



Spokane Design Review Board

Wednesday, September 22, 2021

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 Temporarily Suspend Rules	Chair

Workshop:

5:40 – 7:40	5) Downtown Stadium – Collaborative Workshop	
	• Staff Presentation..... 10-15 m	Dean Gunderson
	• Applicant Presentation..... 20-25 m	
	• Board Questions..... 30-40 m	
	• Board Discussion..... 40-50 m	

Board Business:

7:40 – 8:00	6) Approve Minutes from September 15, 2021	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 13, 2021.

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: **2484 058 7804** 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.

Downtown Stadium

1 - Program Review/Collaborative Workshop

Design Review Staff Report

September 20, 2021


Staff:

Dean Gunderson
Senior Urban Designer

Taylor Berberich
Urban Designer

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

Applicants:

Spokane Public Schools
Attn: Greg Forsyth

Spokane Public Facilities District
Attn: Stephanie Curran

ALSC Architects
Ken Murphy, Andrew Leeper

Table of Contents

Table of Contents.....	1
Project Description.....	2
Location & Context	4
Character Assets	6
Topics for Consideration	8
Regulatory Analysis	11
Design Review Board Authority.....	11
Zoning Code Requirements	11
Downtown Design Standards	11
Commercial Design Standards.....	12
Parking Lot Development Standards.....	12
City of Spokane Comprehensive Plan.....	12
Spokane Downtown Plan 2021	20
Downtown Design Guidelines	22
Note.....	24
Policy Basis	24
Supplemental Documents.....	25
Pre-Development Meeting Final Comments	25

Project Description

Please see applicant's submittal information.

The Applicant has categorized this project as a facility that will “*enable the creation of a new arts, sports, and entertainment district*” in Spokane's downtown. Such a mixed-used district, while unanticipated in the City's Comprehensive Plan or most current Downtown Plan (2021) is an intriguing idea – though not one that is offered a clear pathway in the current policy documents.

The current proposal for the overall development consists of two distinct elements. The first would entail construction on the existing surface parking lot north of The Podium consisting of a competition stadium (accommodating a football/soccer field, seating for 5,000 attendants, press box, hospitality suite, concessions & restrooms, locker rooms, and storage areas) and two improved surface parking lots located at the northeast corner (NEC) and northwest corner (NWC) of the Stadium Site. The second element would entail the construction of an off-street accessory surface parking lot on the parcel currently housing the Value Village development. This parking lot element would also accommodate the relocated Spokane Transit Authority (STA) Park & Ride lot function and on-street bus pull-out improvements currently located adjacent to the proposed Stadium Site on Boone Avenue.

Stadium Site

The Stadium Site would be oriented north/south with a pedestrian circulation spine running from Dean Avenue to Boone Avenue immediately west of the playfield (and outside the fenced portion of the stadium). This would serve as an extension of the pedestrian pathway located along the western side of The Podium site – which itself is an extension of a portion of the Howard Street Promenade through the Ice Age Floods Playground, connecting to the Centennial Trail. See Applicant's submission material (pages 4, 12, 15-17, 19, 21, 23-28, 32, and 33).

The Applicant is also requesting a vacation of the eastern-most portion of the Gardner Avenue stub street and the construction of a north/south oriented vehicle circulation lane that would connect the remaining portion of Gardner Avenue with Boone Avenue. This circulation lane would have a restricted right-in/right-out curb cut onto Boone Avenue. See Applicant's submission material (pages 13 - 18, 23, and 25)

While the interior of the stadium would provide seating, concourse circulation, and public accommodations on both the east and west sides of the playfield, all service & delivery vehicles would be accommodated at an east-side loading dock. Food truck and access to a mid-field “Party Zone” would be provided at the east side of the stadium (at the concourse level) which would be accessed via Boy Scout Way or the NEC surface parking lot. See Applicant's submission material (pages 4, 12 - 17, 19, 21, 23, and 24 for images depicting the stadium east side).

The Applicant is considering placing the general elevation of the stadium playfield at the finish grade of Dean Avenue, which would set the playfield approximately 12' below the finish grade of Boone Avenue. This would place the concourse level (approximately 12' above the playfield elevation) roughly flush with the elevation of Boone Avenue at the NEC of the stadium and approximately 2' above the elevation of Boone Avenue at the NWC of the stadium (as Boone Avenue drops in elevation from east to west). Please note, the proposed elevation of the playfield is based on verbal discussions with the Applicant and is not clearly indicated in the submission material. The final playfield elevation may vary considerable depending on the results of further subsurface investigations.

As the concourse level wraps around the north side of the playfield, the Boone Ave. façade of the stadium would consist of a decorative fence placed atop a continuous exposed concrete/masonry stem wall. The total length of this assembly would be approximately 400' and it could vary in height above the sidewalk along Boone Ave. between 6' (at its eastern terminus) and 8' (at its western terminus). While the final height of the playfield may vary in the completed development due to any undiscovered subsurface barriers (such as basalt), other than the proposed pedestrian connections at the NWC of the stadium (at the Primary Entrance & north leg of the West Plaza) and the NEC of the stadium (at the Secondary Entrance) the Applicant is not proposing any activated uses along the remaining Boone Avenue frontage. The Applicant is requesting that the decorative fence and exposed knee wall will suffice for compliance with the pedestrian-oriented design standards for the Boone Avenue frontage.

Both of the improved surface parking lots located near the NEC and NWC of the stadium site would be subject to the Downtown parking lot design standards (with perimeter knee walls and landscape buffers between the surface lots and the adjacent sidewalks, and interior landscaping with trees). It should be noted that the Applicant has indicated in their submission material that no interior landscaping would be provided in these surface parking lots. This proposed condition may not be possible under the zoning ordinance. See Applicant's submission material (pages 3, 9 for response to Downtown Design Guideline E-4, 10 for parking counts, 17, 19, 20, 23 - 24, and 32 - 33).

The Dean Avenue frontage would consist of the Team Entry and south leg of the West Plaza at the southwest corner (SWC) and the gated Service Dock entrance at the southeast (SEC) with the remaining portion of the façade consisting of extensive blank walls below the proposed Party Areas (located at the elevated concourse level) and a decorative fence providing views into the playfield. The Applicant is not proposing any activated uses along the remaining Boone Avenue frontage. The Applicant is requesting that the decorative fence and activity spaces located approximately 12' above grade will suffice for compliance with the pedestrian-oriented design standards for the Dean Avenue frontage. See Applicant's submission material (pages 14, 18 - 19, 21, 23, 25, and 30)

Parking Site

The Parking Site is located on the parcel currently occupied by the Value Village retail establishment. The proposal would entail the demolition of both the Value Village building and the separate building located at the corner of Boone Avenue & Howard Street.

The Applicant is proposing that the entirety of the parcel would be devoted to a paved surface parking lot. While this parking lot would be subject to the parking lot development and design standards of the Commercial zoning code. It should be noted that the Applicant has indicated in their submission material that no interior landscaping would be provided in these surface parking lots. This proposed condition may not be possible under the zoning ordinance. See Applicant's submission material (pages 3 for written narrative and page 20 for proposed design).

In addition to the parking lot improvements the construction on the Parking Site would include improvements in the adjacent Howard Street right-of-way to accommodate all the necessary elements to support the relocated STA Plaza Arena Shuttle bus stop (to replace the bus stop improvements that are currently located immediately north of the Stadium Site on Boone Avenue). Please note, the relocation of the STA improvements to the Howard Street frontage next to the Parking Site is based on verbal conversations with the Applicant and the written narrative contained on page 3 of the Applicant's submission material – it has not been indicated in the current proposed layout contained on page 20 of the submission material.

Location & Context

The Subject Site is composed of a number of individual parcels, listed in Table 1.

Table 1. Subject Site Parcel Information (per county records, last update 9/10/21)

Parcels South of Boone

Parcel Number	Address (if available)	Owner	Zoning
35181.3802	1114 N. Howard Street	Spokane Public Facilities District	DTG
35181.3801	N/A	Spokane Public Facilities District	DTG
35181.3803	N/A	Spokane Public Facilities District	DTG
35181.4127	523 W. Gardner Avenue	Spokane Public Facilities District	DTG
35181.4109	521 W. Gardner Avenue	Spokane Public Facilities District	DTG
35181.4108	540 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4107	501 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4106	431 W. Gardner Avenue	Spokane Public Facilities District	DTG
35181.4105	421 W. Gardner Avenue	Spokane Public Facilities District	DTG
35181.4114	522 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4115	518 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4116	512 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4117	502 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4118	442 W. Dean Avenue	Spokane Public Facilities District	DTG
35181.4123	432 W. Dean Avenue	Diamond Parking, Inc.	DTG
35181.4125	420 W. Dean Avenue	North Park Building, LLC	DTG
N/A	Portion of Gardner Ave. stub	City of Spokane	DTG
Combined subtotal size		276,662 square feet	6.35 Acres

Parcels North of Boone

Parcel Number	Address (if available)	Owner	
35185.5001	1221 N. Howard Street	CCM Holdings	CB-150
Combined subtotal size		135,636 square feet	3.11 Acres

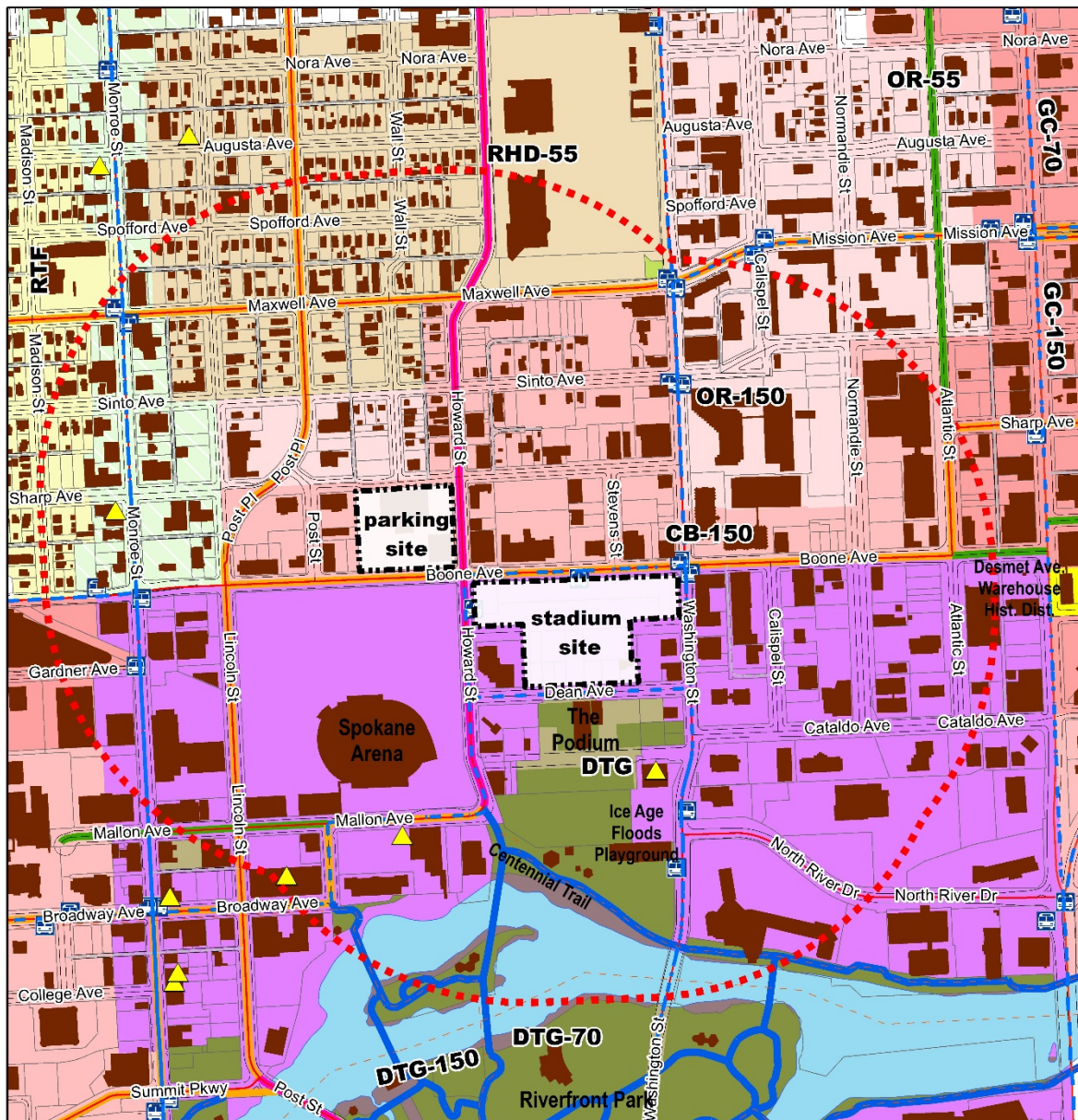
All parcels south of Boone Ave. are located in the Riverside Neighborhood Council, zoned Downtown General (DTG), are within the Design Review Board's Downtown Perimeter Area (accommodating a facility greater than 50,000 square feet in size), subject to the Spokane Downtown Plan (2021), and subject to the Downtown Design Guidelines. All parcels north of Boone Ave. are located in the Emerson/Garfield Neighborhood Council, zoned CB-150, are subject to design review (as the proposed project is a public development), and subject to the design criteria/policies of the Spokane Comprehensive Plan.

STA Route 11 (Plaza Arena Shuttle) loops around the southern parcels along Howard St., Boone Ave., Washington St., and Dean Ave. Both STA Routes 39 (Mission) and 27 (Hillyard) run south along Washington St. The Applicant and STA are proposing rerouting the Plaza Arena Shuttle through this development.

STA Bus Stops 21 and 39 are located on the east side of Howard St. just north of Gardner Ave. servicing the Plaza Arena Shuttle. STA Bus Stops 11 and 12 are located on the south side of Boone Ave. immediately adjacent to the stadium site servicing the Plaza Arena Shuttle (this stop is equipped with two information kiosks and two bus shelters with a 250' long bus pull-out) – these bus stops and bus pull-out are to be relocated through this development. STA Bus Stops 35 and 52 are located at the NWC of the intersection of Boone & Washington (this stop is equipped with a bench and trash receptacle). STA Bus Stops 7 and 71 are located at the SEC of Boone & Washington.

Per the Spokane Bicycle Pedestrian Plan, Howard Street supports a bike lane along both the Stadium and Parking Sites, while Boone Avenue is designated a Shared Lane configuration. The Howard Street Promenade running through Riverfront Park is designated a Shared Use Path, which includes the portion of the promenade that connects through the Ice Age Floods Playground. This path connects to the ground floor retail in the proposed Papillion Development (to provide pedestrian connections to the

westerly vacated portion of Cataldo Ave.) and to the elevated ADA-compliant pedestrian path that runs along the west façade of The Podium project connecting to Dean Avenue.



Large Vicinity Map

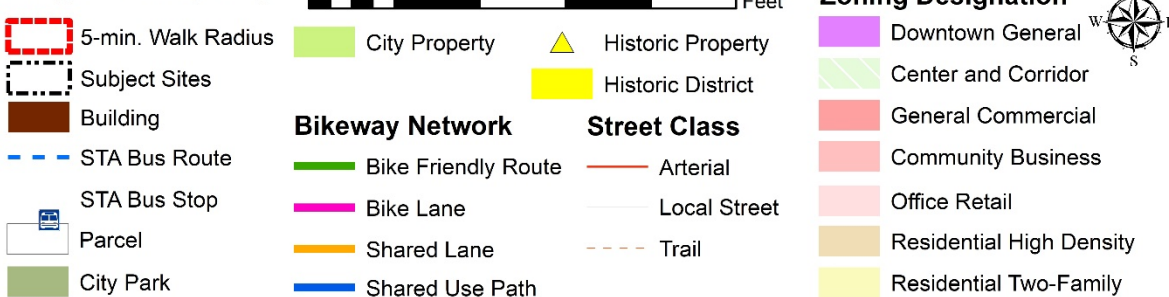


Figure 1. Large-scale Vicinity Map

Character Assets

Architecturally historic buildings located within a 5-minute walk of the Subject Sites include the Broadview Dairy Building (1910), the Spokane Flour Mill (1895), the Wonder Building (1905), and Spokane Fire Station #3 (1921). The Desmet Warehouse Historic District is located four blocks east of the Stadium Site.

