Spokane Design Review Board

Wednesday, October 14, 2020
5:30-8:00 PM
Teleconference

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 – 5:40	**1)** Call to Order	Chair
	2) Roll Call	Dean Gunderson
	3) Changes to the Agenda?	Chair
	4) Motion to Temporary Suspend Rules	Chair

Workshop:

5:40 – 7:40	**5)** Albi Stadium – Recommendation Meeting • Staff Report..... 15-20 m • Applicant Presentation..... 25 m • Public Comments and Board Q & A ..... 25 m • Board Discussion and Motion(s)..... 45 m	Taylor Berberich

Board Business:

7:40 – 8:00	**6)** Approve the 9/23/2020 meeting minutes.	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, October 28, 2020**.**

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Design Review Board meeting will be held on-line

Members of the general public are encouraged to join the on-line meeting using the following information:

To participate via video follow the link on your computer (click on "Join meeting")

Join meeting

To participate by phone

Call: 1 (408) 418-9388
Enter: **146 336 5873** followed by **#** when prompted for a meeting number or access code. Enter **#** when prompted for an attendee ID

While the meeting begins at 5:30pm, you can join as early as 5:15pm on the date of the meeting.

Please note that public comments cannot be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Dean Gunderson, Sr. Urban Designer
dgunderson@spokanecity.org

The audio proceedings of the Design Review Board meeting will be recorded, with digital copies made available upon request.

Meeting Process - 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.
- Chair asks if there any changes to the agenda.
- Chair asks for motion to temporarily suspend the rules (see Agenda packet)

Board Workshop

- Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) the Board will not consider un-permitted, possible surrounding development(s) except those which are contemplated under the Comprehensive Plan and Development Code; c) it is the applicant's responsibility to meet all applicable Code requirements regardless of what might be presented or discussed during workshops.
- Chair asks for a staff report.

Staff Report

- Staff report on the item, giving findings of fact. Presentation will be kept to 5-10 minutes.

Applicant Presentation

- Chair invites the applicant(s) to introduce the project team and make a 10-15 minute presentation on the project.

Public Comment *

** During the Stay Home, Stay Safe order, public comments are being accepted in writing.*

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any written public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments (unless motioned otherwise).
- Chair leads discussion amongst the DRB members regarding the staff topics for discussion, 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, and that the annotated & signed motion will be made available within five working days.
- Next agenda item announced.

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 Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Other

- Chair asks board members 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.

DESIGN REVIEW BOARD FILE NO.DRB 2018_2011

Joe Albi Stadium

1 – RECOMMENDATION MEETING

Design Review Staff Report October 9, 2020

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicant:

Greg Forsyth, Spokane Public Schools
Director of Capital Projects and Planning

gregoryf@spokaneschools.org

ATTN: Andrew Leeper, ALSC Architects

Background

The Design Review Board Collaborative Workshop was held on July 8, 2020.

The following materials are supplemental to this report:

- *Design Review Staff Report | Collaborative Workshop, June 22, 2020;*
- *Design Review Board | Collaborative Workshop Advisory Actions, July 8, 2020;*
- *Development Services Center | Predevelopment Conference Notes, June 11, 2020.*

Program Review

During the workshop, the Applicant is encouraged to please describe changes to the design since the Collaborative Workshop including any changes made in response to Advisory Actions offered by the Design Review Board on July 8, 2020 as follows (Applicant's comments are provided in *italicized blue*, additional staff comments are in **bold blue)**:

Changes since the Collaborative Workshop:

The overall concept and planning for the new Joe Albi Stadium has remained consistent from the Design Review Board charrette submittal. The design submitted for Phase 2 of the Design Review Board process has been further refined and developed to create a cohesive campus with the new Northwest Middle School and to allow both projects to have their individual identity. The layout of the stadium plaza and concourse has been refined to create pedestrian scaled areas for waiting and gathering while guiding the flow of spectators. The shapes and materials of the landscape and hardscape features, including planters and benches, reflect the natural setting of a river valley. Spokane Public Schools and the separate design teams for the middle school and the stadium have been collaborating and refining the design of landscape features, site lighting, and signage to create an overall campus. Within the campus it is important that both the middle school and the stadium have their own identity that reflects their different functions and public use.

The overall layout and functions of the various buildings has remained the same from the previous submittal. The materials and forms of the buildings have been refined to respond to two influences - the natural river valley and the character of Spokane Public Schools other high school facilities. Branding for the stadium has been refined as we meet Spokane Public School's goals of providing identity for SPS and for whichever school is the home team at any particular event. Branding at the entry plaza, elevator towers, and near the play area have been further developed.

Responses to Advisory Actions

(Crafted July 8, 2020 by the Design Review Board)

1. **The Applicants shall consider thoughtful and safe integration of non-motorized transportation through the sites and provide details to the Board at the Recommendation Meeting.**

   The project is providing thoughtful and safe site access through integration of pedestrian connections to neighboring properties (NWMS, BMX, and Merkel complexes), bike parking, and traffic calming through use of confluences of pedestrian walks crossing vehicle lanes at select locations, closely organized with drop-off/pick-up areas.

   Staff Comments: See expanded discussion under Additional Topics for Discussion #1.

2. **The Board encourages the Applicants to plan forward to accommodate (or at least not preclude) transit service to and potentially through these key community destinations.**

   The site is currently designed to provide for para-transit drop-off and loading at the project's public access points. The current design allows for access of school buses and fire trucks into the site; providing for access of public transportation service in the future if the use of private drives is allowed.

3. **The Applicants shall provide additional details on managing traffic circulation through the site (via gates, etc.) for varying operations and provide details to the Board at the Recommendation Meeting.**

   Gates are provided as indicated in the "Stadium Site Plan" as Legend Item 31. The purpose of these gates is to control vehicle access to parking lots based on parking needs for a given event; allowing the Owner to minimize parking lots used for a low attendance event and conversely limiting the amount of cleaning required after an event. The access gates also allow the Owner to control vehicle access from spectator parking and that of event personnel and participant parking areas. Gates on fire department access routes will be provided with Knox Boxes for access. None of these gates impede pedestrian or multi-modal access.

   Staff Comments: see expanded discussion under Additional Topic for Discussion #1 (Dwight Merkle Service/Access Drive, Vehicle Access to Temporary Parking, Shared Use Parking).

4. **The board appreciates and strongly encourages further exploration of the use of native grasses and low water plant palette, and applauds the reintroduction of ponderosa pines on the site.**

   The design team continues to refine the incorporation of native grasses, low-water plantings, and tree species; while having planting areas blend the interior and exterior of the stadium complex. Landscaping is used around the built environment to soften and blend edges of the physical environment. Refer to the "Planting Plan" for a graphic and species list of plantings planned for the project.

   Staff Comments: See Additional Topic for Discussion #2.

Additional suggested topics for discussion

(Provided by staff based on the September 17, 2020 submittal)

1. Urban Design staff met with senior staff from multiple departments (Integrated Capital Management, Streets, Development Services Center, the Bicycle-Pedestrian Coordination Officer, and the Neighborhood Connectivity Coordinator for City Council) in order to discuss bicycle and pedestrian connectivity to and through the site. In addition to bicycle/pedestrian and vehicular circulation elements that these departments will enforce, the following items were confirmed:

   Shared-use Path

   - Given the potential heavy use of the Shared-use Path through the Northwest Middle School and Albi Stadium site, the preferred width is 12'-wide with no shoulders.

     Applicant Response: As shown in the submitted packet on multiple plan sheets, the "Shared-use Path along the main drive to Albi Stadium is indicated to be 12'-0" wide. This is best seen on page 7 of the DRB submission but also noted on pages 10 and 11.

   Vehicle Access to Temporary Parking Area

   - If patron access to the temporary parking area west of the improved parking lot is to occur via the west circulation road south of the proposed gate, the Applicant will need to provide an additional gate off the west circulation road in order to discourage vehicular trespass (which may encourage illegal dumping, etc.).

     Applicant Response:
     The parking to the west of the two (2) parking lots is future parking, not temporary parking. This is space preserved for future development needs on the property. All code required parking is provided for in the current paved parking lots, indicated in this submission.

   Bike Lanes

   - As referenced in the shared-use path item above, Wellesley Avenue has an existing bike lane improvement that extends up to the east circulation road/Royal Court intersection. This bike lane connects to the existing bike-friendly route that runs along Royal Court to the south and north through the site along the existing vehicular drive. This route connects to the existing Shared-use Path on the Dwight Merkel Complex site. See Figures 1 and 2, below.

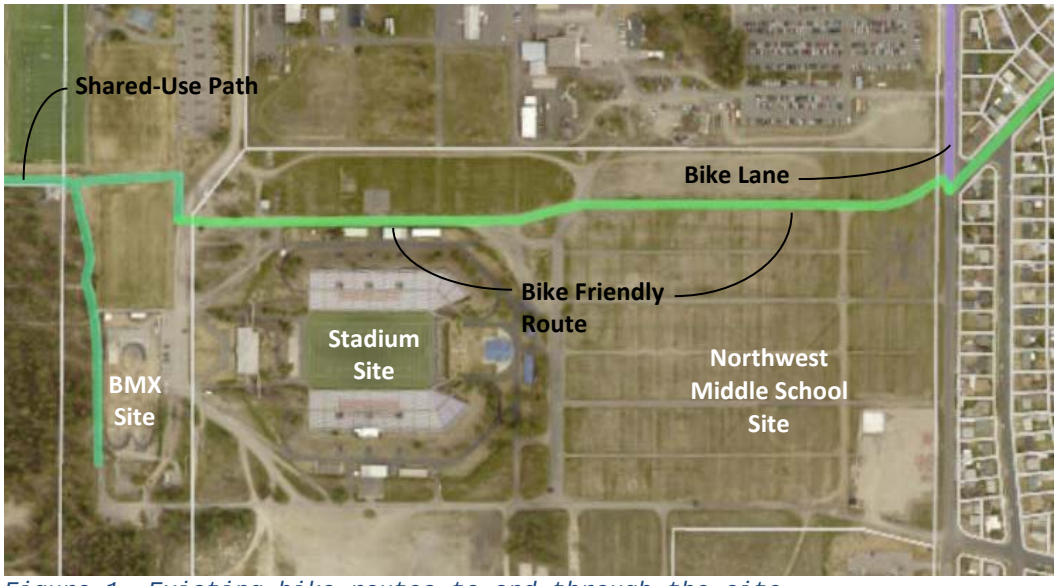


Figure 1. Existing bike routes to and through the site

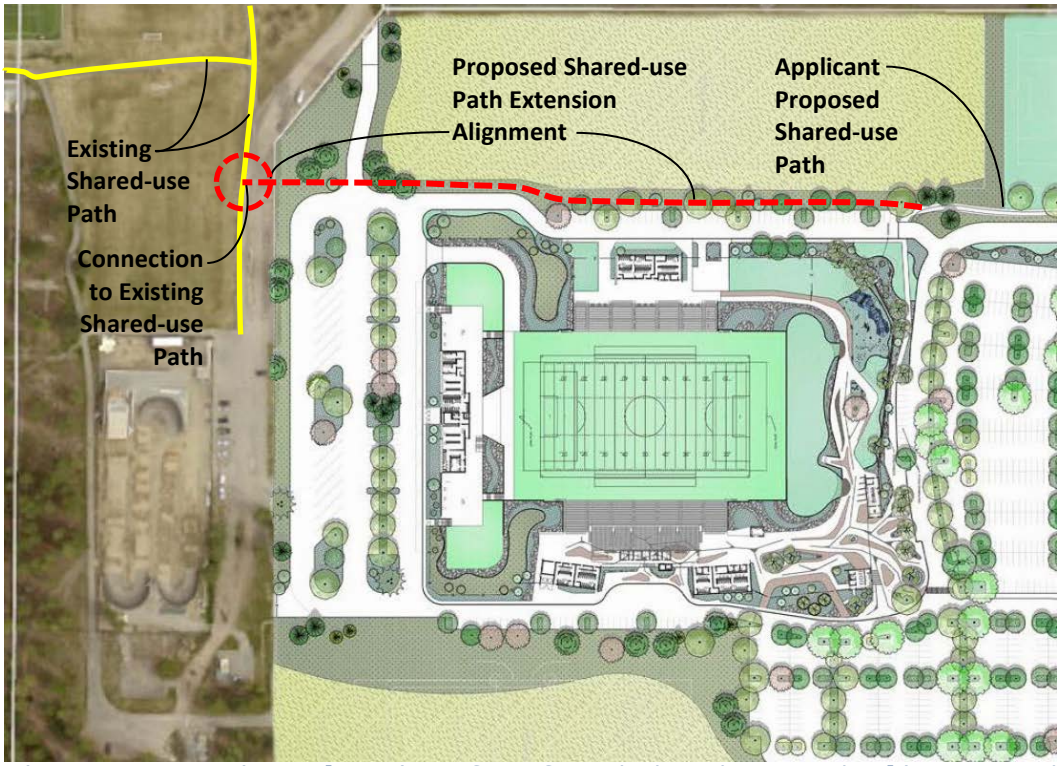


Figure 2. Approximate location of preferred Shared-use Path Alignment and Connection (Noted by red dashed line)

Applicant Response: The referenced bike route indicated is along an unimproved gravel path through the existing Albi parking lots and drive lanes. The project has maintained and substantially improved the existing condition for the community's use. The Albi Stadium project is improving the existing gravel path with a 12' paved "Shared-use Path", (see responses to aforementioned "Shared-use Path").

This path links users from Wellesley to the BMX and Merkel complex via a 12' wide "Shared-use Path" that connects to the eastern parking drive lane which is connected to the existing Merkel and BMX properties to the north. The portion of the improved parking lanes along the east of the stadium is gated off to vehicles except events that require this additional parking to be opened up.

Further Staff Comments: Shared-use Paths cannot permit motorized vehicles. The co-use of a vehicular drive aisle is not permitted under current city policies.

Given these factors, does the Board find the proposed Shared-use Path alignment (with connection to the Shared-use Path on the Dwight Merkel site) satisfactory?

2. As the Applicant and the Landscape Architect are the same as for the Northwest Middle School, is there a benefit to expanding the *'Influenced by Nature'* landscape design for the middle school on the Albi Stadium site? For example, while the architectural styles of the two different facilities should be unique, the landscape has the potential to unify the site as a whole.

Applicant Response: The intent of the landscape design for both sites is to provide visual unification through similar planting palettes and design elements, but the two designs do have distinct differences that respond to specific programmatic requirements. We believe the sites will be visually unified by the landscape design.

3. As the Applicant has indicated a temporary/overflow parking lot to the southwest of the stadium, should this area receive a different ground cover than that proposed for the future playfields? Should it be separated from the improved parking area by the proposed low-mow grass strip?

   Applicant Response: Refer to the aforementioned response to item 1. (Vehicle Access to Temporary Parking Area) for direction on temporary parking. The area is being planted with low mow grasses without irrigation. Creating a transitional space between the manicured landscaped stadium site and the river valley to the west.

4. It has been noted that while the proposed surface parking lots do have landscaping, they do not provide adequate safe pedestrian connections through the parking lots that comply with SMC 17C.110.540 Pedestrian Connections in Parking Lots (see Figure 3). Unless the Applicant is requesting a Design Departure from these Design Standards, does the Board have any compliance advice to offer?

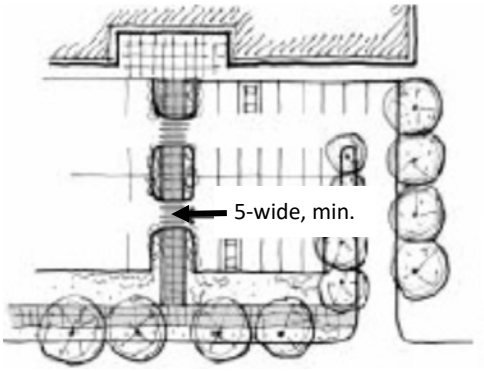


Figure 1. Image from SMC 17C.110.540 Indicating Appropriate Pedestrian Route Through Parking Lot

Applicant Response: The Design team has added two additional cross walks from the southern parking lot to provide additional pedestrian crossing routes. ADA parking is provided adjacent to the main entry plaza as is paratransit and general public drop-off. This drop-off area will slow vehicle traffic after and in front of the two primary pedestrian crosswalks. The main parking lots are provided with exiting that allows for discharge of vehicles at the conclusion of an event to be away from the pedestrians exiting the facility.

Further Staff Comments: the addition of two additional safer crossings at the main drive aisle outside the parking lots is appreciated, though it should be noted there is no pedestrian crossing from the west parking lot to the stadium. It should be noted that the design standard requires safe pedestrian connections in the lots themselves, and the Applicant has not indicated where these will be located.

5. What are the proposed finish materials and colors? The applicant has indicated a red clay brick (but shown a red blend brick in the renderings) and has indicated some type of concrete masonry material (honed faced CMU?). What are the other exterior finish materials and colors (perforated metal panels, solid metal panels, paint colors, glazing selection, visible roofing material, fencing material, etc.)? Does the Board find the provided material palette acceptable?

   Applicant Response: The material palate (sic) of the clay and concrete masonry is indicated on page 15 of 28 in the top right-hand corner.
   - *The masonry units will have a largely uniform appearance, as all-natural materials have variation.*
   - *The perforated metal at the main entry is being investigated as a light-colored finish which picks up on the light color aggregate in the CMU.*
   - *Solid metal panel siding at the press box will also be a light color to match the perforated metal panel.*
   - *The metal roofing, soffit, fascia, and exposed finished structural elements are being explored as a darker cool grey color.*
   - *Hand and guard-rails through the stadium are currently being explored as a light color to match the entry and press box materials.*
   - *Fencing around the perimeter of the stadium is anticipated to be black.*

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

DESIGN REVIEW BOARD FILE NO.DRB 2011

Joe Albi Stadium and Northwest Middle School

1 - Program Review/Collaborative Workshop

Design Review Staff Report June 22, 2020

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicants:

Northwest Middle School:
Dana Harbaugh, NAC Architecture

Joe Albi Stadium:
Rustin Hall, ALSC Architects

ATTN: Greg Forsyth, Spokane Public Schools

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

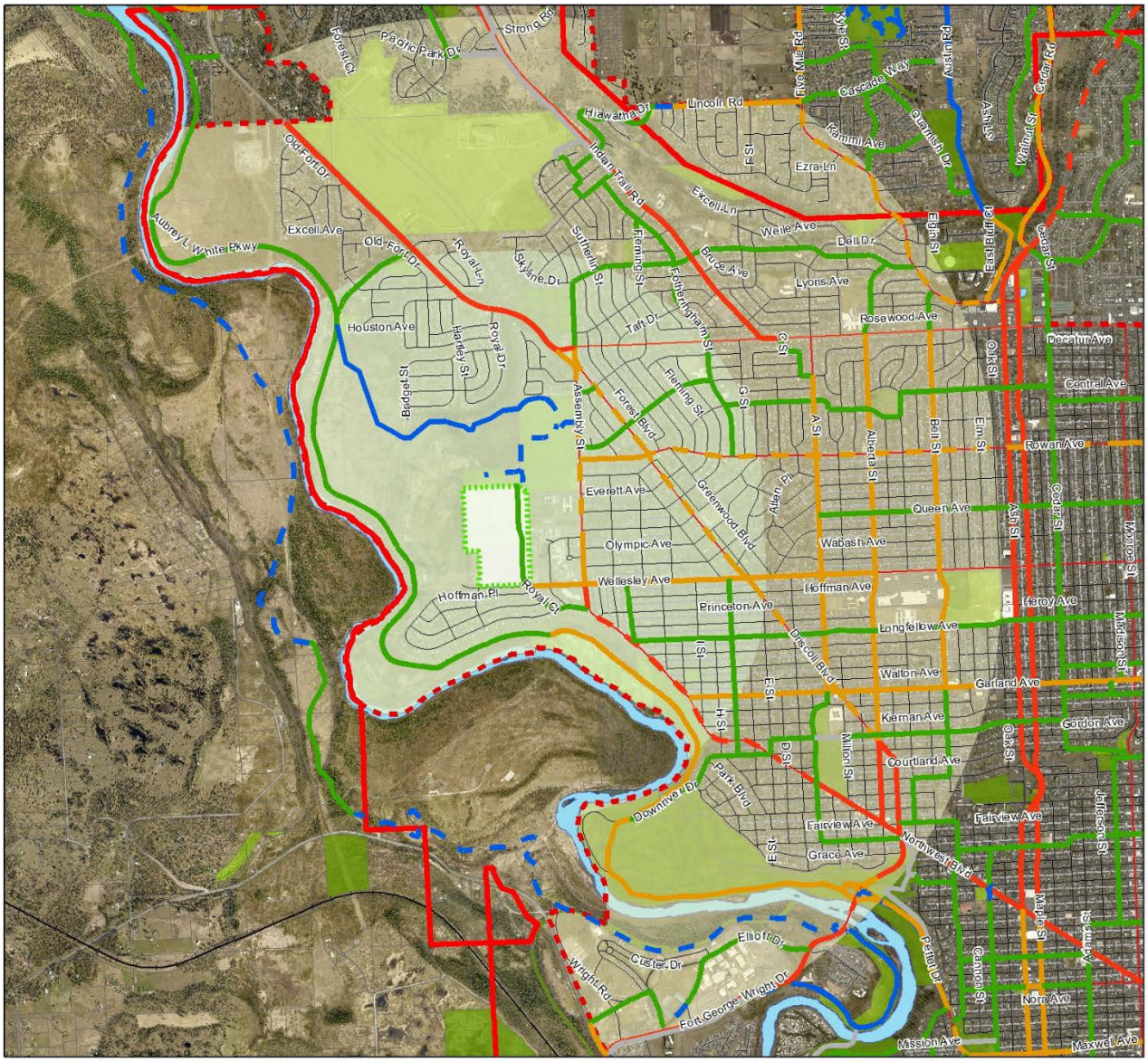
Under SMC **Section 17G.040.020 Design Review Board Authority**, all public projects or structures are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per Section 17G.040.080 **Design Review Board**

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

Project Description

Please see applicant's submittal information.

