by the clustering.



DESIGNATE PARK ENTRIES



CONGREGATION



## EXISTING ART

The park already has a large amount of artwork, and the artwork is also widely varied in its forms, themes, and contexts. From whimsical to spiritual, modern to historical, interactive to only viewable from a distance, this variety is part of what the community appreciates.

One common thread is how many of the pieces celebrate the local history and context of the area. Whether it is the Corten steel sculptural runners celebrating Bloomsday, a contemplative spiral of poetry about the Spokane Falls and the Spokane Tribe's heritage, or a whimsical trash eating goat that has become a mainstay in the minds of visitors. The existing art has taken on its own meaning and history.

A majority of existing artwork is along the southern bank where the park is dense with programming, while the rest of the artwork is more sporadically distributed through the park.

In addition, the Centennial Trail which runs up and down the river from the park, has a number of pieces of artwork that could be conceptually connected to help unify the branding across the larger area rather than just within the park itself.



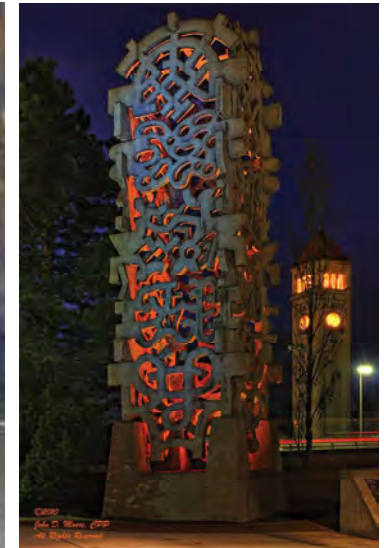
A



H



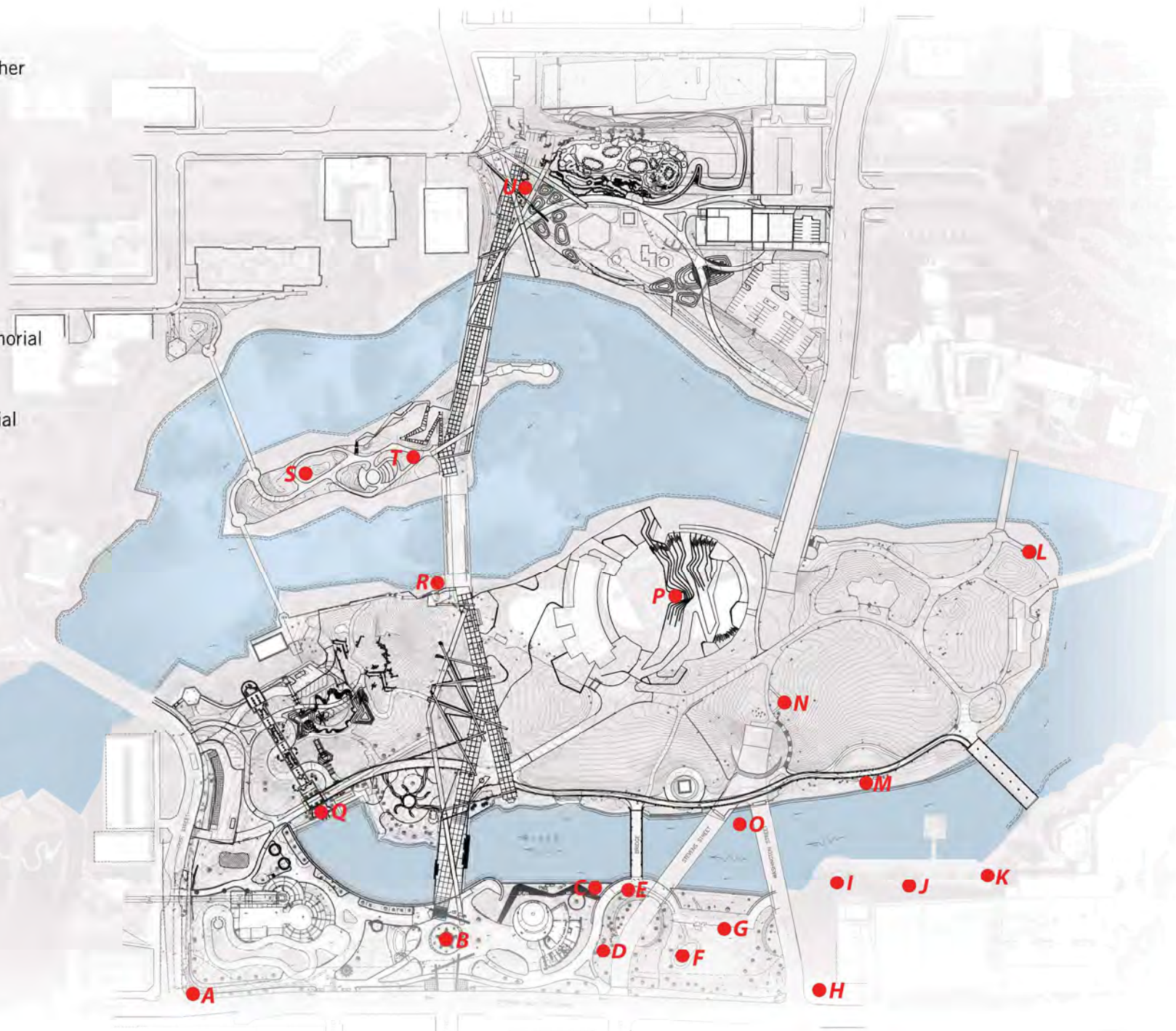
D



I



- A** The Joy of Running Together
- B** Rotary Fountain
- C** Canadian Flag Bench
- D** Goat
- E** American Flag Bench
- F** The Childhood Express
- G** Alphabet Blocks
- H** Aluminum Fountain
- I** Lantern
- J** Moon Crater
- K** Michael P. Anderson Memorial
- L** Australian Sundial
- M** Lilac Bowl Railing
- N** Vietnam Veterans Memorial
- O** Centennial Sculpture
- P** Pavilion — '74 Expo
- Q** Theme Stream Sculpture
- R** Mountain Sheep
- S** Totem
- T** Totem
- U** Butterfly — '74 Expo





## 04. PARK MASTER PLAN

The park is undergoing a massive redevelopment to establish it as a natural and cultural landscape for the community for decades to come. This redevelopment consists of a range of improvements and new features, including a Skate Ribbon and SkyRide on the southern edge of the park. Also, a Regional Playground on the north bank will improve existing facilities such as the Loeff Carrousel facility, and the aging infrastructure on the Howard Street South Channel Bridge. The comprehensive landscape design overhaul will greatly improve the public space and grounds.

The Park Masterplan prepared by the Berger Partnership is centered around the idea of

“bringing people to the center” and is intended to draw people to the Falls, and to the Pavilion. The plan introduces a central plaza capable of hosting large and small events. Part of the plan calls for a major renovation of the circulation pathways, and this is most evident in the new primary pathway along the north-south axis which travels through Riverfront Park. In addition to the central artery, secondary paths extend outward to different areas of the park.

The prior Light and Sound Study by Digital Kitchen proposed a series of interventions ranging in scale and amplitude from smaller interactive pieces to larger interventions that would be visible

from other parts of the park, and all the proposals make use of the central design direction of being “Powered by the River.” The Art Plan is flexible and accommodates a number of the proposed concepts. If the selected concept is more of a destination in and of itself, the installation can occupy one of the proposed locations for future art within the Art Plan. If the selected concept is more of a circulation pathway, the Art Plan can locate that concept along one of the proposed pathways, while also informing future artwork locations.

01



02



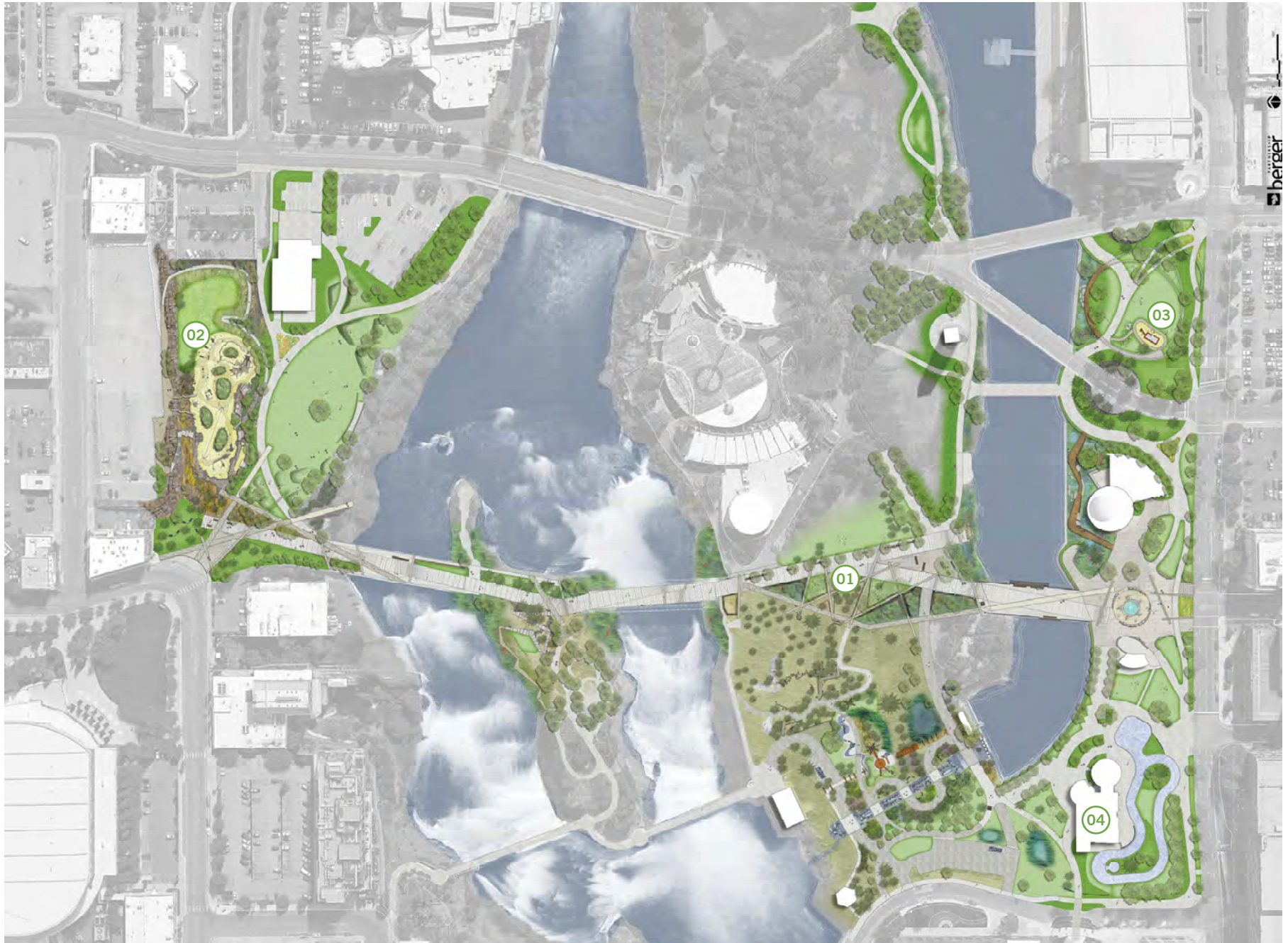
03



04









## 05. ART PLAN

The Art Plan for Riverfront Park capitalizes on the diversity of artworks, the expansiveness of the landscape, the dramatic relationships between the city and the Falls, and the activities of the visitors.

