



Special Meeting - Spokane Design Review Board

Wednesday, September 29, 2021

5:30-7:30 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 – 7:15	5) Downtown Stadium – Collaborative Workshop #2	Continued
	• Board Questions.....	From
	• Public Comments.....	September 22, 2021
	• Board Discussion.....	

Board Business:

7:15 – 7:30	6) Approve Minutes from September 22, 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: **2485 192 5153** followed by # when prompted for a meeting number or access code. Enter # when prompted for an attendee ID

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

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

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

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

Meeting Process - Spokane Design Review Board

Call to Order

- Chair calls the meeting to order, noting the date and time of the meeting.
- Chair asks for roll call for attendance.
- Chair asks if there any changes to the agenda.
- Chair asks for motion to temporarily suspend the rules (see Agenda packet)

Board Workshop

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

Staff Report

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

Applicant Presentation

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

Public Comment *

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

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any written public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments (unless motioned otherwise).
- Chair leads discussion amongst the DRB members regarding the staff topics for discussion, applicable design criteria, identification of key issues, and any proposed design departures.

Design Review Board Motions

- Chair asks whether the DRB is ready to make a motion.
- Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
- Chair asks for discussion on the motion.
- Chair asks the applicant if they would like to respond to the motion.
- After discussion, Chair asks for a vote.

Design Review Board Follow-up

- Applicant is advised that they may stay or leave the meeting, and that the annotated & signed motion will be made available within five working days.
- Next agenda item announced.

Board Business

- Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
- Chair asks is there any old business? Any old business is discussed.
- Chair asks is there any new business? Any new business is discussed.
- Chair Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Other

- Chair asks board members if there is anything else.

Adjourn

- Chair asks for a motion to adjourn. After the motion is seconded, and approved by vote, Chair announces that the meeting is adjourned, noting the time of the adjournment.

DESIGN REVIEW BOARD

Downtown Stadium

2 – COLLABORATIVE WORKSHOP

FILE NO.DRB
2107_2106

Design Review Staff Report

September 24, 2021



Staff:
Dean Gunderson
Senior Urban Designer

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

Applicants:

Andrew Leeper, ALSC Architects
aleeper@alscarchitects.com
509-838-8568

ATTN: Greg Forsyth,
Spokane Public Schools
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509-354-5775

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Background

The Design Review Board initial Collaborative Workshop was held on September 22, 2021.

The following materials are supplemental to this report:

- *Design Review Staff Report | Collaborative Workshop, September 20, 2021;*
- *Design Review Staff | Collaborative Workshop Presentation, September 22, 2021*
- *Applicant | Collaborative Workshop Presentation, September 22, 2021*

Comments Received After First Collaborative Workshop

After the conclusion of the initial DRB Collaborative Workshop held on September 22, 2021, and before the publication of this report, the following comments were received:

Received from Mark Brower (Spokane DRB Vice Chair), Thursday, 9/23 (8:52pm):

I'll write them in the form of recommendations, but am assuming that most of these will be articulated by others in some form and may simply provide nuances from my perspective.

- *The Applicant is encouraged to leverage innovative, low-impact stormwater management Best Management Practices (such as permeable pavements, rain gardens, infiltration galleries) that enhance the public realm throughout their design life.*
- *The Applicant shall consider "future proofing" and strengthening routes within the project (especially non-motorized) to facilitate access to/from the stadium site in all directions in the anticipation of redevelopment to support this new and exciting downtown District.*
- *The Applicant is encouraged to provide "bread crumbs" along Howard, Dean, Gardner, and Boone that invite the public in to some sort of special experience (high school sports history walk, sidewalk games, art, or other cultural experience/activity) to activate the public realm around the stadium when there are no events.*
- *The Applicant shall consider infrastructure that safely facilitates and prioritizes anticipated pedestrian, non-motorized, and transit access for events at the stadium, as well as events that may occur simultaneously with the Civic Theater, the Podium, and the Arena.*
- *The Applicant shall continue to work with STA and the City to optimize equitable access to each of the facilities in the District.*

Supplementary Documents

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

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

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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.