Greater Vicinity



Legend

Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Shared)
- High Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Nothing
- Soft Surface Path
- Shared Use Path

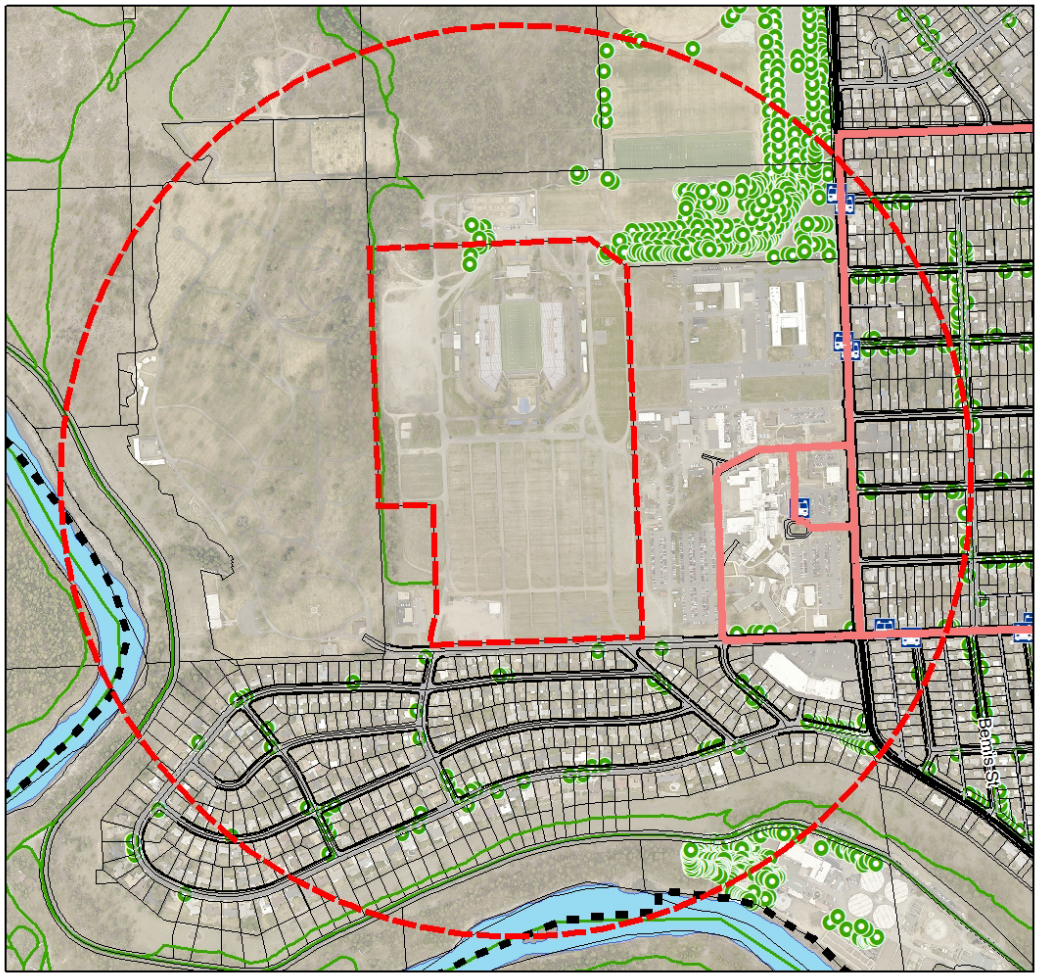
School Boundaries*

- Spokane School District #81 Boundary
- Northwest Middle School - Site Boundary
- Bussing Radius
- Walking Radius

*NOTE: These boundaries are not official Spokane Public Schools attendance maps. They have been generated by City of Spokane staff to represent approximate boundaries. The official boundaries are currently in process.

The map on the previous page displays the approximate bus service area for Northwest Middle School, as well as the current bike routes. (These are approximate, the school district is currently structuring the attendance maps for the new school).

Quarter Mile Radius



QUARTER MILE RADIUS: JOE ALBI STADIUM & NW MIDDLE SCHOOL

Legend

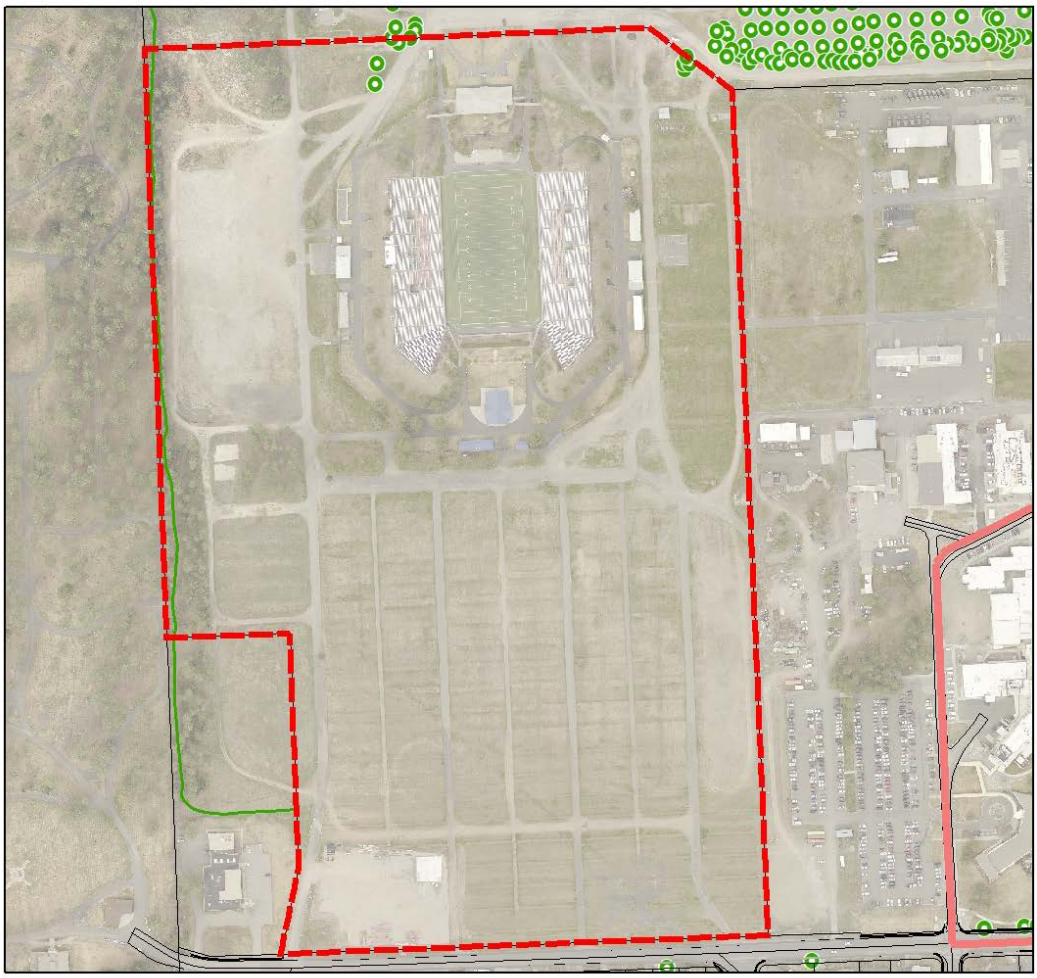
- STA Bus Route
- STA Bus Stop
- Tree Inventory

N
W E
S

The property is bordered by the Fairmount Memorial Park to the west, a BMX park to the north, the Dwight Merkle Sports Complex to the northeast, the VA Hospital to the east, and a residential neighborhood to the south. The 22 bus route runs up Assembly Street to the east and does a loop through the neighborhood between Assembly and the VA Hospital. There are currently no direct walking paths to the stadium from the bus stops along Assembly, though there is a partial sidewalk from the bus stop on Wellesley and Assembly to the site. The sidewalk ends approximately 200 feet east of the site's south property line.

There are a few City of Spokane owned trees along the north property line of the site and the northeast corner. A trail runs along the western property line which is part of the Riverside State Park Trail System.

Character Assets



SITE CONTEXT: JOE ALBI STADIUM & NW MIDDLE SCHOOL

Legend

Trail

Tree Inventory

N
W E
S

Joe Albi Stadium will be renovated in-situ, and the new middle school will be positioned near the south property line. Parking for the stadium will be built between the two structures, with a perimeter loop two-way drive aisle for circulation between the uses.

Regulatory Analysis

Zoning Code Requirements

The site is zones Residential Single Family (RSF). The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

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

The Pre-Development report is attached at the end of this document.

Institutional 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.110.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.110.510 through SMC 17C.110.590 follow SMC 17C.110.015, 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.

Northwest Middle School

(NAC Architecture) has written a statement for how they intend to comply with each standard. The following is taken from the applicant's submittal packet:

Residential Zone Design Standards SMC Section 17C.110:

Section 17C.110.515 Buildings along Street: A clear view corridor to the buildings' two entrances is maintained from the corner as one approaches the site. The parking lots are separated from the sidewalk with a planting buffer. The two main parking lots are also separated from each other to provide an inviting landscaped area for pedestrians to navigate from the street. All parking is designed with a single drive aisle to reduce the visual impact of over 120 parking spaces on the site. The building's main entry is facing the street and will include windows and doors.

Section 17C.110.520 Lighting: Lighting will be included in the parking lot, along pedestrian walkways and accessible routes of travel in accordance with these requirements. We intend to pursue a unified lighting concept with the Albi Stadium site.

Section 17C.110.525 Landscape Areas: The required building setbacks will be landscaped with an L3 buffer. The parking lot will also meet the requirements for internal landscaping. We intend to apply a unified landscape concept to the entire NWMS and Albi Stadium site.

Section 17C.110.530 Street Trees: Street trees will be provided to meet the requirements of 17C.200 SMC.

Section 17C.110.535 Curb Cut Limitations: No vehicle curb cuts will exceed 30 feet and the sidewalk pattern will continue across all curb cuts in accordance with these standards. The adjacent development at Joe Albi Stadium will share driveways with NWMS.

Section 17C.110.540 Pedestrian Connections in Parking Lots: Minimum 5 feet wide pedestrian connections will be provided from the Wellesley right-of-way to the parking lot and through the parking lot to the main building entrance. The pedestrian connections will be clearly defined per the requirement of this section.

Section 17C.110.545 Transition between Institutional and Residential Development: The exterior of NWMS Middle School is designed to include a large number of windows along both the ground and upper floors; and includes a variety of exterior materials and colors, as well as, additional architectural detailing of the exterior and entry canopies for added interest as required by this section.

Section 17C.110.550 Treatment of Blank Walls: There are no blank walls without windows adjacent to the streets.

Section 17C.110.555 Prominent Entrances: The entrances to the building are each delineated by large storefront and door entrance systems with an overhead canopy for weather protection.

Section 17C.110.560 Massing: See explanation of proposed design concept in the Project Summary and illustration of the concept included herein. Further development of the building is needed to finalize the understanding of this design concept.

Section 17C.110.565 Roof Form: The roof design relates to the design concept of the River Valley ridge as it steps along the elevation with varied parapet heights.

Joe Albi Stadium

(ALSC Architects)

The applicant provided a narrative on how they intend to comply with applicable standards:

Section 17C.110.520 Lighting: Lighting will be included in the parking lot, along pedestrian walkways and accessible routes of travel in accordance with these requirements. We intend to apply a unified lighting concept with the NW Middle School site.
Section 17C.110.525 Landscape Areas: The parking lot will meet the requirements for internal landscaping. We intend to apply a unified landscape concept to the entire NWMS and Albi Stadium site.
Section 17C.110.535 Curb Cut Limitations: No vehicle curb cuts will exceed 30 feet and the sidewalk pattern will continue across all curb cuts in accordance with these standards. The adjacent development at NWMS will share driveways with Joe Albi Stadium.
Section 17C.110.550 Treatment of Blank Walls: The applicant is exploring the use of masonry detailing to address treatment of walls facing public portions of the project. Along with use of multiple buildings to help break up the massing.
Section 17C.110.555 Prominent Entrance: The entrance to the stadium is delineated by large entry signage/billboard mechanism and lights.
Section 17C.110.560 Massing: The buildings massing will be scaled to pedestrian scale through masonry details, openings and canopies. The masonry base will be differentiated from the cap through roofing element and different materiality.

City of Spokane Comprehensive Plan

Comprehensive Plan link

CHAPTER 1: LAND USE

LU 1 CITYWIDE LAND USE

LU 1.1 Neighborhoods: Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.

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

LU 4 TRANSPORTATION

LU 4.1 Land Use and Transportation: Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.

LU 4.4 Connections: Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 5 DEVELOPMENT CHARACTER

LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

LU 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

LU 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.

LU 6.2 Open Space: Identify, designate, prioritize, and seek funding for open space areas.

LU 6.3 School Locations: Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.

LU 6.4 City and School Cooperation: Continue the cooperative relationship between the city and school officials.

LU 6.5 Schools as a Neighborhood Focus: Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.

LU 6.9 Facility Compatibility with Neighborhood: Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

CHAPTER 4: TRANSPORTATION

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

TR GOAL B: PROVIDE TRANSPORTATION CHOICES: Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY

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

TR GOAL 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 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 5 Active Transportation: Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

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

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 1 PRIDE AND IDENTITY

DP 1.2 New Development in Established Neighborhoods: Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

DP 2 URBAN DESIGN

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 2.4 Design Flexibility for Neighborhood Facilities: Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

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 2.15 Urban Trees and Landscape Areas: Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

CHAPTER 9: NATURAL ENVIRONMENT

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

CHAPTER 11: NEIGHBORHOODS

N 2 NEIGHBORHOOD DEVELOPMENT

N 2.1 Neighborhood Quality of Life: Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

N 4 TRAFFIC AND CIRCULATION

N 4.1 Neighborhood Traffic Impact: Consider impacts to neighborhoods when planning the city transportation network.

N 4.5 Multimodal Transportation: Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.

N 4.6 Pedestrian and Bicycle Connections: Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 5 OPEN SPACE

N 5.3 Linkages: Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

Topics for Discussion

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

Overall Site:

1. Would making the circulation drive a one-way south-bound (for a counter clockwise circulation around the middle school site) and turning the curb-cut onto Wellesley Ave. into a left-out only, improve exiting circulation – while minimizing the chance of vehicle traffic progressing south thru the neighborhood, and eliminating the chance of vehicles wrongly entering the parking lot's one-way drive aisle? Note: Only the intersection of Wellesley & Assembly is fully controlled (a four-

way stop with a flashing overhead traffic light) – the intersection of W Northwest Boulevard onto Assembly is only partially controlled (with a single stop sign onto assembly, and no stop signs on Assembly).

2. What is being called the western leg of the perimeter loop appears to indicate it will be a future public right-of-way to a housing development area north of the stadium and west of the Merkle Sports Complex. To what extent should the west leg of the perimeter loop be constructed to accommodate this potential future development?

Northwest Middle School

Neighborhood

1. Considering the residential neighborhood to the south of the school site, is there an opportunity to ensure any on-site lighting will not negatively impact residents?
2. As a number of households will have children travel to the Middle School by alternative transport methods (walking, bicycle riding, STA bus), is there an opportunity to improve walking and biking connectivity along Wellesley Avenue to the school site from Assembly Street (Route 22) and Driscoll Boulevard (Route 33). Note: There is no sidewalk on the south side of Wellesley west of the shopping center at the corner of Wellesley & Assembly, and the sidewalk along the north side of Wellesley ends approximately 230’ east of the school site.

Site

3. *SMC Section 17C.110.515 Buildings along Street* includes the provision that "New development shall not have only parking between buildings and the street." The applicant states there will be a planting strip between the parking lot and the street. As the purpose of the design standard is to require that a development contribute to the liveliness of sidewalks by reducing the deadening impact of surface parking lots, does the board consider the applicant's proposed planting strip to be sufficient to provide the required liveliness, or should at least a portion of the school building have frontage along Wellesley Avenue as the standard implies? Note: The School District addressed this liveliness requirement at both Glover and Shaw Middle Schools by reducing the extent of the surface parking lot to less than the building frontage (Glover) or by relocating the surface parking lot to the side of the of the school (Shaw).

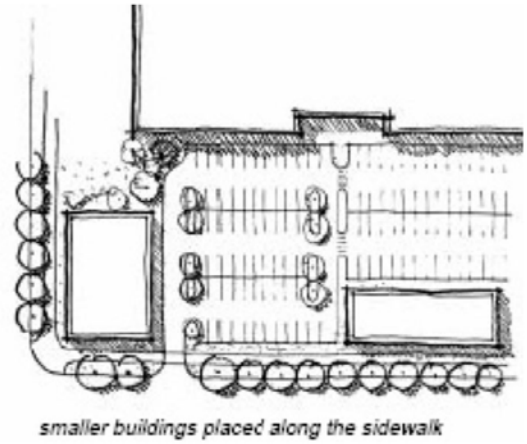
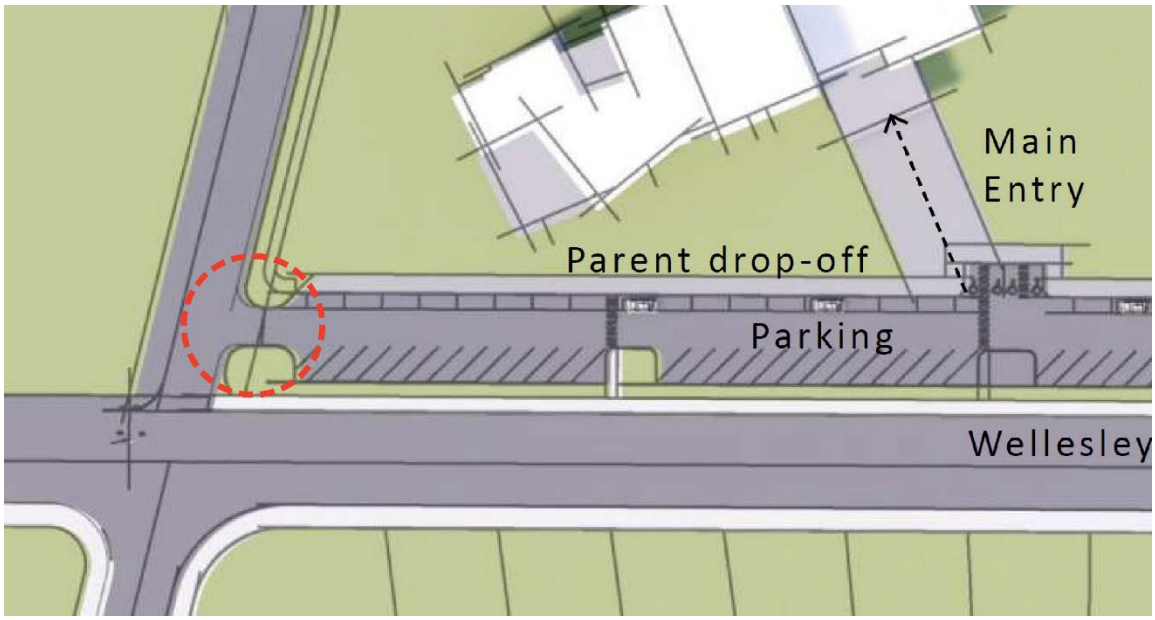


Figure 1. Contributing to the liveliness of sidewalks (SMC 17C.110.515.A)

4. The staff/visitor parking south of the school consists of angled parking and a one-way drive aisle that directs vehicles to a service road along the western portion of the site. Vehicles then have approximately 40' of distance to make a left-hand turn out of the parking lot to where the access road intersects with Wellesley, which only leaves enough stacking space for a maximum of two vehicles to queue on the perimeter access road. As this could result in vehicles getting backed up during high-volume events, does the board have any advice to the applicant to make the visitor parking lot circulation more efficient? For example, could the egress lane from the parking lot be shifted north to provide more stacking space on the private circulation drive before it connects to Wellesley? Could the parent drop-off/visitor parking lot be shifted to the east, which would allow the southwestern-most wing (academic neighborhood) to serve as a non-parking lot frontage (to meet the design standard mentioned in Topic for Discussion #3)? If so, the exit drive could gooseneck around the academic neighborhood, allowing it to intersect the perimeter drive further north (thus providing adequate stacking for high volume events).

5. Does the board have advice to provide the applicant regarding the design parti (River Valley: Western Ridge & Eastern Ridge) and how it might be applied throughout the site?



Building

6. Regarding roof forms, it appears as if the applicant is attempting to utilize terraced roof forms to comply with the design standard. Does the board have advice for the applicant regarding how this roof form may best fit within the overall theme (River Valley: Western Ridge & Eastern Ridge) proposed by the applicant?
7. Does the board have advice to provide the applicant regarding the design parti (River Valley: Western Ridge & Eastern Ridge) and how it might be applied throughout the architectural expression?