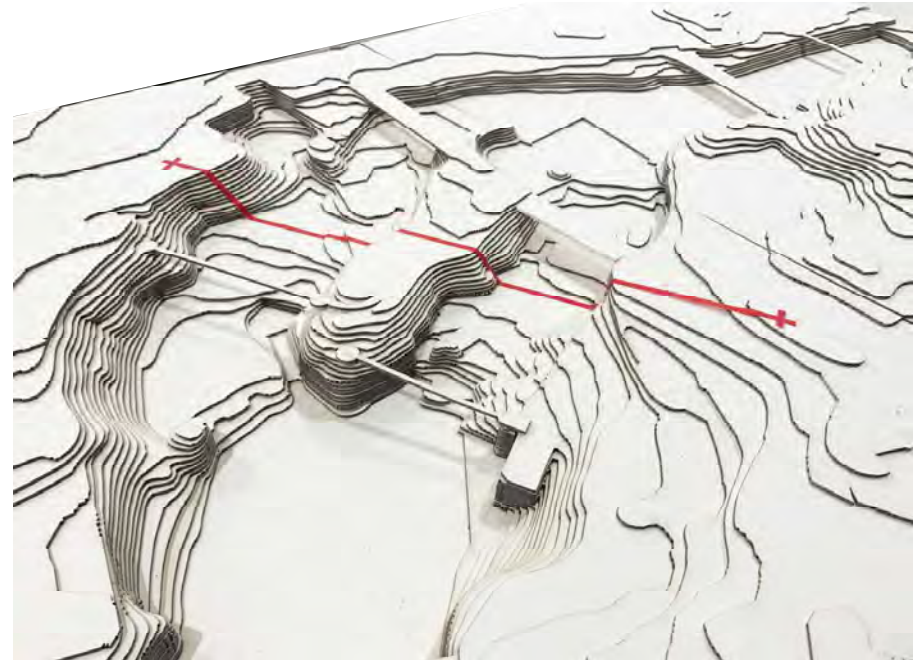
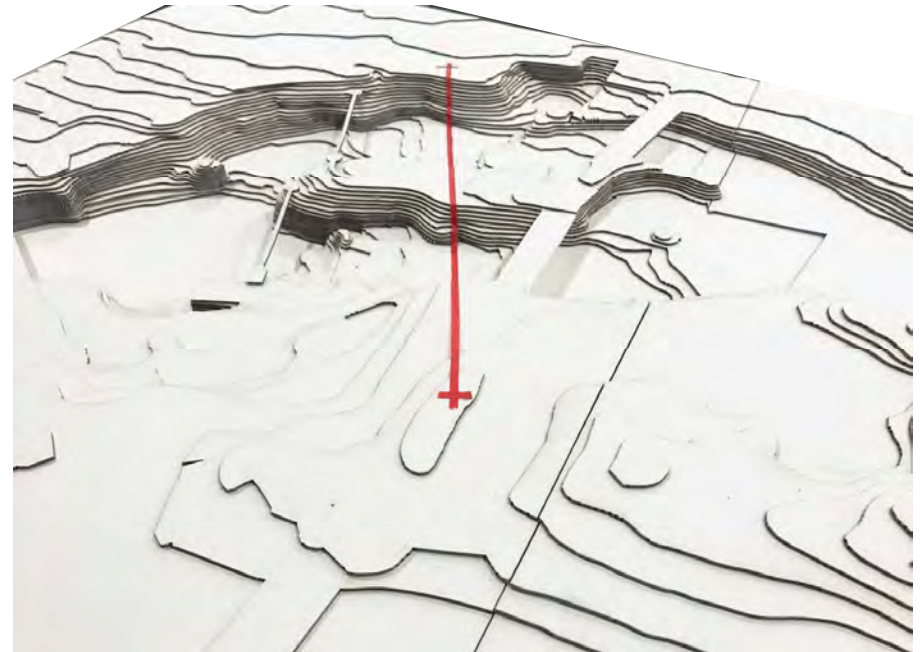
The Art Plan builds off the existing art locations and park redevelopment to designate new locations for future art works.

The future art locations are sited on Havermale Island, snx<sup>W</sup> mene, and the northern bank along the main north-south thoroughfare in order to take advantage of the foot traffic that the new central artery pathway will bring. The strategy does not compete with the areas of existing dense programming and existing artwork.

The future art locations build off the Master Plan by extending its secondary linear pathways into vectors which identify the proposed pathways for future artworks. The proposed locations were selected based on the views to and from the locations, to achieve a balance of density of art, and provide a variety of local and environmental contexts.

The designated locations are not calling for any specific types of artwork, rather they are providing a wide variety of types of locations in order to provide enough variation for various types and sizes of future art.

The selection locations are intended to complement planned or existing uses for the sites, and strengthen or provide new opportunities and relationships at the proposed locations.







The future art locations were selected in order to achieve the following criteria:

- 01.** To encourage exploration and increase use of the park than is currently being activated and utilized.
- 02.** To provide a wide range and variety of locations, environments, and contexts for future art.
- 03.** To be sensitive to and supportive of the existing or planned uses of the existing and future areas.
- 04.** To comply with existing regulations and codes regarding restrictions and usages.
- 05.** To take advantage of the local context and surroundings.
- 06.** To build off of the existing context and future development to strengthen the overall park design.

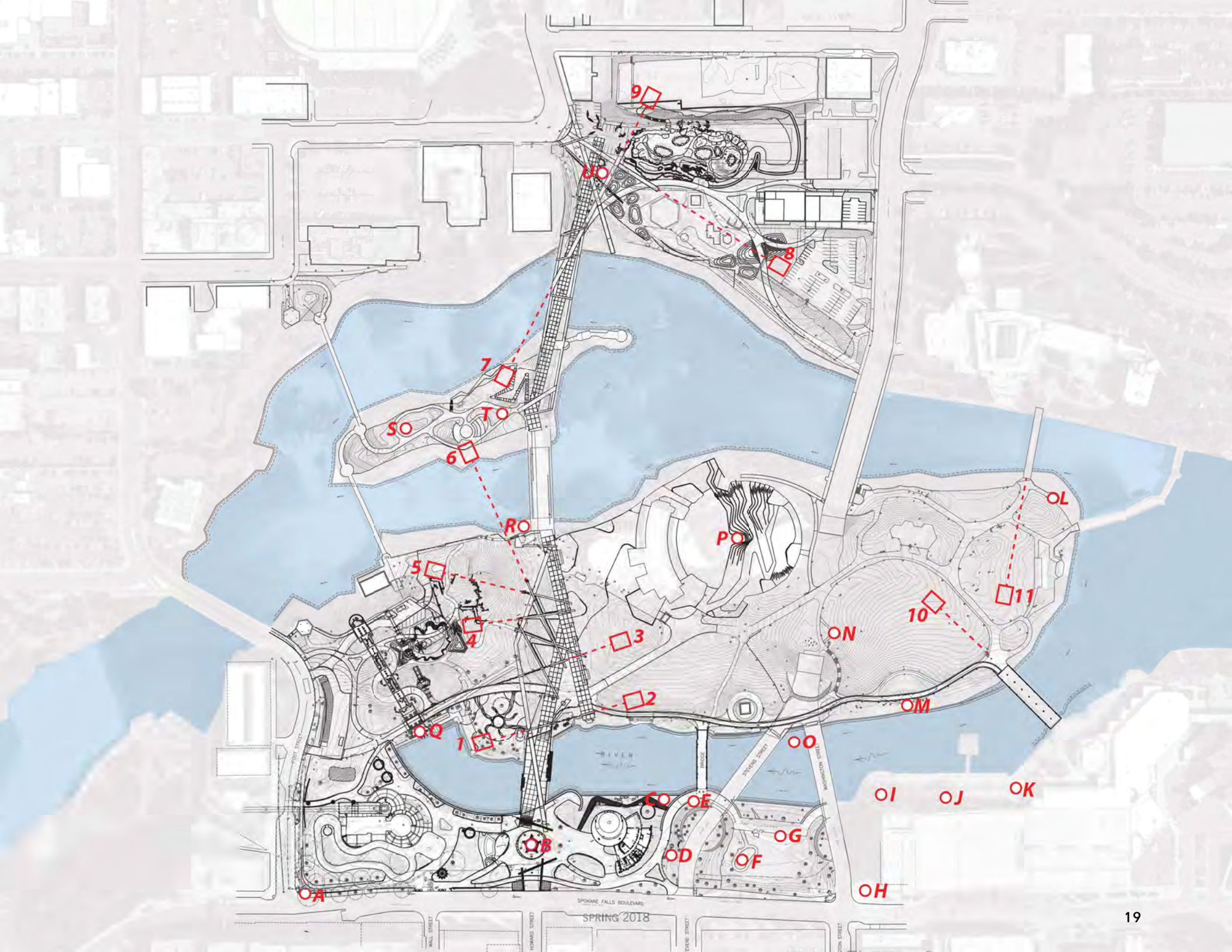


**A** The Joy of Running Together  
**B** Rotary Fountain  
**C** Canadian Flag Bench  
**D** Goat  
**E** American Flag Bench  
**F** The Childhood Express  
**G** Alphabet Blocks  
**H** Aluminum Fountain  
**I** Lantern  
**J** Moon Crater  
**K** Michael P. Anderson Memorial  
**L** Australian Sundial  
**M** Lilac Bowl Railing  
**N** Vietnam Veterans Memorial  
**O** Centennial Sculpture  
**P** Pavilion — '74 Expo  
**Q** Theme Stream Sculpture  
**R** Mountain Sheep  
**S** Totem  
**T** Totem  
**U** Butterfly — '74 Expo