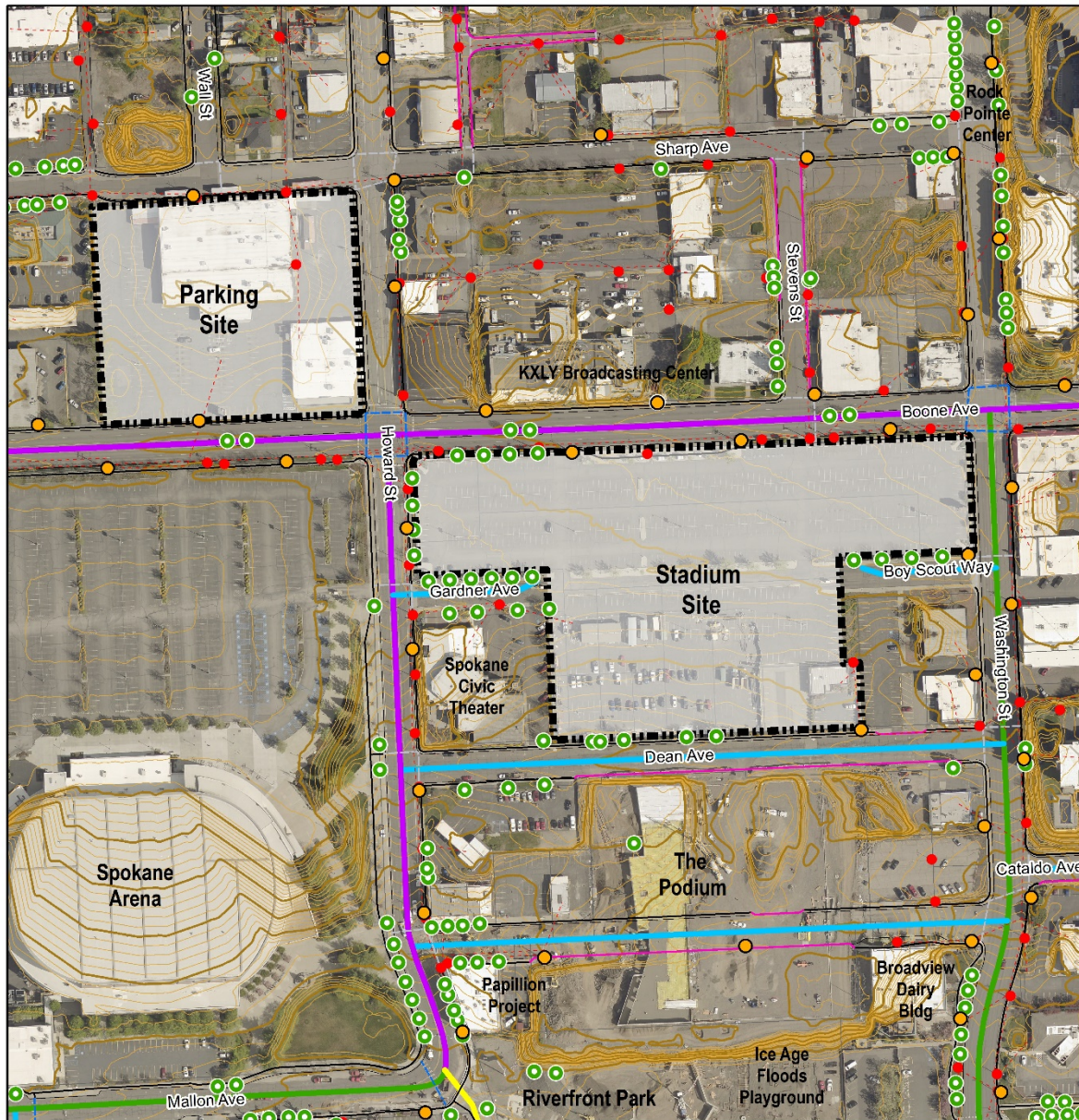
Public Attractions and Landmark Buildings located within a 5-minute walk of the Subject Sites include the Spokane Arena, the YMCA Youth Center, Riverfront Park & Ice Age Floods Playground, The Podium, and the Centennial Trail.

Howard Street and Boone Avenue are Type I *Community Activity* Complete Streets; which are intended to be slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping. Dean Avenue, Gardner Avenue, and Boy Scout Way are Type IV *Neighborhood* Complete Streets; which are streets that carry little traffic and tend to have less commercial activity than other types of complete streets and have generous sidewalks, landscaping, and street trees. Washington Street is a Type II *Community Connector* Complete Street; which is intended to move traffic and pedestrians into and around the Downtown and provide a major pedestrian connection to surrounding neighborhoods and districts.

The intersections of Howard Street and Washington Street with Boone Avenue currently have improved crosswalks. The KXLY Broadcast Center properties located north of the Stadium Site are unique in that the buildings are constructed atop a prominent basalt outcropping. This limits the capacity of the north side of this *Community Activity* street from fulfilling its planned pedestrian amenities and mixed-use frontage – providing a key opportunity for the Stadium Site to fulfill this intended frontage use.

The immediate area south of the Subject Sites has seen intense redevelopment interest over the past several years. Riverfront Parks' capital improvements include the construction of the Ice Age Floods Playground (which supports competition basketball courts and a public parking lot). The Podium (currently under construction) will be a premier indoor track and field facility, while the Papillion South Tower (soon to be under construction) will be a multistory mixed use development supporting a publicly accessible retail market at the level of the adjacent park and an accessible pedestrian route through the market up to the level of the westerly portion of the vacated Cataldo Avenue.

There is considerable contextual character and adopted plan initiatives upon which to build what the Applicant has termed a new Arts, Sports, and Entertainment district, not the least of which is the opportunity to reconstruct over 850' of the Boone Avenue frontage to realize its intended future as a *Community Activity* Street. Additionally, the reconstruction of over 470' of Dean Avenue to realize its intended future as a *Neighborhood Street* is a keen opportunity – a redevelopment pressure accentuated by the vacation of Cataldo Avenue to accommodate The Podium project (Cataldo was also to have been a *Neighborhood Street* prior to its vacation with the east/west pedestrian and vehicular circulation being shifted one block north to Dean Avenue).



Vicinity Map



- Subject Site
- Street Light
- Utility Pole
- Overhead Power Line
- Public Street Tree

- Parcel
- 5-foot Contour
- 1-foot Contour
- Improved Crosswalk

Complete Street Designation

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

Figure 2. Local Context Map

Topics for Consideration

Should staff see a potential concern that falls within the purview of the Design Review Board, staff then present the board with Topics for Discussion. The purpose of these discussion points is to call attention to potential concerns and should not be viewed as required changes to the project.

To address the Downtown and Commercial Design/Development Standards, Comprehensive Plan Policies, Downtown Plan Policies, and various standards listed in the staff report, staff would offer the following for consideration and discussion:

General Topics for Consideration

1. What opportunities are there to provide a greater level of pedestrian engagement along the Stadium Site's Boone Avenue frontage engagement?
 - This would allow the avenue to more fulfill its intended configuration, both as envisioned in the Downtown Plan, the Downtown Design Guidelines, and the code provisions for *Community Activity Complete Streets*.
 - This also has the potential to more fully realize the Arts component of the Applicant's proposed Arts, Sports, and Entertainment District, since providing additional opportunities for the Arts (performance and visual) may assist the Applicant toward meeting this intend development goal.
2. What opportunities are there to provide a greater level of pedestrian engagement along the Stadium Site's Dean Avenue frontage?
 - This would allow the avenue to more fully engage with its surrounding context – not only as the main east/west pedestrian route between the Spokane Arena and Washington Street, but to engage with the newly-created physical context of The Podium development.
3. What opportunities are there to provide a greater level of pedestrian engagement along the Stadium Site's Gardner Avenue and Boy Scout Way frontages?
 - Even with the vacation of the easterly 50' end of Gardner Avenue, both Gardner Avenue and Boy Scout Way will still retain their *Neighborhood Complete Street* designations. An increase in pedestrian-oriented design elements would elevate the entries to the parcels located immediately to the east and west of the Stadium Site (both the Boy Scout Facility and the Civic Theater have their main public entrances off of these streets).
4. What opportunities are there to provide a greater level of pedestrian engagement and bicycle accommodations along Howard Street at both the Stadium and Parking Sites?
 - As Howard Street is the main north/south pedestrian connection through the Downtown (wending from I-90 through the downtown core, through Riverfront Park, and up to Boone Avenue), there appears to be significant opportunities to provide pedestrian and bicycle improvements along the Stadium Site's Howard Street frontage.
 - With the relocation of the STA Plaza Arena Bus Stop improvements to the Howard Street frontage of the Parking Site, and the relocation of the associated STA Park & Ride Lot function to the proposed parking lot improvements, there appears to be significant opportunities to provide pedestrian and bicycle improvements along the Parking Site's Howard Street frontage.

5. What opportunities are there to provide a greater level of pedestrian connectivity along Boone Avenue between the Stadium's Primary Entrance (located at the NWC of the stadium) and the new accessory surface parking lot located on the Parking Site?
 - Such improvements would augment the Applicant's intended flow of pedestrian traffic from the Parking Site to the Stadium Site by celebrating the experience of arrival to the stadium for game-day events.
6. What opportunities are there to provide a greater level of pedestrian engagement between the pedestrian in the West Plaza and the activities in the Stadium?
 - In the current proposal the openings in the west façade of the stadium occur at the concourse level. This results in a vertical offset between the West Plaza finish grade and the stadium's west façade openings of between 12' (at the southern-most terminus) and 2' (at the northern-most terminus).
 - This offset is not usually found in urban stadium settings as this will generate a long public space with no adjacent daily activity, an anathema to quality urban design in a downtown setting. This is usually addressed in communities with downtown stadiums by cladding such stadium frontages with veneer retail/commercial space.
7. Given the realignment of the Plaza Arena Shuttle route to service the Parking Site, along with the relocation of the on-street bus pull-out from Boone Avenue to the Parking Site's Howard Street frontage, what opportunities exist to provide secure bicycle parking in (or adjacent to) the Parking Site?
 - The key to both successful operations of the Plaza Arena Shuttle functions and the fulfillment of the bicycle-focused nature of such operations (and to anchor the Howard Street promenade and pedestrian way), would be the provision of ample and secured bicycle storage.
8. As the Applicant may be permitted an opportunity to forgo all interior landscaping and interior trees in the modified parking areas located at the NWC and NEC of the Stadium Site development those portions of the exiting surface parking lots being left untouched), what advice can be provided to encourage improvements to their street frontage edges (along Howard, Boone, and Washington)? Please note, the Applicant may still be required to provide a landscaped buffer along the western edge of the new drive aisle located adjacent to the proposed West Plaza (leading from Gardner Avenue to Boone Avenue).
 - Is there an opportunity to incorporate innovative stormwater retention/detention in this the parking lot and/or new drive aisle's landscaped buffer? This may further assist the parking lot to more closely comply with Downtown Design Guideline E-4 Design 'Green' Parking.

Topics of Consideration for Potential Design Departures

Note, the DRB cannot waive any code-required standard. Only design alternatives that still meet with the Intent of such a standard can be evaluated for a possible Design Departure from the standard's Implementation criteria.

9. As there appears to be Design Departures needed for the stadium development for the Windows, Articulation, Ground Level Details, and Treating Blank Walls design standards along the Boone and Dean Avenue frontages, what advice can be provided to encourage a higher-quality design alternative to ensure that any required departures can be granted?
 - While the Applicant is still early in the architectural design of the stadium, the current configuration appears to leave the edge conditions of the stadium quite lacking in physical engagement with the surrounding urban context.
 - There appears to be significant opportunities to provide auxiliary, or synergistic, spaces/areas to assist in the formation of the Applicant's intended intended Arts, Sports, and Entertainment

District along these edges, all of which could address the perceived deficiencies in the Stadium Site's northernmost and southernmost edge conditions.

10. As the Applicant is requesting to eliminate all interior landscaping and interior trees in the Parking Site development, what advice can be provided to encourage a higher-quality design alternative to ensure any departure from the Implementation criteria found in [SMC 17C.200.040.E\(3 – 6\)](#) can be granted? Please note, it is highly **unlikely** that the elimination of such interior landscaping and trees can be accommodated, as the development is a complete reconfiguration of the existing site.

- While the Applicant appears quite focused on maximizing the amount of parking available in the surrounding area, the proposed elimination of code-mandated interior trees (a development standard) and interior landscaping (a design standard) is problematic. Even if a deviation can be granted for the modification of the number of interior parking lot trees through the permitting process, the Applicant would still need to propose an alternative design for the parking area's interior landscaping – which would be processed as a Design Departure. This would obligate the Applicant to propose an alternative design that is superior in design quality than what would be achieved if such landscaping simply followed the design standard.
- Is there an opportunity to ensure that the Purpose for Parking Lot Landscaping could still be demonstrated – as this clause reads, *“To reduce the visual impact of parking lots through landscaped areas, trellises, and/or other architectural features that complement the overall design and character of developments.”*
- Is there an opportunity to incorporate an innovative design alternative that would both reduce the demand for on-site stormwater retention swales and assist the project to more closely comply with Downtown Design Guideline E-4 Design ‘Green’ Parking.

“When a Design Review application is received, city staff evaluate the project for compliance with all applicable regulatory documents. Should staff see a potential concern that falls within the purview of the Design Review Board, staff then present the board with Topics for Consideration. The purpose of these discussion points is to call attention to potential concerns and should not be viewed as required changes to the project.”

Regulatory Analysis

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. Additionally, all new structures located within the Downtown Perimeter Area greater than 50,000 square feet in size 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 Hearing Examiner if a Design Departure application is to be considered.

Zoning Code Requirements

The Stadium Site is zoned DTG, while the Parking Site is zoned CB-150. The applicant will be expected to meet all zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

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

Downtown Design Standards

Applicable to Stadium Site (south of Boone Avenue)

[SMC 17C.124.510 Windows – Building Design](#)

[SMC 17C.124.520 Base/Middle/Top – Building Design](#)

[SMC 17C.124.530 Articulation – Building Design](#)

[SMC 17C.124.540 Prominent Entrance – Building Design](#)

[SMC 17C.124.550 Ground Level Details – Building Design](#)

[SMC 17C.124.560 Roof Expression – Building Design](#)

[SMC 17C.124.570 Treating Blank Walls – Building Design](#)

[SMC 17C.124.580 Plazas and Other Open Spaces](#)

[SMC 17C.200.040.E Parking Lot Landscaping Design](#)

Commercial Design Standards

Applicable to the Parking Site (north of Boone Avenue)

[SMC 17C.120.510 Ground Floor Windows – Building Design](#)

[SMC 17C.120.520 Base/Middle/Top – Building Design](#)

[SMC 17C.120.530 Articulation – Building Design](#)

[SMC 17C.120.540 Prominent Entrance – Building Design](#)

[SMC 17C.120.550 Ground Level Details – Building Design](#)

[SMC 17C.120.560 Roof Expression – Building Design](#)

[SMC 17C.120.570 Treating Blank Walls – Building Design](#)

[SMC 17C.120.580 Plazas and Other Open Spaces](#)

[SMC 17C.200.040.E Parking Lot Landscaping Design](#)

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

[Section 17C.124.500](#) and [Section 17C.120.500](#) Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.580 follow [SMC 17C.124.015](#), Design Standards Administration. The design standards and guidelines found in SMC 17C.120.510 through SMC 17C.120.580 follow [SMC 17C.120.015](#), 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.

There is some question whether the Applicant’s design for the stadium facility complies with the design standards for Windows, Articulation, Ground Level Details, and Treating Blank Walls found in the DT-zone.

The proposed design for the Parking Site development would require modification to comply with the interior parking lot tree development standard, and may require a Design Departure for its Parking Lot Landscape Design.

Parking Lot Development Standards

Applicable to the parking area for the Parking Site, but not for the remnants of the parking lots on the Stadium Site.

[SMC 17C.200.040.F Parking, Outdoor Sales, and Outdoor Display Areas](#)

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

LU 1 CITYWIDE LAND USE

Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane’s role as a vibrant urban center.

- LU 1.1 Neighborhoods: Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.
- LU 1.2 Districts: Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.
- LU 1.8 General Commercial Uses: Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.

- LU 1.9 Downtown: Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.
- 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 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

- LU 2.1 Public Realm Features: Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

LU 3 EFFICIENT LAND USE

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

- LU 3.1 Coordinated and Efficient Land Use: Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.
- LU 3.5 Mix of Uses in Centers: Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.
- LU 3.8 Shared Parking: Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and 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 4.5 Block Length: Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

LU 5 DEVELOPMENT CHARACTER

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

- LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.
- LU 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses. Discussion: Ensure the provision of adequate landscaping and other site design features that enhance the compatibility of development with the surrounding area.
- LU 5.3 Off-Site Impacts: Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.
- LU 5.5 Compatible Development: Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

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

- 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 6.3 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 6.6 Shared Facilities: Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.
- LU 6.7 Sharing and Programming Planning: Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.

LU 7 IMPLEMENTATION

Goal: Ensure that the goals and policies of the Comprehensive Plan are implemented.

- LU 7.2 Continuing Review Process: Develop a broad, community-based process that periodically re-evaluates and directs city policies and regulations consistent with this chapter's Vision and Values.
- LU 7.4 Sub-Area Planning Framework: Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively.

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 D: PROMOTE ECONOMIC OPPORTUNITY

Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.