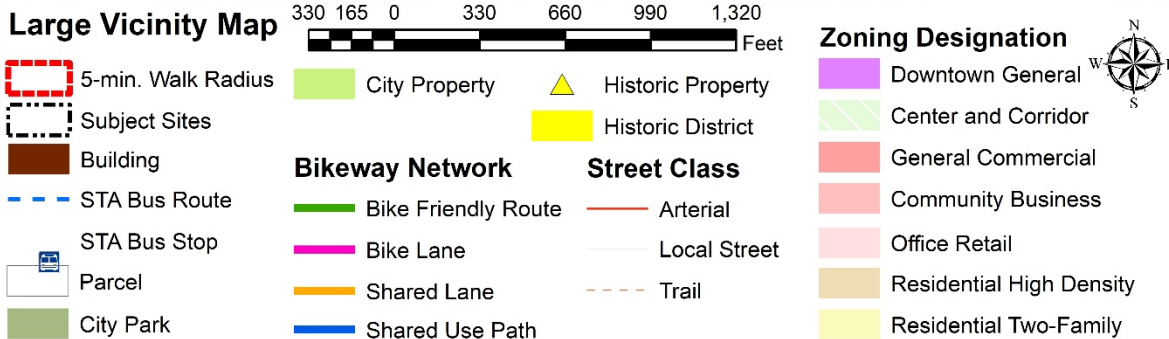
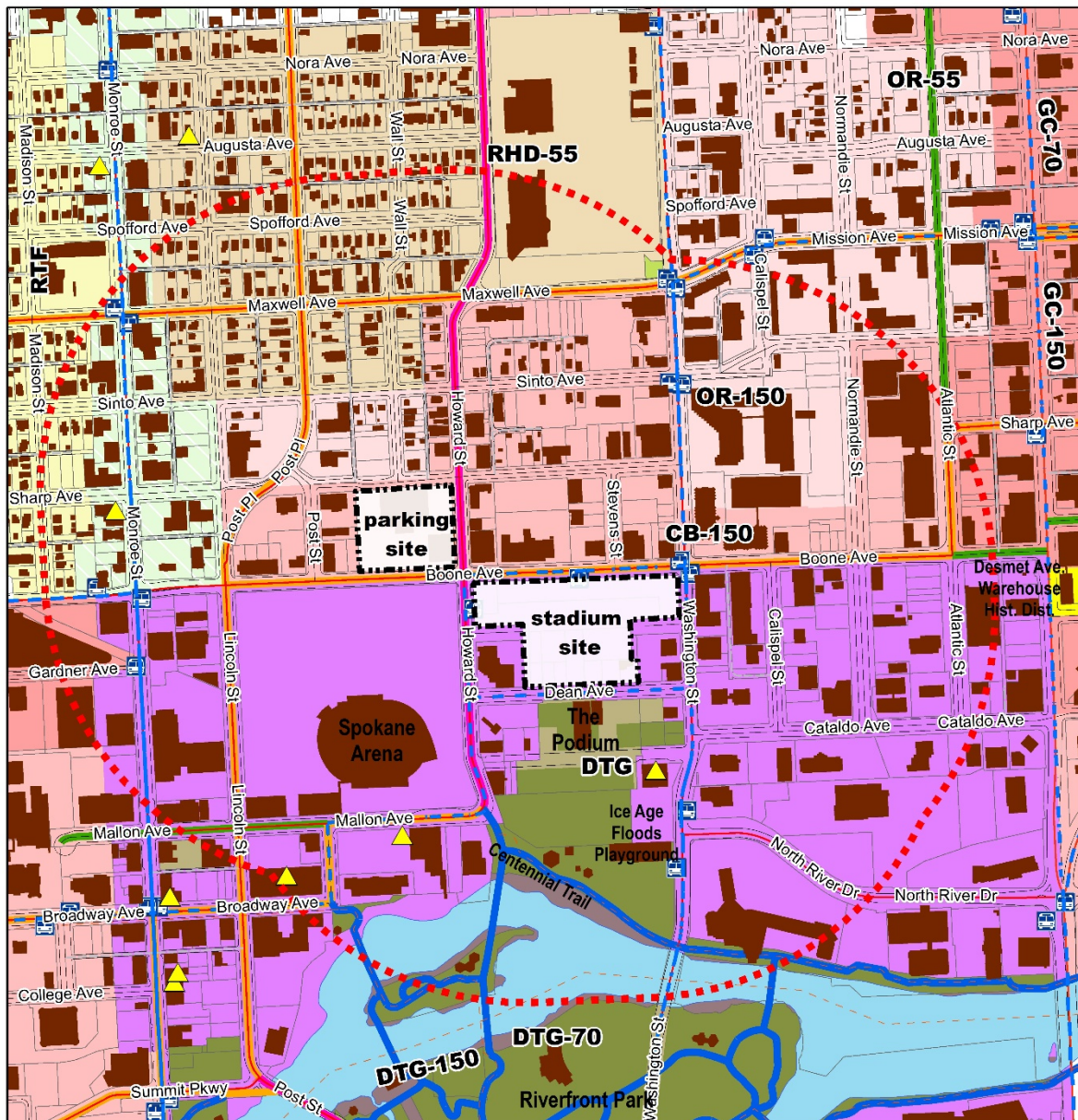


Figure 1. Large-scale Vicinity Map

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.

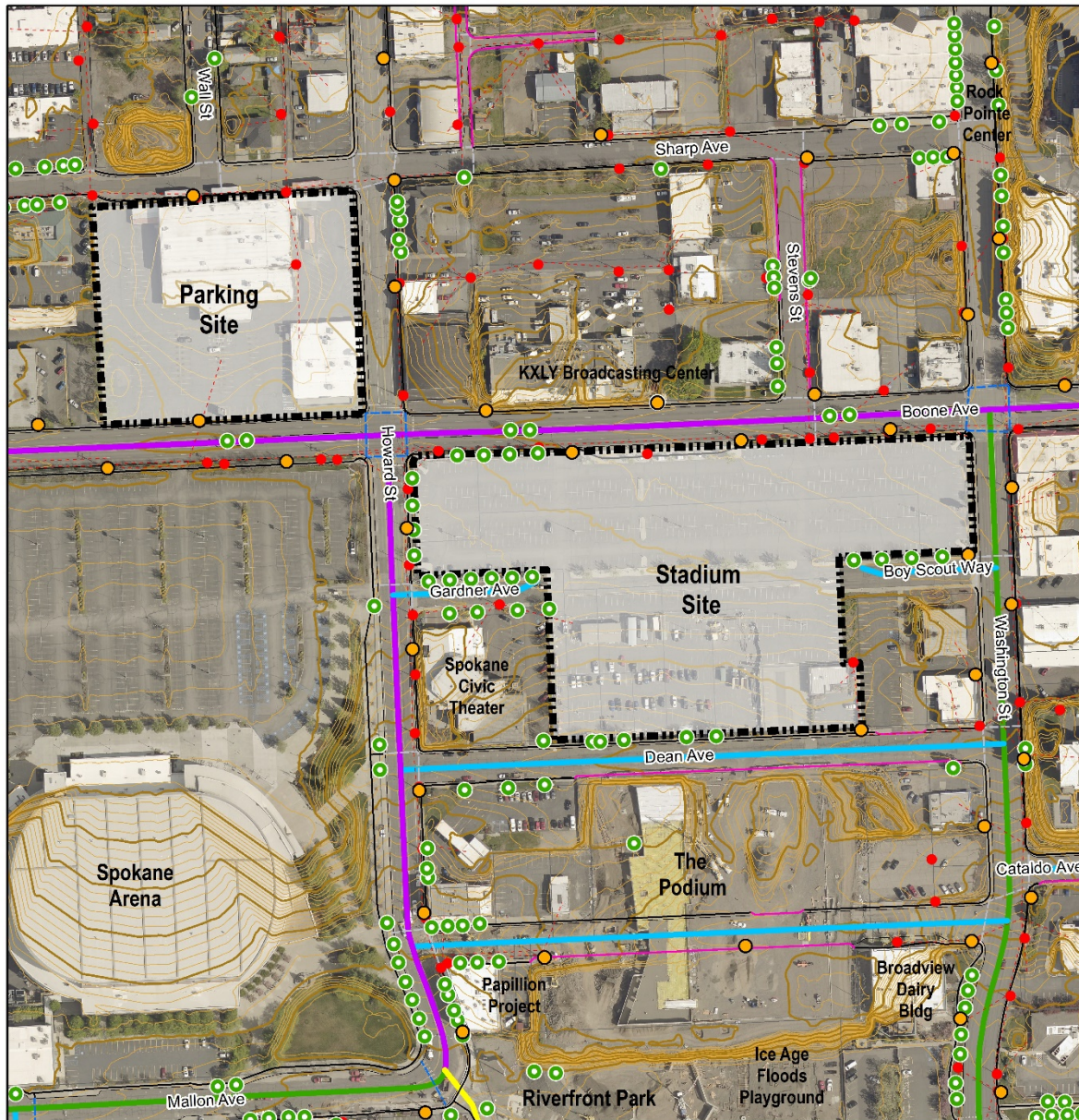
Public Attractions and Landmark Buildings located within a 5-minute walk of the Subject Sites include the Spokane Arena, the YMCA Youth Center, Riverfront Park & Ice Age Floods Playground, The Podium, and the Centennial Trail.