**1** South Havermale Island West  
**2** South Havermale Island East  
**3** Havermale Promenade  
**4** Upper Conservation Area  
**5** Lower Conservation Area  
**6** South snx<sup>W</sup> mene  
**7** North snx<sup>W</sup> mene  
**8** North Shore  
**9** Upper North Shore  
**10** Upper Lilac Bowl  
**11** East Havermale

 EXISTING ARTWORK  
 POTENTIAL ARTWORK LOCATIONS





## 06. FUTURE SITES 01 – 06

- 01.** SOUTH HAVERMALE ISLAND WEST  
Just west of the new North Howard Street Bridge this site provides high visibility from the south shore and should help draw visitors in to Havermale from the south shore. This location is also very near the calm water and power-generating dam.
- 02.** SOUTH HAVERMALE ISLAND EAST  
At the edge of the clocktower bowl just off the promenade this location will have excellent views up where one can see the Pavilion above the trees as well as toward the south shore where the newly renovated carousel building will sit. This area also serves as an informal gathering area for visitors with the nearby concrete steps down to the water.
- 03.** HAVERMALE PROMENADE  
This location rests between the Pavilion and the promenade near major circulation routes through the area resulting in what should be a heavily trafficked area by pedestrians.
- 04.** UPPER CONSERVATION AREA  
This location within the conservation area has a different quality of landscape compared to the other locations off the promenade. The circulation pathway loops around the location providing omnidirectional viewing. The site itself also has beautiful views looking down over the conservation area and across the river to snx<sup>W</sup> mene.
- 05.** LOWER CONSERVATION AREA  
Located near the stone markers along the path to the suspension footbridges over the Falls, this location provides a connection to the river while being surrounded by the conservation area's more natural feeling landscape.
- 06.** SOUTH SNX<sup>W</sup> MENE  
Serving as the backdrop for visitors looking north from Havermale Island toward the Falls and snx<sup>W</sup> mene. Seeing the artwork on snx<sup>W</sup> mene from Havermale will also encourage visitors to go deeper into the park. Up close this location has dramatic views back toward Havermale and its conservation area.



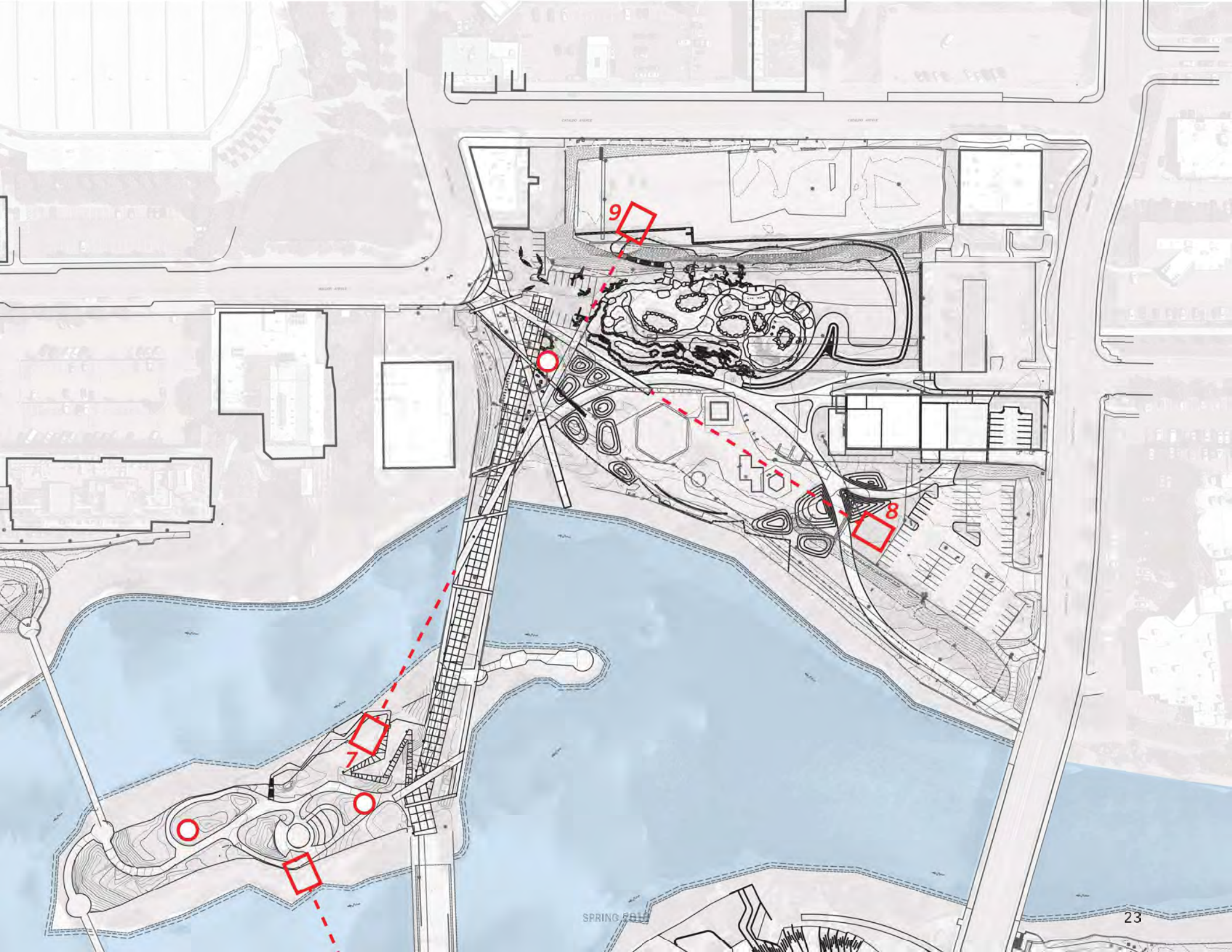




## 06. FUTURE SITES 07 – 09

- 07.** NORTH SNX<sup>W</sup> MENE  
More so than any other proposed location, this site has dramatic views of the most active part of the northern river. This site also will be highly visible from the north shore, helping to encourage visitors deeper into the park from the northern more commercial side.
- 08.** NORTH SHORE  
This location is more isolated from the park providing a more solitary environment. The site also serves as an informal entry point to the park for the circulation path and parking area just off Washington Street.
- 09.** UPPER NORTH SHORE  
The highest location of the park on the bluff overlook, this location provides an elevated view of the overall park and serves as a threshold between the city to the north and the park to the south.

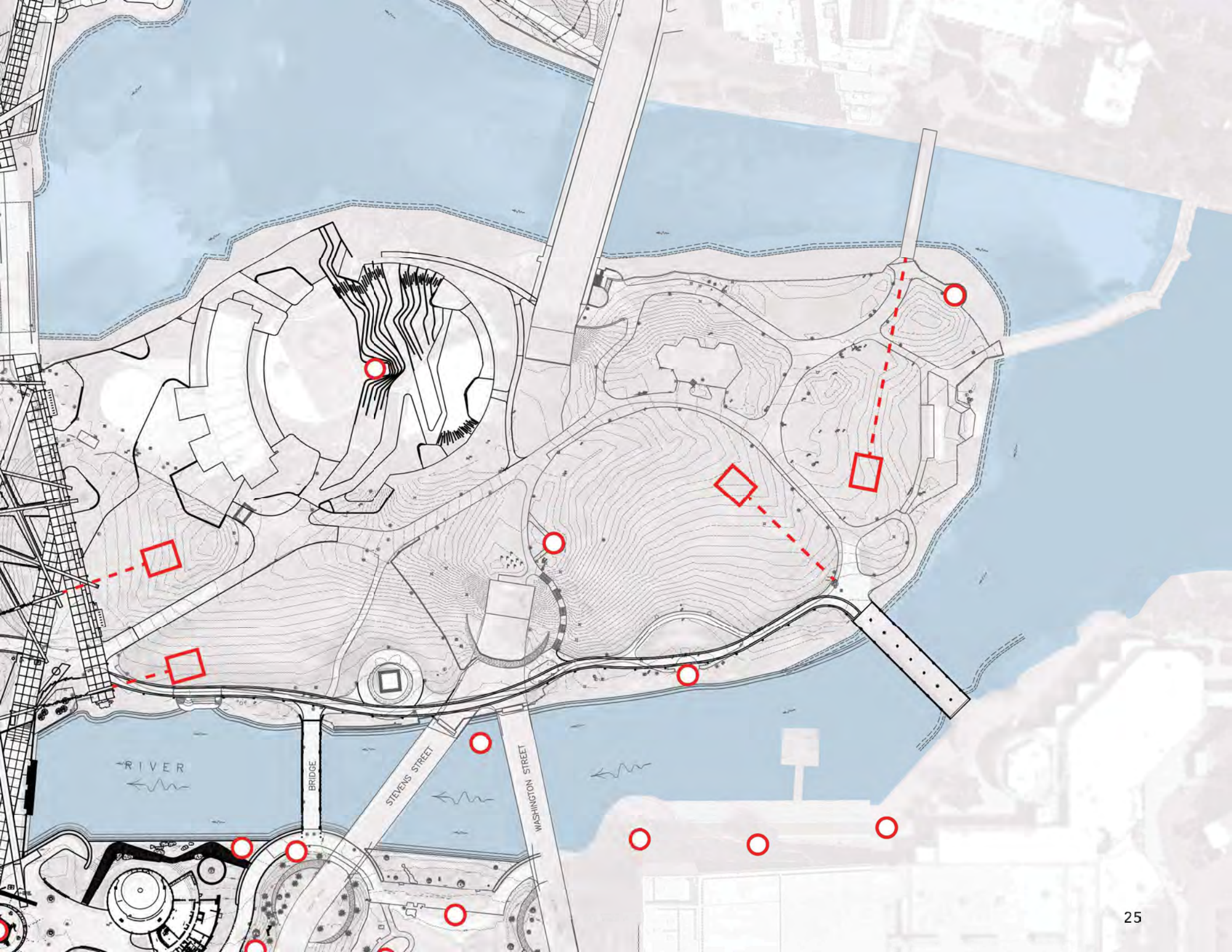




## 06. FUTURE SITES 10 – 11

10. UPPER LILAC BOWL  
Nestled up on a hill below the line of trees, this location sits within the large field of grass and has great views down toward the bowl and to the serene southern water, and the northern side of the Performing Arts Center and Convention Center. This area will transform from very serene and calm to energized and highly occupied.
11. EASTERN HAVERMALE  
Located between the two footbridges on the eastern side of Havermale Island, this location provides a flat field that is both serene and relatively isolated from the rest of the park and artwork. This location also provides views to the east up the Spokane River.