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.
- 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 4 Transportation Demand Management Strategies (TDM): Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

- TR 6 Commercial Center Access: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.
- TR 7 Neighborhood Access: Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.
- TR 9 Promote Economic Opportunity: Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.
- TR 11 Transit Operational Efficiency: Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit- supportive elements, such as shelters, lighting, and schedule information.
- TR 13 Infrastructure Design: Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context.
- TR 15 Activation: Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.
- TR 18 Parking: Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.
- TR 20 Bicycle/Pedestrian Coordination: Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

ED 1 COOPERATIVE PARTNERSHIPS

Goal: Encourage cooperative partnerships to address the economic expansion of the city and region.

- ED 1.2 Support of Economic Development Organizations: Continue to support Greater Spokane Incorporated, Visit Spokane, Spokane Public Facilities District, Workforce Development, Business Improvement Districts, Public Development Authorities and others in their efforts to reinforce and strengthen the Spokane economy.
- ED 1.4 Public-Private Partnerships: Continue to encourage public-private partnerships that advance economic development opportunities.

ED 2 LAND AVAILABILITY FOR ECONOMIC ACTIVITIES

Goal: Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.

- ED 2.4 Mixed-Use: Support mixed-use development that brings employment, shopping, and residential activities into shared locations that stimulate opportunities for economic activity.

ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY

Goal: Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.

- ED 3.10 Downtown Spokane: Promote downtown Spokane as the economic and cultural center of the region.

ED 5 EDUCATION AND WORKFORCE DEVELOPMENT

Goal: Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.

- ED 5.1 K-12 Education: Work cooperatively with local schools to help maintain and enhance the quality of K-12 education in the city's schools.

ED 6 INFRASTRUCTURE

Goal: Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center.

- ED 6.2 Public Investment in Designated Areas: Use capital facility funds to promote economic vitality in those areas designated for economic development or mixed-use.

ED 8 QUALITY OF LIFE AND THE ENVIRONMENT

Goal: Improve and protect the natural and built environment as assets that attract economic development opportunities and enhance the City of Spokane's quality of life.

- ED 8.1 Quality of Life Protection: Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.
- ED 8.3 Recreation and Tourism Promotion: Promote the region's outdoor amenities, recreational opportunities and tourism.

DP 1 PRIDE AND IDENTITY

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

- DP 1.2 New Development in Established Neighborhoods: Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.
- DP 1.3 Significant Views and Vistas: Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.
- DP 1.4 Gateway Identification: Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

DP 2 URBAN DESIGN

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

- DP 2.3 Design Standards for Public Projects and Structures: Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.
- DP 2.5 Character of the Public Realm: Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.
- DP 2.6 Building and Site Design: Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate - and considers intensity of use.
- DP 2.11 Improvements Program: Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.
- DP 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.
- DP 2.13 Parking Facilities Design: Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.
- DP 2.14 Town Squares and Plazas: Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.
- DP 2.15 Urban Trees and Landscape Areas: Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

- DP 2.21 Lighting: Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

DP 4 DOWNTOWN CENTER VIABILITY

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

- DP 4.1 Downtown Residents and Workers: Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.
- DP 4.2 Street Life: Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.
- DP 4.3 Downtown Services: Support development efforts that increase the availability of daily needed services in downtown Spokane.

NE 1 WATER QUALITY

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

- NE 1.2 Stormwater Techniques: Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

NE 4 SURFACE WATER

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

- NE 4.3 Impervious Surface Reduction: Continue efforts to reduce the rate of impervious surface expansion in the community.

NE 6 NATIVE SPECIES PROTECTION

Goal: Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of biodiversity.

- NE 6.1 Native and Non-Native Adaptive Plants and Trees: Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.

NE 7 NATURAL LAND FORM

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

- NE 7.3 Rock Formation Protection: Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

NE 12 URBAN FOREST

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

- NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

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

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

- NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.
- NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

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

- NE 14.2 New Plaza Design: Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.

NE 15 NATURAL AESTHETICS

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

- NE 15.5 Nature Themes: Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

SH 1 FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH

Goal: Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.

- SH 1.1 Invest in Social Health: Allocate funds to arts and human services in sufficient amounts to guarantee ongoing support for these programs to achieve their full potential.
- SH 1.2 Commitment to Youth: Allocate resources at a consistent and meaningful level to provide access to youth-related programs.
- SH 1.5 Public/Private Partnerships: Encourage public/private partnerships that complement each other as a means to provide coordinated, centrally located services.

SH 3 ARTS AND CULTURAL ENRICHMENT

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

- SH 3.1 Support for the Arts: Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.
- SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.
- SH 3.7 Support Local Artists: Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.
- SH 3.8 Community Festivals: Support celebrations that enhance the community's identity and sense of place.

SH 4 DIVERSITY AND EQUITY

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

- SH 4.1 Universal Accessibility: Ensure that neighborhood facilities and programs are universally accessible.

SH 6 SAFETY

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

- SH 6.1 Crime Prevention Through Environmental Design Themes: Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.
- SH 6.2 Natural Access Control: Use design elements to define space physically or symbolically to control access to property.
- SH 6.3 Natural Surveillance: Design activities and spaces so that users of the space are visible rather than concealed.
- SH 6.4 Territorial Reinforcement: Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.
- SH 6.5 Project Design Review: Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

N 1 THE DOWNTOWN NEIGHBORHOOD

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

- N 1.1 Downtown Development: Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

N 2 NEIGHBORHOOD DEVELOPMENT

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

- N 2.1 Neighborhood Quality of Life: Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.
- N 2.2 Neighborhood Centers: Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.
- N 2.4 Neighborhood Improvement: Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 4 TRAFFIC AND CIRCULATION

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

- N 4.5 Multimodal Transportation: Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.
- N 4.6 Pedestrian and Bicycle Connections: Establish a continuous pedestrian and bicycle network within and between all neighborhoods.
- N 4.7 Pedestrian Design: Design neighborhoods for pedestrians.
- N 4.8 Sidewalk Program: Develop a sidewalk program to maintain, repair, or build new sidewalks in existing neighborhoods, and require sidewalks in new neighborhoods, concurrent with development.
- N 4.9 Pedestrian Safety: Design neighborhoods for pedestrian safety.

Spokane Downtown Plan 2021

[Spokane Downtown Plan 2021 link](#)

Strategy CW1: Energize streets and Alleys Downtown as active pedestrian- and bike-friendly connections

- Action CW1.1: Transform low traffic streets that are oversized for projected traffic by converting vehicle travel lanes to other uses in target locations such as high-quality bike facilities, expanded public spaces, and on-street parking.
- Action CW1.3: Make sidewalks active and vibrant places through continued efforts to streamline design requirements and developing new pilot projects in partnership with local businesses downtown.
- Action CW1.5: Implement streetscape improvements in this Plan on the Howard Street Corridor, with elements of public art and wayfinding, in coordination with infill development.
- Action CW1.6: Build a more complete tree canopy along Downtown corridors and continue work to bury utilities.
- Action CW1.9: Integrate bike parking into Downtown streets and parking facilities.
- Action CW1.10: Improve the street lighting system Downtown, filling gaps and replacing aging fixtures with pedestrian-scale and roadway lighting that create a safer nighttime environment Downtown.

Strategy CW2: Capitalize on the City Line and support the transit network with coordinated investments that improve access to transit

- Action CW2.2: Improve bike connections Downtown with improved facilities connecting to the City Line together with new pedestrian amenities.

Strategy CW3: Reduce impacts from surface parking

- Action CW3.1: Develop a program to use the edges of surface parking lots for active uses, programming, and events such as food trucks, vendors, and farmers markets.
- Action CW3.3: Discourage surface parking lots along the frontage of Type III and Type IV Complete Streets between the building and street throughout the Downtown.
- Action CW3.4: Actively pursue redevelopment of surface lots.

Strategy CW4: Implement a wayfinding program in Downtown

- Action CW4.1: Develop a wayfinding plan for Downtown with priority locations and signage elements that ties into the County's Wayfinding Project and elements of the cultural trail.

Strategy ACH1: Highlight Downtown's history to build awareness of local culture and support the arts

- Action ACH1.1: Tell stories about Spokane's local history and architecture using creative methods.

Strategy ACH2: Bring arts and culture into the public realm Downtown and develop an Arts Plan to support arts and cultural uses with a focus on Downtown

- Action ACH2.1: Improve and activate the streetscape and public realm to support cultural venues.
- Action ACH2.2: Work with artists and local property owners to create and maintain temporary art installation and facilitate activation of cultural spaces to energize Downtown and support artists.
- Action ACH2.3: Explore incentives for preserving cultural space and creating new space for arts and cultural uses Downtown.
- Action ACH2.5: Identify and reduce barriers for cultural events Downtown.

Strategy ACH3: Create space for art-focused and culturally-oriented small business and organizations, targeting those that cannot afford to locate Downtown

- Action ACH3.1: Identify sites Downtown for infill development that can help foster small businesses, local start-ups, and arts and culture uses and organizations.
- Action ACH3.2: Identify underutilized properties that could serve as affordable workspaces for organizations that are less reliant on foot traffic.

Strategy LWP1: Encourage residential and mixed-use development with a variety in housing types and sizes that are affordable to a range of income levels

- Action LWP1.2: Develop public/private partnerships, potentially with the assistance of a public development authority, to acquire and assemble property to support redevelopment Downtown.

Strategy LWP2: Enhance residential amenities like public spaces, services, and cultural uses Downtown

- Action LWP2.2: Create an integrated network of small parks and public spaces outside of Riverfront Park.
- Action LWP2.3: Support existing businesses Downtown and build upon emerging activity centers with complementary retail and active uses.

Strategy LWP3: Apply zoning changes and other tools to sustain and enhance mixed-use development with active street-level uses

- Action LWP3.1: Maintain and apply zoning designations based on criteria that address the surrounding context and desired land uses with a focus on street level uses.
- Action LWP3.2: Ensure signage standards are consistent with land use context and corridor character.
- Action LWP3.3: Ensure redevelopment projects contribute to streetscapes and good urban design.

Strategy LWP4: Improve transit access, commute options and parking management for Downtown residents and employees

- Action LWP4.1: Integrate new development Downtown with transit facilities and promote transit supportive development around high-capacity transit.

Strategy LWP5: Support environmentally sustainable growth Downtown and responsible stewardship of the Spokane River and Falls

- Action LWP5.1: Integrate Green Stormwater Infrastructure (GSI) into public street and building projects and encourage green stormwater strategies to retain and treat runoff on-site as part of private development.
- Action LWP5.2: Promote energy efficiency in new construction and rehabilitation of historic buildings.
- Action LWP5.3: Mitigate the urban heat island effect Downtown in order to reduce vulnerability to extreme heat events.

Strategy PS1: Program and activate public spaces Downtown

- Action PS1.1: Strategically program and activate public spaces Downtown.
- Action PS1.2: Create new active uses on streets and in storefronts.

Strategy PS2: Protect, expand, and improve public space in strategic locations

- Action PS2.1: Create protections to retain public spaces, ensure existing and new public spaces are well used and maintained, and develop a specific set of criteria to evaluate alley vacation or acquisition based on public benefit and access.

- Action PS2.6: Support development of public spaces on sites such as the Rookery Block, shown below, in conjunction with new development.
- Action PS2.7: Design public spaces for accessibility that meets or exceeds ADA requirements.
- Action PS2.8: Consider Crime Prevention Through Environmental Design (CPTED) in future public and private development Downtown and implement CPTED principles as a partnership between the City and DSP.

Strategy WO3: Develop new promotions and marketing campaign to attract businesses

- ActionWO3.2: Enhance funding for Downtown programming, wayfinding and promotions through partnerships.

Downtown Design Guidelines

[Downtown Design Guidelines link](#)

A-1 Respond to the Physical Environment

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

A-2 Enhance the Skyline

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

B-1 Respond to the Neighborhood Context

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

B-2 Create Transitions in Bulk and Scale

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

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

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

B-4 Design a Well-proportioned and Unified Building

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

B-5 Explore Opportunities for Building 'Green'

Promote 'green' buildings by choosing sustainable design practices whenever possible.

C-1 Promote Pedestrian Interaction

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

C-2 Design Facades at Many Scales

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

C-3 Provide Active Facades

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

C-4 Reinforce Building Entries

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

C-5 Consider Providing Overhead Weather Protection

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

C-7 Install Pedestrian-Friendly Materials at Street Level

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

D-1 Provide Inviting and Usable Open Space

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

D-2 Enhance the Building with Landscaping

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

D-4 Provide Elements that Define the Place

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

D-5 Provide Appropriate Signage

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

D-6 Provide Attractive and Appropriate Lighting

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

D-7 Design for Personal Safety and Security

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

D-8 Create 'Green Streets'

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

E-1 Minimize Curb Cut Impacts

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

E-3 Minimize the Presence of Service Areas

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

E-4 Design 'Green' Parking

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

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
Spokane Downtown Plan 2021
Downtown Design Guidelines

Supplemental Documents

Pre-Development Meeting Final Comments



Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Spokane Public Schools – Downtown Stadium

To: Rustin Hall & Andrew Leeper
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Phone: 509-838-8568

From: Mike Nilsson, Facilitator

Phone: 509-625-6323

Project Name: Spokane Public Schools – Downtown Stadium

Permit No.: B21M0077PDEV

Site Address: TBD

Parcel No.: Multiple

Meeting Date: Thursday, July 8, 2021

Thank you for attending a Pre-Development meeting with the City of Spokane. Below are notes summarizing the information that was presented to you at your meeting on Thursday, July 8, 2021. These notes are broken down into three sections:

- Section 1: This section describes those proposed items specific to the building improvements with directives for code compliance addressed by the Building and Fire Departments as well as Spokane Regional Health District when warranted.
- Section 2: This section describes all issues outside of the building within the property boundaries including landscaping, parking requirements and accessibility, utilities, traffic, and refuse addressed by Planning, Engineering, Traffic, and Solid Waste Departments.
- Section 3: This section contains information for permit submittal, our intake process, and general information.

Please be advised that these notes are non-binding and do not constitute permit review or approval. The comments were generated based on current development standards and information provided by the applicant; therefore, they are subject to change. Comments on critical items will be highlighted in **bold** text.

Project Information:

- A. Project Description: New sports stadium with related site improvements
- B. Scope and Size: The scope of work is a new sports stadium with press box, locker rooms, concessions and outdoor seating with 4 floors and no basement with an initial occupant load of 5,000 seats with potential to expand to 10,000 seats. The total area of the project is approximately 70,410 square feet. The occupancy is A5. The facility will be of Type IIB construction.

- C. Special Considerations: SEPA, BLA, Design Review, Street Vacation
- D. Estimated Schedule: ASAP (likely end of 2021)
- E. Estimated Construction Cost: \$20,000,000

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. Please review our design standards for commercial buildings in the Downtown 17C.124.500-90, specifically:
 - a. Windows – **for buildings visible from, fronting on and located within 60ft of a property line of a complete street, 60% minimum glazing is required on ground floor façades between two and ten feet.** On the ground floor, display windows may be used to meet half the requirement. 40% glazing is required between 10 and 40 feet.
 - b. Base/Middle/Top – **the “top” of the building shall be treated with a distinct outline with elements such as projecting parapet, cornice, or projection.**
 - c. Articulation - **Facades longer than fifty feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs and other elements of the building’s mass. 17C.124.530.B.1.**
 - d. Prominent Entrance
 - e. Ground Level Details – **ground floor of the buildings shall have at least three of the identified elements in 17C.124.550.B.2**
 - f. Roof Expression
 - g. Treating Blank Walls – **where windows are not provided on walls facing streets, the façade shall provide at least four of the identified elements in 17C.124.570.B**
 - h. Plazas and Other Open Spaces – **new buildings over 40,000 square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrance. Plazas/courtyards shall be a minimum of one square foot of plaza per 100 square feet of building area. This area may count toward interior landscaping requirements. The plaza or courtyard shall include at least three of the elements identified in 17C.124.580.B.3**
2. Signs: 17C.124.350
A separate sign permit is required. The sign standards are stated in [chapter 17C.240 SMC](#), Sign Code.