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 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.

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



Downtown Stadium

Design Review Board

Collaborative Workshop Meeting September 22, 2021

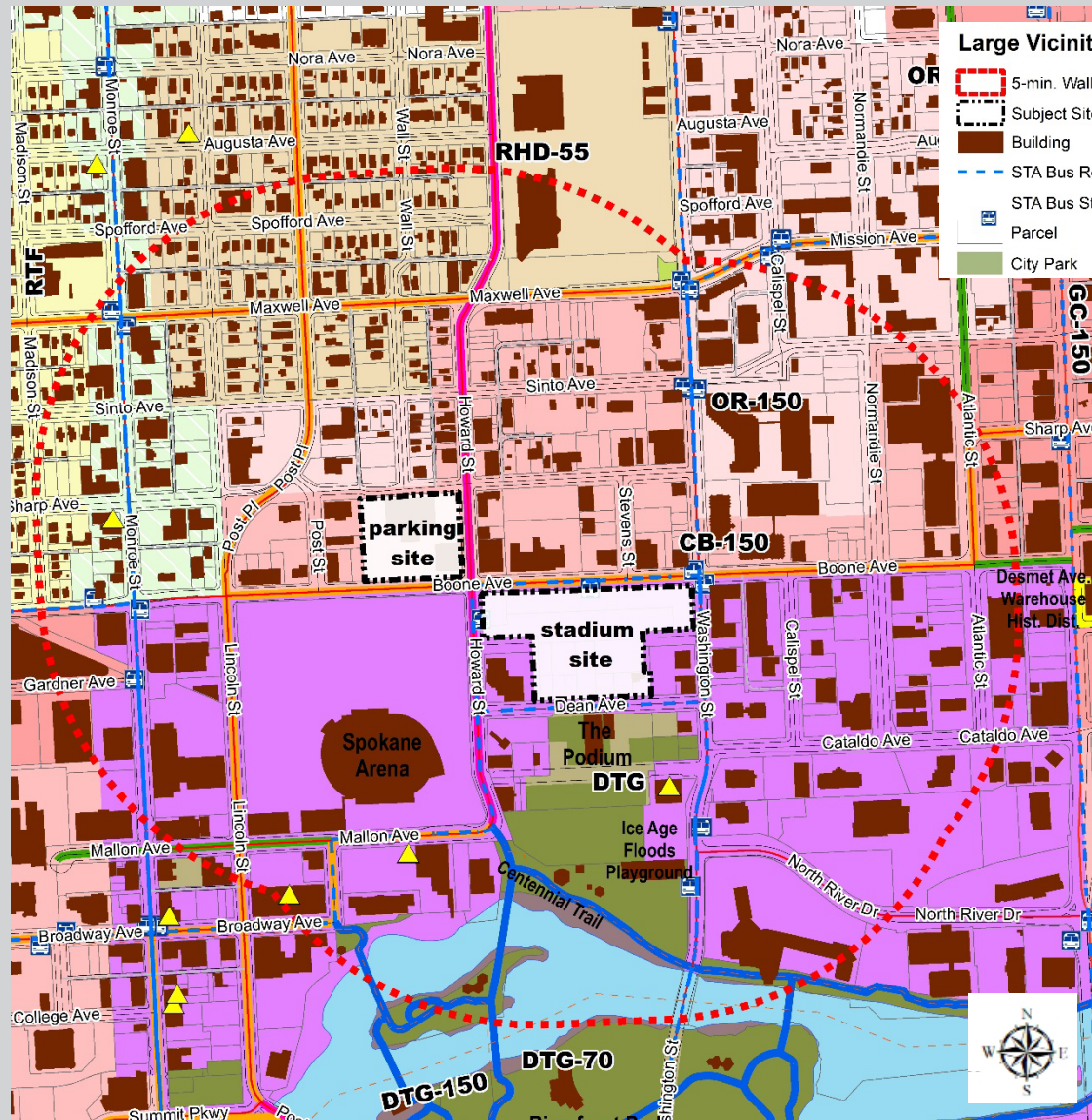
City of Spokane Planning Services

DRB Project Number: 2106

Agent:	Andrew Leeper
Consultants:	ALSC Architects, SPVV Landscape Architects
Applicant:	Spokane School District #81
Owner:	Spokane Public Facilities District