## 07. ART SIGNAGE IDENTITY

Within and around the park where there are existing art markers, the signage is widely varied. The signage varies in form, location, materials, information, etc. This can lead to a sense of confusion for visitors regarding what is and what is not considered artwork, and how important or not important each piece is.

The Art Plan proposes a consistent form of art markers. These art identifiers provide a number of functionalities. At their most basic level, they provide information about the art piece so that visitors can be more informed about the artwork they are experiencing. The art markers help create a unified identification system for the diverse artworks. It is also our intent that the art markers enable the visitors to learn more about both the artwork, and the surrounding area and landscape.



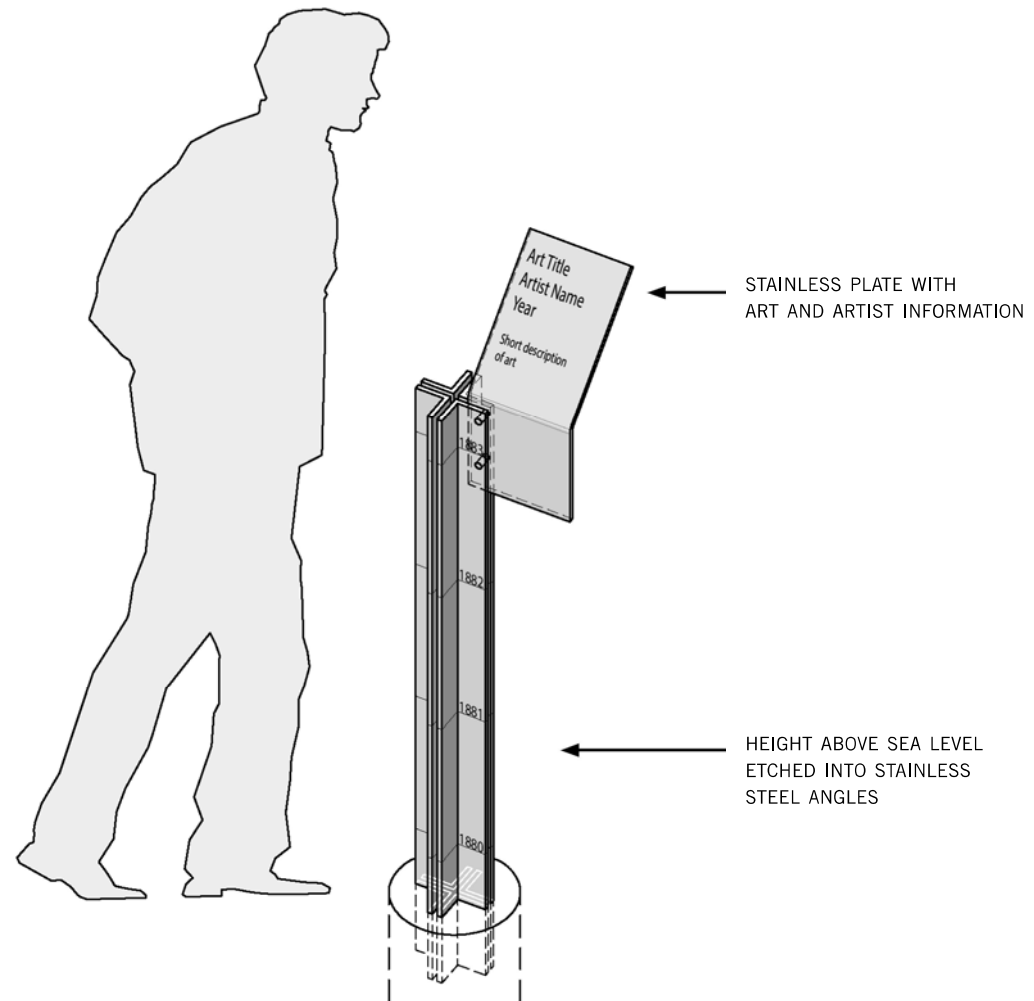


Inspired by surveying instruments that were used to help measure and understand topographic variation, the art markers introduce a series of vertical elements that provide an elevation level above sea level to allow the visitor to understand the topography of landscape, falls, and artworks.

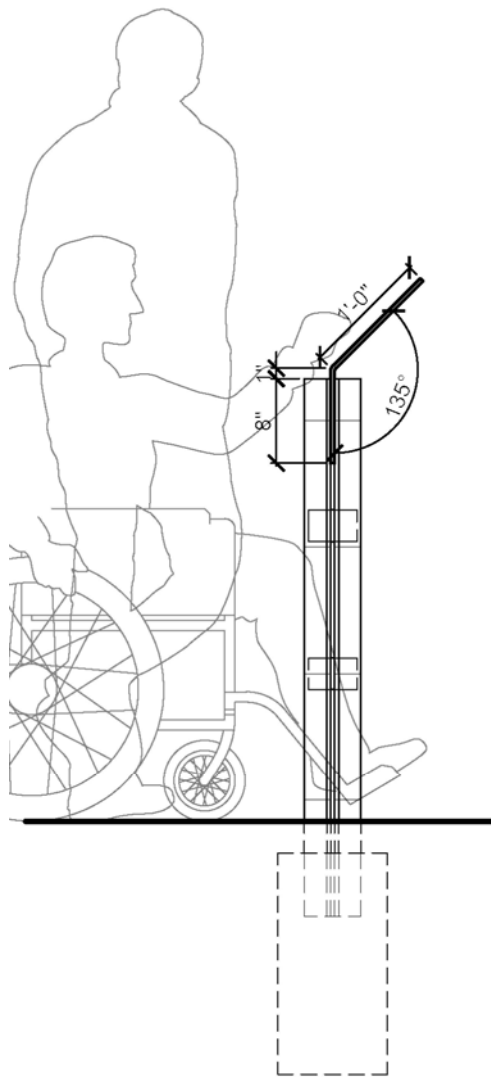


The art makers consist of a cruciform post that supports a simple bent plate. The posts and plates provide structural strength while remaining relatively neutral in their design aesthetic. The signs will be of uniform size and style, and the plates will display relevant information about the art; such as the title, artist, year, brief art piece summary, and potentially a QR code or other device that users can scan to easily access more information about the artwork.

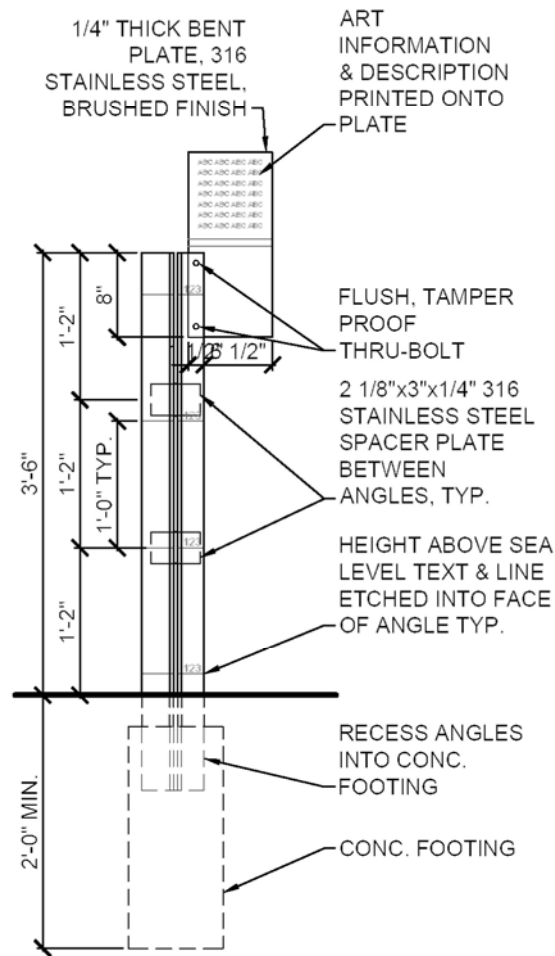
The posts supporting the signs will have a series of 1' lines demarcating the current height above sea level to give users more information about their surroundings. This elevation information will help give users a sense of the surrounding context and better understand the landscape of the park without distracting from the artwork. The intent is that these signs could also be used at other areas outside the park to help unify the public art collection.