Joe Albi Stadium

Site

1. In the south parking area (patron parking) is there an opportunity to utilize the planting strips within the parking lots to provide safe pedestrian pathways from the parking lots to the stadium entrance?
2. In the north parking area (participant/team parking) is there an opportunity to utilize the planting strips within the parking lots to provide safe pedestrian pathways from the parking lots to the locker room entrances?
3. Does the board have advice regarding the lack of a design parti? For example, the Northwest Middle School does have an organizational theme (River Valley: Western Ridge & Eastern Ridge). The applicant has stated a desire to utilize some of the same lighting components as the Northwest Middle School, are there other elements that may be shared?

Building

4. Does the board have advice regarding the lack of a design parti, that may influence the architectural expression?
5. Though not strictly related to design review purview, staff observed only one elevator to the field level, which is located at the participant/team entrance to the stadium (locker room facility). Is there an opportunity to provide more improved field access for patrons without having to enter through the locker room facility?

N o t e

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.

P o l i c y B a s i s

Spokane Municipal Codes
City of Spokane Comprehensive Plan

FILE NO.DRB 2011

DESIGN REVIEW BOARD

Joe Albi Stadium and Northwest Middle School

1 - Program Review/Collaborative Workshop

July 8, 2020

From:	To:	CC:
Design Review Board Kathy Lang, Chair c/o Dean Gunderson, DRB Secretary Neighborhood & Planning Services 808 W. Spokane Falls Blvd. Spokane, WA 99201	Northwest Middle School: Dana Harbaugh, NAC Architecture Joe Albi Stadium: Rustin Hall, ALSC Architects ATTN: Greg Forsyth, Spokane Public Schools	Louis Meuler, Interim Planning Director Tami Palmquist, Associate Planner

Based on review of the materials submitted by the Applicant and discussion during the July 8, 2020 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

Overall Site

1. **The Applicants shall consider thoughtful and safe integration of non-motorized transportation through the sites and provide details to the Board at the Recommendation Meeting.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

2. **The Board encourages the Applicants to plan forward to accommodate (or at least not preclude) transit service to and potentially through these key community destinations.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

3. **The Applicants shall provide additional details on managing traffic circulation through the site (via gates, etc.) for varying operations and provide details to the Board at the Recommendation Meeting.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

4. **The Board appreciates and strongly encourages further exploration of the use of native grasses and low-water plant palette, and applauds the reintroduction of ponderosa pines on the site.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, and N 5.3 Linkages.*

Northwest Middle School (NWMS)

Neighborhood

1. **The Applicant is encouraged to continue to work with the City to close any bicycle/pedestrian infrastructure gaps along Wellesley to provide safe access to the school and stadium sites.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

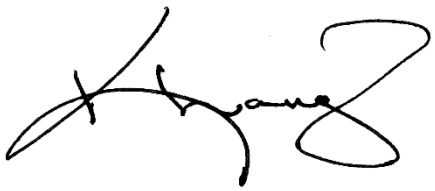
Site

2. **The Parti for the NWMS is intriguing and has a very micro-regional application within the building itself. The Board encourages the applicant to explore extrapolating that language to the exterior of the building and how it might radiate outward toward the access drives, parking areas, and how it interacts with the public roads.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

3. **The bluffs have a verticality that is very dramatic; there is opportunity with the façade of the gymnasium and the common areas to create a dramatic wall with light that punches through. It would seem that there are opportunities for NWMS to insinuate the crevices and undulations that appear along the basalt walls.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*



Kathy Lang, Chair, Design Review Board

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

Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Albi Stadium

To: Greg Forsyth
Spokane Public Schools
2815 E Garland Ave
Spokane, WA 99207
GregoryF@spokaneschools.org
Phone: 509-354-5775

From: Tami Palmquist, Facilitator
Phone: 509-625-6157

Project Name: Albi Stadium
Permit No.: B20M0057PDEV
Site Address: 4918 W Wellesley Ave
Parcel No.: 26344.0021
Meeting Date: Thursday, June 11, 2020

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, June 11, 2020. 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: 5000 seat stadium and parking.
B. Scope and Size: The scope of work is the renovation of Joe Albi Stadium renovations, parking, and play fields.The total area of the project was not noted. The occupancy is A5.
C. Special Considerations: Sewer line through site, DRB and CUP
D. Estimated Schedule: Permit fall 2020 and occupy fall 2022.
E. Estimated Construction Cost: $26,000,000.

Section 1 – Comments Specific to the Building

Dermott Murphy - Building Official (509-625-6142):

1. The Plan Review will reflect the extent and completeness of the submitted documents. **Attached** is a listing (by discipline) of the plans, specifications, and engineering details which should be submitted.

Tami Palmquist – Principal Planner (509-625-6157):

1. Development Standards:
    a. Front yard setback: 15 feet from front property line
    b. Side yard setback: 5 feet
    c. Rear yard setback: 25 feet
    d. Lot Coverage: 2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.
    e. FAR: 0.5
2. Design Standards: Per *SMC 17C.110.500*
   This project must address Institutional Design Standards. Please refer to *17C.120.500* for institution design standards, which address:

    a. Section 17C.110.515 Buildings Along the Street
    b. Section 17C.110.520 Lighting
    c. Section 17C.110.525 Landscaped Areas
    d. Section 17C.110.530 Street Trees
    e. Section 17C.110.535 Curb Cut Limitations
    f. Section 17C.110.540 Pedestrian Connections in Parking Lots
    g. Section 17C.110.545 Transition Between Institutional and Residential Development
    h. Section 17C.110.550 Treatment of Blank Walls
    i. Section 17C.110.555 Prominent Entrances
    j. Section 17C.110.560 Massing
    k. Section 17C.110.565 Roof Form
    l. Section 17C.110.570 Historic Context Considerations
    m. Section 17C.110.575 Screening

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

1. The construction type was not noted.
2. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
3. Depending upon the scope of work, fire sprinklers may be required.
4. The building is not required to have a fire alarm system.
5. An emergency voice/alarm system with central monitoring is required for this building depending on the scope of work (IFC 907 amended with SMC 17F.080.110).
6. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.

7. Where a kitchen is provided with equipment that will produce grease vapor, a Class I kitchen hood is required and will be protected with a wet-chemical suppression system (IFC 609.2). In addition, a Class K fire extinguisher will be located no more than 30 feet from the area of grease cooking (IFC 906.1). The type of equipment that is considered to generate grease vapors is established by the International Mechanical Code.
8. Carbon dioxide systems are required to be reviewed and permitted with the Fire Department if the system has more than 100 pounds of CO2. A detection and alarm system may also be required.
9. 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).
10. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
11. If the building is equipped with a Fire Department key box.

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

1. Please see the attached letter.

Section 2 – Comments Specific to the Site

Tami Palmquist – Principal Planner (509-625-6157):

1. **A Type II Conditional Use Permit for the new school, and modification to the stadium, will be required to be approved prior to any construction.**
2. **Design Review will be required as part of the CUP.**
3. Landscaping and Sidewalks:
    a. Separated Sidewalk with planting zone are required.
    b. Sidewalks, including interior pathways, shall have the minimum dimension of five feet. 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.
    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*).
4. Pedestrian Connections in Parking Lots
    a. Within parking lots containing more than thirty stalls, clearly defined pedestrian connections shall be provided:
        i. between a public right-of-way and building entrances;
        ii. between parking lots and building entrances pedestrian connections can be counted toward the amount of required landscaping.
    b. Pedestrian connections shall not be less than five feet wide.
    c. Pedestrian connections shall be clearly defined by at least two of the following:
        i. Six-inch vertical curb.
        ii. Textured paving, including across vehicular lanes.
        iii. A continuous landscape area at a minimum of three feet wide on at least one side of the walkway.

5. 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 for junior high schools: one parking stall per classroom
        ii. Maximum Ratio for junior high schools: 2.5 parking stalls per classroom
6. Any new fencing will require a separate permit.

Patty Kells – Traffic Engineering Assistant (509-625-6447):

1. **A trip generation and distribution letter will be required for these combined projects for review with the CUP and SEPA.** Please submit turning movements for buses for the proposed driveway approaches. Could there be separate bus and emergency lanes designated and not combined with general traffic to the school and stadium?
2. Full frontage improvements are required along Wellesley Ave to include full pavement section to centerline with a 12' striped paved section south of centerline, curb, separated sidewalk with street trees, and street stormwater design. This must be designed by a WA licensed engineer to our City Design Standards.
3. 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.
4. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes and driveway approaches on the site plan. Please add parking calculations to the site plans for verification of ADA requirements.
5. The parking stalls must be striped to current standards, and accessible barrier free parking spaces and aisles must be shown and comply with the City of Spokane Standard Plan G-54 & B-80A. An accessible route of travel connecting to the nearest accessible entrances and to the public sidewalk is required, with a marked accessible route of travel. All barrier free spaces and aisles must be drawn and referece these standard plans and **must be added as details on the plans**. Note on the site plan the van-accessible stalls and the sign locations. The access aisle for van accessibility must be eight feet wide.
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. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to the corner to verify there are no conflicts.
9. Regional pavement cut policy will be applicable. Confine illumination lighting to the site.
10. *"The City shall collect impact fees, based on the schedules in SMC 17D.075.180, or an independent fee calculation provided for in SMC17D.075.050, from any applicant seeking development approval from the City."* A transportation impact fee will be assessed for a 135,000sf middle school proposed in the Northwest Service Area calculated at $47.58/student for 781.4 students = $37,177.62 + $1,000.00 admin fee = $38,177.62. This fee must be paid with the other permit fees prior to issuance of the building permit

Tara Limon – Associate Transit Planner – STA (509-343-1692):

1. STA provides service on Wellesley with Route 22. The closest bus stop to the proposed project is at the intersection of Wellesley and Assembly. To facilitate pedestrian access to the bus stops please provide a sidewalk adjacent to the proposed development, at least on the north side of Wellesley Avenue.

Mike Nilsson – Engineer (509-625-6323):

1. There is a public sewer main that crosses the site with private sewer connections serving Dwight Merkel Park and a portion of the VA hospital site. Relocation of the public main while maintaining existing private sewer connections is proposed.
2. New commercial side sewer shall be PVC pipe 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. The tap must be in the mainline, not to a manhole. Sewer and Water separation requirements are 18 inches minimum vertical, five-foot minimum horizontal. Sewer cleanouts shall be installed every 100 feet and at every angle 45 degrees or greater.
3. A grease trap is required for restaurant/kitchen use. The design of these facilities is covered in the Uniform Plumbing Code.
4. A drain for the trash enclosure is required to be connected to sewer if there is food service. Hot running water needs to be available to the enclosure for cleaning
5. The project property is not located within the General Facilities Charge (GFC) Waiver Zone, so GFCs will be assessed.
6. Stormwater design requirements can be found in the Spokane Regional Stormwater Manual (SRSM) and City of Spokane Design Standards Section 6. In general, new developments, additions, plats and binding site plans, addition or replacement of any impervious surface, manufactured or mobile home parks will require a geotechnical site characterization (report) and drainage report/plan. Please include a detailed Site Plan or Civil Plans, which show and clearly delineate existing and proposed sewer, water, drainage structures, dry well types, swale bottom areas and property lines. Show proposed and existing pavement. The geotechnical report, drainage report and civil plan must be stamped and signed by an engineer licensed in the State of Washington.
7. Combining landscape and stormwater treatment areas per Washington State Department of Ecology (DOE) low impact development (LID) guidelines is allowed. The link to DOE LID resources can be found at:
   http://www.ecy.wa.gov/programs/wq/stormwater/municipal/LID/Resources.html
8. Any drywells and subsurface drainage galleries (existing and proposed) for the site must be shown on the plans and registered with the Washington State Department of Ecology (DOE). Please send a copy of the completed registration form to the City of Spokane Development Services Center. See the following link at the Department of Ecology (DOE) website for information about the Underground Injection Control (UIC): https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program
   Note all new projects must submit a UIC registration to Ecology at least 60 days prior to commencing UIC well construction. Ecology's approval of the registration is required prior to construction of a new UIC well.

9. Most land-disturbing activities require an Erosion and Sediment Control (ESC) plan. Land-disturbing activities are activities that result in a change in existing soil cover (vegetative or non-vegetative) or site topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing and grubbing, grading, and logging. An ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to the Development Services Center for review and acceptance prior to construction of said phase. See Section 9 of the SRSM for ESC requirements and applicability. The following link provides information on ESC training and certification programs:
   https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Certified-erosion-sediment-control

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

1. Site fire flow and the number of required fire hydrants is determined by the total fire area and the construction type using IFC Table B105.1 and Table C105.1
2. There are seven 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. 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).
8. Streets with a minimum clear width less than 28 feet are required to be provided with “No Parking” signs on both sides of the street.
9. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height will be required to have a Fire Aerial Access lane of 26 feet wide along at least one full side of each building (IFC D105.2). The fire aerial lane is required to be a minimum of 15’ and a maximum of 30’ from the building along the full length of the side of the building.
10. The proposal appears to meet the requirements of the Fire Code for fire access, but further review will be necessary with more detailed plans.
11. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).

12. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48' from the edge of pavement. Gate openings will be a minimum of 14' wide, and open gates will not obstruct access to structures.

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

1. There is an existing eight-inch private water main running through the parcel. It is assumed that this will be utilized for the project.
2. 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.
3. This parcel falls outside of our General Facilities Connection Waiver zone, therefore, General Facilities Charges will apply if new water taps are made. See Section 13.04.2042 in the Spokane Municipal Code.
4. Calculated static water pressure is approximately 86 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
5. 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 (509) 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.
6. Taps and meters can be purchased at Developer Services Center, located on third floor of City Hall -Spokane. Size of service(s) shall comply with International Plumbing Code. Tap, meter, and connection fees will comply with section 13.04 of SMC. Tapping of the water main and installation of new meters shall be done by City forces. All excavation and restoration is the owner's responsibility. All trenches and/or excavations must comply with current W.A.C. #296-155 part N. No City of Spokane employee will be permitted into any trench and/or excavation without proper shoring or sloping, no exceptions. Please see Water Department Rules and Regulations for information about tap and meter sizes and sewer/water separation requirements.

Rick Hughes – Solid Waste (509-625-7871):

1. The plan shows an enclosure for a single container. An enclosure for a single container must be 12 feet wide by 10 feet deep with a clear width opening of 12 feet. The collection vehicle for this location will be a front loading truck. It appears the refuse truck must make a 90 degree turn to access the enclosure. Please provide drive isle and parking lot widths and dimensions to help determine if the truck can access the enclosure with a 90 degree turn.

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

1. Please see the attached letter.

Section 3 – General Information and Submittal Requirements

1. Plan requirements are as shown on the attached "Commercial Application Submittal Requirements". For the permit intake submittal, please provide an electronic copy of the **All plan sets along with reports and supporting documents**. Plan sets shall include all plans created for this project: cover sheet, architectural, structural, plumbing, mechanical, electrical, civil engineered plans, landscaping and irrigation drawings. 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, critical materials list, etc.). Please note that plans may be provided in multiple logically separated files to help manage files sizes as excessively large (i.e. separated by discipline, by building vs site, etc.).
2. Please provide an electronic copy of site plans showing dimensions, ***property lines, and City Limits***, relative topography, all on-street signs and street markings, any new and existing frontage improvements, all structures, on-street storm drainage facilities, sidewalks, curbs, parking calculations and dimensions, dimension existing roadway, new and existing driveways and their locations, and other relative information. Show all existing topography in the public right-of-way such as street signs, water valves, hydrants, etc. All required landscaping must be within the property lines and not in the public right-of-way.
3. An Intake Meeting handout was provided to you in your packet at the Pre-Development meeting. Please call (509) 625-6300 to schedule an Intake Meeting to submit plans for a new commercial/industrial building, an addition to an existing building, a change-of-use, or a parking lot. Appointments must be made at least 24 hours in advance and can be scheduled for Monday through Thursday.
4. Please provide a complete set of plans to Spokane Regional Health District if food and/or beverage handling business is planned.
5. If you would like a full Certificate of Occupancy on any portion of the permit prior to completion of the other phases, it is required to file separate permits for each phase. An additional $250 fee will be assessed for a Temporary Certificate of Occupancy and/or a Temporary Certificate of Occupancy extension per SMC 8.02.031M.
6. For additional forms and information, see my.spokanecity.org.

PRE-DEVELOPMENT PACKET Date Delivered: June 30, 2020

PROJECT: Albi Stadium/Northwest Middle School B20M0057PDEV & B20M0058PDEV
4918 W Wellesley Ave (Parcel 26344.0021)

To: **Greg Forsyth, Spokane Public School**
Cc: **Dermott Murphy, Deputy Building Official, City of Spokane**
Tami Palmquist, Associate Planner, City of Spokane

Dear Mr. Forsyth,

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

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

The documents included in this packet are as follows:

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

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

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

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

1. Please use the City's standard tree and shrub planting details V-101 & V-102 (Attached)

2. No tree shall be planted within fifteen (15) feet of any driveway, alley, streetlight, utility pole, non-safety street sign (ex. parking, street name) or fire hydrant. No tree shall be planted within twenty (20) feet of a critical street safety sign (stop, yield, or pedestrian crossing). The potential placement of street signs, street lights and utility poles shall be evaluated to lessen the conflict with the growth of existing street trees.
3. Any substitutions or revisions to the final approved plant schedule and planting plan must have written approval from Urban Forestry and the Landscape Architect prior to installation.
4. Please have a licensed Certified Arborist from the attached list submit a complete Street Tree Permit Application 10 days prior to tree work for this project.

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

Respectfully,

Katie Kosanke
Urban Forester, City of Spokane

City of Spokane URBAN FORESTRY

Certified & Licensed Arborists in the City of Spokane

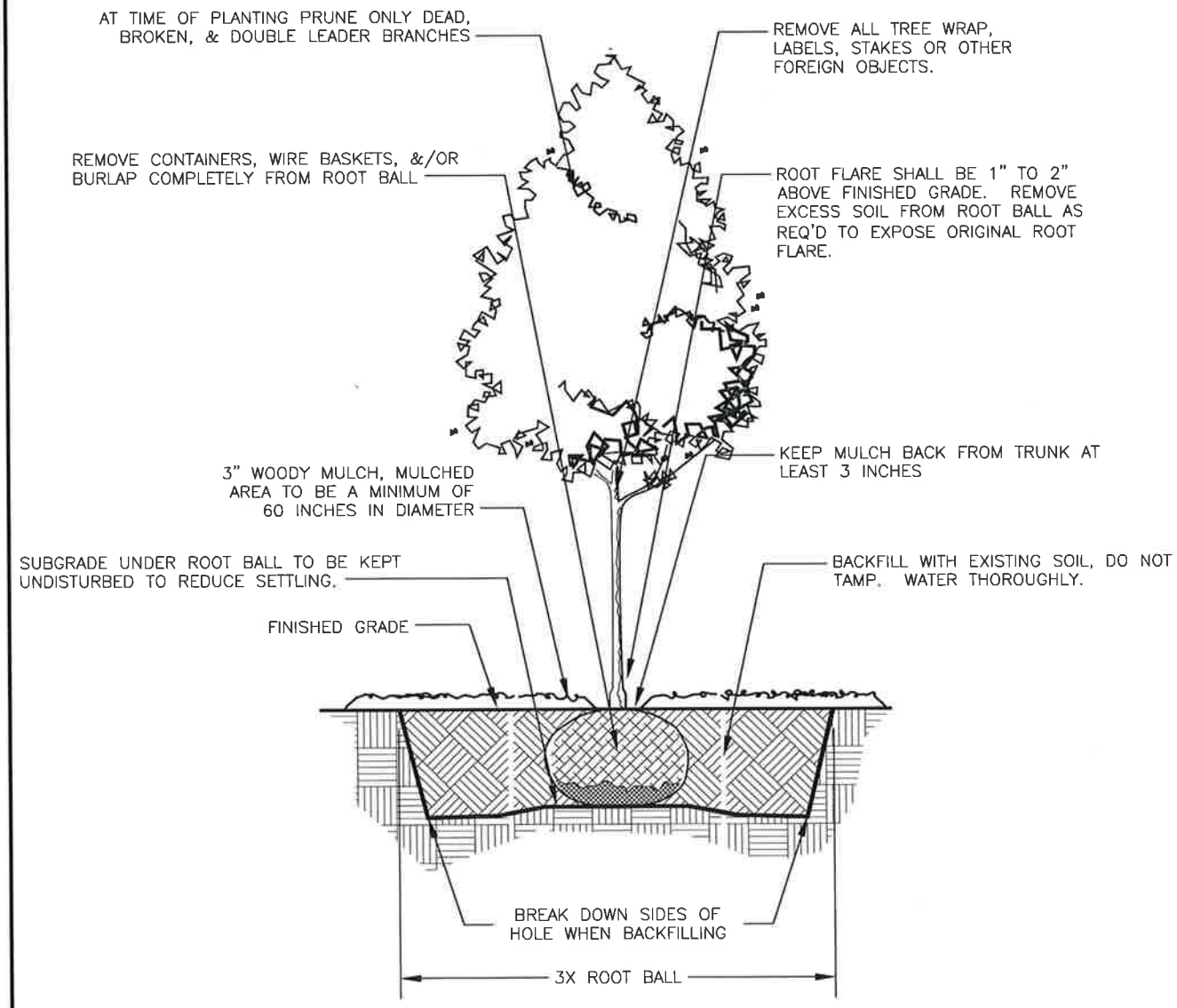
www.spokaneurbanforestry.org

Company Name	Phone	Email/Website
F A Bartlett Tree Expert Company	509-892-0110	spokaneoffice@bartlett.com
Spokane Tree Pro	509-998-2771	spokanetreepro@gmail.com
C & C Yard Care Inc*	509-482-0303	chrisc@candcyardcare.com
Budget Arbor & Logging LLC	509-458-0838	mike@budget-arbor.com
Senske Services	509-891-6629	sjones@senske.com
All Seasons Tree Service	208-660-7461	office@allseasonstreeservice.contractors
Sam's Tree & Landscape LLC	509-467-3801	sam@samscapes.net
Skyline Tree Service LLC	509-496-9793	crendall1@hotmail.com
Heindl Tree Care Inc*	509-475-9135	arborpaul@hotmail.com
Spirit Pruners LLC*	509-979-3496	k@spiritpruners.com
Clearwater Summit Group Inc	509-482-2722	rnee@clearwatersummitgroup.com
Aardvark Tree Service	509-891-7650	aardvarktree@live.com
Community Forestry Consultants Inc*	509-954-6454	cfconsults@comcast.net
Land Expressions	509-466-6683	frontdesk@landexpressions.com
Little Tree Inland Northwest LLC	509-212-4972	clarkrjacob@gmail.com
Dan Dengler	970-401-0412	dandenglerlongboards@yahoo.com
Affordable Arborist Tree Care Inc	509-879-0577	sandnessmerret@gmail.com
Don Taylor Tree Services Inc	208-640-1951	don@dontaylortreeservice.com
Palms Tree Service & Landscaping	509-939-0460	darrenpalmer1@gmail.com
Frontier Tree Service	509-487-8733	frontiertreeservicespokane@gmail.com
Tall Tree Service	509-747-8733	talltreeservice@gmail.com
Treescapes Inc	509-922-8733	treescapes@roadrunner.com
ABC Consulting Arborists LLC	509-953-0293	daniel@abcarborist.com
A1 Tree Service*	509-623-0344	a1stumpremovalspokane@gmail.com
Bluebird Tree Care Inc*	208-651-3959	benlarsontree@gmail.com
Miller Tree Care LLC	509-981-4208	millertreecarellc@gmail.com
Deep Roots Garden & Landscaping	509-216-4835	christopher.re78@gmail.com
Greenleaf Landscaping Inc	509-536-2885	melanie@greenleafwa.com
Selkirk Landscape Services	509-536-1919	selkirklandscape@gmail.com