Neighborhood Context



Large Vicinity Map

5-min. Walk Radius

Subject Sites

Building

STA Bus Route

STA Bus Stop

Parcel

City Park

City Property

Historic Property

Historic District

Bikeway Network

Bike Friendly Route

Bike Lane

Shared Lane

Shared Use Path

Street Class

Arterial

Local Street

Trail

Zoning Designation

Downtown General

Center and Corridor

General Commercial

Community Business

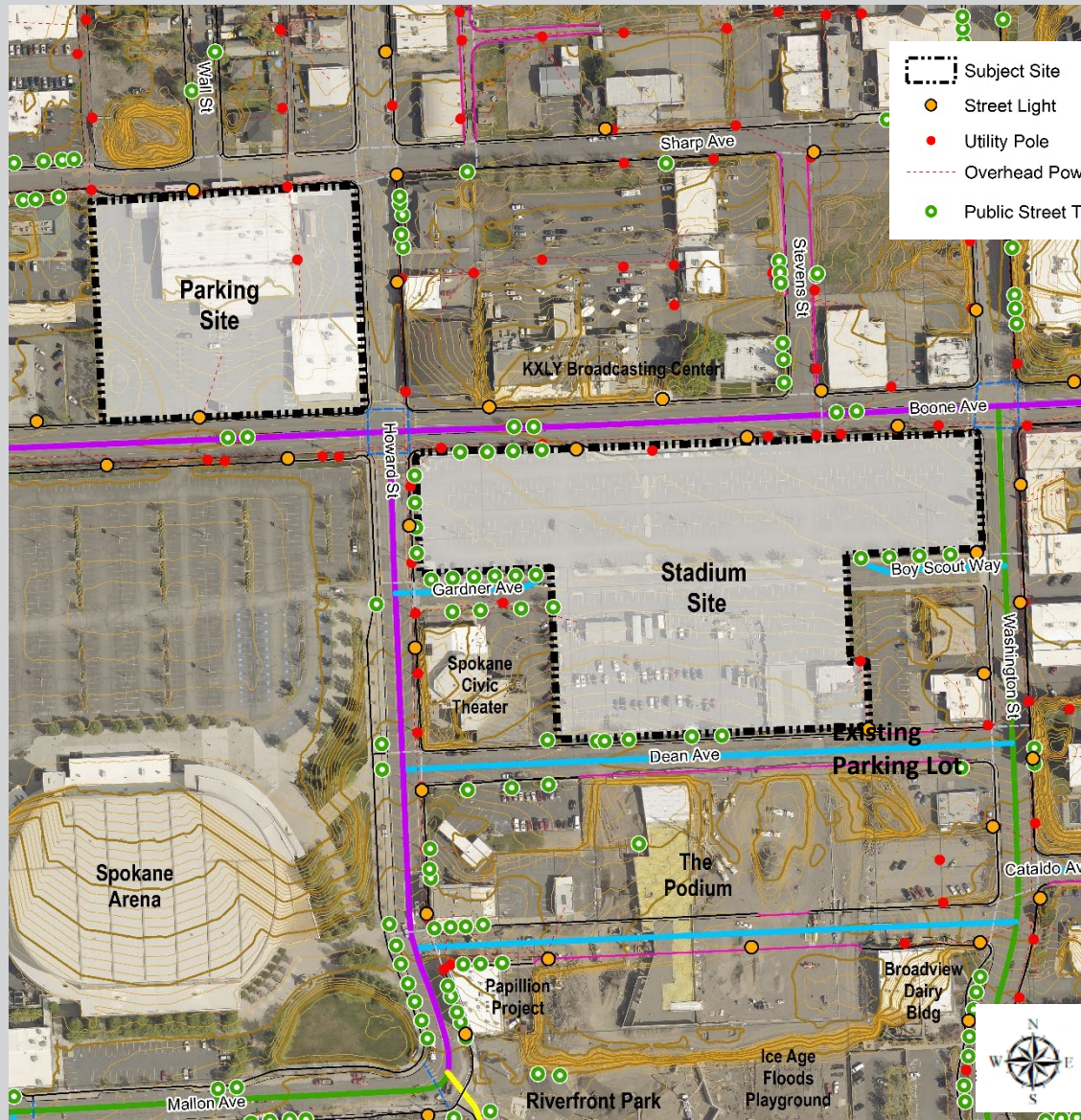
Office Retail

Residential High Density

Residential Two-Family



Site Context

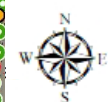


- Subject Site
- Street Light
- Utility Pole
- Overhead Power Line
- Public Street Tree

- 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





Municipal Codes

17G.040.020.A Public Project (both Sites)

17C.120.500 Commercial Design Standards (Parking Site)

17C.124.500 Downtown Design Standards (Stadium Site)

17C.200.040.E Parking Lot Landscaping Design (both Sites)

Policies

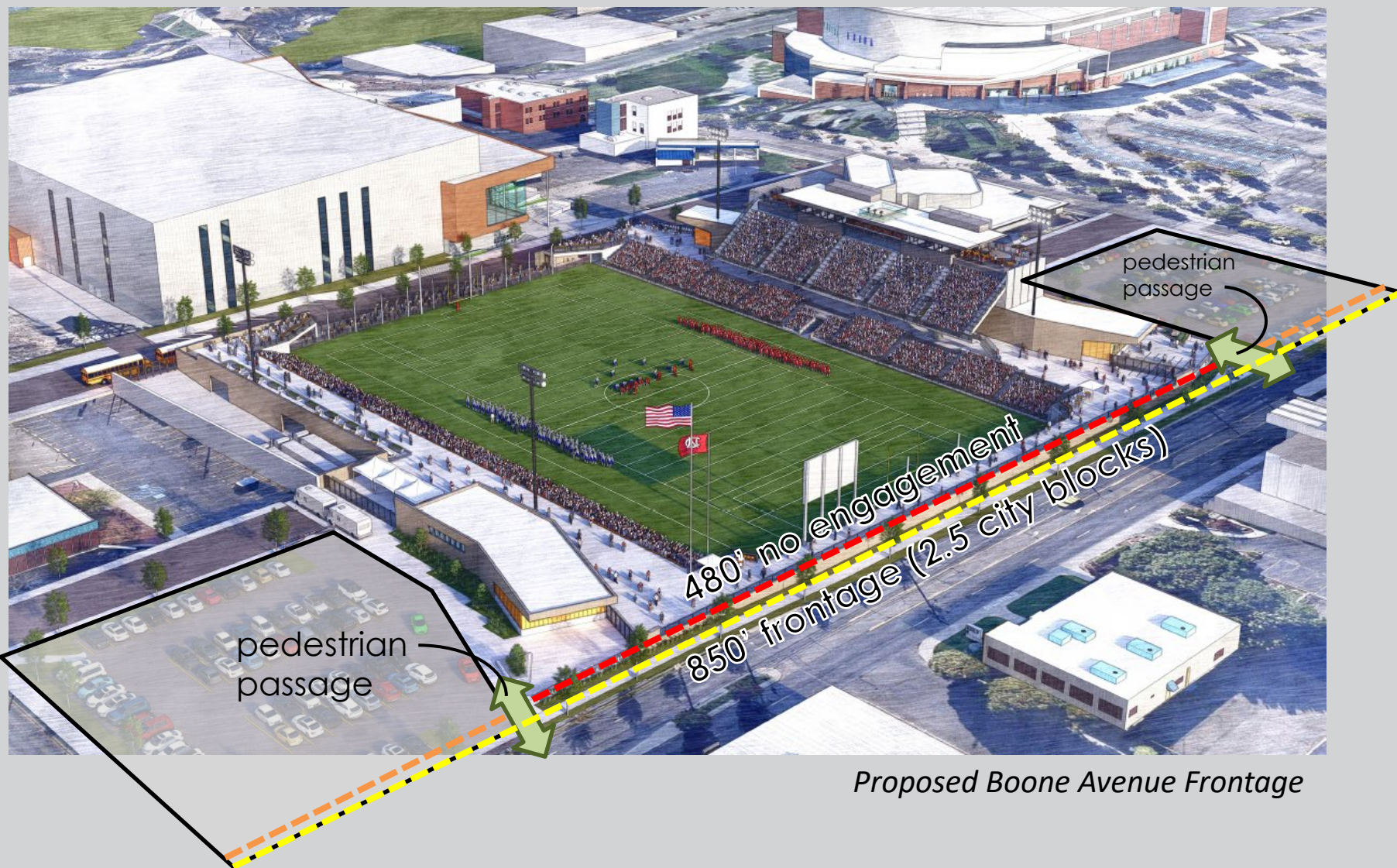
Comprehensive Plan (both Sites)