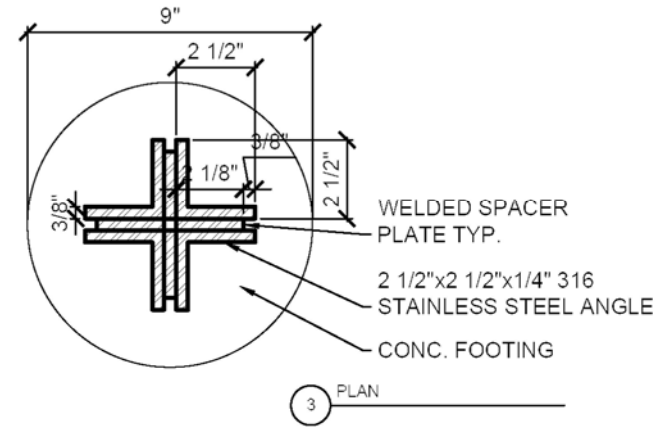




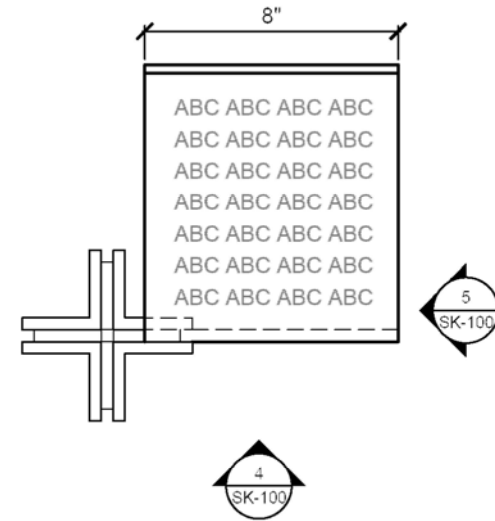
5 ELEVATION



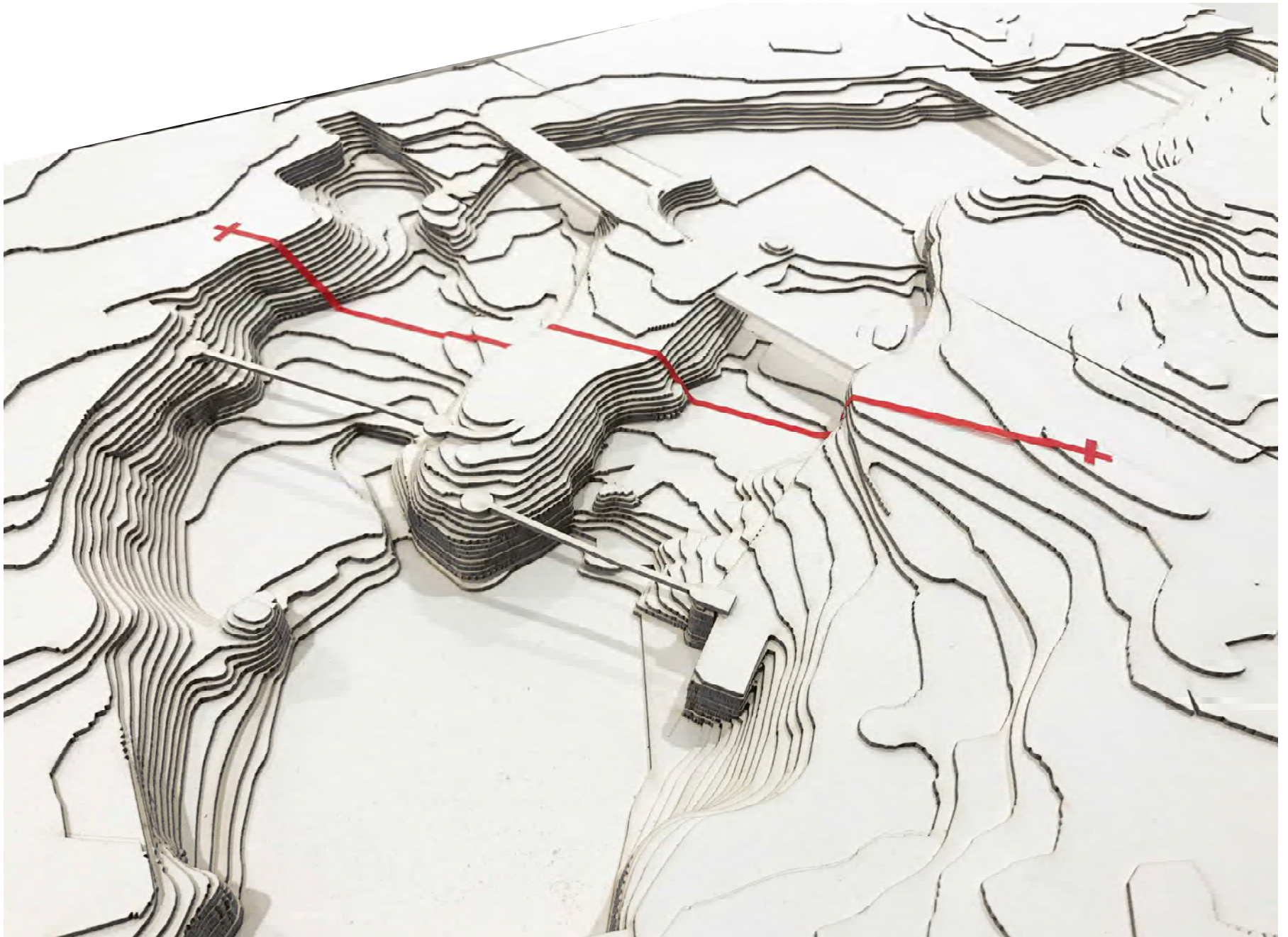
4 ELEVATION



3 PLAN



2 PLAN









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## Berberich, Taylor

---

**From:** Kokot, Dave  
**Sent:** Monday, August 12, 2019 9:13 AM  
**To:** Gunderson, Dean  
**Cc:** Berberich, Taylor  
**Subject:** RE: West Havermale Island - follow-up on discussion

The summary follows the discussion we had.

David F. Kokot, P.E. | Spokane Fire Department | Fire Protection Engineer  
509.625-7056 | fax 509.625.7006 | [dkokot@spokanefire.org](mailto:dkokot@spokanefire.org) | [spokanefire.org](http://spokanefire.org)



*We enhance your quality of life, always earning your trust, by saving lives, preventing harm and protecting property with compassion and integrity.*

---

**From:** Gunderson, Dean  
**Sent:** Friday, August 09, 2019 12:25 PM  
**To:** Kokot, Dave  
**Cc:** Berberich, Taylor  
**Subject:** West Havermale Island - follow-up on discussion

Hi Dave,

Thanks for taking the time yesterday to discuss the West Havermale Island project. We've been able to finalize the draft staff report and have added to topics for the board's discussion

- 1) The proposed reduction in the park project's scope wouldn't cover the intersection of the South Promenade/Centennial Trail & Post Street. We'll be asking the board whether this is consistent with their original Advisory Action asking for clarity regarding the requested Circulation Plan – as the intersection will serve as the westernmost gateway into the park and will serve as an important Emergency Vehicle access route. If there's and interim intersection improvement it must meet the access requirements of the Fire Department. And,
- 2) The board had been asked for guidance on the StepWell sculpture, and the landscape architect's response was to simply add more landscape buffering between the new O&M Yard and the sculpture (that it would not be relocated). We're including the Riverfront Park's Public Art Plan in the staff report and noting that the sculptor's originally preferred location for the sculpture is in the East Havermale Island grass mall (used by the city for the fireworks mortar set-up). I mentioned that this location would be fenced off during the fireworks displays, and that the sculpture could be covered with a fire retardant tarp (that such a tarp would have to meet NFPA 701 fire retardant standards) – that such a protection during the fireworks displays would address the Fire Department's concerns about risks.

Please let me know if I'm getting this right.

Thanks!  
Dean

# West Havermale Island

## 1 - Program Review/Collaborative Workshop

Design Review Staff Report

May 28, 2019

**Staff:**

Taylor Berberich  
Urban Designer  
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Dean Gunderson  
Senior Urban Designer  
(509) 625-6082  
[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)

Planning & Development Services Department

**Applicants:**

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808 W. Spokane Falls Boulevard  
Spokane, WA 99201

ATTN: Barry Ellison, City of Spokane  
(509) 625-6000  
[bellison@spokanecity.org](mailto:bellison@spokanecity.org)

ATTN: Anne Hanenburg, SPVV Landscape Architects  
(509) 325-0511  
[Anne@spvv.com](mailto:Anne@spvv.com)

## Design Review Board Authority

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

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

1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
  - a. wisely allocate the City's resources,
  - b. serve as models of design quality

Under SMC [Section 17G.040.020](#) **Design Review Board Authority**, all public projects or structures are subject to design review. Further, this project rests under a prior Shoreline Conditional Use Permit (Riverfront Park Master Plan) acted upon by the Design Review Board in 2016. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

### Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director and the Director of Parks and Recreation.

## Project Description

Please see applicant's submittal information.



## Location & Context

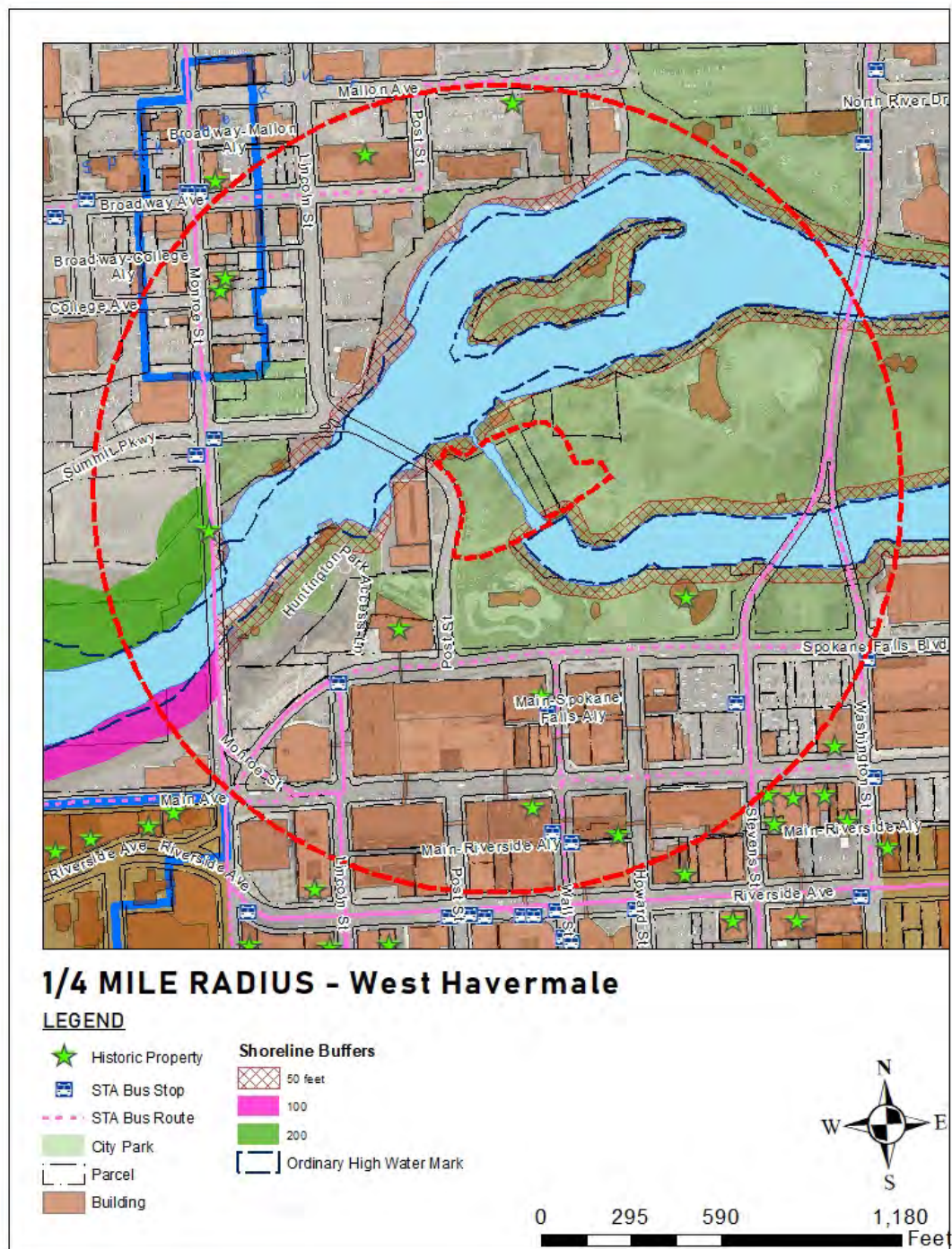
The subject parcel is a portion of parcel number 35185.0041, located at 610 W. Spokane Falls Boulevard. It is located on Havermale Island on the southwest side of Riverfront Park. The project encompasses approximately 3 acres. It is bounded by Post Street to the west and the Spokane River and Avista Upper Falls Powerhouse to the north. The east boundary faces the Bill Fearn Conservation Futures, future 'Step Well' sculpture, and Promenade (under construction). The south boundary borders the Sister Cities Garden (under construction), and east/west vehicular access connecting Post Street and the Promenade (a portion is currently under construction). The site is mostly pedestrian with the exception of Post Street to the East, emergency vehicle access along the southern boundary, and utility access to the Avista power building to the north.