*Currently qualified to provide Risk Assessments

~as of May 2020

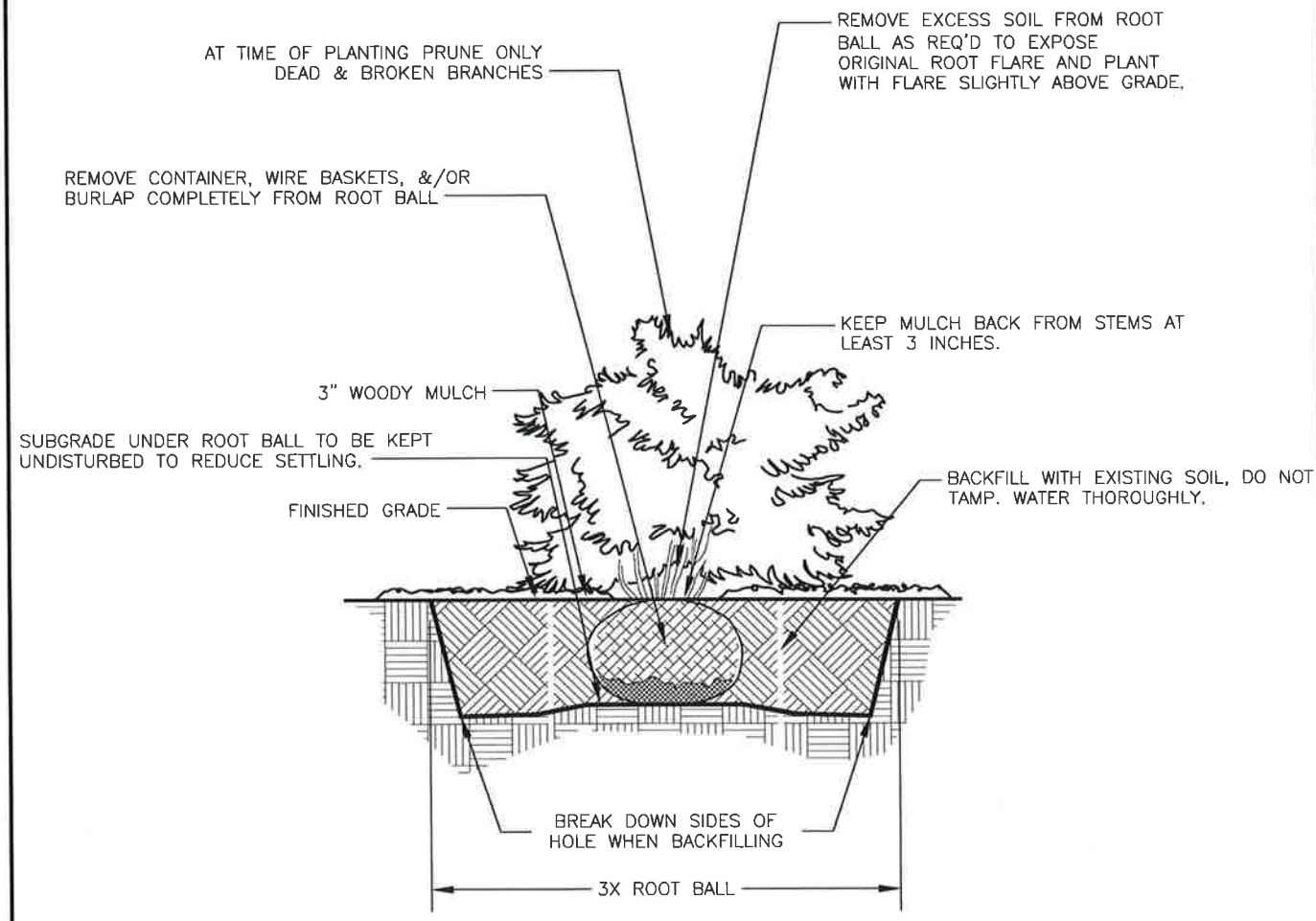
808 W. Spokane Falls Blvd., Spokane, Washington 99201-3317
Ph.: 509.363.5495 • FAX: 509.625.6205



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. ≥15 FT FROM DRIVEWAYS, ≥10 FT FROM DRAINAGE INLETS, ≥ 20 FT FROM DRYWELLS, NOT OBSTRUCT TRAFFIC SIGNS OR SIGHT TRIANGLES, AND 15 FT FROM UNDERGROUND UTILITIES
6. AFTER PLANTING, IF TREES ARE UNSTABLE, STAKING MAY BE USED BUT ONLY AS NECESSARY. AT 6 MONTHS, ALL STAKING MATERIAL SHALL BE REMOVED. IF TREE IS STILL UNSTABLE, AFTER 6 MONTHS, TREE MAY NEED TO BE REPLACED.

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



NOTES:

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

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

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

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

SHRUB PLANTING DETAILS

ALL TYPES, FORMS AND SPECIES

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

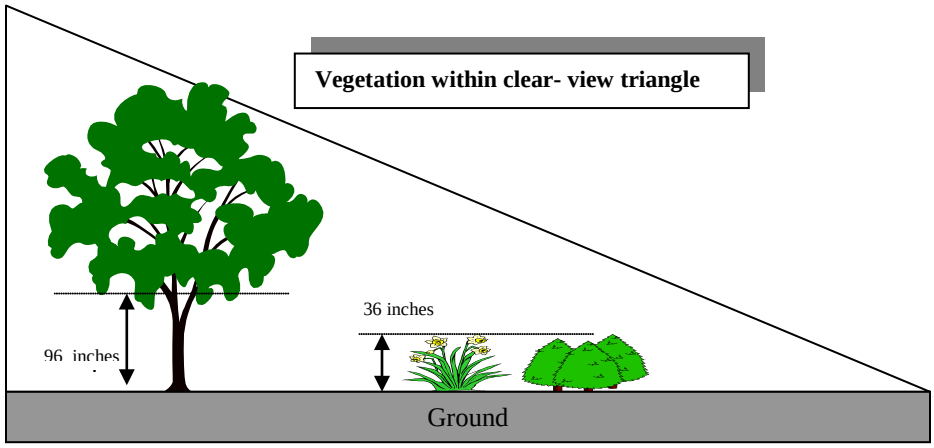
STANDARD PLAN No. **V-102**

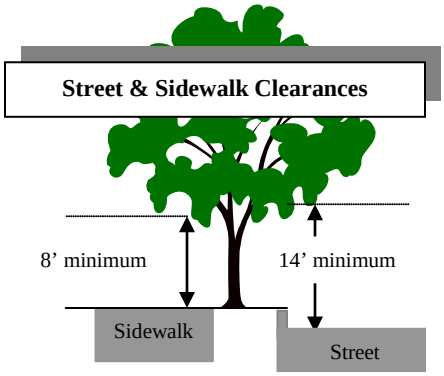
City of Spokane, Washington

A CLEAR VIEW: VEGETATION & TRAFFIC SAFETY

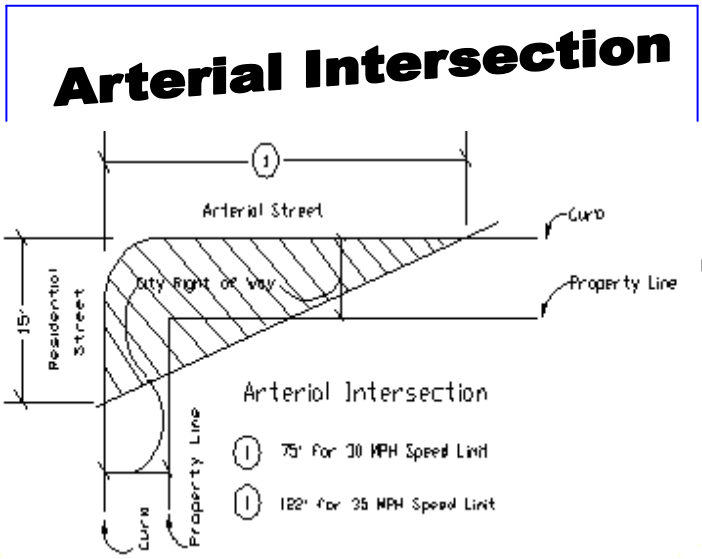
A way To Make Our Streets Safer:

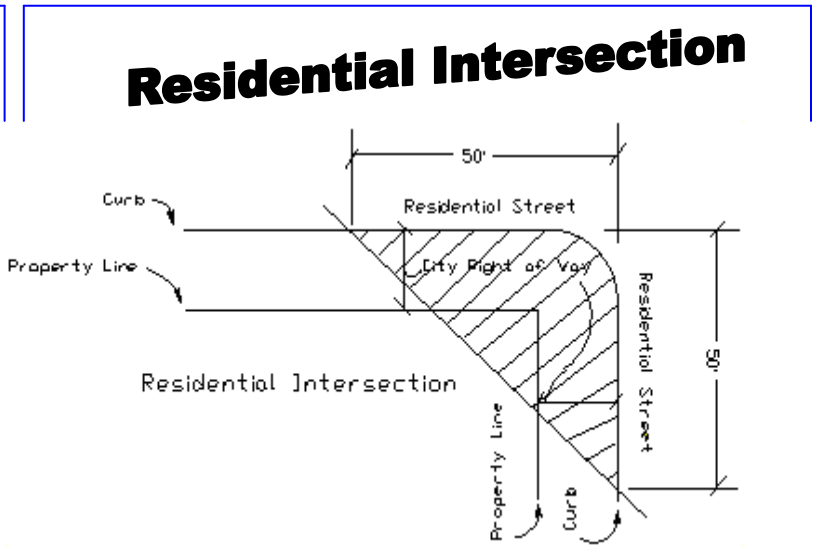
Overgrown vegetation impedes the safe flow of traffic when it blocks our view of traffic signs, pedestrians and other vehicles. If vegetation is blocking visibility in the street or an intersection, it is your responsibility as the adjacent property owner or resident to trim the vegetation. Below are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





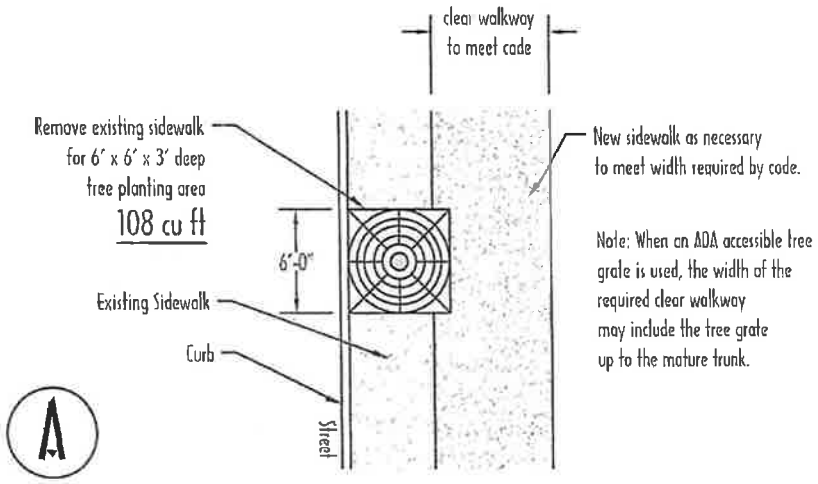
Types of Intersections (Diagonal Lines = Clear View Triangle):

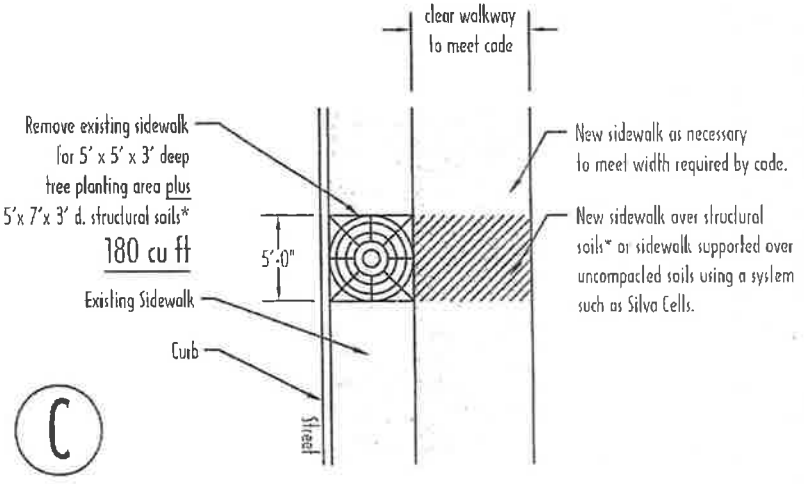


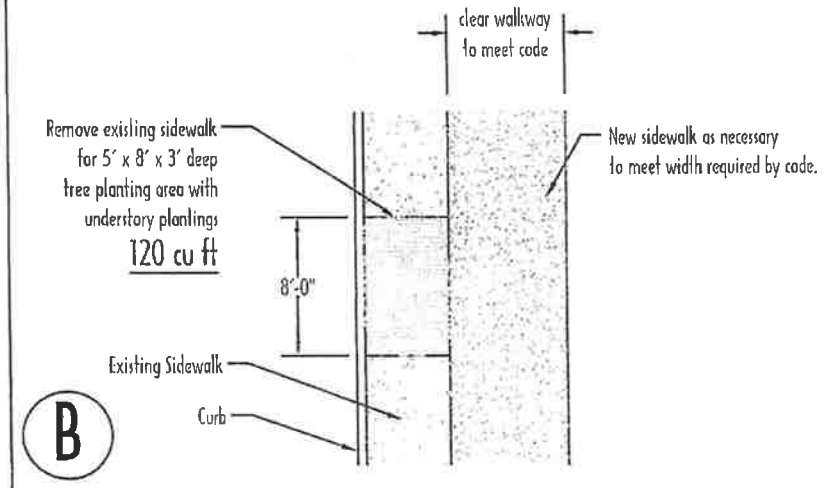


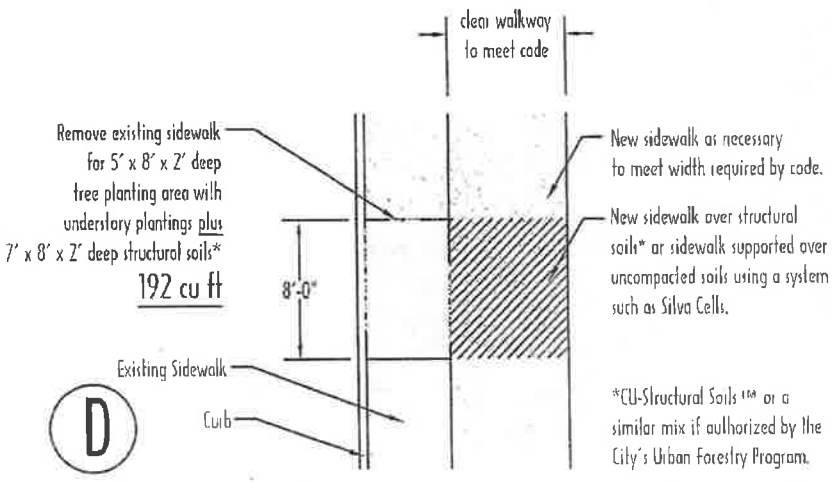
Visibility Standards:

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





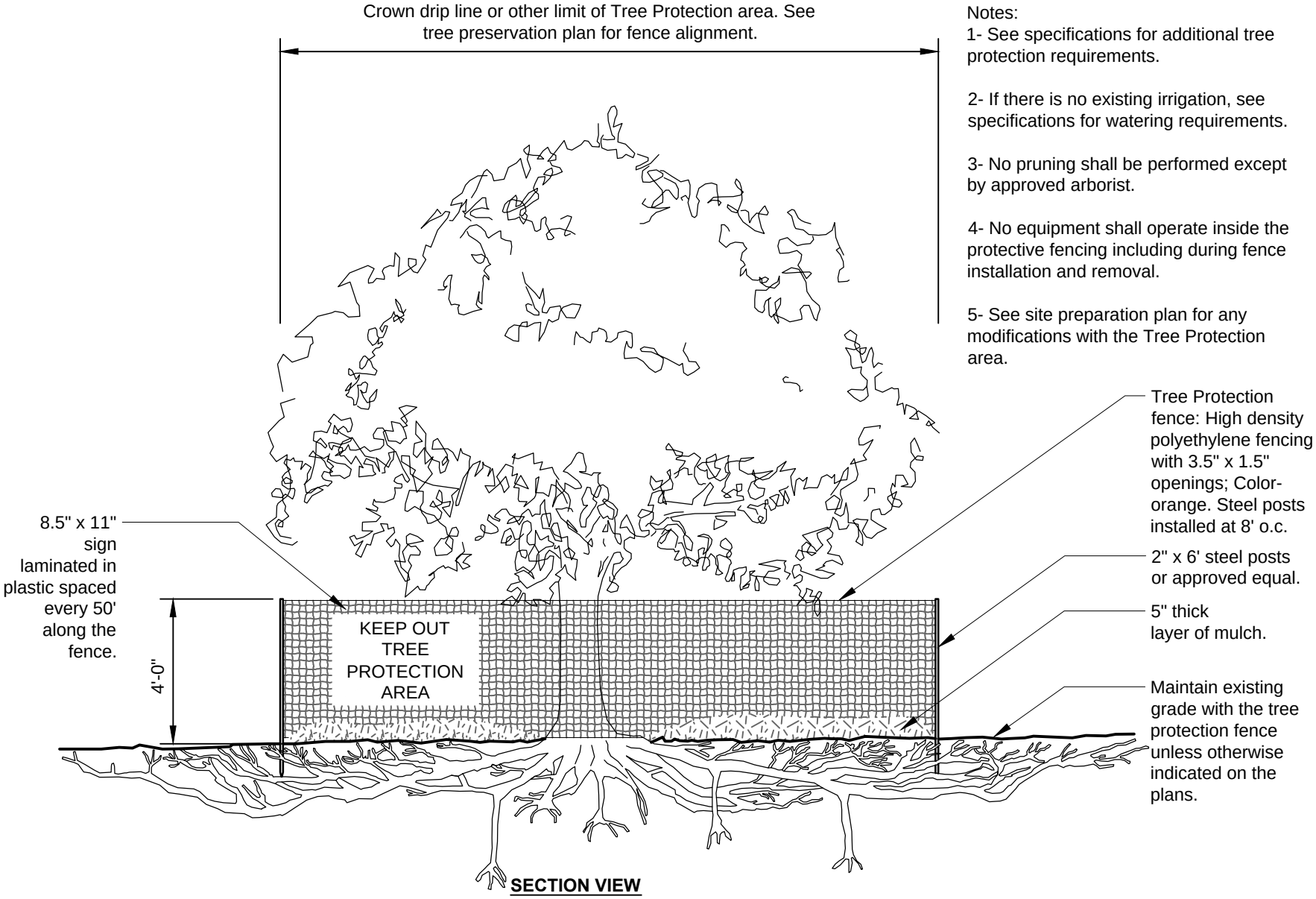




CITY OF SPOKANE

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

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



Notes:
1- See specifications for additional tree protection requirements.

2- If there is no existing irrigation, see specifications for watering requirements.