2021 Spokane Downtown Plan (Stadium Site)

Downtown Design Guidelines (Stadium Site)

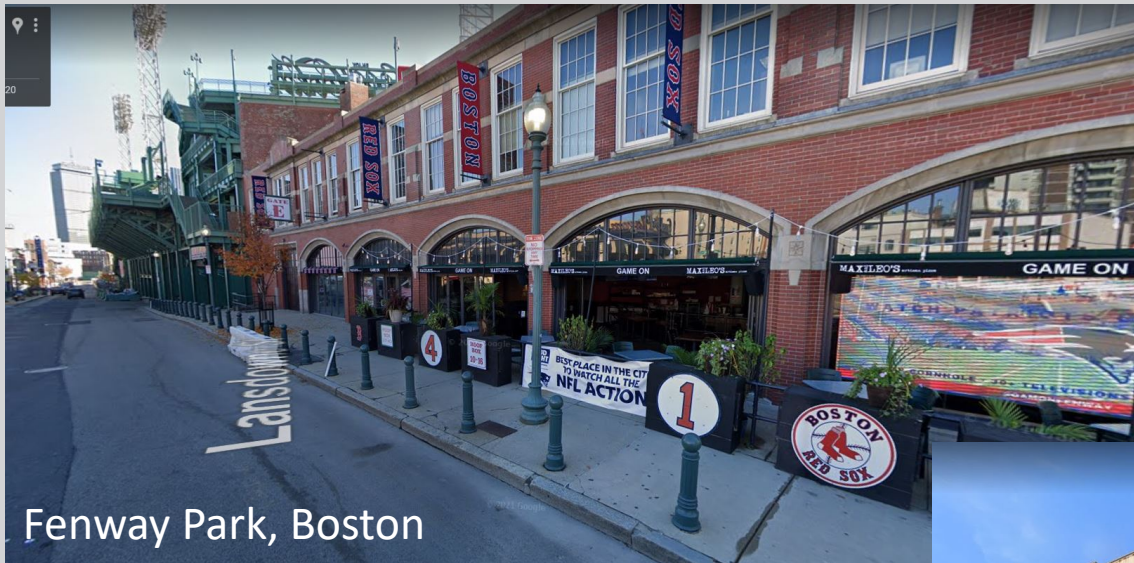


Topics for Consideration



Proposed Boone Avenue Frontage

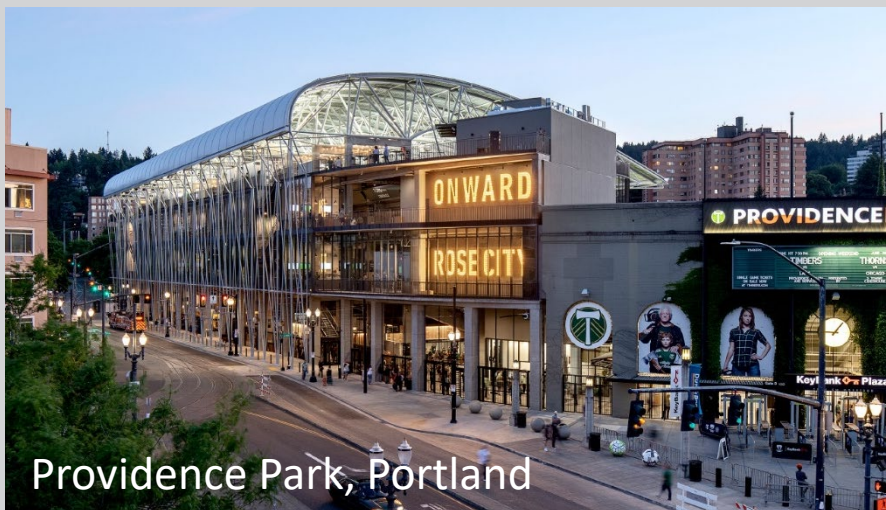
Topics for Consideration



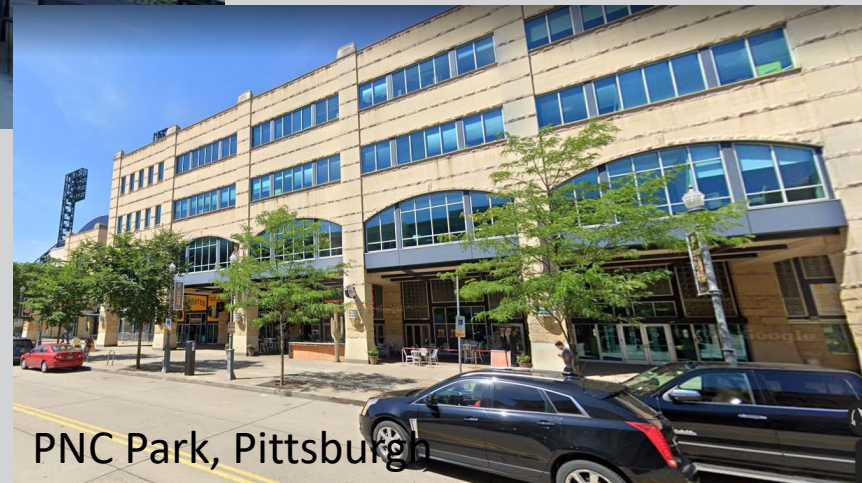
Fenway Park, Boston



Busche Stadium, St. Louis



Providence Park, Portland



PNC Park, Pittsburgh

Urban Stadium streetscape Best Practices examples that would comply with Spokane's Complete Streets, Downtown Design Standards, and Downtown Design Guidelines