The site is located within the Riverside Neighborhood. The Spokane River flows north and south of the site, and the Theme Stream that bisects the site connects the two streambeds. The site includes the EXPO 1974 legacy picnic shelter and Avista utility structures.

This site is a sub-component of the previously approved Riverfront Park (RFP) Master Plan, and is subject to the terms of the park's Shoreline Conditional Use Permit.

The nearest mass transit stops are #195 at Monroe and Summit Parkway, stop #5 at Wall and Spokane Falls Boulevard, and stop #68 at Stevens and Main. Please see Figure 1: Site Context.

FIGURE 1: SITE CONTEXT





## Character Assets

The site is centrally located downtown with a close proximity to the rest of Riverfront Park, Mobius Science Center, the Spokane River, Centennial Trail, the convention center, and River Park Square Shopping Mall.

There are numerous City Trees, river views, wildlife viewing opportunities, and park amenities onsite. Howard Street is classified as a pedestrian and bike path and Post Street is a Type I Community Activity Street.

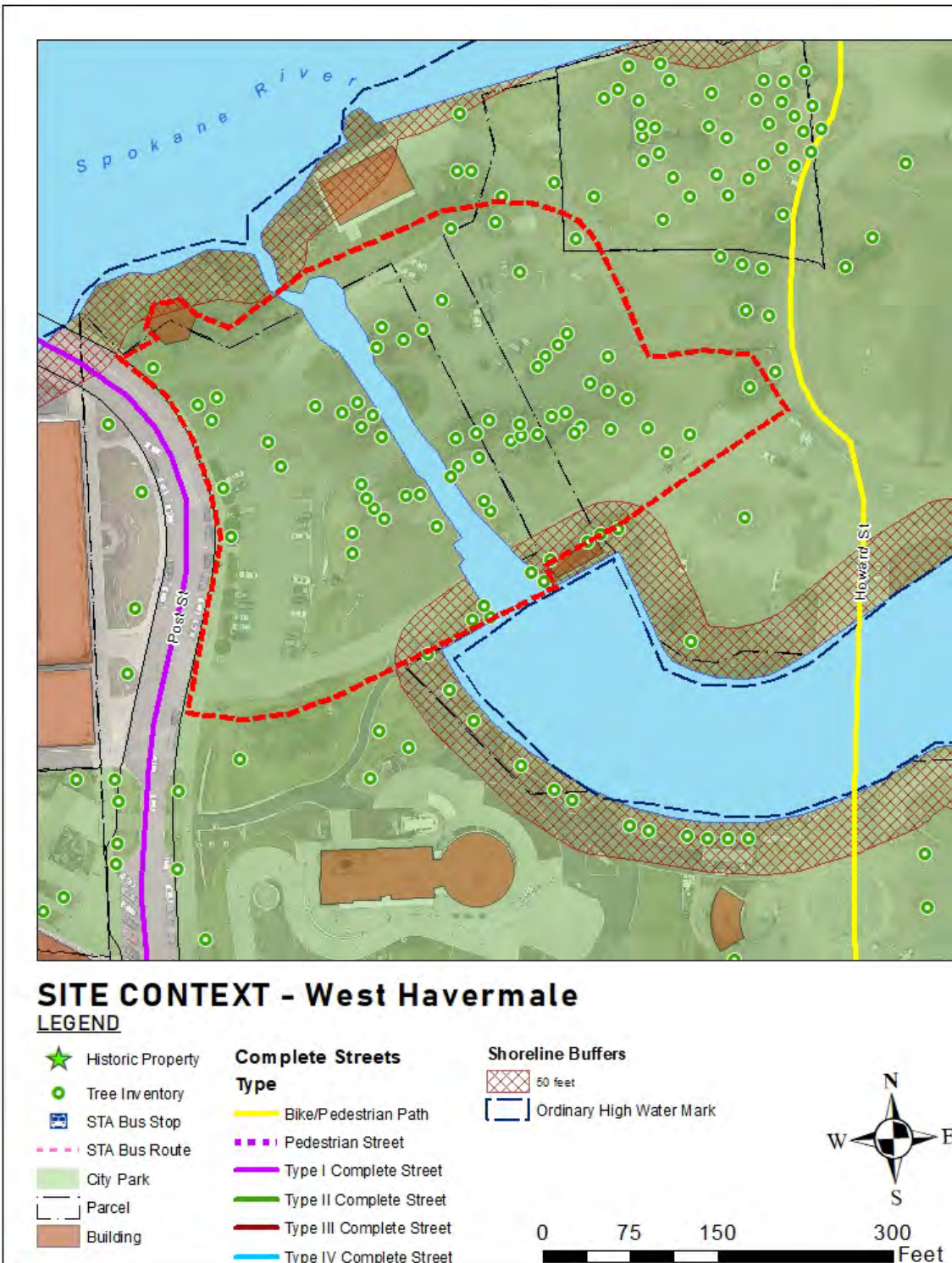
### **Characteristics of Downtown Complete Street Designations** (see [SMC 17C.124.035](#))

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. 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. See Figure 2: Analysis.

#### **Type I – Community Activity Streets** (*Post Street*)

Such streets are intended to be slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.

FIGURE 2: ANALYSIS





## 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**

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

#### **Section 17C.124.500 Design Standards Implementation:**

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.570 follow [SMC 17C.124.015](#), Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

The applicant is not requesting a Design Departure from any of the Design Standards.

## City of Spokane Comprehensive Plan

### [Comprehensive Plan link](#)

**LU 1 CITY-WIDE LAND USE:** Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and nonresidential development.

**LU 1.13 PARKS AND OPEN SPACE:** Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan. We feel that the project at a minimum meets the goals highlighted in bold.

**LU 2 PUBLIC REALM ENHANCEMENT:** Goal: Encourage the enhancement of the public realm. The project meets this goal.

**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 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 5.4 NATURAL FEATURES AND HABITAT PROTECTION:** Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

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

**TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS:** Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

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

**TR 5 ACTIVE TRANSPORTATION:** Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

**TR 6 COMMERCIAL CENTER ACCESS:** Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

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

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

**TR 20 BICYCLE/PEDESTRIAN COORDINATION:** Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

**BMP 2:** Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the city.

**ED 8.1 QUALITY OF LIFE PROTECTION:** Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.

**ED 8.3 RECREATION AND TOURISM PROMOTION:** Promote the region's outdoor amenities, recreational opportunities and tourism.

**DP 1.1 LANDMARK STRUCTURES, BUILDINGS, AND SITES:** Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

**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 2.3 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 2.14 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 3.4 REFLECT SPOKANE'S DIVERSITY:** Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

**DP 3.6 PUBLICLY-OWNED HISTORIC STRUCTURES AND INFRASTRUCTURE:** Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.

**NE 9.1 ENVIRONMENT AND THE ECONOMY:** Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy

**NE 12.2 URBAN FORESTRY PROGRAMS:** Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.

**NE 13.3 YEAR-ROUND USE:** Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

**PRS 2.1 AMENITIES WITHIN CITY BOUNDARIES:** Provide open space and park amenities that serve all residents, as determined by the level of service standards.

**PRS 2.7 CULTURAL AND HISTORIC PARKS:** Encourage the preservation of and showcase the cultural and historic character of the parks and the park system.

**PRS 5.1 RECREATION OPPORTUNITIES:** Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

**SMP 9.1 ENJOYMENT OF THE SHORELINES:** Assure that shoreline recreational development is given priority and is primarily related to shoreline access and enjoyment and use of the water.

# City of Spokane Downtown Plan

[Downtown Plan “Fast Forward Spokane” link](#)

## 2.2 BUILT FORM AND CHARACTER

**Goal: Foster and improve upon the unique, Downtown “sense of place”**

*Objectives:*

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

## 2.3 MULTI-MODAL CIRCULATION AND PARKING

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

*Objectives:*

- Increase parking supply in high demand areas and develop parking incentives
- 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
- Convert key streets from one-way to two-way
- Encourage use of public transportation

## 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

**Goal: Improve the Downtown environment for pedestrians and bicyclists**

*Objectives:*

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

## 2.6 ENVIRONMENTAL STEWARDSHIP

**Goal: Incorporate sustainable practices in redevelopment efforts**

*Objectives:*

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



## Downtown Design Guidelines

### [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.

The three overarching principles supported throughout the guidelines are:

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

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

#### A-1 Respond to the Physical Environment

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

### **B: Architectural Expression- Relating to the Neighborhood Context**

#### B-1 Respond to the Neighborhood Context

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

#### B-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-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-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 Spaces**

#### 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 Buildings 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 Adequate 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 façade, 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 Person Safety and Security

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

### D-8 Create “Green Streets”

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

## **E: Vehicular Access and Parking- Minimizing 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**

The applicant provided clarifications to general staff questions regarding the submittal and site context. The questions were framed around the labeled elements on the approved site plan (see submittal). Below is the email correspondence- the applicant’s responses are italic.