3- No pruning shall be performed except by approved arborist.

4- No equipment shall operate inside the protective fencing including during fence installation and removal.

5- See site preparation plan for any modifications with the Tree Protection area.

S-X

TREE PROTECTION

Tree Protection Specifications for Development in the City of Spokane

1. General

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

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

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

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

2. Tree Protection Zone (TPZ)

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

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

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

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

CITY OF SPOKANE

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

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

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

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

CITY OF SPOKANE

Title 17C Land Use Standards

Chapter 17C.200 Landscaping and Screening

Section 17C.200.150 Incentives

A. Property owners who retain existing trees during new construction activities on their property may be eligible for additional reductions in their water service (for residential customers) or water meter (for commercial customers) charges based on the number of points accumulated according to Table 17C.200.150, under which each point is equal to a 1% reduction, up to a maximum point accumulation of 50 points.

Table 17C.200.150 – Tree Retention Incentives (new construction only)

For lots < 0.5 acre, if tree is:	**Then points received are:**		**For lot > 0.5 acre, if tree is:**	**Then points received are:**
8-15” diameter measured at 4 ½’ above the ground	10		8-15” diameter measured at 4 ½’ above the ground	5
16” + diameter measured at 4 ½’ above the ground	20		16” + diameter measured at 4 ½’ above the ground	10
Ponderosa Pine bonus	5 per additional tree		Ponderosa Pine bonus	5 per additional tree
To determine additional discount available on water service or water meter charges, add the number of points received from this table. Each point equals a one percent (1%) reduction to the water service or water meter charge. For example, if a property owner retains one 16” diameter tree and two Ponderosa Pines that are both 8” in diameter on a lot > 0.5 acre during new construction, that property has accumulated 30 points and therefore receives a thirty percent (30%) discount on either the water service or water meter charge for that lot.				

A. Additional Eligibility Criteria:

1. Applicant must show and describe tree protection zones (“TPZ”) in development plans.

2. Applicant must maintain TPZs during the entire period of construction.

3. Species maintained must be non-invasive species in order to qualify for the incentive created by this section.

4. Retained tree(s) must be in fair condition or better.

5. All eligibility determinations may be subject to site inspections, upon reasonable notice to the property owner, and may be conducted before, during, and after construction activities.

6. Tree retention incentives as described in this section shall have a duration of one year for commercial customers and three years for residential customers.

Date Passed: Monday, December 2, 2019

Effective Date: Monday, January 20, 2020

ORD C35844 Section 10

ALSC ARCHITECTS

We bring our clients' stories to life.

SPOKANE
203 N. Washington
Ste. 400
Spokane, WA
99201
P 509.838.8568

alscarchitects.com

October 9, 2020

Design Review Board
Joe Albi Stadium – Second Meeting, Draft Review Comment Responses
File No. DRB2018_2011
Additional Suggested Topics for Discussion

1. **Shared-use Path:** Given the potential heavy use of the Shared-use Path through the Northwest Middle School and Albi Stadium site, the preferred width is 12'-wide with no shoulders.

   Response: *As shown in the submitted packet on multiple plan sheets, the "Shared-use Path along the main drive to Albi Stadium is indicated to be 12'-0" wide. This is best seen on page 7 of the DRB submission but also noted on pages 10 and 11.*

   Vehicle Access to Temporary Parking Area: If patron access to the temporary parking area west of the improved parking lot is to occur via the west circulation road south of the proposed gate, the Applicant will need to provide an additional gate off the west circulation road in order to discourage vehicular trespass (which may encourage illegal dumping, etc.).

   Response: *The parking to the west of the two (2) parking lots is future parking, not temporary parking. This is space preserved for future development needs on the property. All code required parking is provided for in the current paved parking lots, indicated in this submission.*

   Bike Lanes: As referenced in the Shared-use Path item above, Wellesley Avenue has an existing bike lane improvement that extends up to the east circulation road/Royal Court intersection. This bike lane connects to the existing bike-friendly route that runs along Royal Court to the south and north through the site along the existing vehicular drive. This route connects to the existing Shared-use Path on the Dwight Merkel Complex site. See Figures 1 and 2, below.

   Response: *The referenced bike route indicated is along an unimproved gravel path through the existing Albi parking lots and drive lanes. The project has maintained and substantially improved the existing condition for the community's use. The Albi Stadium project is improving the existing gravel path with a 12' paved "Shared-use Path", (see responses to aforementioned "Shared-use Path").*

This path links users from Wellesley to the BMX and Merkel complex via a 12' wide "Shared-use Path" that connects to the eastern parking drive lane which is connected to the existing Merkel and BMX properties to the north. The portion of the improved parking lanes along the east of the stadium is gated off to vehicles except events that require this additional parking to be opened up.

2. As the Applicant and the Landscape Architect are the same as for the Northwest Middle School, is there a benefit to expanding the 'Influenced by Nature' landscape design for the middle school on the Albi Stadium site? For example, while the architectural styles of the two different facilities should be unique, the landscape has the potential to unify the site as a whole.

   Response: *The intent of the landscape design for both sites is to provide visual unification through similar planting palettes and design elements, but the two designs do have distinct differences that respond to specific programmatic requirements. We believe the sites will be visually unified by the landscape design.*

3. As the Applicant has indicated a temporary/overflow parking lot to the southwest of the stadium, should this area receive a different ground cover than that proposed for the future playfields? Should it be separated from the improved parking area by the proposed low-mow grass strip.

   Response: *Refer to the aforementioned response to item 1. (**Vehicle Access to Temporary Parking Area**) for direction on temporary parking. The area is being planted with low mow grasses without irrigation. Creating a transitional space between the manicured landscaped stadium site and the river valley to the west.*

4. It has been noted that while the proposed surface parking lots do have landscaping, they do not provide adequate safe pedestrian connections that comply with SMC 17C.110.540 Pedestrian Connections in Parking Lots (see Figure 3). Unless the Applicant is requesting a Design Departure from these Design Standards, does the Board have any compliance advice to offer?

   Response: *The Design team has added two additional cross walks from the southern parking lot to provide additional pedestrian crossing routes. ADA parking is provided adjacent to the main entry plaza as is paratransit and general public drop-off. This drop-off area will slow vehicle traffic after and in front of the two primary pedestrian crosswalks. The main parking lots are provided with exiting that allows for discharge of vehicles at the conclusion of an event to be away from the pedestrians exiting the facility.*

5. What are the proposed finish materials and colors? The applicant has indicated a red clay brick (but shown a red blend brick in the renderings) and has indicated some type of concrete masonry material (honed faced CMU?). What are the other exterior finish materials and colors (perforated metal panels, solid metal panels, paint colors, glazing selection, visible roofing material, fencing material, etc.)? Does the Board find the provided material palette acceptable?

   Response: *The material palate of the clay and concrete masonry is indicated on page 15 of 28 in the top right-hand corner. The masonry units will have a largely uniform appearance, as all-natural materials have variation.*
   The perforated metal at the main entry is being investigated as a light-colored finish which picks up on the light color aggregate in the CMU. Solid metal panel siding at the press box will also be a light color to match the perforated metal panel. The metal roofing, soffit, fascia, and exposed finished structural elements are being explored as a darker cool grey color. Hand and guard-rails through the stadium are currently being explored as a light color to match the entry and press box materials. Fencing around the perimeter of the stadium is anticipated to be black.

SPOKANE PUBLIC SCHOOLS

JOE ALBI STADIUM

CITY OF SPOKANE DESIGN REVIEW BOARD

MEETING #2:

OCTOBER, 2020

PRESENTED BY:

> SPOKANE PUBLIC SCHOOLS
> ALSC ARCHITECTS

DESIGN PRINCIPLES

Unite:
- Spokane Public Schools
- Spokane Community
- Youth Sports

Identity:
- Individual High Schools
- School District
- Regional Competition
- History

Athletic Campus:
- New Middle School
- Stadium Facilities
- Dwight Merkel Sports Complex

Partnerships:
- City Departments
- Local Organizations

Game Day Experience:
- Spectators
- Players
- Coaches/Trainers
- Performers

Multi-Use:
- Field Sports
- School District Events (Graduation, Marching Band)
- Other Outside Users

Safety:
- Emergency Access
- Lighting
- Line of Sight
- Spectator Flow

JOE ALBI STADIUM

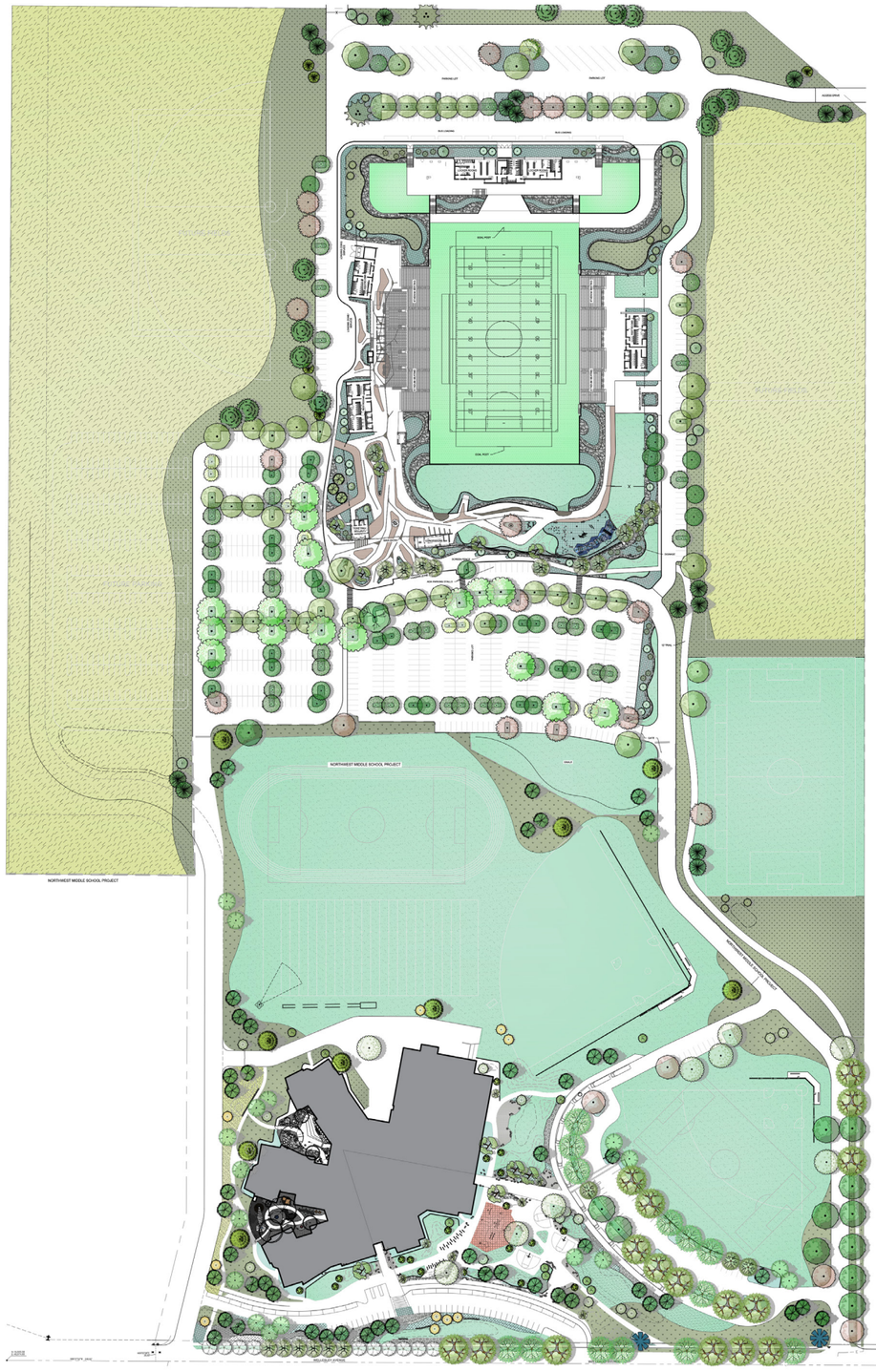
ALSC ARCHITECTS

UNITE SPOKANE PUBLIC SCHOOLS

SITE ANALYSIS NEIGHBORHOOD

A diagram that notes neighborhoods surrounding the Albi complex for reference.

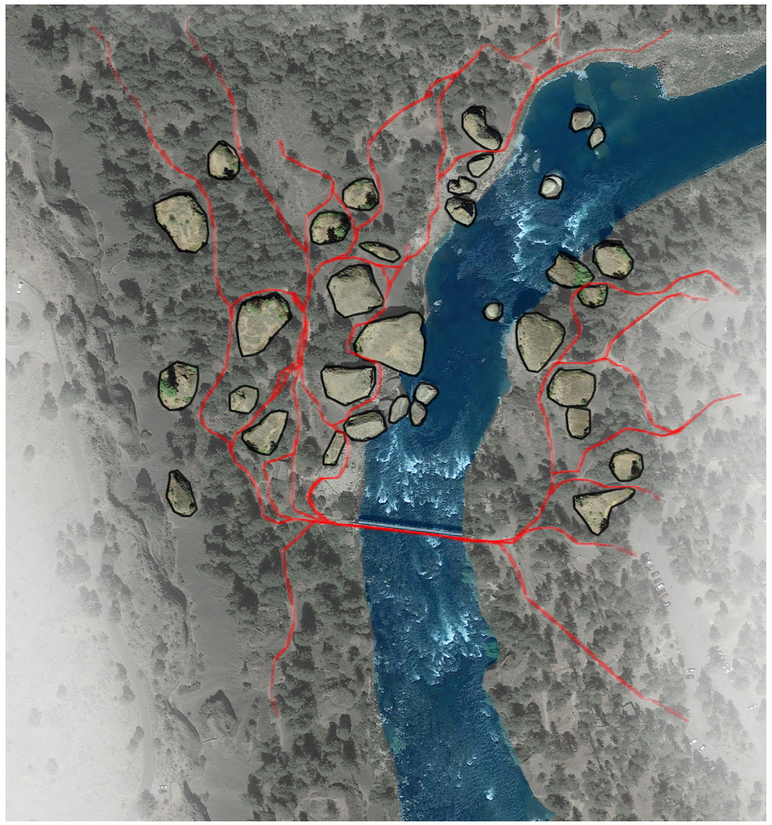
CONCEPT SITE PLAN

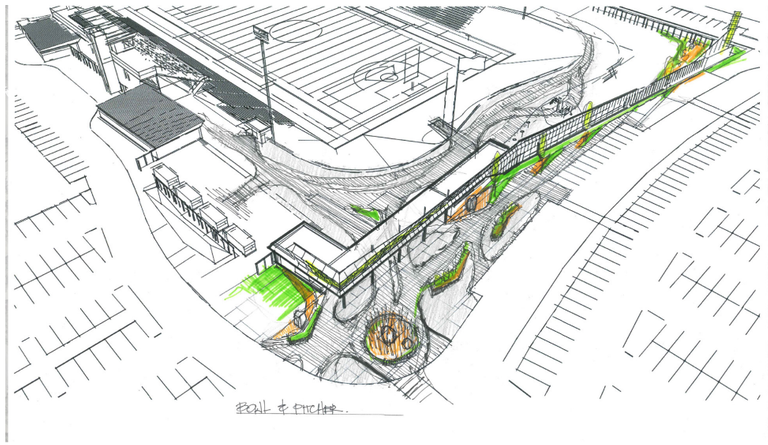


Large Context Landscape Plan

PARTI

Spokane Public School's vision for the new Joe Albi Stadium and the Northwest Middle School is to create a campus that responds to the local natural environment and neighborhood. his objective is achieved through cohesive site design for the entire property that has been coordinated to blend seamlessly with the inspiring and rugged beauty of the nearby river valley. The landscaping mirrors this ecosystem through the use of plantings and rock outcrops, while site lighting, pedestrian, and vehicular flow highlight the unified campus.





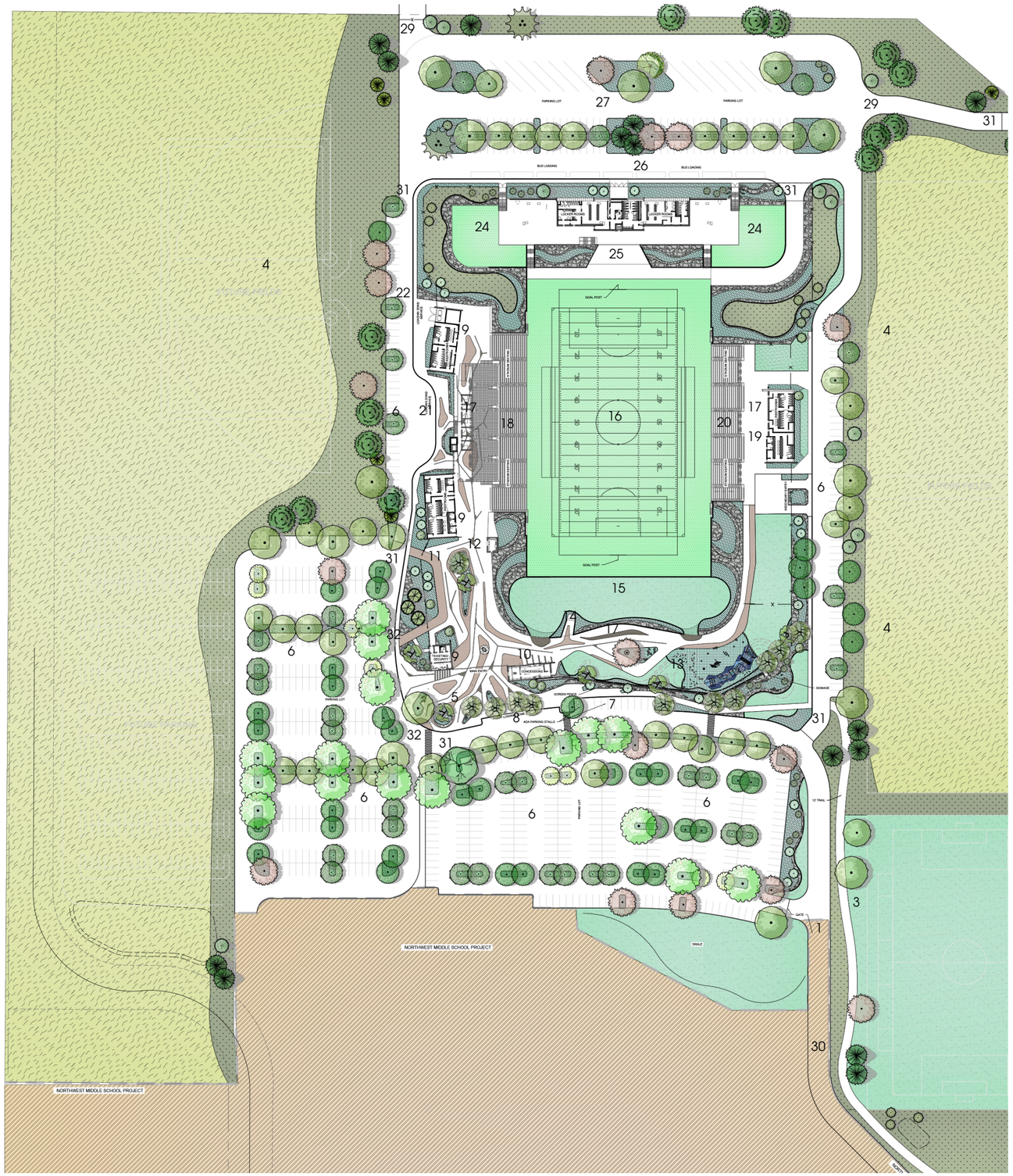
Concurrently, the stadium and middle school will have individual identities and unique characters. The stadium plaza repeats the organic flow of the river valley's natural compression and opening to vistas as it guides the movement of spectators from arrival, through the entry sequence, and onto the stadium concourse.

The visual character of the buildings within the stadium draws both from the "red brick" of various SPS facilities and the natural greys of the river rock outcroppings. At the same time, angular masonry and roof forms emphasize the uneven basalt structures located in the area.

STADIUM PLAN

LEGEND

1. STADIUM ENTRY DRIVE
2. NEW MIDDLE SCHOOL SITE
3. PLAY FIELDS
4. FUTURE PLAY FIELDS
5. ENTRY PLAZA
6. PARKING - SPECTATORS
7. PARKING - ADA
8. DROP OFF
9. TICKETING
10. CONCESSIONS
11. FOOD TRUCKS
12. BOOSTER CONCESSIONS
13. PLAYGROUND
14. SELFIE PLATFORM
15. SLOPED GRASS SEATING
16. COMPETITION PLAY FIELD
17. CONCOURSE
18. HOME STANDS
19. RESTROOMS
20. VISITOR STANDS
21. BAND/CHEER DROP OFF
22. MEDIA TRUCK
23. LOCKER ROOMS
24. TEAM WARM-UP
25. ELEVATOR/STORAGE ACCESS FROM FIELD
26. PLAYER/TEAM DROP OFF
27. PARKING - TEAM / EVENT STAFF
28. FUTURE PARKING
29. ACCESS TO MERKEL / BMX
30. PEDESTRIAN CONNECTION
31. ACCESS CONTROL GATES
32. PEDESTRIAN CROSS WALKS



CHANGES SINCE DRB MEETING #1

The overall concept and planning for the new Joe Albi Stadium has remained consistent from the Design Review Board charrette submittal. The design submitted for Phase 2 of the Design Review Board process has been further refined and developed to create a cohesive campus with the new Northwest Middle School and to allow both projects to have their individual identity. The layout of the stadium plaza and concourse has been refined to create pedestrian scaled areas for waiting and gathering while guiding the flow of spectators. The shapes and materials of the landscape and hardscape features, including planters and benches, reflect the natural setting of a river valley. Spokane Public Schools and the separate design teams for the middle school and the stadium have been collaborating and refining the design of landscape features, site lighting, and signage to create an overall campus. Within the campus it is important that both the middle school and the stadium have their own identity that reflects their different functions and public use.