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

1. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
2. The building will be required to be provided with fire sprinklers. (IFC 903)

3. Where the highest occupied floor level is more than 30 feet above the lowest level of Fire Department access, Class I standpipes are required in each stairwell (IFC 905 amended by SMC 17F.080.030.B.11). Multiple standpipes in a building shall be connected to a common Fire Department connection (IFC 905 amended by SMC 17F.080.030.B.11) and no more than 150 feet from a fire hydrant along an acceptable path of travel (SMC 17F.080.310). A minimum of one outlet is required on the roof (IFC 905.4).
4. A fire alarm system with central monitoring is required throughout this building (including tenant spaces) in accordance with the Municipal Code including the provision for "Special Areas to be Protected". (SMC 17F.080.110)
5. An emergency voice/alarm system is required for this building (IFC 907 amended with SMC 17F.080.110).
6. Smoke and carbon monoxide detection is required in sleeping areas.
7. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-initiating zone, as per Spokane Fire Department policy and as provided in the International Mechanical Code. The code requires duct detection only on return air.
8. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
9. Where a commercial kitchen is provided with equipment that will produce grease vapors, a Class I kitchen hood is required and will be protected with a wet-chemical suppression system (IFC 609.2). In addition, a Class K fire extinguisher will be located no more than 30 feet from the area of grease cooking (IFC 906.1). The type of equipment that is considered to generate grease vapors is established by the International Mechanical Code.
10. Carbon dioxide systems are required to be reviewed and permitted with the Fire Department if the system has more than 100 pounds of CO2. A detection and alarm system may be required.
11. 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).
12. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
13. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

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

1. Please see the attached letter.

Section 2 – Comments Specific to the Site

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

1. These parcels are in the City's Downtown General (DTG) zone - All projects in Downtown Zones must address the pertinent design standards and guidelines.
2. ***Note: Both Boone and Howard are Type 1 Complete Streets; Washington is a Type II Complete Street; Dean, Gardner, and Boy Scout Way are all Type IV Complete Streets.***
3. The use is classified as "Major Event Entertainment", which is an allowed use in the DTG zone.
4. **A Boundary Line Adjustment is required to aggregate all parcels to be built upon.**

5. **Design Review is required for the new structure as a public project.**
 - a. **If a Design Deviation is requested, this requires a Type II Land Use Application and can be applied for after the 1st Design Review meeting (Collaborative Workshop).**
6. The property is located in the downtown no parking zone – no off-street parking is required within the no-parking zone.
 - a. Buildings with more than 50,000sqft of non-residential floor area required a minimum of 2 loading stalls.
7. Sidewalks and Street Trees: 17C.124.230
 - a. Separated sidewalks are required along all frontages and shall be at least twelve feet wide and consist of a clear walking path at least seven feet wide (in addition to a pedestrian buffer zone and planting zone for street trees per [SMC 17C.200.050](#)). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be measured from back of curb to building facades or parking lot screening and other landscaping. *Existing non-separated sidewalk may be allowed to be maintained if maintenance of existing mature landscaping along street frontages is proposed. Please work closely with us during design of the project to discuss this option.*
 - b. Street trees must be installed and maintained in all streets bordering development. Requirements for street trees and landscaping are stated in [chapter 17C.200 SMC](#), Landscaping and Screening.
8. Landscape and Screening: 17C.200
 - a. On all sites of more than 7,000 sq. ft. a Landscape Plan prepared and stamped by a licensed landscape architect, registered in the state of Washington, must be submitted at time of application for a development permit.
 - b. Irrigation is required as per 17C.200.100
 - c. Along all downtown zoned properties except where buildings are built with no setback from the property line: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in [SMC 17C.200.050](#), Street Tree Requirements. Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways. *See also Parking Lot Landscaping below.*
 - d. A Street Tree Permit is required for removal, pruning and planting of street trees in the right-of-way. Contact Urban Forestry for permit.
 - e. In the downtown, Individual Planting Areas in tree vaults are required. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of un-compacted soils per tree at a maximum depth of three feet. The average spacing for all tree sizes and types shall be twenty-five feet. Trees planted adjacent to parallel parking stalls with meters may be spaced twenty feet apart.
9. Parking Lot Landscape: 17C.200.040

In downtown zones an applicant must demonstrate to the director that the required elements found in 17C.200.040(F)(9) meet the intent of the Downtown Design Guidelines. Key design elements for these features include integrating storm water facilities, improving the pedestrian environment, and adding public amenities next to surface parking; outdoor sales and outdoor display areas so that they help to define space and contribute to a more active street environment.

 - a. Surface Parking Lot Liner Walls in the Downtown Zones.

- b. **Surface parking lots must have a solid, decorative concrete or masonry wall adjacent to a complete street and behind a sidewalk.** The wall must have a minimum height above the surface of the parking lot of two and one-half feet and a maximum height of three feet. The wall shall screen automobile headlights from surrounding properties. A wrought iron fence may be constructed on top of the wall for a combined wall and fence height of six feet. An area with a minimum width of two feet, measured from the property line, must be provided, landscaped and maintained on the exterior of the required wall. Such walls, fences, and landscaping shall not interfere with the clear view triangle. Pedestrian access through the perimeter wall shall be spaced to provide convenient access between the parking lot and the sidewalk. There shall be a pedestrian access break in the perimeter wall at least every one hundred fifty feet and a minimum of one for every street frontage. **Any paving or repaving of a parking lot over 1,000sqft triggers these requirements.**
- c. Surface parking lots in the Downtown zones are subject to the interior parking lot landscaping standard sections (F)(2) through (F)(6), which includes a minimum of 1 tree for every 6 parking stalls and every parking stall must be within 60ft of a landscaped island at least 150sqft in size. These requirements are triggered
- d. The exterior boundary of all surface parking lots adjacent to any public right-of-way must include trees spaced no more than twenty-five feet apart. The leaves of the trees or any other landscaping features at maturity shall not obscure vision into the parking lot from a height of between three and eight feet from the ground. The species of trees shall be selected from the city's street tree list. If street trees exist or are provided consistent with SMC 17C.200.050 then this landscaping strip may be omitted.

10. Screening in Downtown Zones: *17C.124.250*

- a. **Garbage Collection Areas.**
All exterior refuse (including garbage, recycling, and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with the standards of chapter 17C.200 SMC, Landscaping and Screening. **Refuse location required to be 15ft from a street lot line (Boy Scout Way).**
- b. **Mechanical Equipment.**
Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation tall enough to screen the equipment.
- c. **Rooftop Mechanical Equipment.**
Mechanical equipment on roofs must be screened from the ground level of nearby streets and residential areas. Mechanical equipment shall be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building. Cell phone transmission equipment shall be blended in with the design of roofs.

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

1. **SEPA is required. A trip generation and distribution letter will be required for this project for review with the SEPA. An operational analysis will be required for the intersections of Boone/Howard, Boone/Washington, Boone/Lincoln and Washington/North River Drive. The analysis shall also evaluate parking, transit stop location and expected ridership, and bicycle and pedestrian activity to and from the site. The analysis should include both the near term and long-term plan (added seating) for stadium size.**
2. **There was a question about a partial street vacation on Gardner Ave which will need to go through agency review and a two-step process of hearings before City Council. The application and information will be attached to the final notes.**
3. Scoreboard and Lighting: what is being proposed for lighting for the stadium and parking lots? The scoreboard location being so close to Boone Ave cannot conflict with any traffic signals adjacent to the stadium. All illumination must be confined onsite and cannot flood out into the public right-of-way and travel lanes.
4. Frontage improvements are required along all adjacent streets curbs, separated sidewalks with street trees, and ADA curb ramps at the intersections with corresponding ramps on any adjacent corner with all improvements designed per City Design Standards and Standard Plans.
5. All parking and maneuvering areas onsite 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.
6. The parking stalls must be striped to current standards and accessible barrier free parking spaces and aisles must comply with the City of Spokane Standard Plan G-54 & B-80A for signing and striping. 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 reference 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.
7. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes and driveway approaches on the site plan.
8. Adequate access and maneuvering for refuse/emergency vehicles is required per City Standards and must be maintained during construction.
9. Any new or modified driveway access locations must be reviewed and approved by City of Spokane. All unused driveway approaches must be removed and replaced with City standard curb and sidewalk.
10. Pavement cut policy will be applicable.
11. *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 76-unit, two story apartment buildings in the South Service Area calculated at \$833.53/unit. The estimated fee, based on the 2021 impact fee ordinance update, is \$63,348.28 + \$1,000.00 admin fee = **\$64,348.28**. This fee must be paid with the other permit fees prior to issuance of the building permit.

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

1. How will deliveries be handled?

2. I was wondering with the volume of pedestrians moving around the building, it might necessitate a wider sidewalk on Boone Ave than what our code requires. It looks like the main gate will be on the west side. So if you get groups of people walking from the parking garage at Rock Pointe they will feel pretty constrained in a 5' sidewalk. If the plan is to have STA stops along Boone Ave then large groups waiting after an event will also impact the sidewalk throughout.
3. Buses will likely be used for team transportation. Where will these be staged for loading and unloading? They shouldn't continuously occupy the drop-off zone on Dean Ave.
4. The site plan will require removal of the STA pullout and modification to the Shuttlepark program. City staff needs more information on how this service will be modified and how bus stops will serve the site.

Kathleen Weinand – STA – Principal Transit Planner – (509-325-6055):

1. Please coordinate with STA regarding how the ShuttlePark program could be adjusted during and after construction. STA would also like to coordinate regarding infrastructure to enable access to the facility via transit.

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

1. A capacity analysis for the sewer connection is required.
2. Based on our records there are a number of sewer services that have been extended to this property. Sewer cards are attached for reference.
3. New commercial side sewers shall be at least six inches in diameter, have a minimum slope of two percent and 3.5 feet of cover where vehicular traffic passes over, two feet minimum in other areas. Sewer and Water service separation requirements are 18 inches minimum vertical, five feet minimum horizontal. Sewer cleanouts shall be installed at every 100 feet and every angle 45 degrees or greater. See the City of Spokane Design Standards Section 4 for additional information on Sewers.
4. A grease trap is required for restaurant use (food preparation, cleaning, etc.). The design of these facilities is covered in the Uniform Plumbing Code.
5. 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.
6. The project property is located within the General Facilities Charge (GFC) Waiver Zone, so GFCs will not be assessed on new or upsized service connections.
7. **Pre-treatment prior to discharge into the sanitary sewer or other BMPs may be required.** Please complete the attached restaurants-survey and submit with the building permit application. See the industrial pre-treatment program at the following link for more information:

<https://my.spokanecity.org/publicworks/wastewater/business/>

8. All storm water and surface drainage generated on-site must be disposed of on-site in accordance with *SMC 17D.060.140* "Stormwater Facilities". Stormwater requirements can be found in the Spokane Regional Stormwater Manual (SRSW) and City of Spokane Design Standards Section 6. In general, any new impervious surface will require a geotechnical site characterization (report) and drainage report/plan. Please include a detailed Site Plan or Civil Plans, which show and clearly delineate existing and proposed sewer, water, drainage structures, dry well types, swale bottom areas, and property lines. Show proposed and existing pavement. The geotechnical report, drainage report and civil plan must be stamped and signed by an engineer licensed in the State of Washington. If combining stormwater for the overall development, please update the previous drainage report as needed to reflect this proposed portion of the development. **If a variance is desired, the variance request must be submitted and obtain conceptual approval prior to building permit submittal.**
9. Combining landscape and stormwater treatment areas per Low Impact Development (LID) Technical Guidance Manual for Eastern Washington is allowed. The link to DOE LID resources can be found at:
<https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Stormwater-permittee-guidance-resources/Low-Impact-Development-guidance>
10. All drywells and subsurface drainage galleries for the site must be shown on the plans and registered with the Washington State Department of Ecology (DoE). Decommissioned drywells will also need to be reported to the DOE. Please send a copy of the completed registration form to the City of Spokane, Planning and Development. See the following link at the DoE website for information about the Underground Injection Control (UIC):
<http://www.ecy.wa.gov/programs/wq/grndwtr/uic/index.html>
11. **A construction stormwater general permit may need to be obtained from Ecology. See attached handout for additional information.**
12. 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 SRSW 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. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1 using the total fire area and construction type) is 5,750 GPM without automatic sprinklers throughout and requires six fire hydrants. Site fire flow is 1,500 GPM with automatic sprinklers throughout and requires one fire hydrant.
2. There are eight existing fire hydrants in the area that meet some or all of the code requirements for this project. Accessibility to the fire hydrants would need to be maintained if fencing is constructed by man gates (for instance).
3. Site fire flow will be required to be maintained or provided prior to delivery of building construction materials to the site.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).

5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. Fire Department Connections for new standpipes shall be located no more than one hundred feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).
9. Streets with a minimum clear width less than 27 feet are required to be provided with "No Parking" signs on both sides of the street.
10. 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.
11. Fire lanes will be maintained with an all-weather surface (IFC 3310.1) and provided prior to the delivery of building construction materials to the site.
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.
13. **The proposal does not appear to meet the requirements for fire access as required in the Fire Code. Aerial access to the main building does not appear to be available at this time.**

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

1. There is an existing one-inch copper domestic water service running to 420 W Dean. Your engineer may determine if the existing service may be utilized for this project. If any existing services are not utilized, they must be disconnected at the main.
2. There is a ten-inch cast iron water distribution main in Howard St and Boone Ave, a 12-inch ductile iron main in Washington St, and a 6-inch cast iron main in Dean Ave and Gardner Ave to Boy Scout Way available for the project.
3. The site plan shows the building over the existing 6-inch cast iron main in the vacated Gardner Ave. No building or structure can be built over a water distribution main or within the no-build easement. Further discussion is required on how this can be handled.
4. A hydraulic model must be performed to prove that the design meets minimum standards. IAW - City of Spokane Design Standards 8.2-4
5. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
6. 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.

7. Calculated static water pressure is approximately 79-86 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
8. 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) Donovan Aurand (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, Chris Aronson (509) 625-7968 and Lance Hudkins (509) 625-7967, will review any backflow assemblies where required.
9. 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. Frontload containers may be rolled out to the edge of an elevated loading dock for collection. Roll off containers on elevated platforms can become tricky. If roll off containers are used the City of Spokane Solid Waste Department would need to be included in the elevated platform design.

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 **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.



Downtown Stadium

Spokane Public Schools

DESIGN REVIEW BOARD MEETING

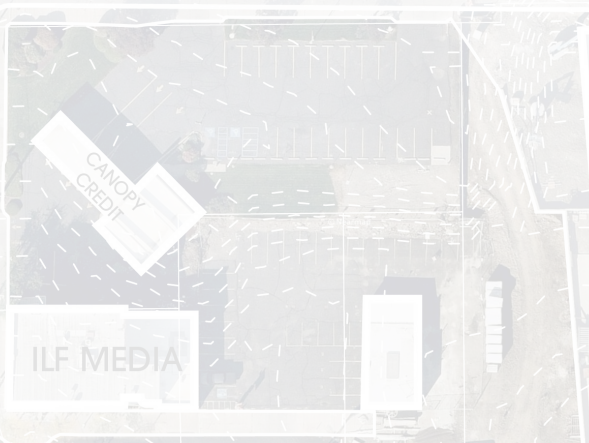
203 N. Washington
Ste. 400
Spokane, WA 99201
P 509.838.8568
alscarchitects.com



SPOKANE ARENA

N HOWARD ST

W GARDNER AVE

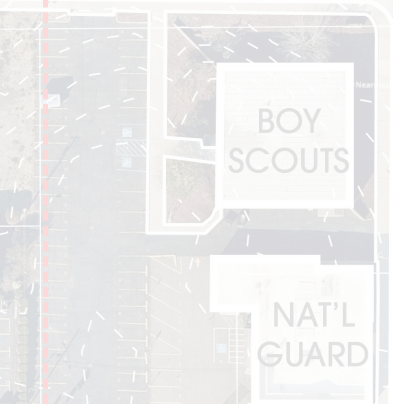


W BOONE AVE

W DEAN AVE

THE PODIUM

W GARDNER AVE



N WASHINGTON ST



Guiding Principles

Unite:

- Spokane Public Schools
- Spokane Community
- Youth Sports
- Professional Sports

Identity:

- Individual High Schools
- School District
- Regional and National Identity
- Multiple Tenants (USL, USLW)

Sports, Arts & Entertainment District:

- Spokane Arena, Podium, Civic Theater
- Outdoor Sports Field
- Stadium Facilities

Partnerships:

- Spokane Public Facilities District
- City Departments
- Local Organizations

Game Day Experience:

- Spectators
- Players
- Coaches / Trainers
- Performers
- TV Viewers

Multi-Use:

- Field Sports
- Schools District Events (Graduation, Marching Band)
- Other Outside Users (Concerts)

Safety:

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

Development Objectives:

The proposed project consists of a new 5,000 seat stadium for Spokane Public Schools that will be operated by the Spokane Public Facility District.

The project is located between Boone Avenue to the North, Washington Street to the east, Dean Avenue to the south and Howard Street to the west.

The project involves the demolition of one (1) existing one-story structure and two (2) parking ticketing booths and a portion of the existing asphalt parking surface to facilitate the new construction. The total enclosed building area and stadia (seating) structure is approximately 91,000 square feet and incorporates a three (3) bay open air loading dock. The facility design will incorporate field level ingress and egress from Dean Avenue for special events occurring on the field (concert) along with a primary concourse entry planned in the northwest corner.

A future secondary entry off of the concourse level is planned for the northeast corner. These entry points along with exit stairs along the south edge provide egress for spectators. The press box roof is located approximately fifty (50) feet above Boone Street (main concourse) elevation. The existing STA Arena bus stop located on Boone Avenue is being coordinated with STA for relocation on Howard Street north of Boone Avenue.