I hope you've had a great week so far. Dean, Alex and I walked the West Havermale site yesterday with your design submittal, and a few questions rose up. I listed them to coincide with the key for the approved site plan on the last page of your DRB submittal booklet. A few general questions are listed at the end. Here they are:

A: Bus Loading

- Is there a proposed alternative for if the Post Street bridge renovation is delayed? How will busses turn around if the vehicular access across the bridge is restricted? *At this juncture the project boundary for West Havermale Island project is the back (east edge) of the existing sidewalk along Post Street. Early in design we recognized the need and benefit for having a bus/van drop-off in the proposed location – both for the Shane's Inspiration playground, Mobius, and the Spokane Gathering Place. The team decided to propose the idea, even though it lies outside the scope of this project. Otherwise the potential for a drop-off may never happen. So far the idea has traction with Ad Hoc Committee, RFP Executive Committee, and the Spokane Park Board. It's our understanding that Berry is working with the KPFF team to determine who's scope a bus loading area may fall under.*

B: Gateway

- Has there been any thought as to adding a gateway to the northwest corner, at the northernmost access point?  
*No. The function of a gateway is to draw people into a space / place. We believe the emphasis for a gateway should be reside at a critical node – such as the entrance to Shane's Inspiration Playground. We do not wish to detract from the Expo '74 picnic shelter – and especially the Shane's Inspiration Playground. Additionally, the vehicular access to Avista / O&M yard would be in close proximity to a NW gateway – its our intent to discourage vehicles from entering this area.*

C: ADA + Standard Parking

- What is the proposed surfacing, and will it include characteristics of "green" parking? *The budget supports an asphalt surface. "Green" treatments within and around the parking area would include shade trees to mitigate solar heat gain, stormwater mitigation and runoff.*
- Would having shared landings for the ADA stalls free up space for more parking stalls? *That's a great observation! We will explore shared loading areas.*

D: Shane's Inspiration Play Areas

- The access to the two play areas is controlled from two gates along the Theme Stream. Is there any opportunity to add a gate adjacent to the parking lot as well? *Yes, we believe so. The Shane's Inspiration design team will be in Spokane for their Community workshop next week. We will be looking at access points into the play areas in closer detail.*

E: Vehicular Access

- Will the proposed paving match that of the parking lot, or will it have a pattern to signify the path is shared with pedestrians? *No. The parking lot will be asphalt. The Avista / O&M vehicle access will be concrete with scoring patterns similar to those used throughout Riverfront Park. A grass strip running between the tire tread areas; and signage indicating 'Restricted Vehicle Access' is intended to discourage people from bringing their cars into the restricted area.*
- What method of vehicular access restriction will be used? (i.e. bollards, gates, etc) *At this point, Park's staff has indicated they do not want bollards or gates obstructing the east/west vehicular access.*

F: Theme Stream

- Staff noted there are several sections of the Theme Stream pathway that do not meet current ADA standards. Will the pathways remain close to their current grade, or is there an opportunity to re-grade those sections to achieve a gentler slope? *Yes, we intend to reduce the grades on the Theme Stream path. It's our intension to hit 4.9% to eliminate the need for handrails.*
- Will all wooden guardrails be converted to Corten? (The guardrail closest to the river was recently replaced, and is wood. Will it be converted to the new design as well?) *All guardrails will be Corten to match the guardrail replaced by Avista in 2012. This is also in keeping with the Berger 30% design documents that were approved. (see attached photo)*
- Note: staff spoke with Megan Duvall in the Historic Preservation office, and minor changes to the pitch/position of the pathway are fine as long as the general serpentine nature of the path is retained. *Excellent! Thanks for confirming this with Megan.*

G: Access Road to Promenade

- Similar to note under E- what is the proposed paving style/pattern? *The east/west vehicular access will be part of the Centennial Trail. As such, it will follow the same design standards of the Centennial Trail used throughout Riverfront Park ie; asphalt surface with 18" aggregate border. (see attached photo). We are proposing a concrete "bump out" as shown in the rendering, with a rolled curb with scoring pattern that ties into the sidewalk to signify a heavy pedestrian presence.*

H: Future "Stepwell" Sculpture

- Will any trails be added or removed around the proposed statue? Is there any opportunity to include trails that are currently un-managed cow paths? *No. This area lies outside the West Havermale Island project boundary.*

I: Vegetated Slope

J: Operations and Maintenance Yard

- There is a fairly significant grade difference between the current upper and lower parking lots where the proposed M&O lot will go. How will the change in elevation effect the layout of the yard? I included a photo of the area I am referring to for your reference- this photo was taken from the northwest corner of the lower parking lot facing southwest. *The grades will remain very similar to their current configuration – particularly the north Avista Access + Staging area which must tie into Avista's existing access drive that leads to the Upper Falls Powerhouse. By located the trash compactor, recycling, and trash containers at the lower elevation, we're intentionally creating a "benched loading dock" effect so Park's staff has an easier time tossing trash from the O&M yard into the (3) receptacles.*
- What is the purpose for having two gates on the right side of the yard? *The two gates on the east side of the site have changed since the latest rendering was produced. There is only 1 gate on the east side of the site at this juncture.*
- The narrative mentioned heavy screening to reduce visibility from the Stepwell statue. Can you provide more information on the proposed screening? *Currently we're looking a solid panel fencing of some sort that is 6'-8' high. We have increased the width of the existing bedding area that separates the east pedestrian path from the O&M yard, and this bedding area will be planted heavily with large conifers. There is also some internal discussion within Parks about potentially locating the Step Well sculpture further to the SE of it's proposed site.*

K: Avista Access and Staging

- How will the pedestrian traffic coming off the Theme Stream bridge be directed around the staging area? *We are showing a different paving pattern in the hardscape to delineate "pedestrian" and "vehicular parking" uses.*

L: Stormwater Mitigation

- It appears that a significant number of trees will be removed to accommodate the swale. Do you have an inventory of trees to be removed/retained/replaced? *Not at this juncture. We are awaiting an updated site survey which is pending.*

M: Expo '74 Legacy Picnic Shelter

- Will the replacement guardrails mimic the design of the guardrails along the Theme Stream? *No. We intend to modify the original wood guardrails to bring them up to current code.*

N: Restricted Vehicular Access

- Similar to notes under E- what method of vehicular access restriction will be used? (i.e. bollards, gates, etc) *At this juncture we've been directed to provide signage indicating 'Restricted Vehicle Access' only.*

O: Centennial Trail Extension

- Three routes were proposed for the Centennial Trail. Can you explain the thought process behind the route you selected for the final approved site plan? *Of all the options. Option 1 is the most direct. The most intuitive for wayfinding. It maintains the gentlest grades with less potential vehicular conflict.*

General Notes:

- Site circulation and the interaction between vehicular, pedestrian, and biker traffic could show a bit more detail, particularly around the Avista staging area (K) and the access road to the promenade. A circulation diagram may be helpful to clarify. *Please refer to Page 8 Part III: Large Scale Site Analysis and Page 9 Site Opportunities & Constraints diagrams.*
- The CXT restroom facility wasn't noted in the key of your approved site plan, but I assume you are still planning to include it? Staff noted there is a city sewer connection in easy proximity to the proposed restroom. You noted that having a conventional restroom would be cost prohibitive,



but is it possible to connect to the adjacent sewer line? Yes, our apologies. The rendering was updated after the DRB Submittal. (Please see attached PDF labeled 30"x42" site plan – Key Note 'P'). The restroom proposed will have conventional flush lavatories and sinks; and its proposed location is south of an existing s.s. line that was originally used by the old YMCA. We should have been more clear in our description of the restroom. The project budget precludes a custom designed / custom built restroom. Hence why a prefabricated CXT restroom with flush lavatories and sinks has been proposed.

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

Neighborhood Context:

There were three proposed pathways for the centennial trail to follow through West Havermale Island. The option selected was due to the gradual slope and ease of wayfinding. Is there any preference to have the pathway follow either of the other two options?

*Please see City of Spokane Comprehensive Plan Goals and Policies: LU 1 CITY-WIDE LAND USE, LU 5.1 BUILT AND NATURAL ENVIRONMENT, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS, ED 8.3 RECREATION AND TOURISM PROMOTION, DP 2.5 CHARACTER OF THE PUBLIC REALM, AND PRS 5.1 RECREATION OPPORTUNITIES.*

*Please see Downtown "Fast Forward Spokane" Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.*

*Please see Downtown Design Guidelines: B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, and D-3 Respect Historic Features that Define Spokane.*

Bus Loading Area (outside scope of project, but applicant chose to design the project around the possibility of future transit development)  
While outside the project scope, the applicant's design accommodates a bus stop/loading area along Post Street. With the current circulation of Post Street cutting off vehicular access, should the design still anticipate future vehicular through traffic?

*Please see City of Spokane Comprehensive Plan Goals and Policies: TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 5 ACTIVE TRANSPORTATION, and TR 6 COMMERCIAL CENTER ACCESS.*

*Please see Downtown "Fast Forward Spokane" Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING.*

Site Context:

The applicant's submittal proposes a basalt-clad restroom facility. The narrative mentions other design possibilities such as brick to match the Avista powerhouse or bright colors to match the original EXPO '74 marketing scheme. Which exterior design would be most consistent with the rest of the park?

*Please see City of Spokane Comprehensive Plan Goals and Policies: LU 2.1 PUBLIC REALM FEATURES, LU 5.1 BUILT AND NATURAL ENVIRONMENT, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, DP 2.5 CHARACTER OF THE PUBLIC REALM, DP 2.6 BUILDING AND SITE DESIGN, and PRS 2.1 AMENITIES WITHIN CITY BOUNDARIES.*

*Please see Downtown “Fast Forward Spokane” Plan: 2.2 BUILT FORM AND CHARACTER and 2.6 ENVIRONMENTAL STEWARDSHIP.*

*Please see Downtown Design Guidelines: B-1 Respond to the Neighborhood Context, Reinforce the Urban Form & Architectural Attributes of the Immediate Area, B-5 Explore Opportunities for Building Green, and D-7 Design for Person Safety and Security.*

The location of the major gateway for West Havermale Island is the southwest corner of the site (see Item B in the legend of the Approved Site plan) is there an opportunity to have minor gateways or entry signage at any other locations on the site?