The overall layout and functions of the various buildings has remained the same from the previous submittal. The materials and forms of the buildings have been refined to respond to two influences - the natural river valley and the character of Spokane Public Schools other high school facilities. Branding for the stadium has been refined as we meet Spokane Public School's goals of providing identity for SPS and for whichever school is the home team at any particular event. Branding at the entry plaza, elevator towers, and near the play area have been further developed.

The design team has worked to address the DRB's comments from the initial meeting as follows:

Item 1: The project is providing thoughtful and safe site access through integration of pedestrian connections to neighboring properties (NWMS, BMX, and Merkel complexes), bike parking, and traffic calming through use of confluences of pedestrian walks crossing vehicle lanes at select locations, closely organized with drop-off/pick-up areas.

Item 2: The site is currently designed to provide for para-transit drop-off and loading at the project's public access points. The current design allows for access of school buses and fire trucks into the site; providing for access of public transportation service in the future if the use of private drives is allowed.

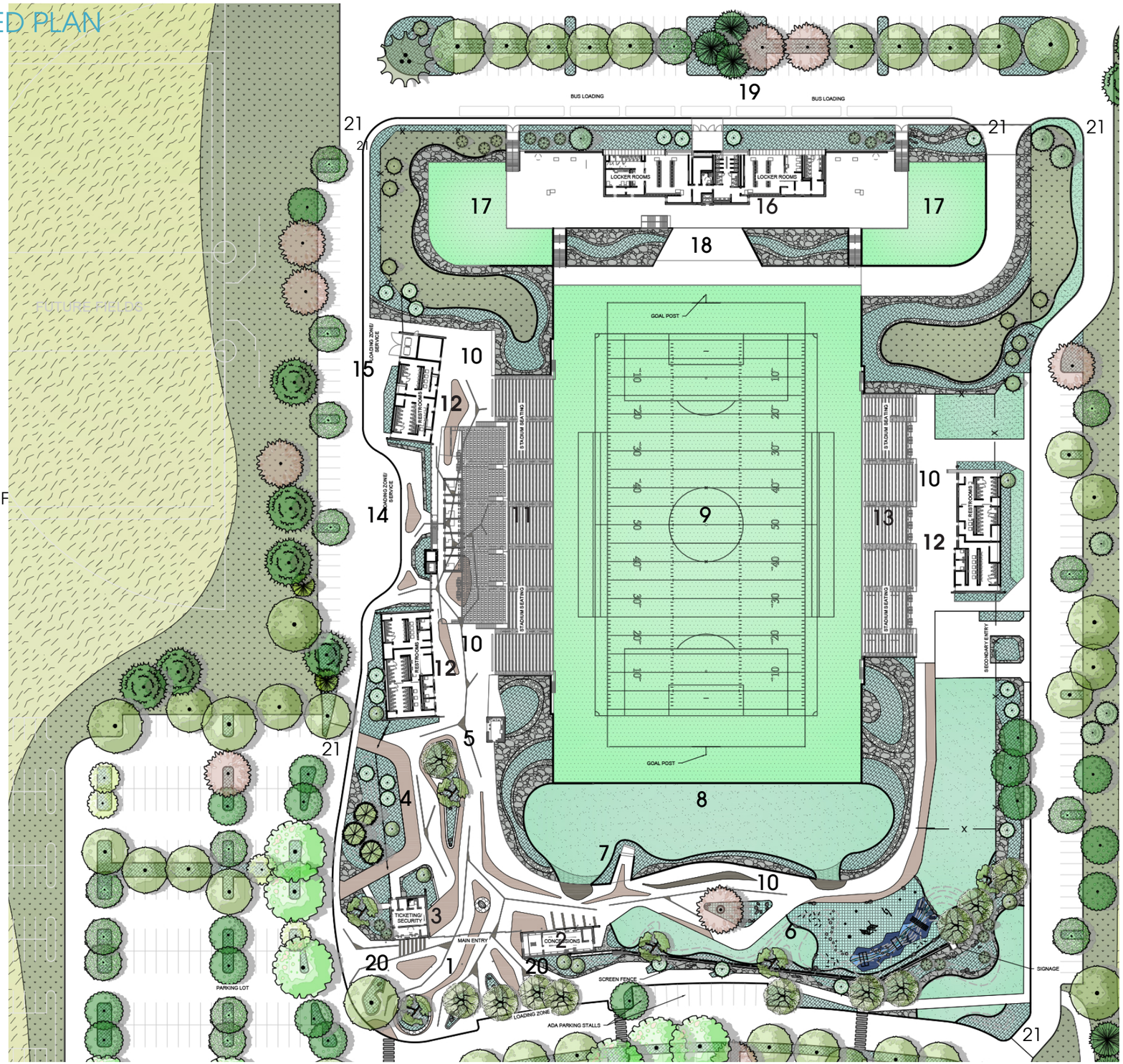
Item 3: Gates are provided as indicated in the "Stadium Site Plan" as Legend Item 31. The purpose of these gates is to control vehicle access to parking lots based on parking needs for a given event; allowing the Owner to minimize parking lots used for a low attendance event and conversely limiting the amount of cleaning required after an event. The access gates also allow the Owner to control vehicle access from spectator parking and that of event personnel and participant parking areas. Gates on fire department access routes will be provided with Knox Boxes for access. None of these gates impede pedestrian or multi-modal access.

Item 4: The design team continues to refine the incorporation of native grasses, low-water plantings, and tree species; while having planting areas blend the interior and exterior of the stadium complex. Landscaping is used around the built environment to soften and blend edges of the physical environment. Refer to the "Planting Plan" for a graphic and species list of plantings planned for the project.

STADIUM ENLARGED PLAN

LEGEND

1. ENTRY PLAZA
2. CONCESSIONS
3. TICKETING
4. FOOD TRUCKS
5. BOOSTER CONCESSIONS
6. PLAYGROUND
7. SELFIE PLATFORM
8. SLOPED GRASS SEATING
9. COMPETITION PLAYFIELD
10. CONCOURSE
11. HOME STANDS
12. RESTROOMS
13. VISITOR STANDS
14. BAND/CHEER DROP OFF
15. MEDIA TRUCK
16. LOCKER ROOMS
17. TEAM WARM-UP
18. ELEVATOR/STORAGE ACCESS F
19. PLAYER/TEAM DROP OFF
20. BIKE PARKING
21. ACCESS CONTROL GATES

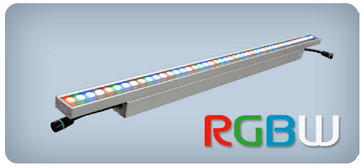


LIGHTING PLAN

- Pedestrian Lighting
- Sports Lighting
- RGBW (color changing)
- Vehicle Lighting

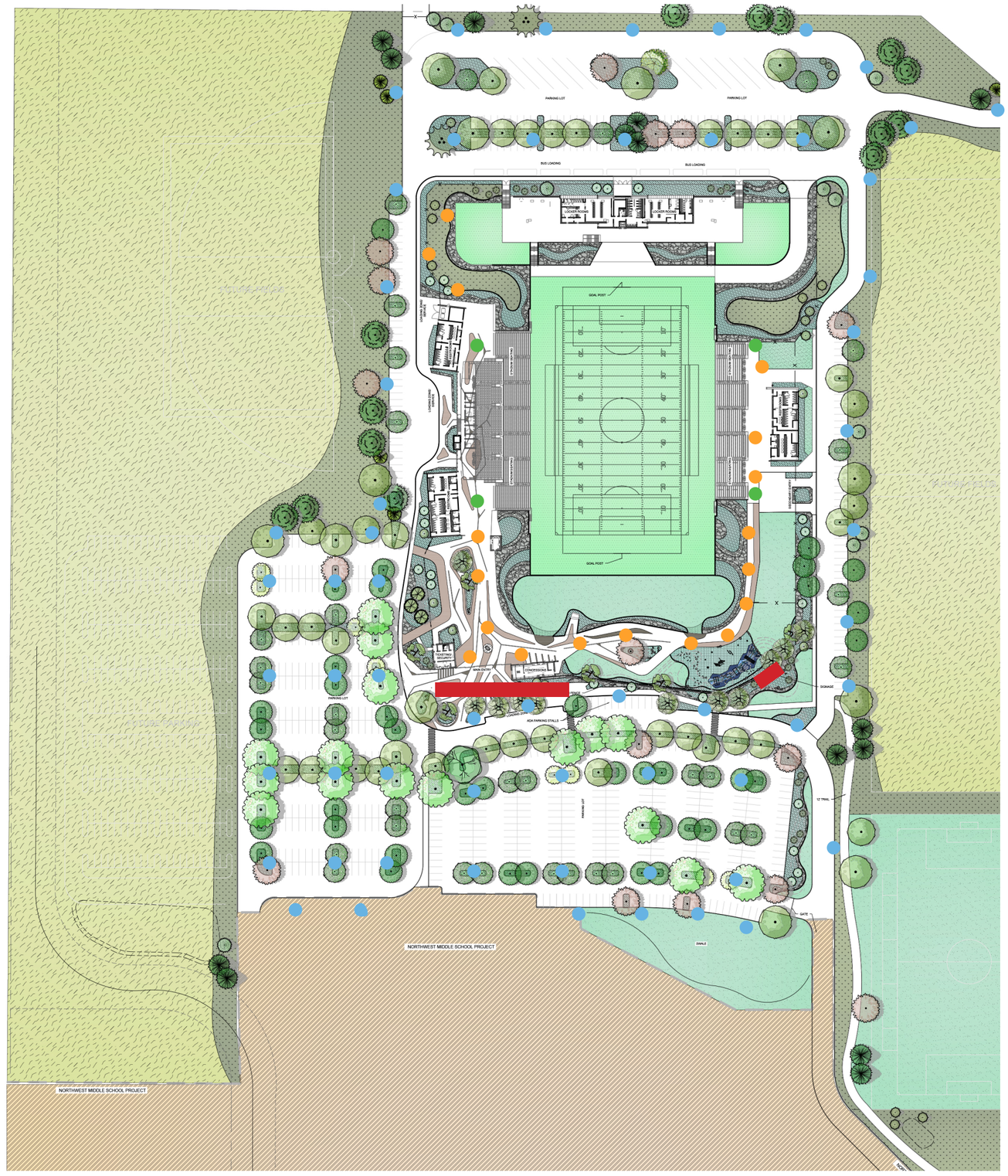
Pedestrian Lighting

Sports Lighting



RGBW (color changing)

Vehicle Lighting



PLANTING & CONCEPTUAL GRADING PLAN

Plantings to be provided per requirements of L3 planting in parking lot; (1) tree planted for every (6) stalls.

TREE SCHEDULE

2020-09-25 14:58

TREES	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	ACER PLATANOIDES `CRIMSON KING` / CRIMSON KING NORWAY MAPLE	B & B	2"CAL	
	ACER PLATANOIDES `EMERALD QUEEN` / EMERALD QUEEN NORWAY MAPLE	B & B	2"CAL	
	ACER X FREEMANII `JEFFSRED` TM / AUTUMN BLAZE FREEMAN MAPLE	B & B	2"CAL	
	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE` / AUTUMN BRILLIANCE APPLE SERVICEBERRY	5 GAL		
	BETULA NIGRA `DURA-HEAT` / DURA-HEAT RIVER BIRCH	B & B	2"CAL	
	CARPINUS BETULUS `FASTIGIATA` / PYRAMIDAL EUROPEAN HORNBEAN	B & B	2"CAL	
	CHAMAECYPARIS NOOTKATENSIS `PENDULA` / WEEPING NOOTKA FALSE CYPRESS	B & B		VARY FROM 6`-10`
	LARIX OCCIDENTALIS / WESTERN LARCH	B & B		VARY FROM 6`-10`
	LIQUIDAMBAR STYRACIFLUA `WARD` / CHEROKEE SWEET GUM	B & B	2"CAL	
	PICEA OMORIKA `BRUNS` / BRUNS SPRUCE	B & B		VARY FROM 6`-10`
	PICEA PUNGENS / COLORADO SPRUCE	B & B		VARY FROM 6`-10`
	PINUS ARISTATA / BRISTLECONE PINE	B & B		VARY FROM 6`-10`
	PINUS CONTORTA LATIFOLIA / LODGEPOLE PINE	B & B		VARY FROM 6`-10`
	PINUS NIGRA / AUSTRIAN BLACK PINE	B & B		VARY FROM 6`-10`
	PINUS NIGRA `OREGON GREEN` / OREGON GREEN PINE	15 GAL		
	PINUS PONDEROSA / PONDEROSA PINE STOCK MUST BE GROWN LOCALLY FROM LOCALLY SOURCED SEEDS. SEE SPECS. FOR SUGGESTED GROWERS.	B & B		VARY FROM 6`-10`
	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		VARY FROM 6`-10`
	PYRUS CALLERYANA `ARISTOCRAT` TM / ARISTOCRAT FLOWERING PEAR	B & B	2"CAL	
	TILIA TOMENTOSA / SILVER LINDEN	B & B	2"CAL	

PLANT SCHEDULE

2020-09-25 14:24

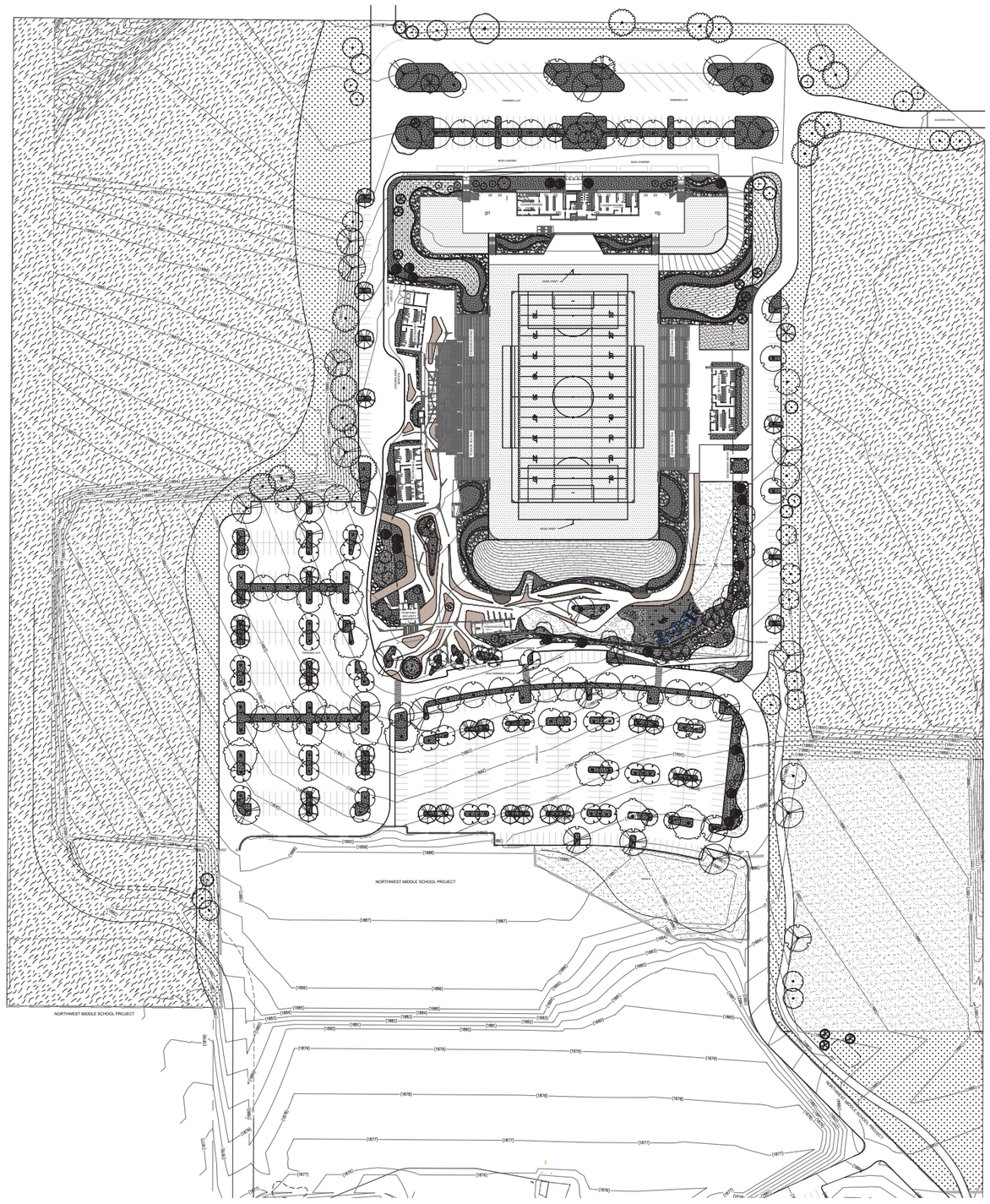
SHRUBS	BOTANICAL / COMMON NAME	SIZE
CSA	CORNUS SANGUINEA `ARCTIC SUN` / ARCTIC SUN DOGWOOD	5 GAL
GPV	GENISTA PILOSA `VANCOUVER GOLD` / VANCOUVER GOLD BROOM	2 GAL
PT	PHYSOCARPUS OPULIFOLIUS `SMPOTW` TM / TINY WINE NINEBARK	5 GAL
PMC	PINUS MUGO `CARSTEN`S WINTERGOLD` / CARSTEN`S WINTERGOLD MUGO PINE	5 GAL
SPC	SALIX PURPUREA `CANYON BLUE` / ARCTIC BLUE LEAF WILLOW	5 GAL
SBT	SPIRAEA BETULIFOLIA `TOR` / BIRCHLEAF SPIREA	5 GAL
STO	SPIRAEA THUNBERGII `OGON` TM / MELLOW YELLOW SPIREA	5 GAL
GROUNDCOVER	**BOTANICAL / COMMON NAME**	**SIZE**
FCB	FRAGARIA CHILOENSIS / BEACH STRAWBERRY	1 GAL
JHM	JUNIPERUS HORIZONTALIS `MOTHER LODE` / MOTHER LODE CREEPING JUNIPER	2 GAL
JPJ	JUNIPERUS HORIZONTALIS `PANCAKE` / PANCAKE CREEPING JUNIPER	2 GAL
JHP	JUNIPERUS HORIZONTALIS `PRINCE OF WALES` / PRINCE OF WALES JUNIPER	2 GAL
ORNAMENTAL GRASSES	**BOTANICAL / COMMON NAME**	**SIZE**
HSB	HELICTOTRICHON SEMPERVIRENS `SAPPHIRE` / BLUE OAT GRASS	1 GAL
PVP	PANICUM VIRGATUM `PRAIRIE SKY` / PRAIRIE SKY SWITCH GRASS	2 GAL
PAH	PENNISETUM ALOPECUROIDES `HAMELN` / DWARF FOUNTAIN GRASS	2 GAL
PERENNIALS	**BOTANICAL / COMMON NAME**	**SIZE**
EPP	ECHINACEA PURPUREA `POWWOW WHITE` / POWWOW WHITE CONEFLOWER	1 GAL
ISB	IRIS SIBIRICA `BUTTER AND SUGAR` / BUTTER AND SUGAR SIBERIAN IRIS	1 GAL
PDH	PENSTEMON DIGITALIS `HUSKER RED` / HUSKER RED BEARDTONGUE	1 GAL
SNR	SALVIA NEMOROSA `ROSE QUEEN` / WOODLAND SAGE	5 GAL

REFERENCE NOTES SCHEDULE

SYMBOL	ROCK AND BOULDER DESCRIPTION	QTY	DETAIL
	BOULDER `A`: 24" X 30" X 48"	36	
	BOULDER `B`: 30" X 36" X 30"	21	
	BOULDER `C`: 18" X 24" X 36"	34	
	FEATURE BOULDER: REFER TO PLAN FOR SIZES	2	

SYMBOL	DESCRIPTION	QTY	DETAIL
	BLUEGRASS LAWN: SODDED	186,855 SF	
	LOW MOW GRASS: SEEDED	229,327 SF	
	NATIVE GRASS: SEEDED	735,068 SF	
	LANDSCAPE BEDS	92,776 SF	
	6-8" BASALT COBBLE	21,775 SF	
	2" NATIVE RIVER ROCK	5,611 SF	
	ARTIFICIAL TURF	113,592 SF	
	GRASS PAVE2	466 SF	
	SPECIALTY CONCRETE TYPE `A`: EXPOSED AGGREGATE	351 SF	
	SPECIALTY CONCRETE TYPE `B`: LIGHT SANDBLAST	2,176 SF	
	SPECIALTY CONCRETE TYPE `C`: MEDIUM SANDBLAST WITH INTEGRAL COLOR	10,956 SF	
	NORTHWEST MIDDLE SCHOOL	1,282,987 SF	