Design Goals:

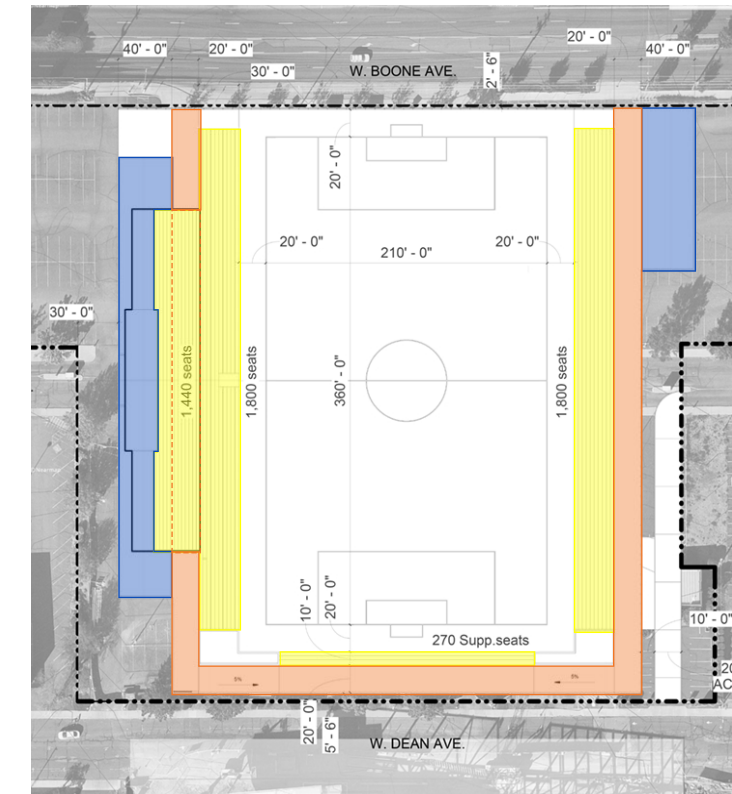
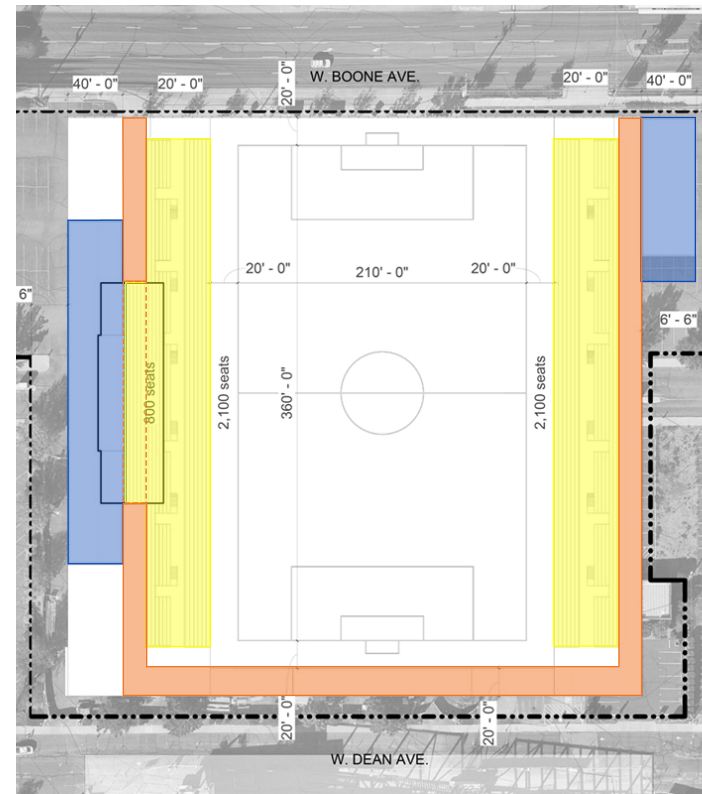
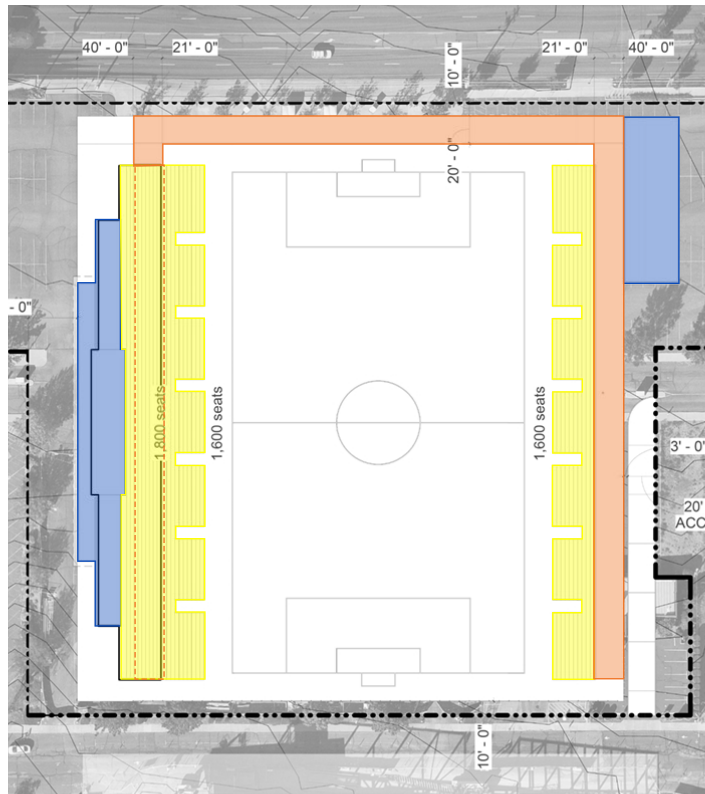
The goal of the design was to strengthen the current arts and sports uses on adjacent properties and enable the creation of a new arts, sports and entertainment district.

The design minimizes impacts on the surrounding context by utilizing existing parking to the greatest extent possible and build-ing upon existing pedestrian pathways and connections created by the Arena, Civic Theater, and the recently constructed Podium.

The building's organic massing at the ground-level façade weaves up from the southern connection at the Podium while creating a landscaped plaza and buffer to the Civic Theater. This same move helps provide visual separation from the Civic Theater while collecting pedestrians from the south and north along its path.

The building incorporates materials found in the surrounding arts and sports entertainment venues, including concrete, masonry, metal, landscaped plazas and gathering areas.

The design for the new parking lot will include separated sidewalks on all street frontages, with street trees, ornamental grasses, small shrubs and ground cover provided between the curb and sidewalk. Inboard of the sidewalk, a maintenance- and security-friendly landscape buffer will be provided that will include stormwater treatment as geotechnical conditions allow. To maximize parking, we would propose the elimination of interior parking lot islands, which would provide an additional 54 parking stalls for public use, for a potential of approximately 335 parking stalls, including ADA accessible parking.



Design Iterations:

Design of the facility has explored a multitude of alternative scenarios including but not limited to:

- Field level placed vertically at multiple heights, Dean, and Boone Avenues and in between.
- Concourse orientation/configuration
 - Horseshoe shaped: connections along south and north
 - Continuous concourse ring around field
- Event spectator entry points at the southwest, at Gardner Street and to the northwest corner with event staff and participants (players) being located away from and adjacent to the main public entry's.
- Positioning of the field in the east west direction to maximize visual connections to the river and downtown while preserving adequate pedestrian plazas along the main entry.

LEGEND

- CONCOURSE
- BUILDINGS
- SEATING



SPS-DTS, DRB Zoning requirements

The Spokane Public Schools, Downtown Stadium Project site resides in the DTG zoning classification and North River overlay district. The following sections of the Spokane Municipal Code for Downtown uses have been addressed as part of this submission.

[Section 17C.124.510 Windows](#) – Building Design: The building design provides windows at portions of the façade that are public. The majority of the facility is an open venue that will provide visual connections to the public areas while shielding views of the event areas.

[Section 17C.124.520 Base/Middle/Top](#) – Building Design: The design creates a distinct base, middle, and top utilizing a different building materials and design elements.

[Section 17C.124.530 Articulation](#) – Building Design: The façade responds to the requirement through strategic shifts in horizontal planes and through incorporation of openings along the length of the buildings facade. Window and masonry reveals will add additional detail to the pedestrian level of the façade, along with incorporation of landscape elements.

[Section 17C.124.540 Prominent Entrance](#) – Building Design: The facility design will identify the main entry(s) through a series of physical elements, entry gates, architectural projection and entry plaza features.

[Section 17C.124.550 Ground Level Details](#) – Building Design: The facilities pedestrian level features incorporated into the design include; entry canopies, raised entry plaza/plinth, visual connections/openings to the stadium concourse, interactive elements for pedestrians, i.e. stadium branding elements. While the scale of the design addresses vehicular speed and views from Boone Avenue and Washington Street.

[Section 17C.124.560 Roof Expression](#) – Building Design: The roof line at the entry(s) is designed to extend out beyond the building mass. This same design language is replicated at the uppermost (pressbox) roof level.

[Section 17C.124.570 Treating Blank Walls](#) – Building Design: The Building design takes advantage of numerous planning requirements to create visual interest along the building perimeter. These include landscaped plazas, with sculptures “Joe Fan”, theatrical lighting - adding visual interest at night, canopies, openings. The design team will continue to explore masonry detailing as the design advances.

[Section 17C.124.580 Plazas and Other Open Spaces](#): The facility exceeds the requirement of 1 square foot of plaza per 100 square feet of building area. Plaza’s are located along the entirety of the western façade, along with a small plaza entry in the northeast planned, approx. 19,000 sq ft of plaza is currently proposed.
North River Overlay District

[Section 17C.160.020 Views, Vistas and Site Coverage Design](#): The stadium design is laid out to place the field level at Dean Avenue and concourse at the elevation of Boone Avenue. The field runs the entire length between Boone and Dean maintaining uninterrupted views from the north to the south. There are also no planned site changes to the portions of the existing parking lots that flank the east and west sides of the stadium.

[Section 17C.160.030 Pedestrian Views and Access Design](#): The area of the field is visual open to provide pedestrian views of the river gorge and downtown core. While the buildings architecture draws people down a landscape plaza that show cases these visual connections and adds to the meandering feel of a river valley as they pass down toward the river.



Spokane Design Guideline Compliance

A-1 Physical Environment Response: The proposed stadium structure responds to the unique climate from an athletic and spectator use standpoint through its primary north-south orientation. This orientation screens users of the facility from wind and sun while providing views to downtown and vistas beyond.

The facility is being constructed in an existing surface parking lot site and will increase the existing urban green space and tree canopy through the proposed plaza along the entire western edge of the site. In addition to this, plaza landscaping will be incorporated along the northeast edge of the facility with new street trees along Boone and Dean Avenues. The landscaped areas will incorporate plantings that complement and unify the surrounding urban environment and developing Arts, Sports, and Entertainment District. This will include the use of complementary plantings and hardscaped areas.

The architectural form responds to existing pedestrian flows and neighboring built environment to unify and complement the existing structures. This is accomplished through the continuation of the folding building planes, weaving pedestrian plaza, and material selection.


A-2 Skyline Enhancement: The facility is conceived to incorporate flat roofs with horizontal projections to provide for required functional spaces and to signify areas of protection for users. These design elements are planned to occur at the uppermost roof. This same roof will reach out to provide coverage and protection from solar, precipitation, and wind. The same language of roof form is planned to occur at the main and secondary entry points, signifying entry points to the project. Concessionary and gathering spaces on the interior will utilize these same forms to build upon the exterior building language.

B-1 Neighborhood Context Response: The proposed project finds itself in the developing Sports, Arts, and Entertainment District. In response to its siting, the architecture is proposed to respond to the recently completed “Podium” facility, neighboring Civic Theater, and

Spokane Arena facilities, using masonry, metal, and concrete elements in a complementary method, while enhancing and continuing the pedestrian connections formed between Riverfront Park along the western edge of the “Podium”. The facility is also uniquely situated to take advantage of existing public transportation and multi-modal networks already in place around the site.

B-2 Creation of Bulk and Scale Transitions: The proposed design and massing of the building take advantage of its unique site constraints by incorporating approximately 15 feet of elevation change between Boone and Dean Avenues. The scale of the proposed design is lower on the north side complimenting the single-story structures along Boone. While it comes out of the ground along the south edge where it sits adjacent to “Podium”. The main concourse structure and elevated stadia seating are located along the west edge to provide enclosure and direct sound away from the neighboring Civic Theater. The massing along this western façade is broken up using different materials in the horizontal planes as you move up the building. A folding masonry base is anticipated to have punched glazed openings and voids incorporated at strategic locations. The building base and is topped by a metal screening element. The length of the structure is also broken up by shifts in the planes of the facades, material changes, and an opening in the building mass along its length.

B-3 Reinforce Urban Form and Architectural Attributes in Immediate Area: As previously noted, the proposed massing and design looks to build upon and reinforce desirable elements from the surrounding built environment. In addition to these elements, the project has located the main entry point off the northwest corner of the facility. This is a highly visible portion of the site and facility from all means of transportation. The structure is located at the required setbacks along the north and south edges of the site. Along the west edge, the structure is held back from the property to provide for a public plaza and buffer to the neighboring Civic Theater. Connecting the north edge of the site to the south, Podium, Riverfront Park, and the Downtown core. The proposed design plans to incorporate existing artwork of historical significance into the western plaza.



B-4 Well-Proportioned & Unified Building Design: Critical in designing urban stadiums is developing a means of way-finding that is integral to the architecture and building massing. The proposed design incorporates architectural and site elements into its design offering clues to direct and collect people. These include an elevated entry portal, integrated branding, signage, theatrical and pedestrian lighting elements in the architecture, and defined zones of the building mass (base, middle and top), and roof forms to identify entry points for both spectators and participants.

B-5 Opportunities for Building “Green”: The current design direction has utilized site orientation to shelter the facility from environmental factors such as solar and wind exposure. Along with utilizing early geotechnical explorations to understand the subgrade conditions, allowing most of the facilities conditioned spaces to be partially subterranean. Permitting the facility to have its temperature naturally moderated by the earth. The western plaza is anticipated to be landscaped with deciduous trees and plantings to reduce the solar heat gain and influence the micro-climate along its length. Current geotechnical investigation indicates the soils are insufficient to infiltrate stormwater on-site and will largely rely on Spokane’s Storm Water infrastructure.

Other ways the project anticipates being a responsible steward to the community is using durable materials, masonry cladding and walls at high abuse pedestrian areas, metal panels at higher elevations to reduce structural requirements of heavier cladding, and by using roofing materials with a high solar reflective index. Exploring what is required to design the facility to make it net-zero ready, including future solar panel installations.

C-1 Promote Pedestrian Interaction: The design of the facility works to promote pedestrian connections from the northern part of the developing Sports, Arts, and Entertainment District and STA Downtown Commuter parking lot through the site connecting Spokane’s parks and downtown uses. The facility as a semi-public facility provides view portals from the site’s exterior to portions of the interior. While the facility will prevent viewing of event areas, it provides a porous and interactive connection from the interior to the exterior. Engaging the surrounding plaza and street fronts of Boone and Dean Avenues with activity before, during, and following events. The plaza is also anticipated to have historic artwork and

memorabilia located throughout it to engage people during off-hours.


The building façade will look to incorporate design details to promote visual interest through texture, patterning, openings, and theatrical lighting.

C-2 Façade Design of Many Scales: The building’s design and form follow the function of the interior programmed spaces. Providing a pedestrian scale through detailing and connections at street fronts and plazas and responding to vehicular traffic through scale and massing. The fenestration is also broken up through the use of different materials to communicate the different uses occurring in the interior. Solid masonry walls at public areas, perforated metal screen walls at transitional spaces and openings, and covered spaces to define gathering spaces inside.

C-3 Provide Active Façades: The building façade will be designed with strategic openings in the exterior screening wall along Boone and Dean Avenues. Along the plaza and the northeast portion of the stadium, the building façade will be designed with punched openings and masonry detailing to add visual interest to the façade. Both areas will be designed with complementary landscaping. The landscaped plaza along the west façade is anticipated to include seat-walls, interactive artwork for photo opportunities, and public artwork. It is anticipated that the Owner will utilize static graphic or video displays along the building façade to provide pedestrians with an understanding of the facility’s programming.

C-4 Reinforce Building Entries: The stadium’s main entryway located at the northwest will be easily identifiable using the following architectural attributes:

- Raised plinth – creating a sense of arrival.
- Entryway element that differentiates itself from the stadium enclosure, signify one’s arrival.
- Paving/hardscape delineation to create a ground plane pathway from the exterior to the interior.
- Signage incorporated at the main entry that faces pedestrians and vehicles along Boone Avenue.
- Preservation of wall surface area for artwork installations.



C-5 Consider Providing Overhead Weather Protection: The stadium design is currently anticipating a recessed and covered area at the southern team entry and a covered area at the ticketing and entry gates. In order to fit the programmatic elements and stay out of utility clearance easements the site precludes the construction and incorporation of covered walks along the majority of the north and south facades.