Topics for Consideration



Proposed Dean Avenue Improvements

Topics for Consideration

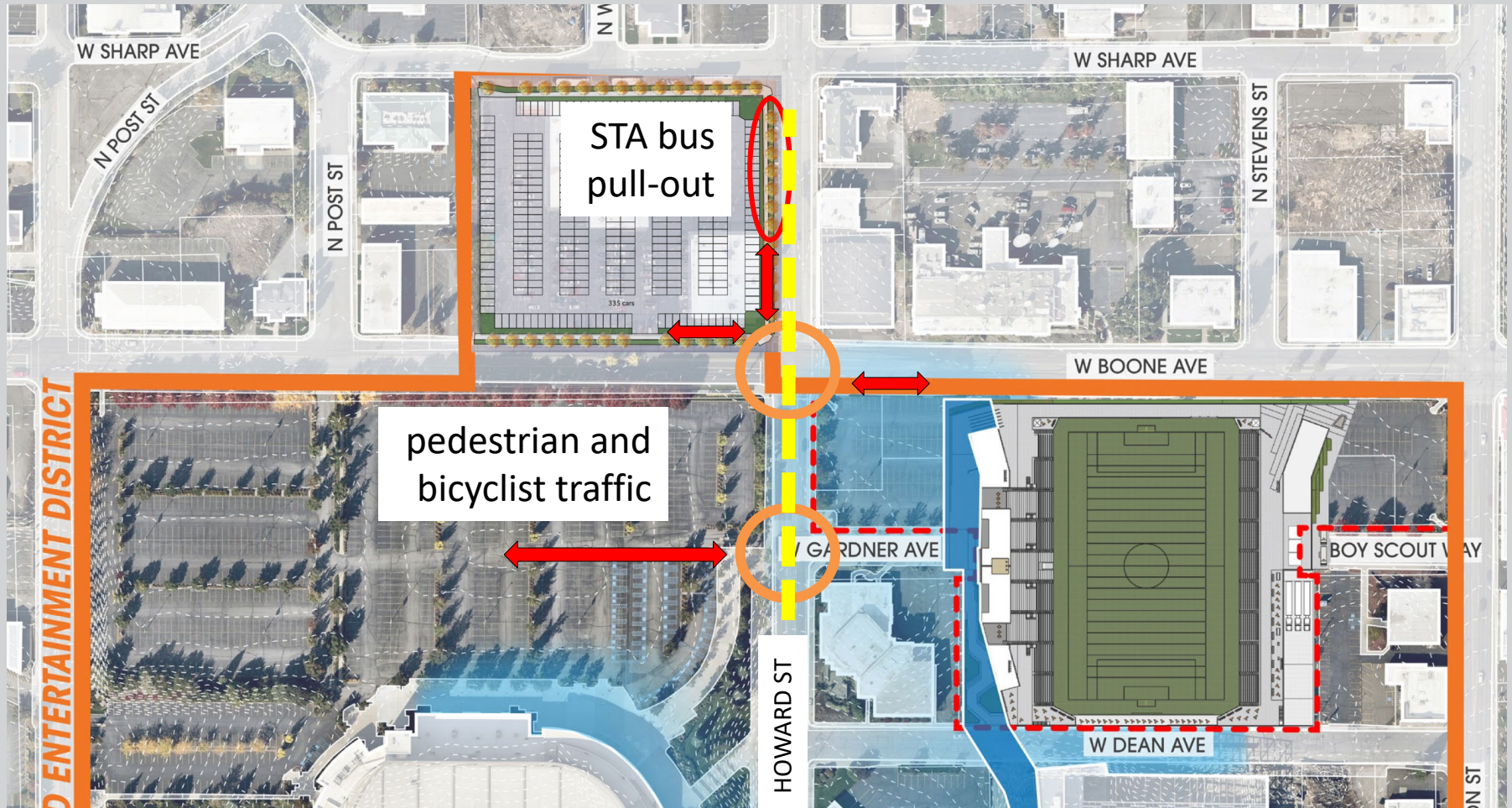


Boy Scout Way looking east, the only pedestrian and vehicular access to the facility is from BSW



Gardner Ave looking east: Note the Civic Theater's main entrance off of Gardner Avenue (to the right), and the bus shelter serving the Plaza Arena Shuttle (to the left, at the NEC of Howard & Gardner)