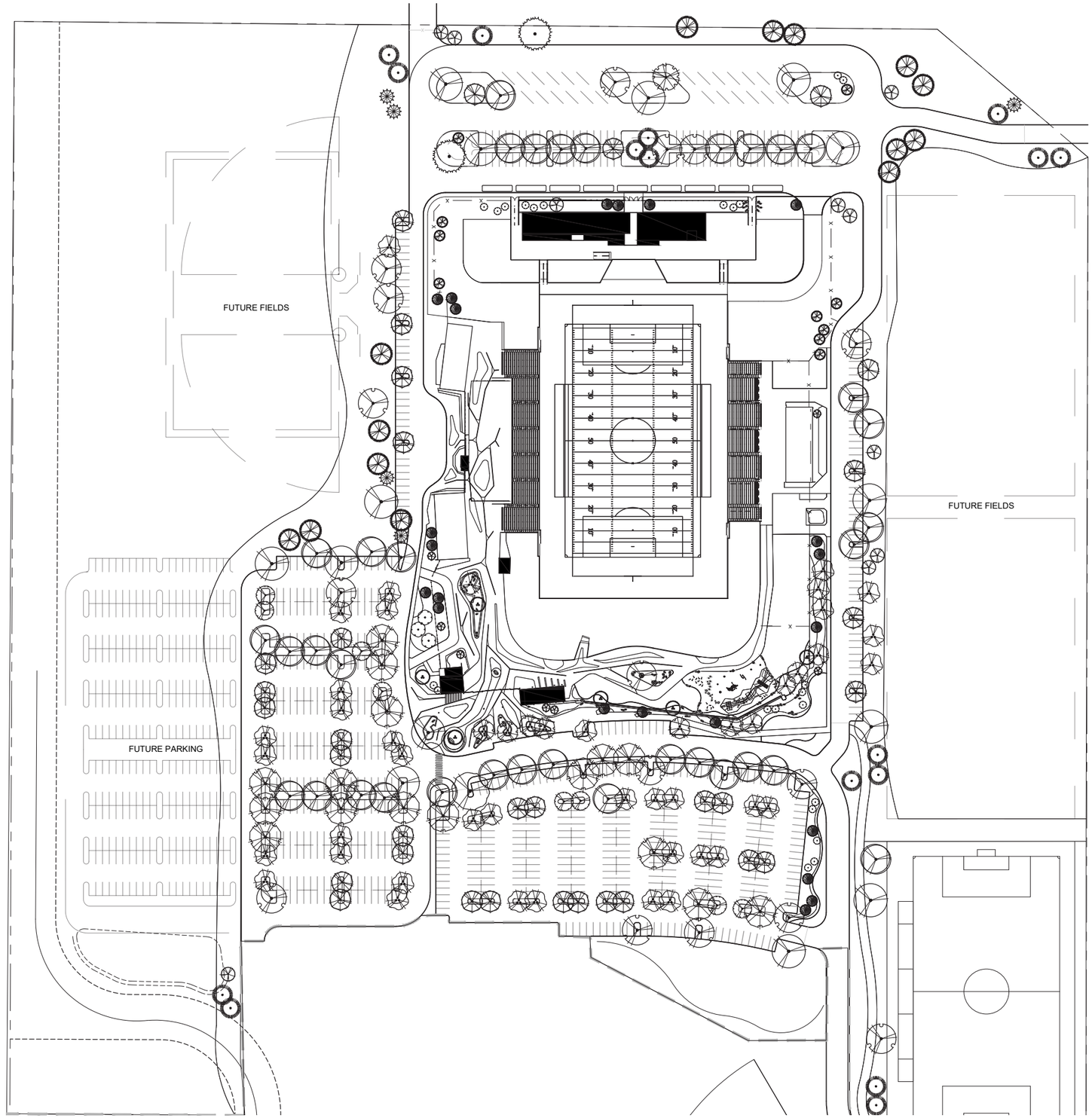
SYMBOL	PLAYGROUND DESCRIPTION	QTY	DETAIL
	RESILIENT SURFACE--PLAYGROUND GRASS	5,212 SF	
	RESILIENT SURFACE--POURED-IN-PLACE EPDM RUBBER SURFACING, COLOR `A`--CAPRI BLUE, SEE SPECIFICATIONS	861 SF	
	RESILIENT SURFACE--POURED-IN-PLACE EPDM RUBBER SURFACING, COLOR `B`--SKY BLUE, SEE SPECIFICATIONS	370 SF	
	RESILIENT SURFACE--POURED-IN-PLACE EPDM RUBBER SURFACING, COLOR `C`--TEAL, SEE SPECIFICATIONS	154 SF	



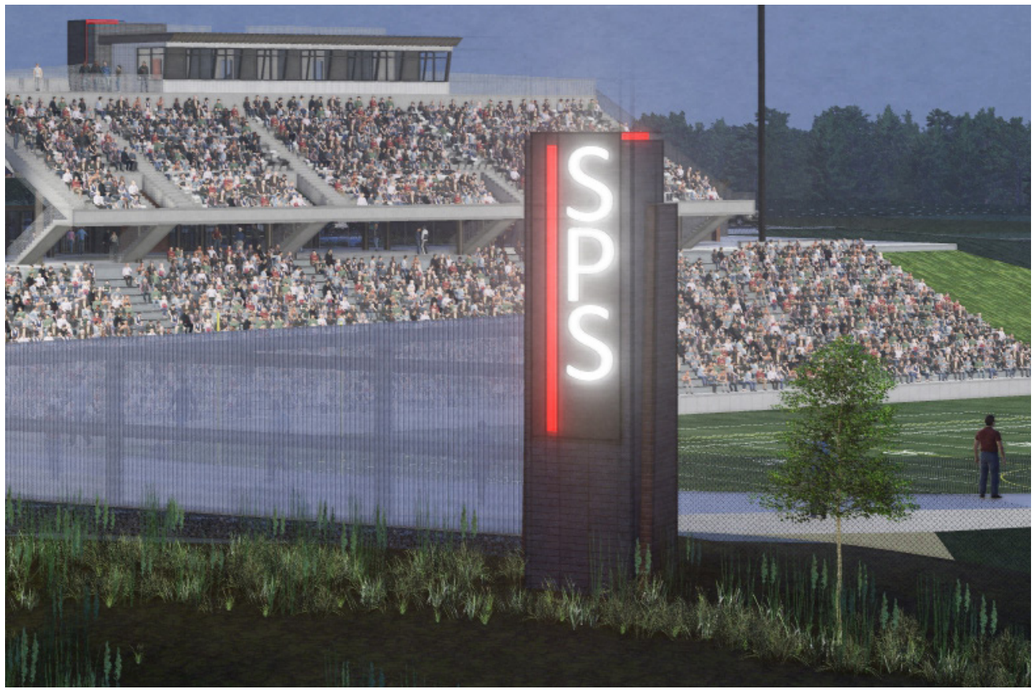
LANDSCAPE PLAN 10/9/20

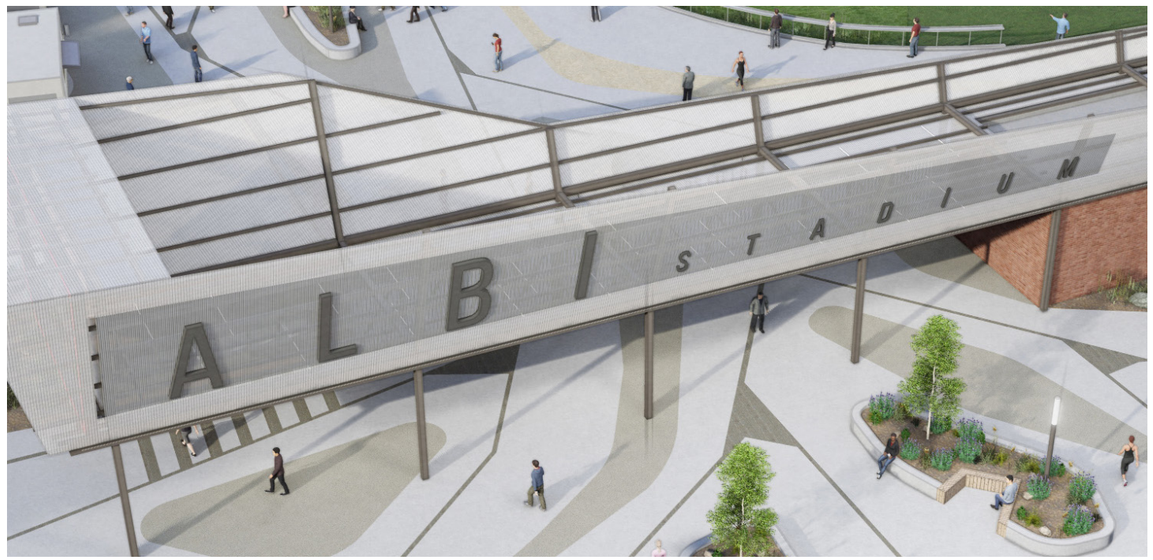
SITE SPATIAL RELATIONSHIPS

NOLLI PLAN

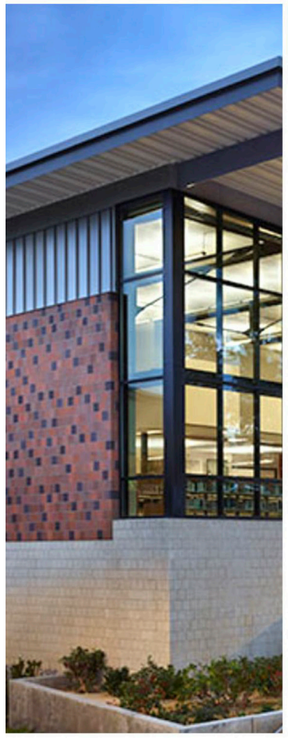


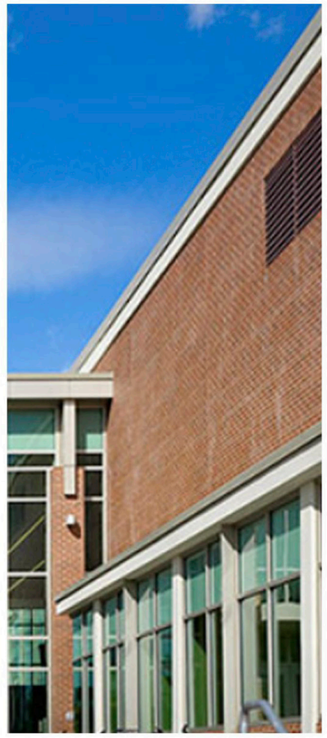
SIGNAGE

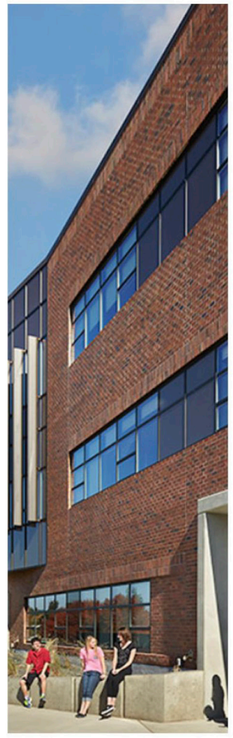




MATERIALS PACKAGE

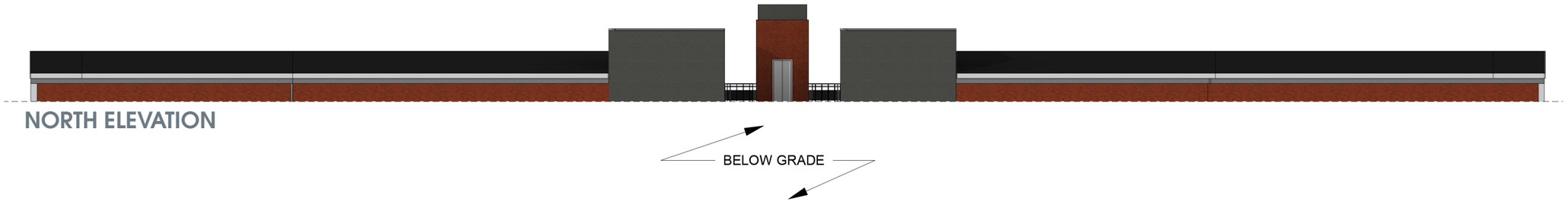




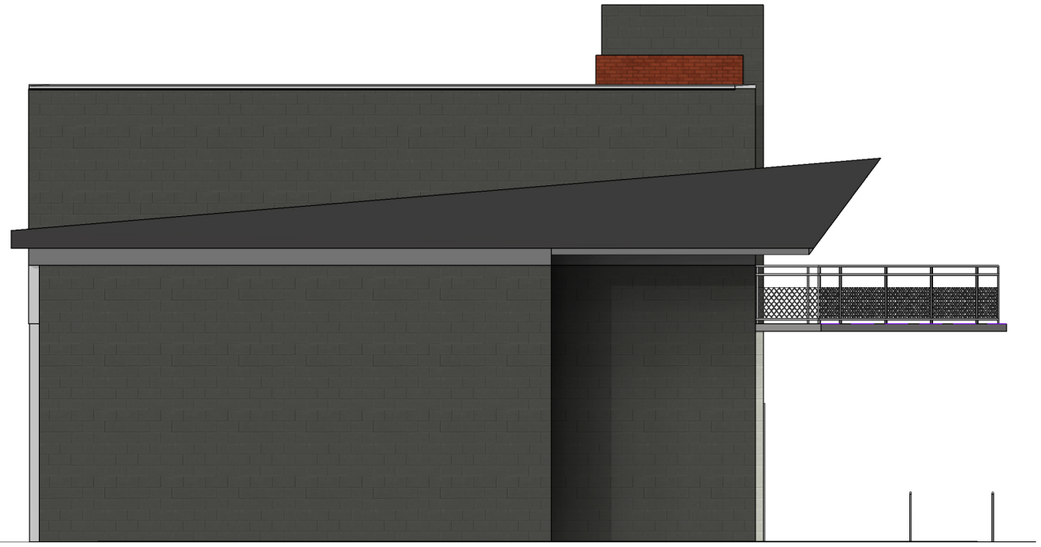


Spokane Public Schools
Permanence and prominence through the use of masonry. Stadium expanding the use of clay brick with a complimentary durable material.

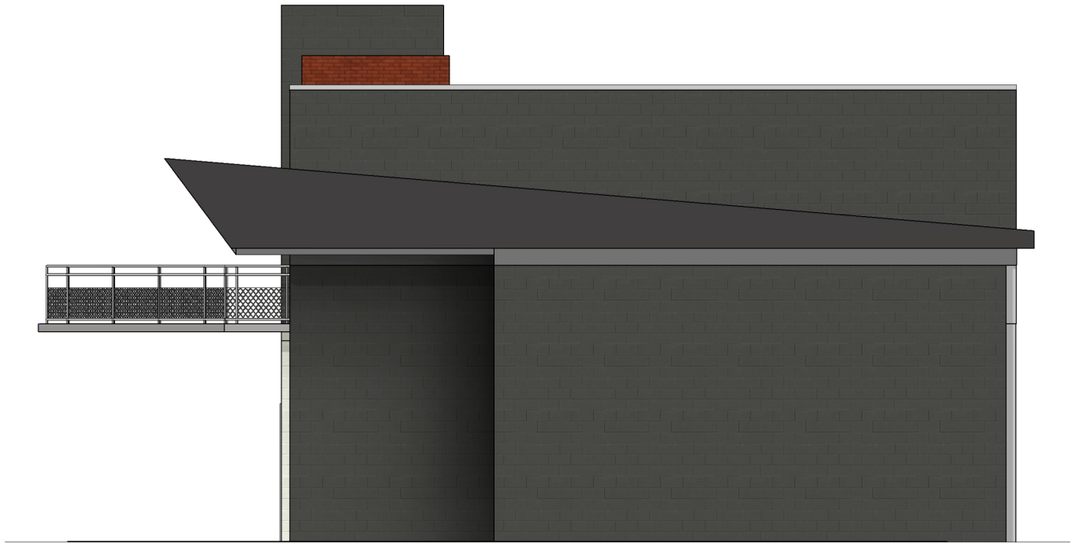
BUILDING A ELEVATIONS LOCKER ROOM



NORTH ELEVATION



WEST ELEVATION



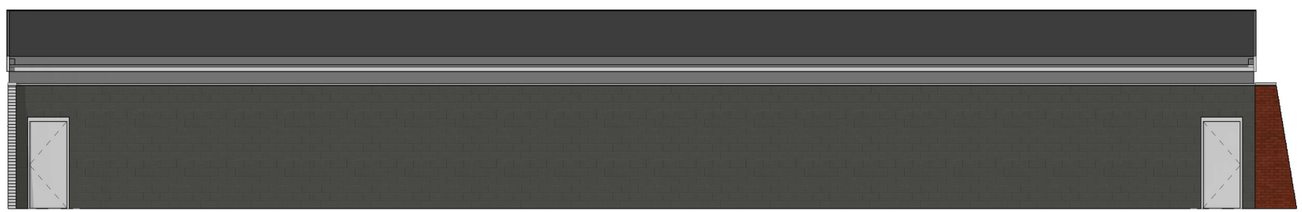
EAST ELEVATION

SOUTH ELEVATION

BUILDING B ELEVATIONS EAST RESTROOMS

NORTH ELEVATION

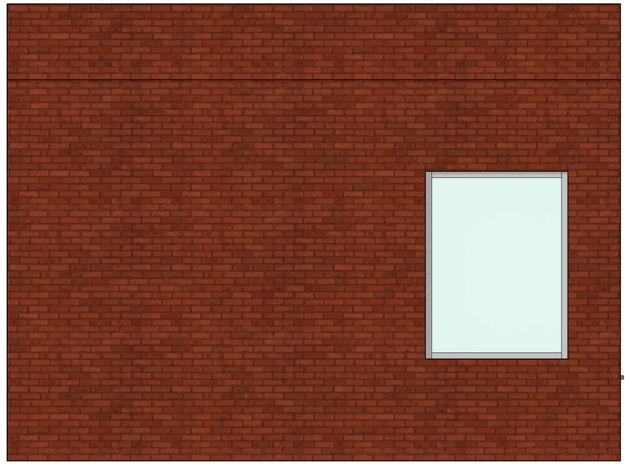
EAST ELEVATION



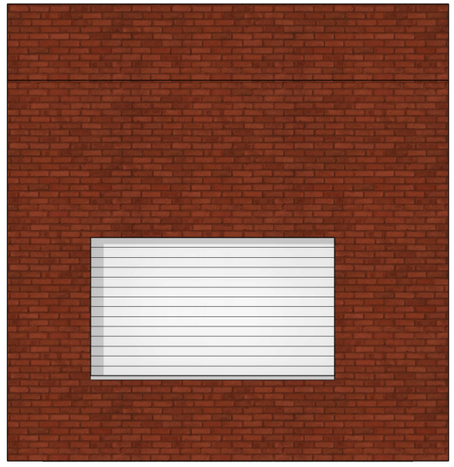
WEST ELEVATION

SOUTH ELEVATION

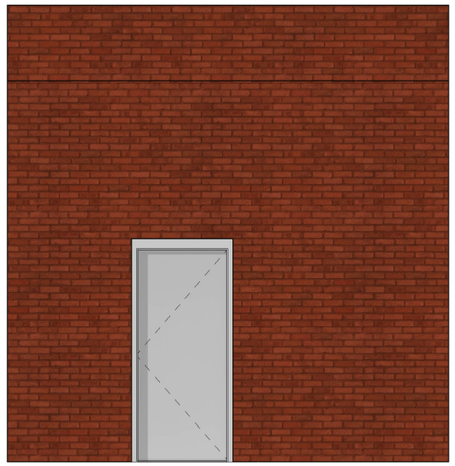
BUILDING C ELEVATIONS BOOSTER CONCESSIONS



NORTH ELEVATION



EAST ELEVATION



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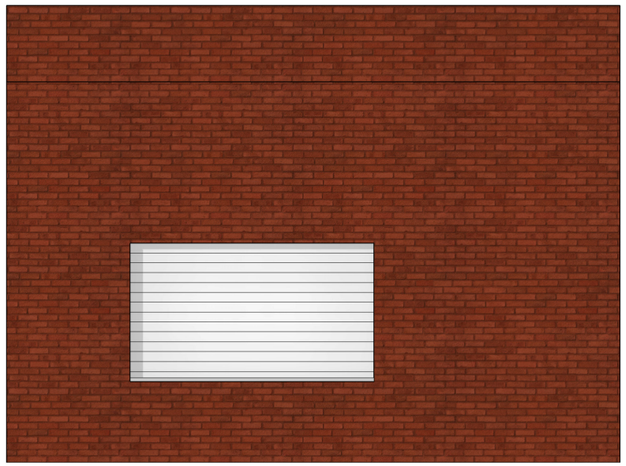
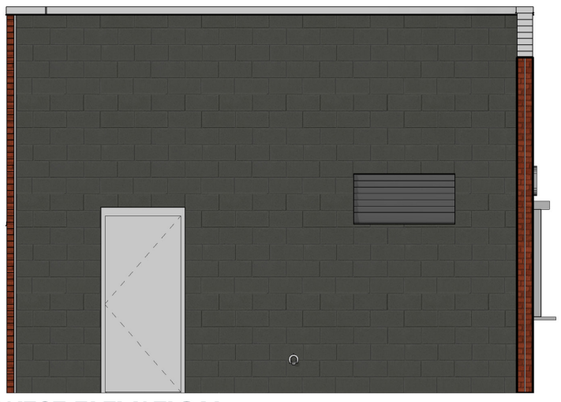