C-6 Develop the Alley Facade: This design criteria are not applicable to the project as there is no Alleyway to develop.

C-7 Install Pedestrian-Friendly Materials at Street-Level: The design as previously stated in items “B-1 and B-2,” the stadium enclosure is looking to incorporate durable and high-quality materials with attention to detailing. The envisioned material palette will tie the buildings of the developing Sports, Arts, and Entertainment District together and reinforce the “district” concept.

D-1 Provide Inviting and Useable Open Space: The stadium façade is being held off the property along the western edge of the site to promote pedestrian connections as previously stated. The length of this pedestrian plaza is weaved through by landscaping, hard-scaped pathway (barrier-free), and areas for pedestrians to stop along the journey while enjoying views of the Downtown and vistas. The plaza with its path running along the north-south axis will provide an area with ample solar access. Deciduous plantings within the plaza will provide areas of solar relief during the summer months and opportunities for solar warming in the cooler months. This plaza serves as the connection to the stadium’s main entry to Downtown Spokane, Riverfront Park, The Podium, and Spokane Arena.

D-2 Enhance the Building with Landscaping: As previously stated in response to multiple design guideline responses, the stadium facility is enhancing the built environment through the incorporation of landscaped plaza and entryways. The facility will look to incorporate street trees along the Boone and Dean Avenues along the area of work. Along Boone Avenue, a landscaped tree lawn with separated sidewalk will replace the existing STA Downtown bus stop that is currently being relocated. Dean Avenue will look to incorporate street trees with similar species in the developing Sports, Arts, and Entertainment District.


D-3 Respect Historic Features that Define Spokane: The current site which is currently utilized as a parking lot has no historic features for preservation. The current design is working to incorporate significant historical Spokane artwork into the design. While building upon Spokane’s history of creating an urban sports destination for the region.

D-4 Provide Elements That Define the Place: As mentioned in prior design guideline responses, the design is creating places of enlivened activity around and throughout the site. As the design progresses the design team will utilize complementary furniture, pedestrian, and street lighting features to strengthen and define the developing Sports, Arts, and Entertainment District.

D-5 Provide Appropriate Signage: The facility will incorporate signage in, on, and throughout the site. At the current state of the design, the architectural elements have looked to incorporate signage opportunities and way-finding into the built environment. As the design progresses the design team will continue to look at developing additional wayfinding mechanisms in and around the site to assist and aid people no matter what form of transportation they utilize.

D-6 Provide Attractive and Appropriate Lighting: As previously stated the building design looks to incorporate lighting to signify entryways, event branding through theatrical lighting elements. The design of the building’s façade and plaza areas will also incorporate pedestrian scale lighting to create a sense of safety and security. All lighting will be energy efficient and design for “dark sky” to meet or exceed current code requirements.

D-7 Design for Personal Safety and Security: Building upon previous responses to design guidelines the facility design provides for multiple engagement opportunities around the stadium façade. While providing for places of interaction from the interior to the exterior, “eyes on the street”. The plaza is being designed as a weaving sloped walk that permits a view corridor from Dean to Boone Avenue along its length. The landscaping in the plaza will be designed to prevent areas for undesirable behaviors to occur.



D-8 Create “Green” Streets: The design team will incorporate high-performance street and plaza spaces that respond to the local environment, using deciduous trees, drought-tolerant plantings, and materials with high solar reflectance index ratings. The current geotechnical evaluations indicate that the site is largely unsuitable for infiltration of groundwater.

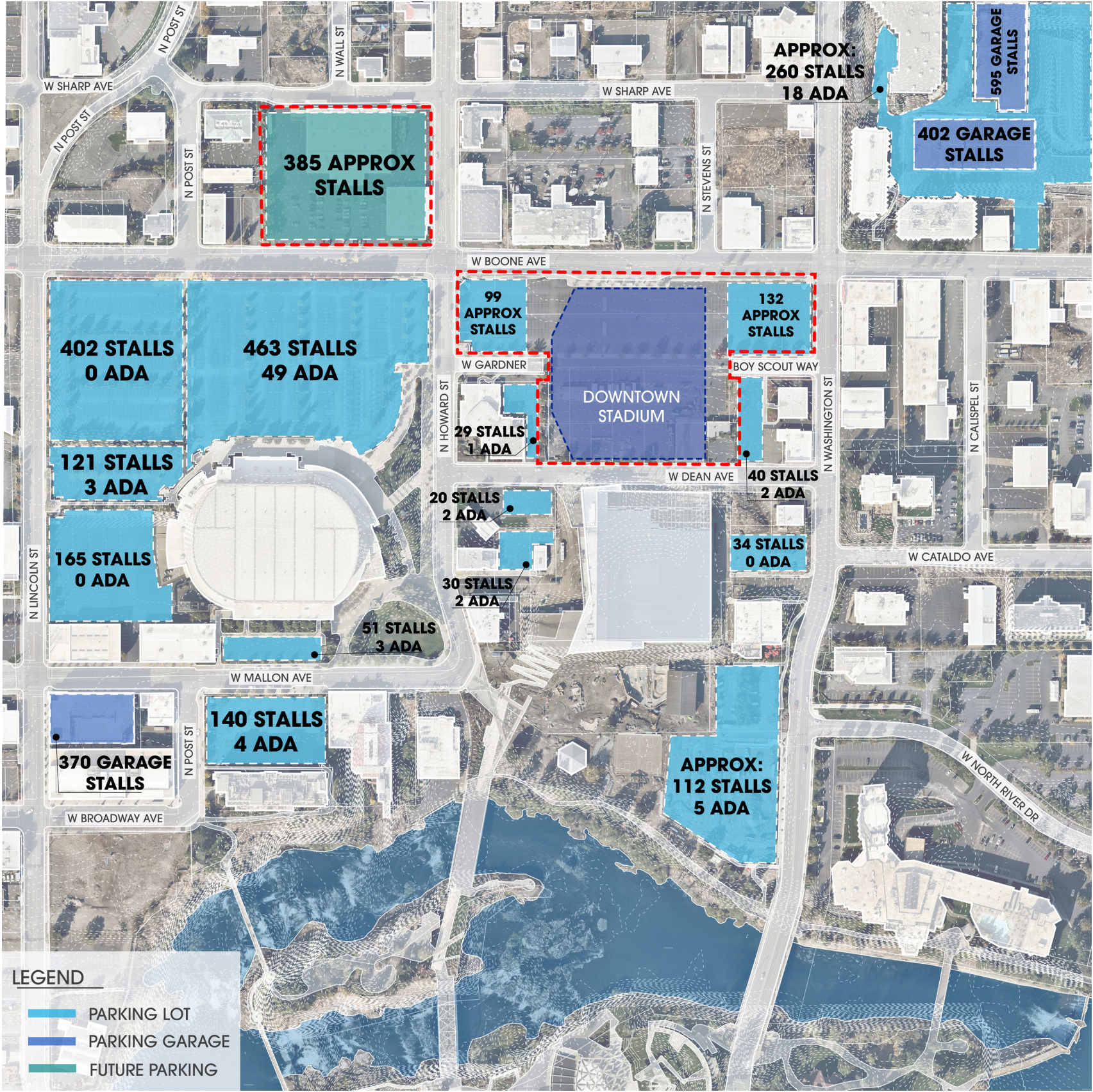
E-1 Vehicular Access and Parking: The site has minimized curb-cuts for vehicular use to one location in the current design. This location is off Dean Avenue (Type IV Complete Street) and away from designed pedestrian active uses. The location of the curb cut leads to the facility’s loading dock and field-level ambulance loading area. This area is further minimized to people viewing it, by cutting into the hillside. Allowing the stadium façade to read as the main element when viewing from the corner of Washington and Dean. The current design looks to relocate two existing curb cuts along Boone Avenue (Type I Complete Street) and along the northern edge of the Downtown boundary, for event egress from existing parking along the northeast and northwest portions of the site. These would be traffic controlled during events.

E-2 Integrate Parking Facilities: The stadium is utilizing existing on-grade parking and use of existing parking structures around the site. Currently, there is no consideration of constructing a parking structure as part of the project.

E-3 Minimize the Presence of Service Areas: As noted in E-1 the design has located service areas for the facility off Dean Avenue in the southeast corner of the site. Placing it at the least used and visible portion of the site.

E-4 Design “Green” Parking: As noted in response to A-1 most of the project site is currently occupied by surface parking that pre-dates the current parking standards. With exception of the northeast and northwest portions of the site, the existing parking lots are being replaced by the stadium structure. The field surface planned to be artificial turf will utilize the limited amount of infiltration indicated in the geotechnical report. The portions of the existing parking lots to remain will be maintained as is to preserve resources.