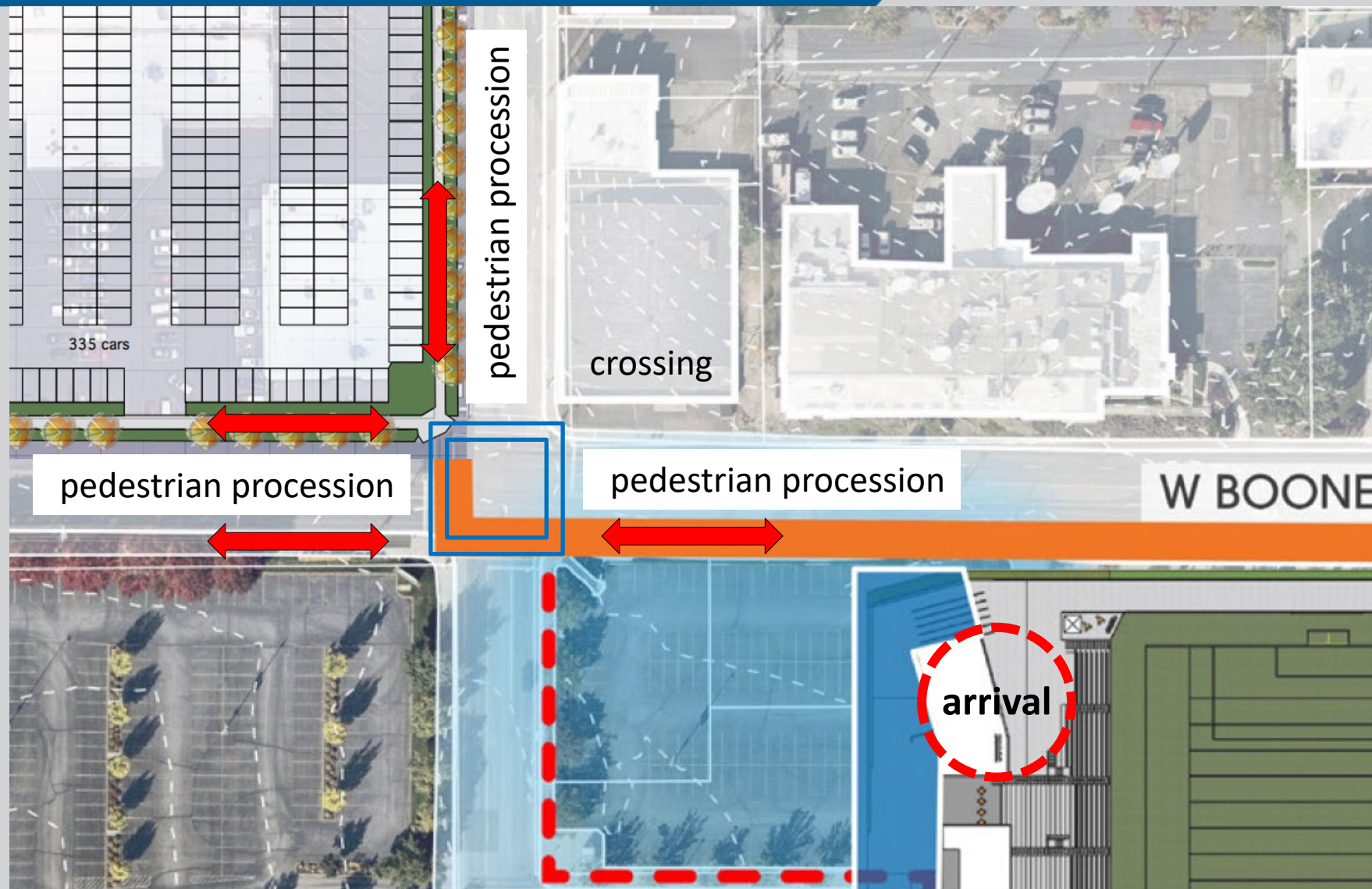
Topics for Consideration



Proposed conditions along Howard Street



Topics for Consideration





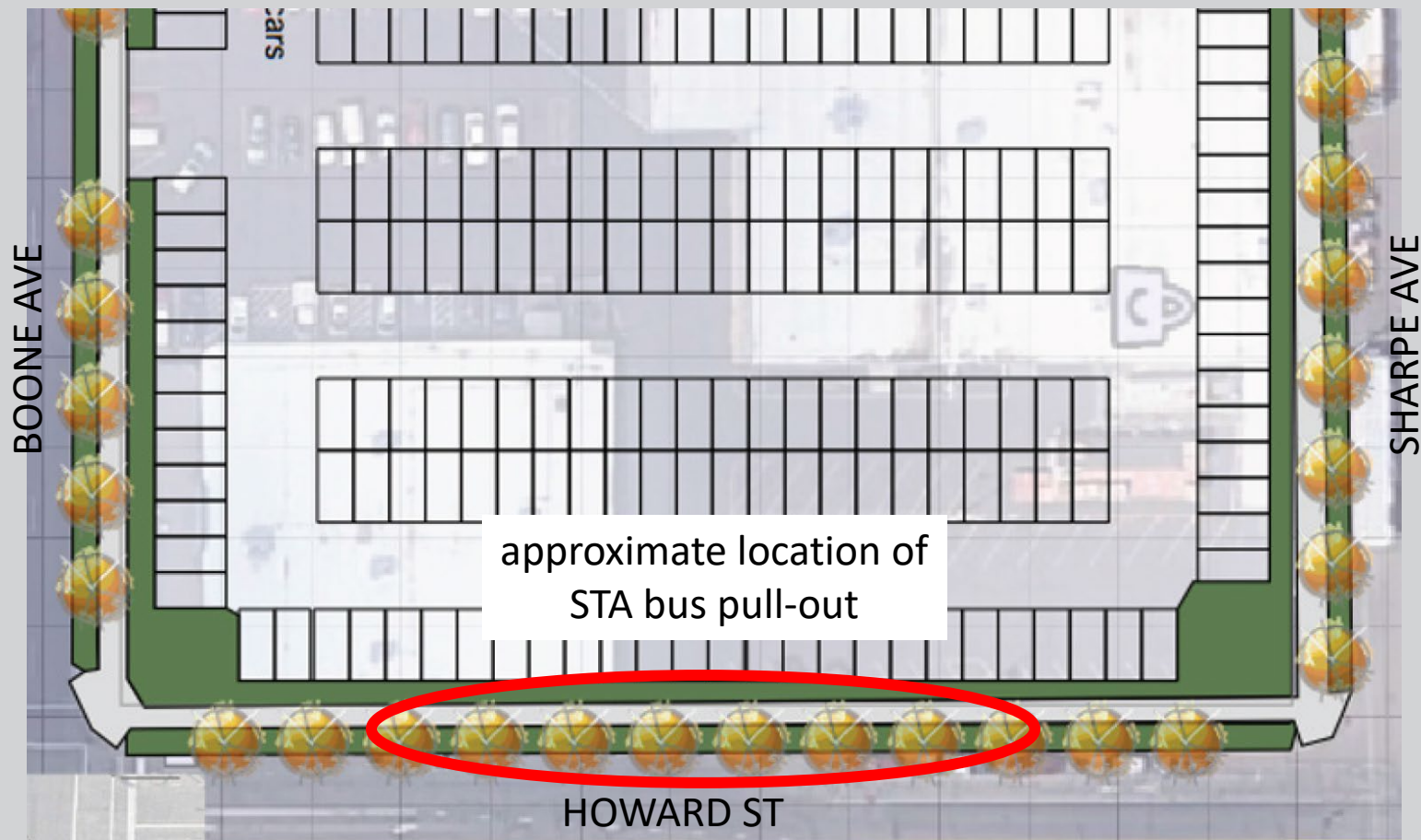
West Plaza

Note nearly 400' length of blank west façade with little fenestration or engagement.