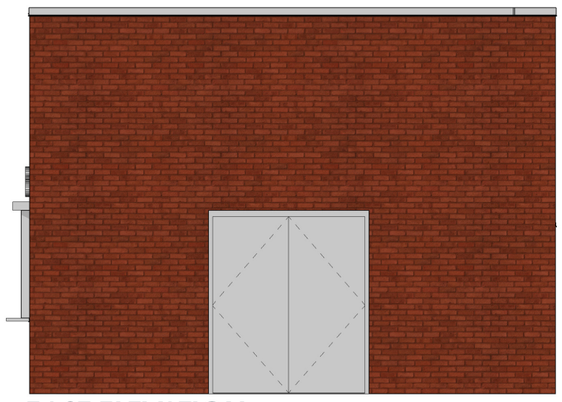
SOUTH ELEVATION

BUILDING C ELEVATIONS MAIN CONCESSIONS

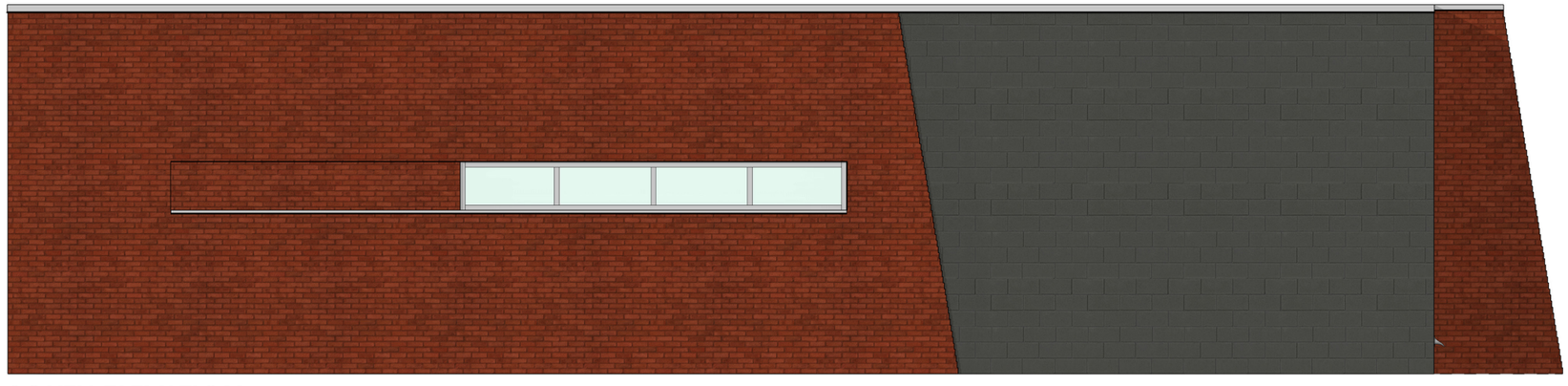
NORTH ELEVATION



WEST ELEVATION

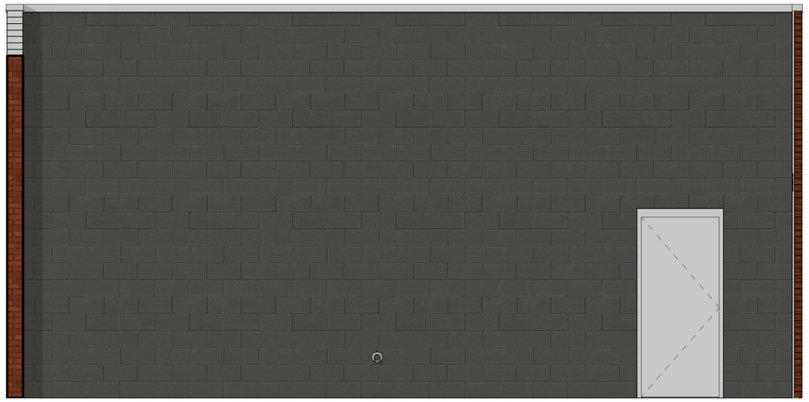


EAST ELEVATION

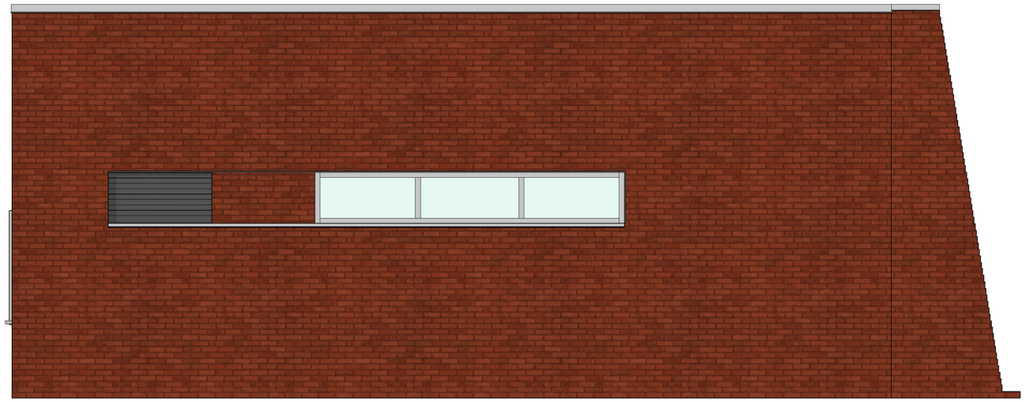


SOUTH ELEVATION

BUILDING C ELEVATIONS SECURITY & TICKETING

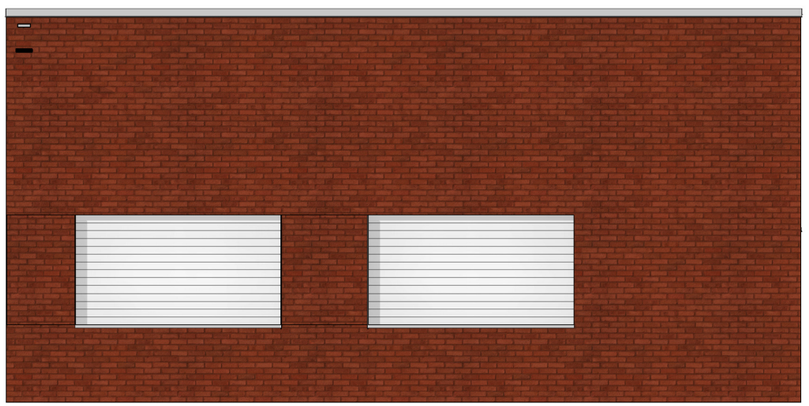


NORTH ELEVATION



WEST ELEVATION

EAST ELEVATION

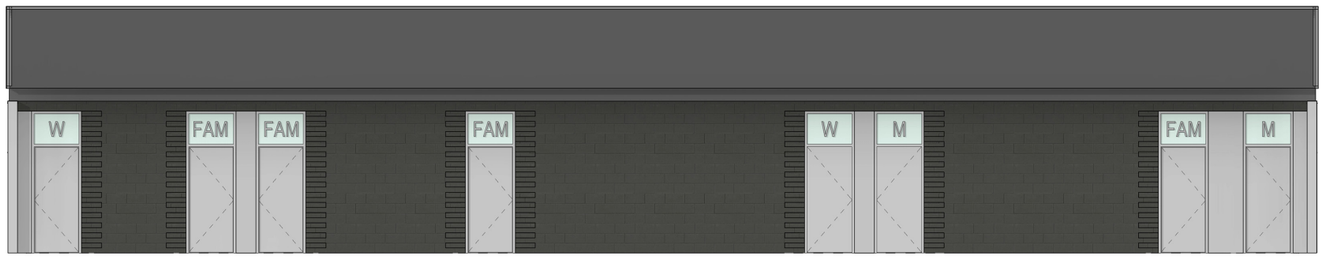


SOUTH ELEVATION

BUILDING D ELEVATIONS SOUTHWEST RESTROOMS

NORTH ELEVATION

EAST ELEVATION



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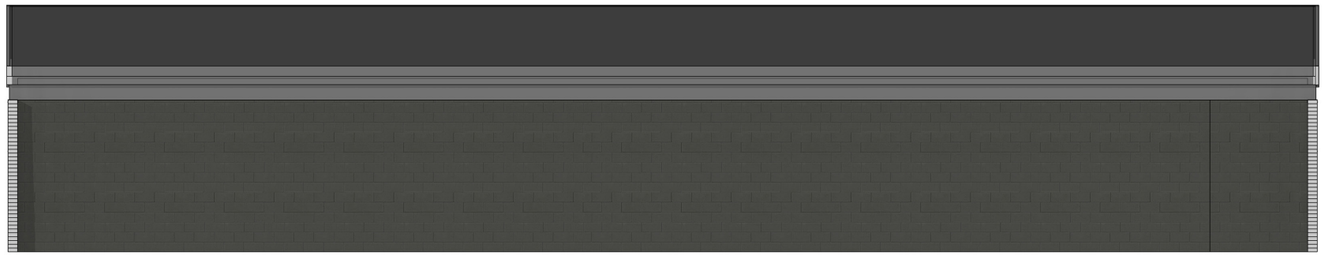
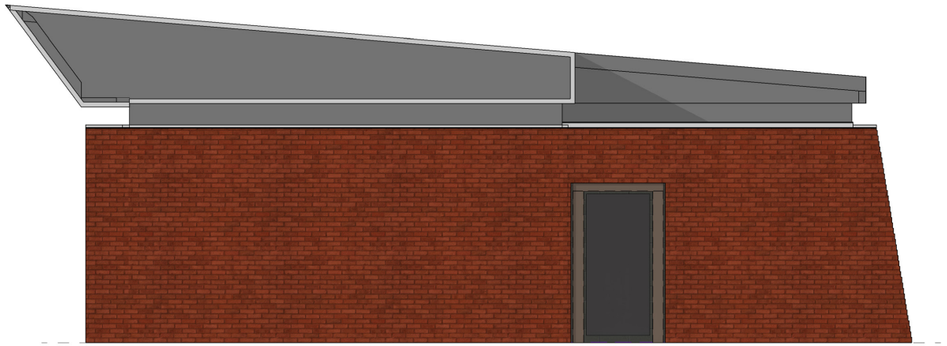


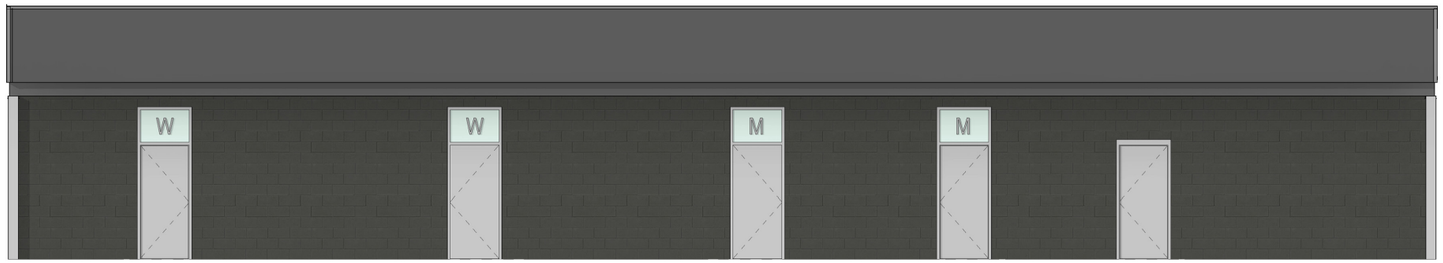
SOUTH ELEVATION

BUILDING D ELEVATIONS NORTHWEST RESTROOMS

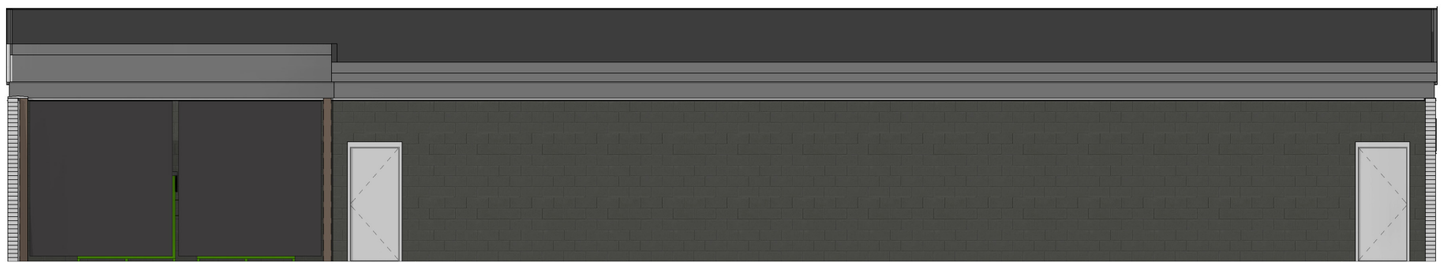
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

SPOKANE PUBLIC SCHOOLS

JOE ALBI STADIUM REPLACEMENT

CITY OF SPOKANE DESIGN REVIEW BOARD

OCTOBER 2020

RENDERINGS ENTRY SIGN

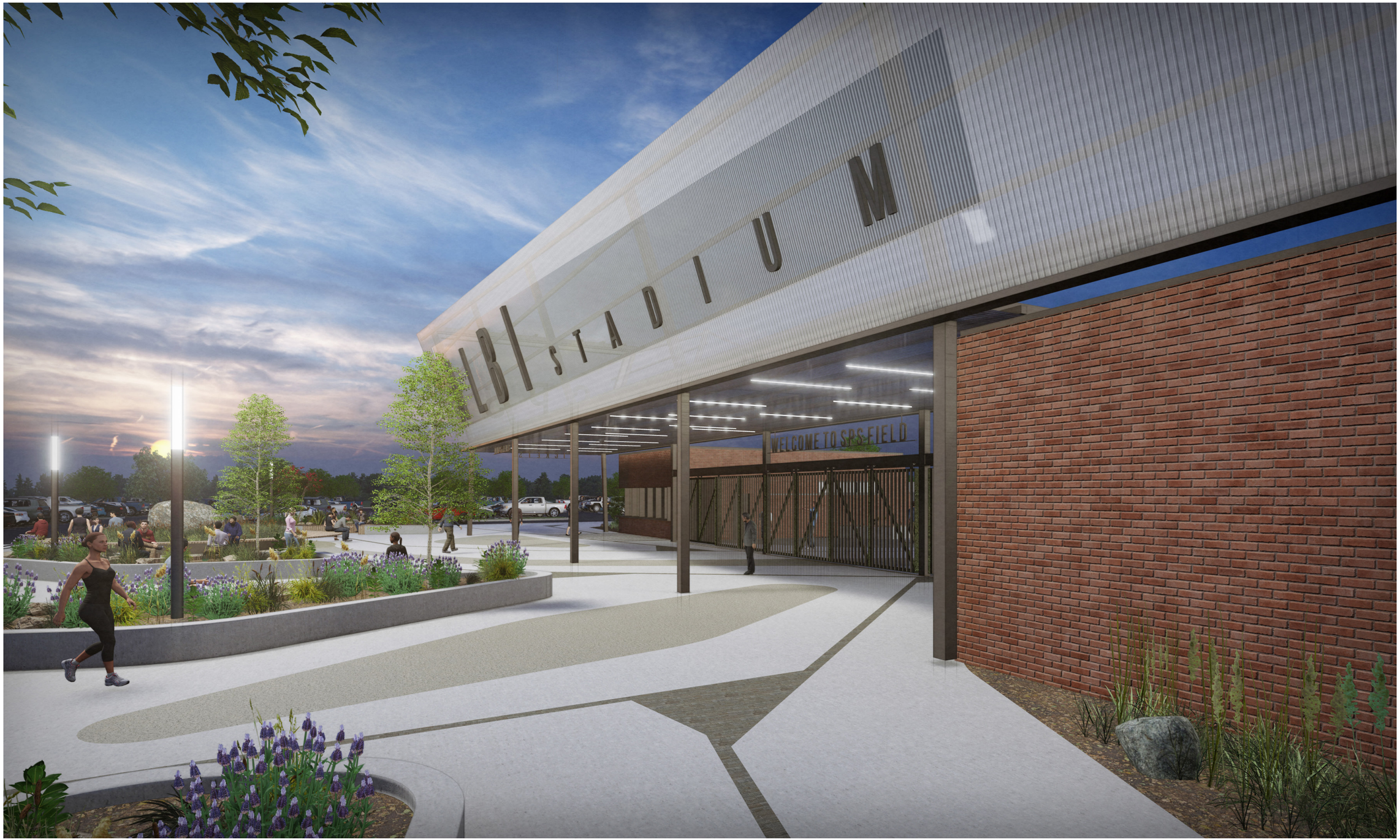
RENDERINGS SOUTHEAST CORNER

* Light fixtures are to be per lighting plan slide and images.

RENDERINGS ENTRY

* Light fixtures are to be per lighting plan slide and images.

RENDERINGS ENTRY



* Light fixtures are to be per lighting plan slide and images.

RENDERINGS OVERLOOK

Design Review Board – Meeting Minutes Draft

September 23, 2020
Online via WebEx
Meeting called to order at 5:30 PM by Mark Brower

Attendance:

- *Board Members Present:* Anne Hanenburg, Chuck Horgan (Arts Commission Liaison), Drew Kleman, Mark Brower (Vice-Chair), Chad Schmidt, Ted Teske, Grant Keller (arrived at 5:45 pm)
- *Board Members Not Present:* Kathy Lang (Chair & CA Liaison)
- *Quorum Present:* Yes
- *Staff Members Present:* Dean Gunderson, Taylor Berberich, Stephanie Bishop

Approval of Minutes:

- Minutes from the September 9, 2020 meeting approved unanimously.

Mark Brower moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Ted Teske seconded. Motion Carried. (6-0)

Changes to Agenda:

- None

Workshops:

** Chad Schmidt and Anne Hanenburg recused themselves from the recommendation meeting, as they work for the companies involved in the project.

- **Northwest Middle School – Recommendation Meeting**
- Staff Report: Taylor Berberich
- Applicant Presentation: Dana Harbaugh & Randy Wilson (NAC Architecture), Greg Forsyth (Spokane Public Schools), Tom Sherry (SPVV Landscape Architects)
- Mark Brower closed public comment
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the Applicant and discussion during the September 23, 2020 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:

1. **The Board supports the Applicant's design approach to inboard the frontage-required sidewalk into the site. The Applicant shall return to urban design staff for an Administrative Review with a design that demonstrates public access continuity and connectivity, continuous safety and accessibility compliance, safe pedestrian crossing of Wellesley, and superior design quality. The Applicant is encouraged to evaluate the concept of locating a sidewalk immediately adjacent to the south edge of the parking lot.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established*

Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.

***Please see the following sections of the Spokane Municipal Code**: SMC 17C.110.245 Parking and Loading, SMC 17C.110.515 Buildings Along the Street, SMC 17C.110.535 Curb Cut Limitations, and SMC 17C.110.540 Pedestrian Connections in Parking Lots, and SMC 17H.020 Complete Streets Program*

2. **The Board is in support of the presented material palette. The Applicant is encouraged to continue refining that exterior material palette, including evaluation of the variety of tones, joints, and material orientation changes within each of the presented building 'layers'. The Applicant may consider reducing the quantity of changes within a given material such that the parti is more strongly communicated.**

   ***Please see the following Comprehensive Plan Goals and Policies:** LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

3. **The Board recognizes that the 3D images of the landscape do not accurately represent the proposed landscaping, and supports the Applicant's narrative describing the nature inspired landscape and building design.**

   ***Please see the following Comprehensive Plan Goals and Policies:** LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, DP 2.6 Building and Site Design, and DP 2.15 Urban Trees and Landscape Areas.*

4. **The Applicant is encouraged to evaluate the roof line occurring between the Office and Band program areas, such that the form, detailing, and expression may not compete with the primary building entry canopies which appear to be of similar tone and form.**

   ***Please see the following Comprehensive Plan Goals and Policies:** LU 1.12 Public Facilities and Services, LU 5.1 Built and Natural Environment, LU 6.9 Facility Compatibility with Neighborhood, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

   ***Please see the following sections of the Spokane Municipal Code**: SMC 17C.110.545 Transition Between Institutional and Residential Development, and SMC 17C.110.565 Roof Form*

Drew Kleman moved to approve the recommendations as drafted; Chuck Horgan seconded. Motion carried unanimously. (5-0, with Chad Schmidt & Anne Hanenburg abstaining)

Board Business:

** Chad Schmidt and Anne Hanenburg rejoined the group.

Old Business:

- None

New Business:

- None

Chair Report:

- None

Secretary Report – Dean Gunderson

- Todd Beyreuther, Chair of Plan Commission, has requested a joint meeting with DRB and the Spokane Historic Landmarks Commission to see if members would be open to forming an ad hoc committee to discuss areas of mutual interest. Dean will request more detail and timeframe from PC on ad hoc committee.
- New Design Guidelines – We're in the middle of crafting a document that will bridge the summation of the public engagement component and the outline for the new design guidelines. Consultant will be making a presentation on October 14th to the Plan Commission, and we can see if she can join the DRB meeting afterward to give an update on the strategic memo. We only have a contract with the consultant through December, and then the City staff will work on the legislative portion. DRB will then forward recommendations to PC who will review the guidelines and forward to City Council.
- Joe Albi Stadium will come before the DRB at the October 14th meeting.
- Staff are working on a few administrative reviews.

Meeting Adjourned at 8:32 PM

The next Design Review Board Meeting is scheduled for Wednesday, October 14, 2020.