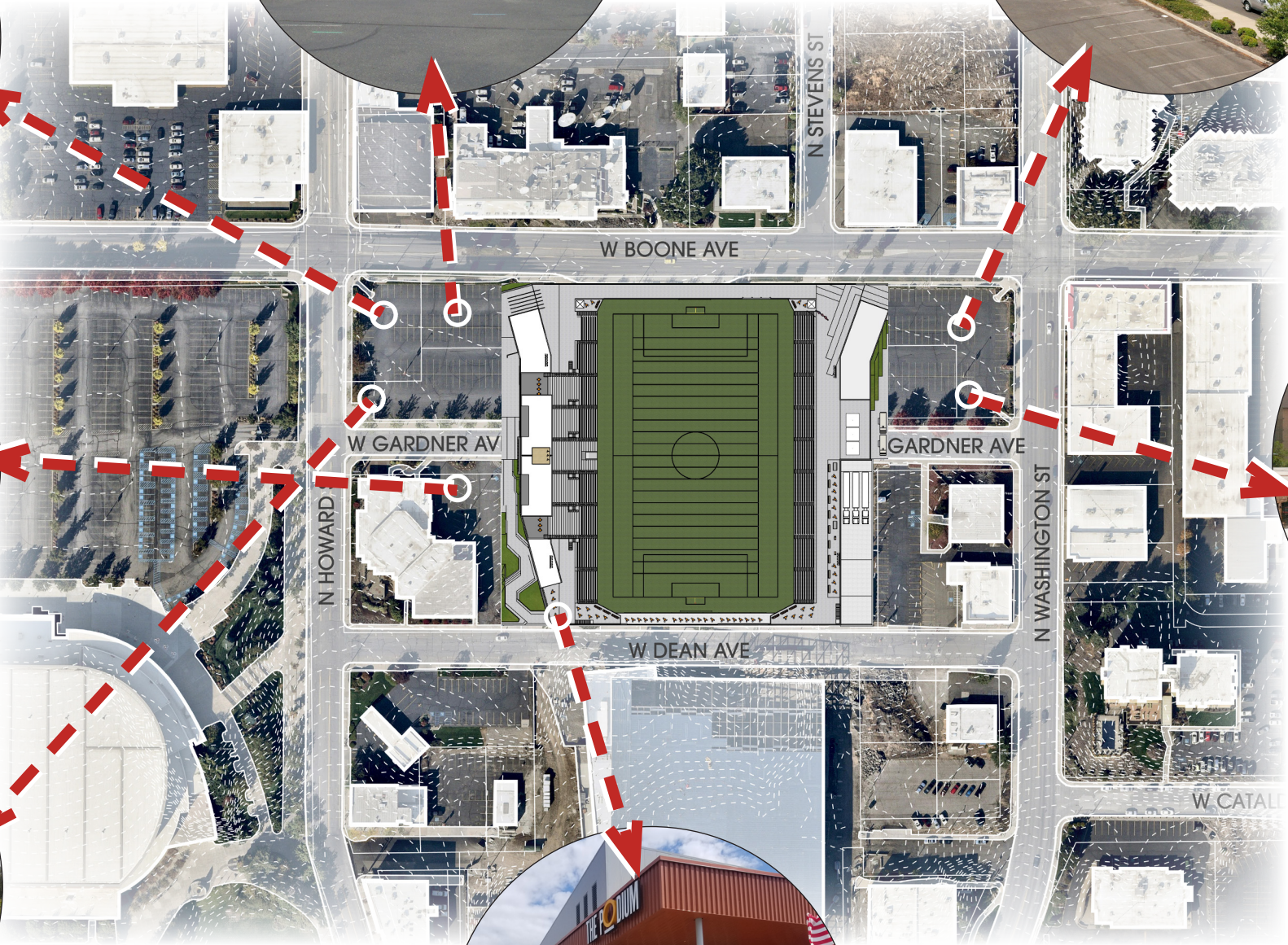
PARKING



SURROUNDING USES

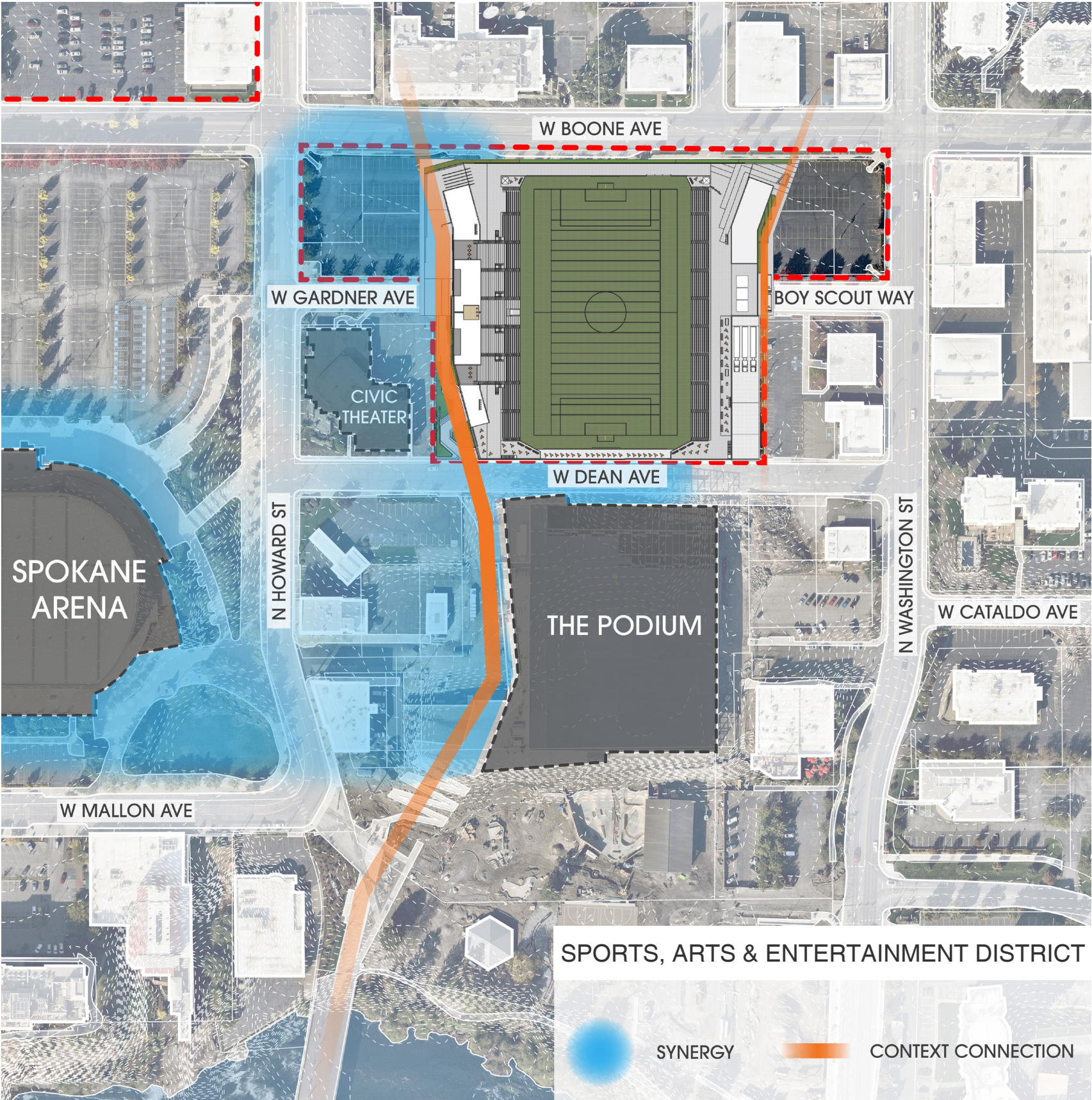


SITE CONTEXT

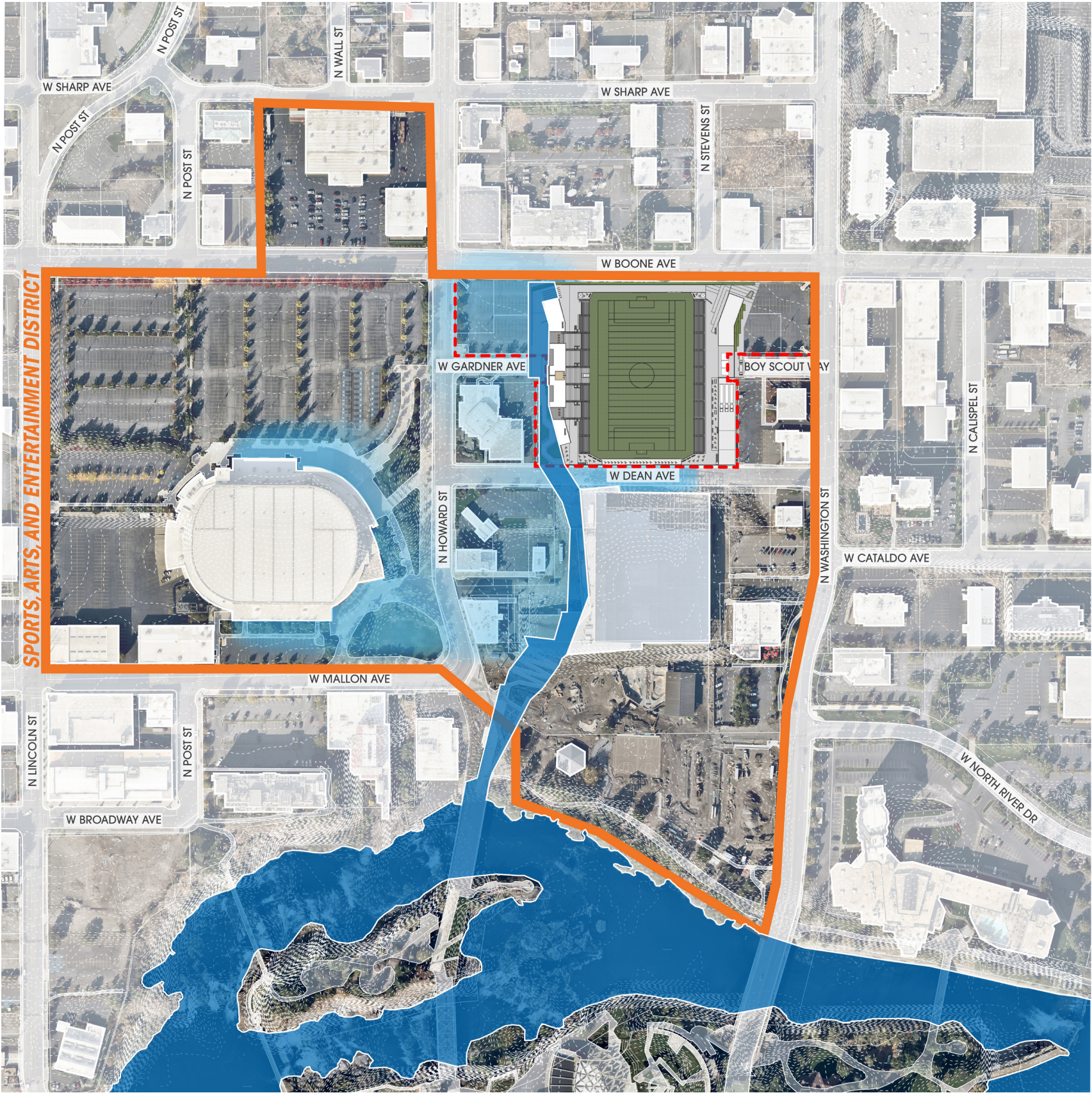




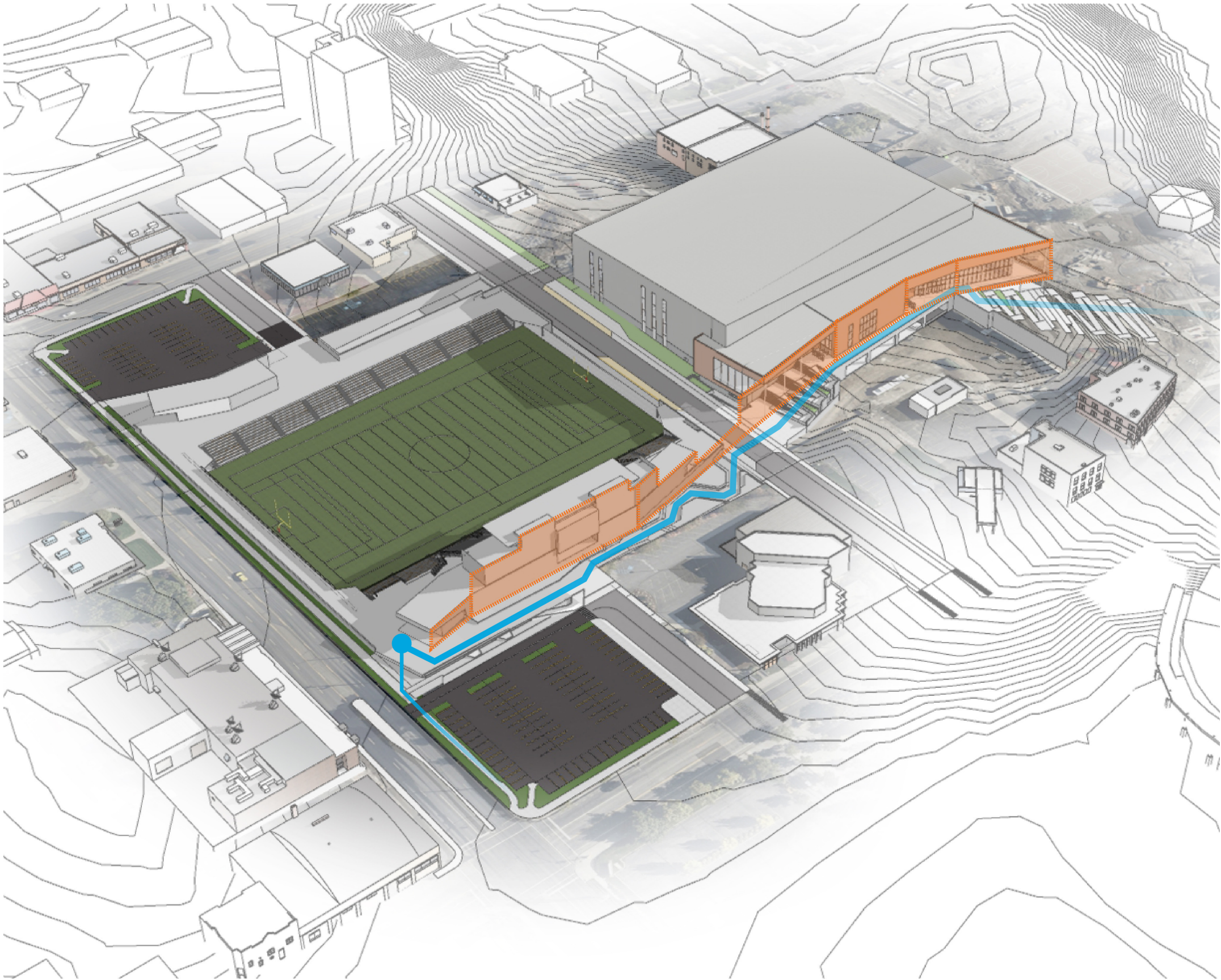


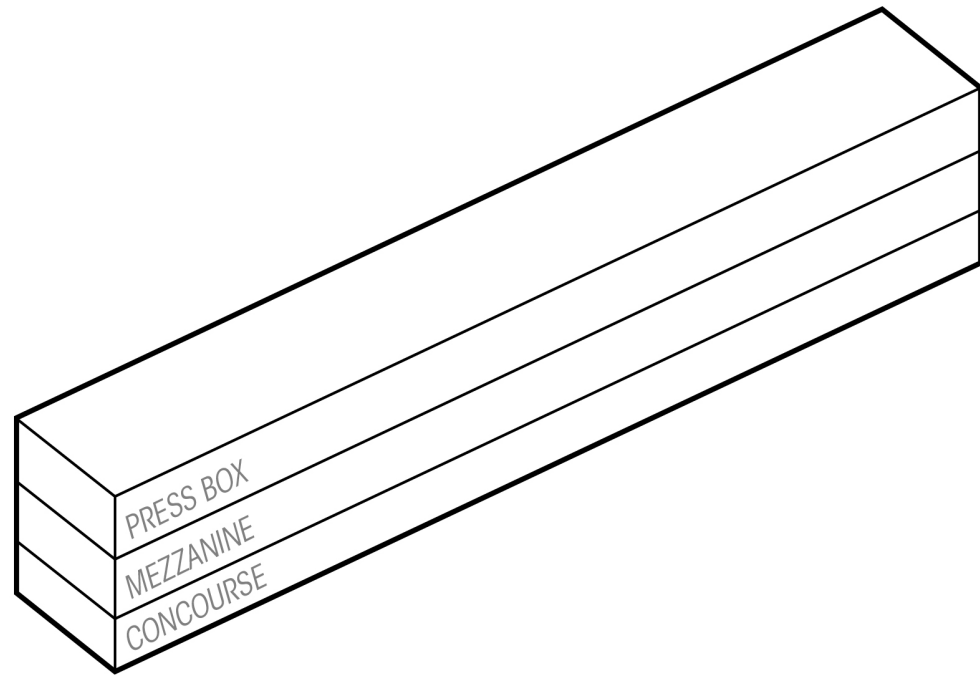


RIVERFRONT PARK INFLUENCE

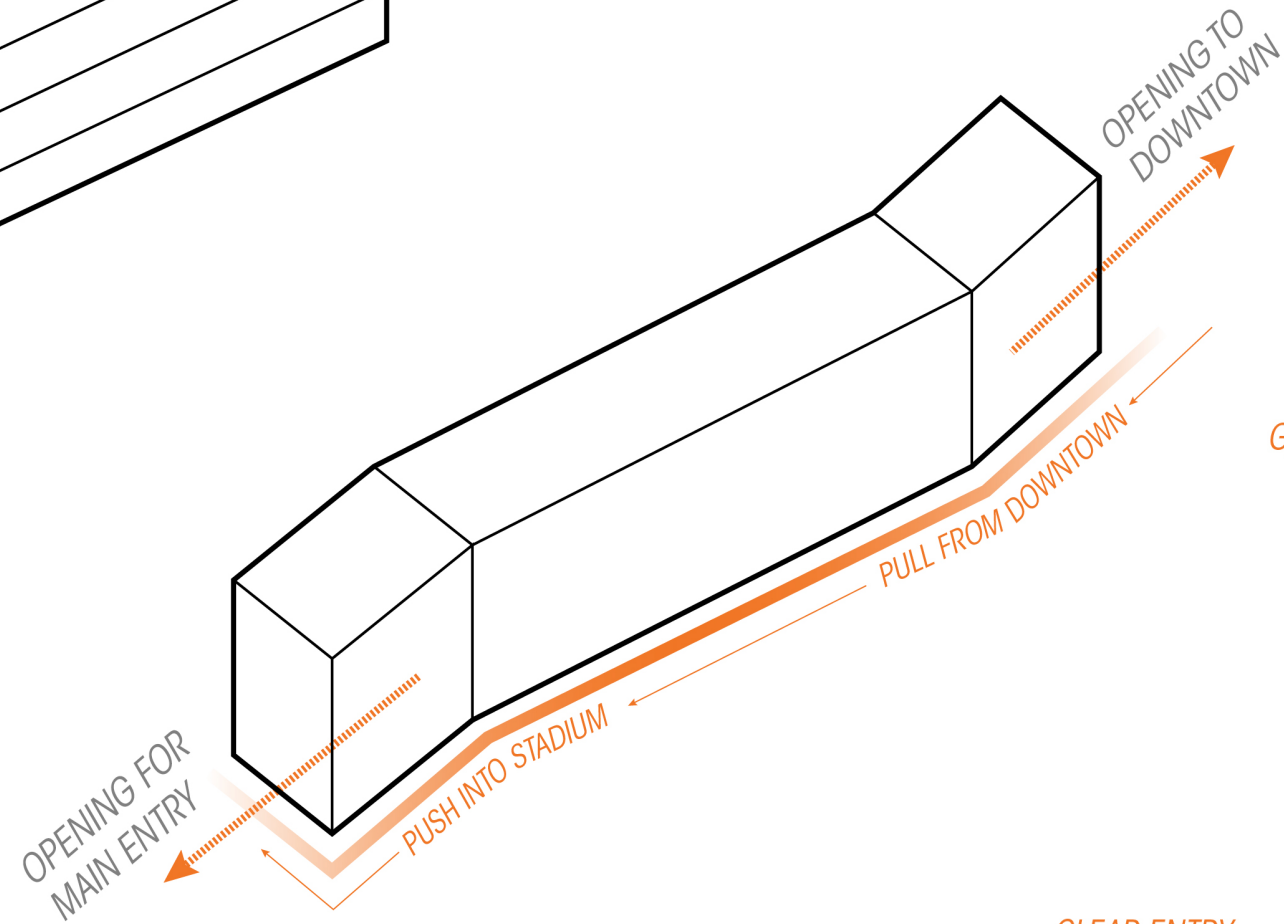


SITE CONNECTIONS

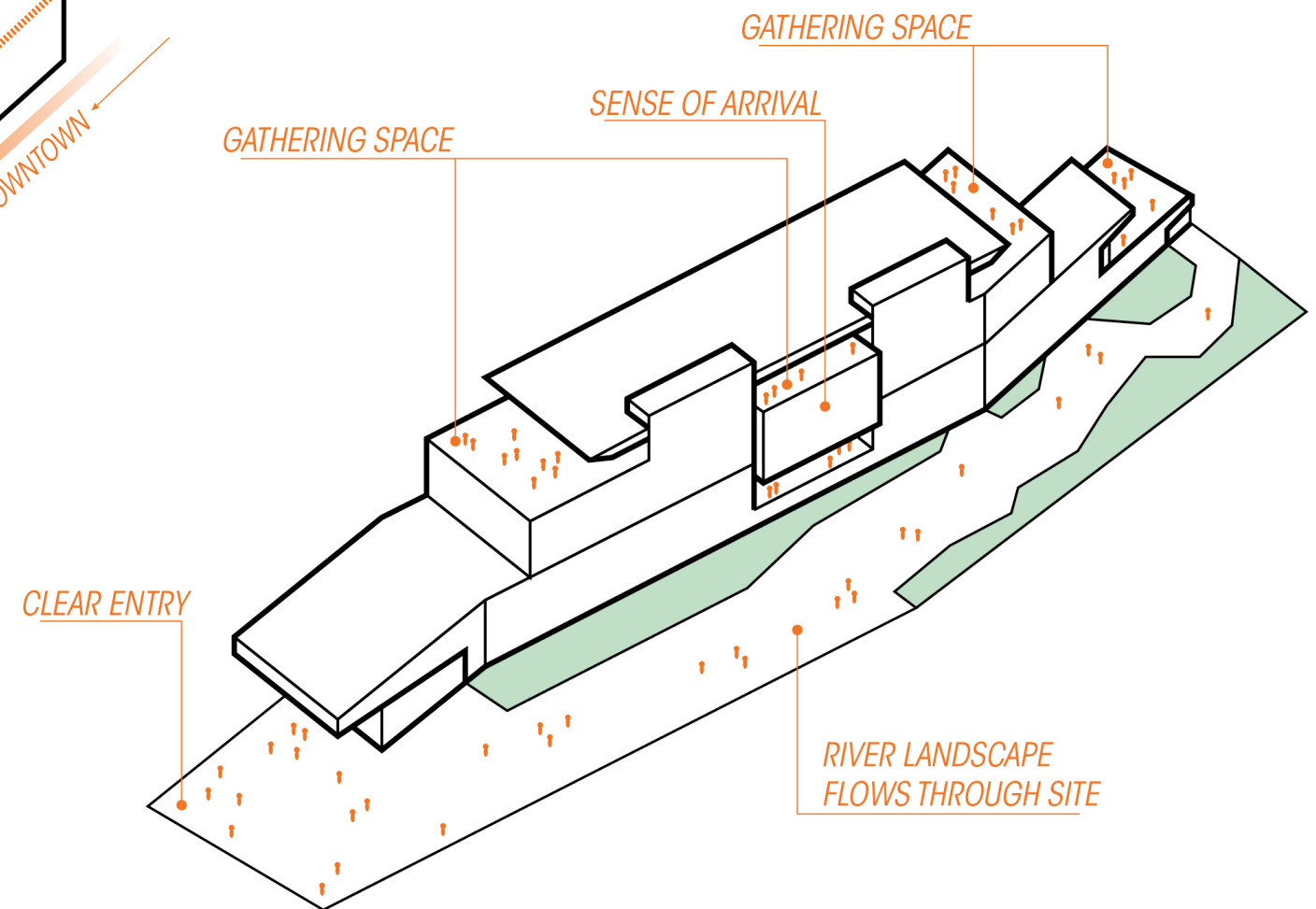




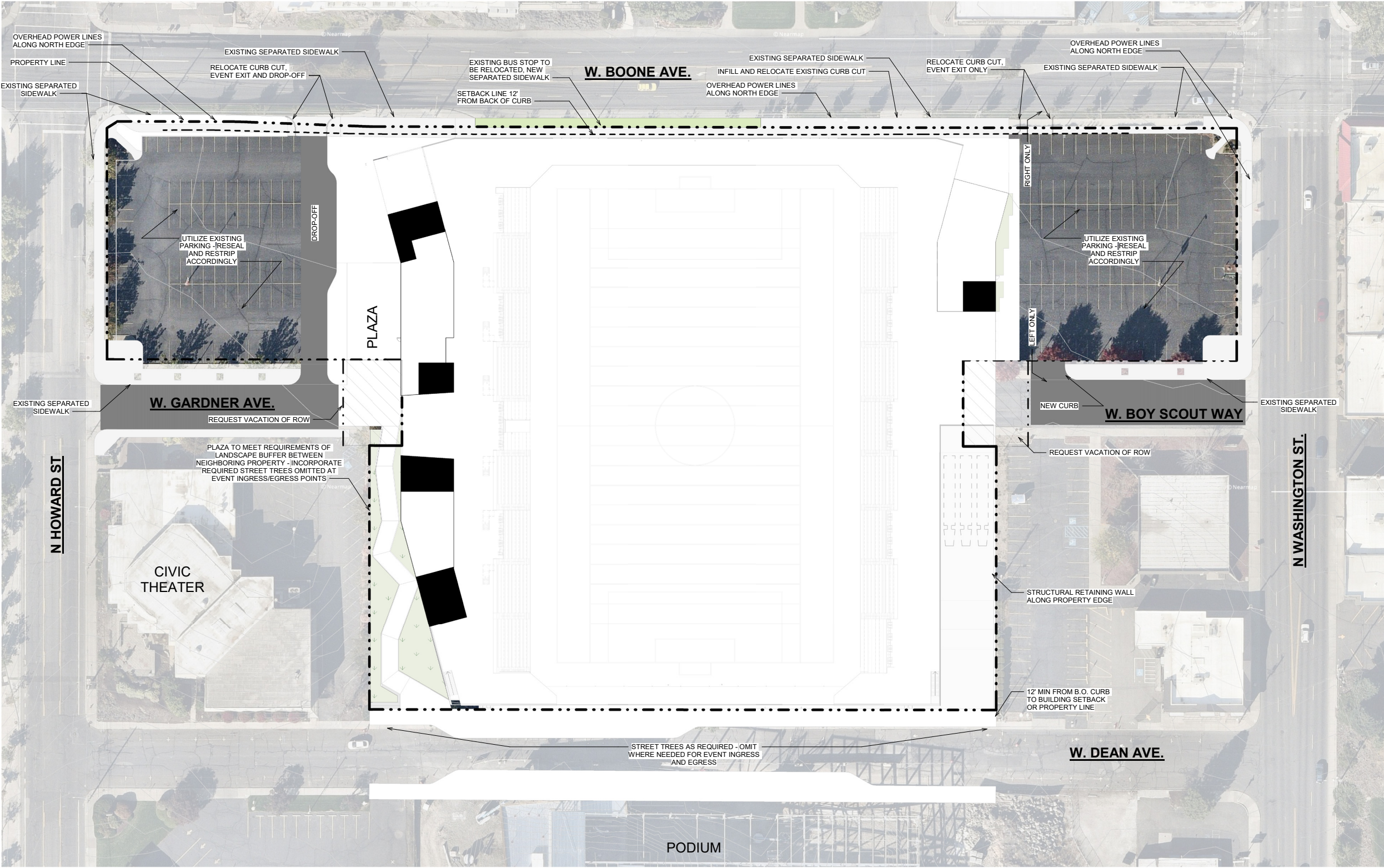
PROGRAM BLOCK



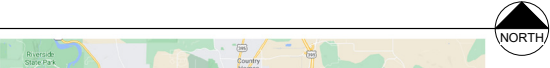
CONTEXT FORCES

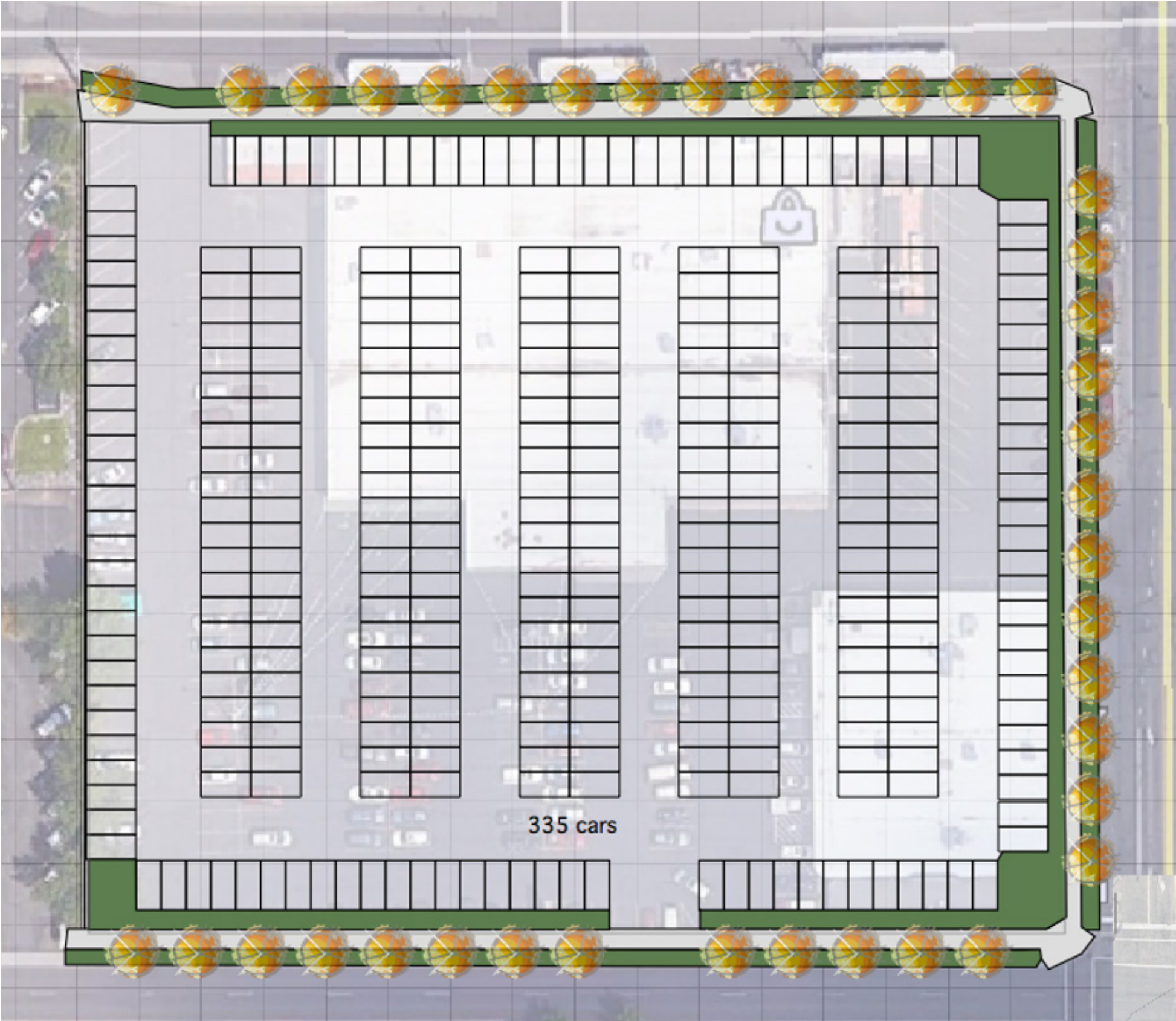


MASSING FORM



1 SITE CONTEXT PLAN
SCALE: 1" = 30'-0"







LEGEND:

1 - PITCH / FIELD
2 - CONCOURSE
3 - FLEX SPACE

4 - ELEVATED SEATING
5 - CONCESSIONS AND RESTROOMS
6 - PARTY ZONES

7 - SCOREBOARD
8 - PLAZA
9 - PRIMARY ENTRY

10 - TEAM ENTRY
11 - SERVICE LOADING
12 - FILM PLATFORM

13 - SECONDARY ENTRY















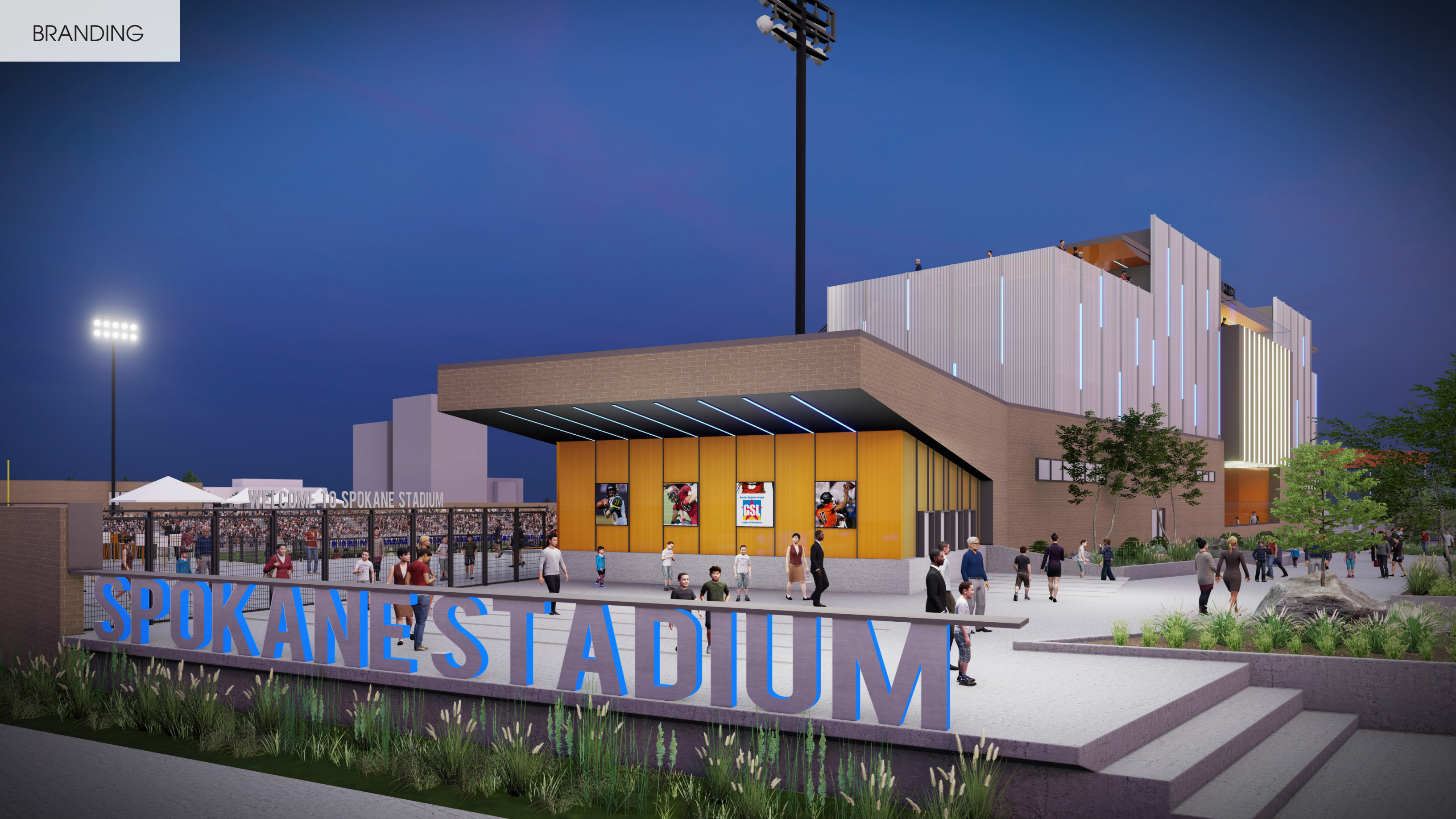














Design Review Board - Meeting Minutes Draft

September 15, 2021

Online via WebEx

Meeting called to order at 5:30 PM by Mark Brower

Attendance:

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

Mark Brower moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Anne Hanenburg seconded. Motion carried. (7/0)

Changes to Agenda:

- None

Workshops:

1. **Sacajawea Middle School - Recommendation Meeting**
2. Staff Report: Dean Gunderson
3. Applicant Presentation: Greg Forsyth & Mike Keenan (Spokane Public Schools), Ken Murphy & Jodi Kittel (ALSC), and Mike Terrell & Jeff Stiltz (MT-AL Landscape Design)

* Dean Gunderson read a public comment, received just before the meeting began, into the record.

* Mark Brower closed public comment

4. Questions asked and answered
5. Discussion ensued

Based on review of the materials submitted by the Applicant and discussion during the September 15, 2021 Recommendation Meeting, the Design Review Board recommends the approval of the project subject to the following conditions:

1. Applicant is encouraged to provide, within the buffer along the north boundary, columnar evergreens that take into account overhead power and year-round buffering between residential neighbors and the project site.

Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 6.3 School Locations, TR GOAL A: PROMOTE A SENSE OF PLACE, 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, and N 2.1 Neighborhood Quality of Life.

Please see the following SMC Design Standard: SMC 17C.110.545 Transition from Institutional to Residential Development.

2. Applicant shall provide a separation buffer between the playscape and bus drop-off.

Please see the following Comprehensive Plan Goals and Policies: LU 1.12 Public Facilities and Services, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.

Please see the following goals of the Pedestrian Master Plan: Goal 4 - Safe and Inviting Pedestrian Settings.

3. Applicant shall continue working with the City in developing a pedestrian crossing at Grand Blvd and 32nd Ave. Applicant shall consider a more robust, pedestrian centric experience that may integrate low seatwalls, paving, lighting, and landscaping, etc.

Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 2.1 Neighborhood Quality of Life.

Please see the following goals of the Pedestrian Master Plan: Goal 1 - Well Connected and Complete Pedestrian Network, and Goal 4 - Safe and Inviting Pedestrian Settings.

Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study.

Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.

4. Applicant is encouraged to more fully develop the signage along Grand Blvd to integrate with the proposed signage at 33rd Ave. / Lamonte St.

Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.2 Open Space, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, 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 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.5 Multimodal Transportation, and N 4.6 Pedestrian and Bicycle Connections.

Please see the following goals of the Pedestrian Master Plan: Goal 1 - Well Connected and Complete Pedestrian Network, and Goal 4 - Safe and Inviting Pedestrian Settings.

Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study.

Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.

Please see the following SMC Development Standard: SMC 17C.240 Signs

5. Applicant shall continue dialogue with neighborhood stakeholders and make a good faith effort to satisfy concerns regarding the design for drop off and pickup of students.

Please see the following Comprehensive Plan Goals and Policies: LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, 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 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 4.6 Pedestrian and Bicycle Connections.

Please see the following goals of the Pedestrian Master Plan: Goal 1 - Well Connected and Complete Pedestrian Network, and Goal 4 - Safe and Inviting Pedestrian Settings.

Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study.

Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.

6. Applicant is encouraged to revisit the design intent for the 'tower' element and refine as necessary to achieve the stated goal of a wayfinding element.

Please see the following Comprehensive Plan Goals and Policies: 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.

7. Applicant is to be commended for their effort straddling the disparity in code requirements for street trees and the limitations imposed by utility locations, curb cuts, and clearview triangles. Applicant shall continue working with Urban Forestry to provide as many trees as possible given the code restrictions.

Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, N 2.1 Neighborhood Quality of Life, and N 4.1 Neighborhood Traffic Impact.

8. Applicant is strongly encouraged to refine the proposed flat red brick material to further promote the textural depth in the building facade.

Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, 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 SMC Design Standard: SMC 17C.110.515 Buildings Along the Street.

Chuck Horgan moved to approve the recommendations as presented; Ted Teske seconded. Motion carried. (7/0)

Board Business:

- Approval of August 25, 2021 Meeting Minutes

Old Business:

- None

New Business:

- Ted Teske brought up the fact his term is ending December 31st of this year. Dean advised Anne Hanenburg's term will be up too, and he advised them it would be great if they could both be in on the interviews for the new members. Anne was also asked to spread the word on the upcoming opening within the landscape architecture community.

Chair Report -

- None

Secretary Report - Dean Gunderson

- Next week's regularly scheduled meeting will be on the new Downtown Stadium Project. Anne advised she will need to recuse herself, since her firm is involved with the project.

- There will be an introductory workshop with the Plan Commission on the new design guidelines next Wednesday, prior to the DRB meeting.
- Dean advised there are two potential PUDs Westwood Hills and a townhouse PUD for October meetings.

Meeting Adjourned at 8:48 PM

Next Design Review Board Meeting scheduled for Wednesday, September 22, 2021

DRAFT