*Please see City of Spokane Comprehensive Plan Goals and Policies: LU 2.1 PUBLIC REALM FEATURES and ED 8.3 RECREATION AND TOURISM PROMOTION.*

*Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING.*

*Please see Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, and D-5 Provide Adequate Signage.*

The approved site plan shows pedestrian traffic coming off the northernmost Theme Stream bridge and being re-directed from the Avista staging area with distinct paving patterns. Is there an opportunity to further separate the vehicular and pedestrian traffic, particularly on the north side of the site?

*Please see City of Spokane Comprehensive Plan Goals and Policies: LU 1 CITY-WIDE LAND USE, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, and DP 2.5 CHARACTER OF THE PUBLIC REALM.*

*Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING.*

*Please see Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-5 Provide Adequate Signage, D-7 Design for Person Safety and Security, and E-3 Minimize the Presence of Service Areas.*

The use of a “Hollywood driveway” along the approach to the Avista staging area is unclear at this time. The approved site plan shows a planter strip at the westernmost Restricted Vehicular Access point that implies the pedestrian path and the northernmost vehicular wheel path are one and the same.

*Please see City of Spokane Comprehensive Plan Goals and Policies: LU 2.1 PUBLIC REALM FEATURES, and DP 2.3 DESIGN STANDARDS FOR PUBLIC PROJECTS AND STRUCTURES.*

*Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING, and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.*

*Please see Downtown Design Guidelines: D-8 Create “Green Streets”, and E-1 Minimize Curb Cut Impacts.*

The site has many differing modes of transportation which all operate at differing speeds. Would more detailed trail/path/site feature sections that note the changes in grade as well as the interactions and separations of each mode of transportation be beneficial?

Note



The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Current Planning Section of Planning and Development Services.

## Policy Basis

Spokane Municipal Codes  
City of Spokane Comprehensive Plan  
Downtown “Fast Forward” Plan  
Riverfront Park Master Plan  
Downtown Design Guidelines

## West Havermale

1 - Program Review/Collaborative Workshop

June 12, 2019



**From :**  
**Design Review Board**  
 Steven Meek, Chair  
 c/o Dean Gunderson, DRB  
 Secretary  
 Planning & Development  
 808 W. Spokane Falls Blvd.  
 Spokane, WA 99201

**To :**  
 Anne Hanenburg, Landscape  
 Architect  
 SPVV  
 Berry Ellison, Program Manager  
 City of Spokane Parks and  
 Recreation Department

**CC :**  
 Heather Trautman, Planning Director  
 Tami Palmquist, Associate Planner

**Based on review of the materials submitted by the applicant and discussion during the June 12, 2019 Collaborative Workshop the Design Review Board recommends the following advisory actions:**

- 1. The applicant is encouraged to work with the City of Spokane Streets Department to determine the opportunity for a bus loading area on Post Street adjacent to the project.**

*Please see City of Spokane Comprehensive Plan Goals and Policies (See staff report for full text)*

*TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 5 ACTIVE TRANSPORTATION, and TR 6 COMMERCIAL CENTER ACCESS*

*Please see Downtown "Fast Forward Spokane" Plan Goals (See staff report for full text)*

*2.3 MULTI-MODAL CIRCULATION AND PARKING*

*Please see Downtown Design Guidelines (See staff report for full text)*

*D-8 Create "Green" Streets.*

- 2. The applicant is encouraged to work with the Bicycle Advisory Board and Friends of the Centennial Trail to determine the optimal route for the Centennial Trail.**

*Please see City of Spokane Comprehensive Plan Goals and Policies (See staff report for full text)*

*LU 1 CITY-WIDE LAND USE, LU 5.1 BUILT AND NATURAL ENVIRONMENT, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS, ED 8.3 RECREATION AND TOURISM PROMOTION, DP 2.5 CHARACTER OF THE PUBLIC REALM, AND PRS 5.1 RECREATION OPPORTUNITIES*

*Please see Downtown "Fast Forward Spokane" Plan Goals (See staff report for full text)*

*2.3 MULTI-MODAL CIRCULATION AND PARKING and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES*



***Please see Downtown Design Guidelines (See staff report for full text)***

*B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-3 Respect Historic Features that Define Spokane, and D-7 Design for Person Safety and Security.*

- 3. The applicant is strongly encouraged to improve the aesthetics of the proposed public restroom to match the aesthetics and unique quality of the Riverfront Park.**

***Please see City of Spokane Comprehensive Plan Goals and Policies (See staff report for full text)***

*LU 2.1 PUBLIC REALM FEATURES, LU 5.1 BUILT AND NATURAL ENVIRONMENT, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, DP 2.5 CHARACTER OF THE PUBLIC REALM, DP 2.6 BUILDING AND SITE DESIGN, and PRS 2.1 AMENITIES WITHIN CITY BOUNDARIES*

***Please see Downtown “Fast Forward Spokane” Plan Goals (See staff report for full text)***

*2.2 BUILT FORM AND CHARACTER and 2.6 ENVIRONMENTAL STEWARDSHIP.*

***Please see Downtown Design Guidelines (See staff report for full text)***

*A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, B-5 Explore Opportunities for Building Green, and D-7 Design for Person Safety and Security.*

- 4. The applicant shall utilize the existing Riverfront Park Wayfinding typology to identify locations for primary, secondary, and possibly tertiary gateways.**

***Please see City of Spokane Comprehensive Plan Goals and Policies (See staff report for full text)***

*LU 2.1 PUBLIC REALM FEATURES and ED 8.3 RECREATION AND TOURISM PROMOTION*

***Please see Downtown “Fast Forward Spokane” Plan Goals (See staff report for full text)***

*2.3 MULTI-MODAL CIRCULATION AND PARKING*

***Please see Downtown Design Guidelines (See staff report for full text)***

*C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, D-4 Provide Elements That Define the Place, and D-5 Provide Adequate Signage.*

- 5. The applicant shall provide a circulation plan for the project noting pedestrian and vehicular routes. Special attention should be given to the Avista lay-down area and bridge.**

***Please see City of Spokane Comprehensive Plan Goals and Policies (See staff report for full text)***

*LU 1 CITY-WIDE LAND USE, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, and DP 2.5 Character of the Public Realm.*

***Please see Downtown “Fast Forward Spokane” Plan Goals*** (See staff report for full text)

## **2.3 MULTI-MODAL CIRCULATION AND PARKING**

***Please see Downtown Design Guidelines*** (See staff report for full text)

*C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-5 Provide Adequate Signage, D-7 Design for Person Safety and Security, and E-3 Minimize the Presence of Service Areas.*

- 6. The board supports the efforts of the applicant to engage local children in the identification of themes for the playground, which could impact the final theme of the overall project.**

***Please see City of Spokane Comprehensive Plan Goals and Policies*** (See staff report for full text)

*LU 1 CITY-WIDE LAND USE, LU 1.13 Parks and Open Space, LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.14 Town Squares and Plazas, and DP 2.21 Lighting*

***Please see the following Downtown Design Guidelines*** (see staff report for full text):

*C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting & Usable Open Space, D-3 Respect Historic Features That Define Spokane, D-4 Provide Elements That Define The Place, D-6 Provide Attractive and Appropriate Lighting, and D-7 Design for Personal Safety & Security*

***Please see Downtown “Fast Forward Spokane” Plan Goals*** (See staff report for full text)

*B-4 Provide a Well-Proportioned and Unified Building, C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-4 Provide Elements That Define the Place, and D-5 Provide Adequate Signage.*

- 7. The applicant is encouraged to explore the previously identified alternate locations for the Stepwell Sculpture to avoid aesthetic conflicts with the M&O yard.**

***Please see the following Comprehensive Plan Goals and Policies*** (see staff report for full text):

*LU 1 CITY-WIDE LAND USE, LU 1.13 Parks and Open Space, LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, LU 5.4 Natural Features and Habitat Protection, LU 6.9 Facility Compatibility with Neighborhood, TR GOAL A: PROMOTE A SENSE OF PLACE, TR 2.1 Physical Features, TR 4.25 Pedestrian and Bicyclist Access to Parks, TR 7 Neighborhood Access, DP 1.3 Significant Views and Vistas, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, and DP 2.21 Lighting.*



***Please see the following Downtown “Fast Forward” Plan Goals (see staff report for full text):***

***2.2 BUILT FORM AND CHARACTER, 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES, and 2.6 ENVIRONMENTAL STEWARDSHIP.***

***Please see the following Downtown Design Guidelines (see staff report for full text):***

***A-1 Respond to the Physical Context, B-1 Respond to Neighborhood Context, C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-3 Respect Historic Features That Define Spokane, D-4 Provide Elements That Define The Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety & Security, and E-3 Minimize the Presence of Service Areas.***

- 8. The applicant is strongly encouraged to submit additional information to the board that will demonstrate how the presence of the M&O Yard operations will be mitigated.**

***Please see the following Comprehensive Plan Goals and Policies (see staff report for full text):***

***LU 1 CITY-WIDE LAND USE, LU 1.13 Parks and Open Space, LU 2 PUBLIC REALM ENHANCEMENT, LU 2.1 Public Realm Features, LU 5.4 Natural Features and Habitat Protection, LU 6.9 Facility Compatibility with Neighborhood, TR GOAL A: PROMOTE A SENSE OF PLACE, TR 2.1 Physical Features, TR 4.25 Pedestrian and Bicyclist Access to Parks, TR 7 Neighborhood Access, DP 1.3 Significant Views and Vistas, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, and DP 2.21 Lighting***

***Please see the following Downtown “Fast Forward” Plan Goals (see staff report for full text):***

***2.2 BUILT FORM AND CHARACTER, 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES, and 2.6 ENVIRONMENTAL STEWARDSHIP***

***Please see the following Downtown Design Guidelines (see staff report for full text):***

***A-1 Respond to the Physical Context, B-1 Respond to Neighborhood Context, C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-3 Respect Historic Features That Define Spokane, D-4 Provide Elements That Define The Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety & Security, E-3 Minimize the Presence of Service Areas, and E-4 Design “Green” Parking.***



Steven Meek, Chair, Design Review Board

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