Topics for Consideration



Parking Site





Topics for Consideration



Proposed (with existing landscape buffer widths)



*Permeable
pavers at
parking
spaces*

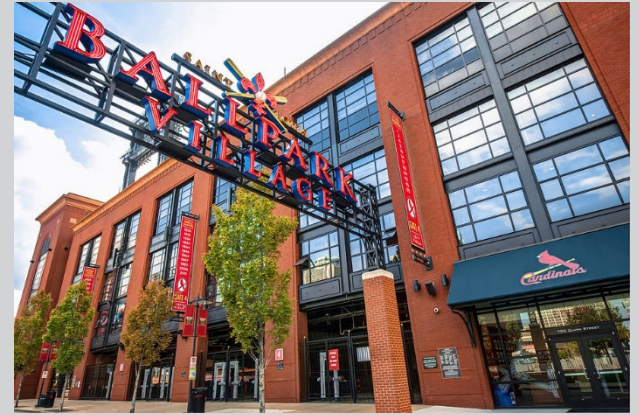
*Permeable
pavement and
trees at drive
aisle end caps*



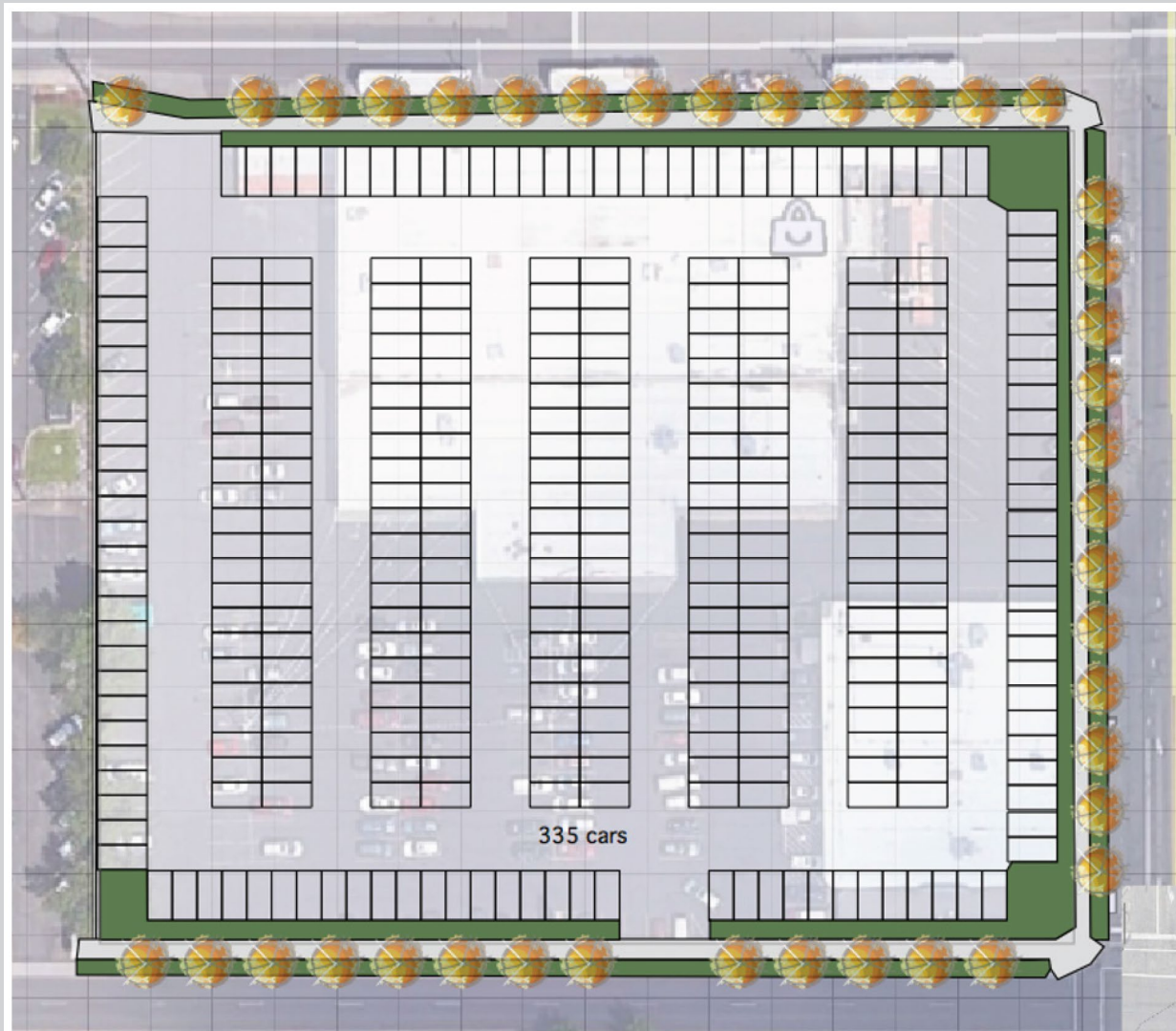
Examples of best practices for E-4 Design Guideline



Topics for Consideration



Topics for Consideration



Parking Site - proposed

Option 1 (SMC 17C.200.040.F.3.a) would require 10% of parking area to be landscaped with 1 tree for every 6 parking stalls.

Option 2 (SMC 17C.200.040.F.3.b) would require enough trees to ensure a 75% shade coverage of lot at tree-maturity.

The DRB may provide flexibility in the implementation of (R) and (P) landscape design requirements via a Design Departure (SMC 17C.200.040.E), but cannot waive either Option obligation.



Downtown Stadium

Design Review Board

Collaborative Workshop Meeting September 22, 2021

City of Spokane Planning Services

DRB Project Number: 2106

Agent:	Andrew Leeper
Consultants:	ALSC Architects, SPVV Landscape Architects
Applicant:	Spokane School District #81
Owner:	Spokane Public Facilities District



Downtown Stadium

Spokane Public Schools

DESIGN REVIEW BOARD MEETING

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





Guiding Principles

Unite:

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

Identity:

- Individual High Schools
- School District
- Regional & 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

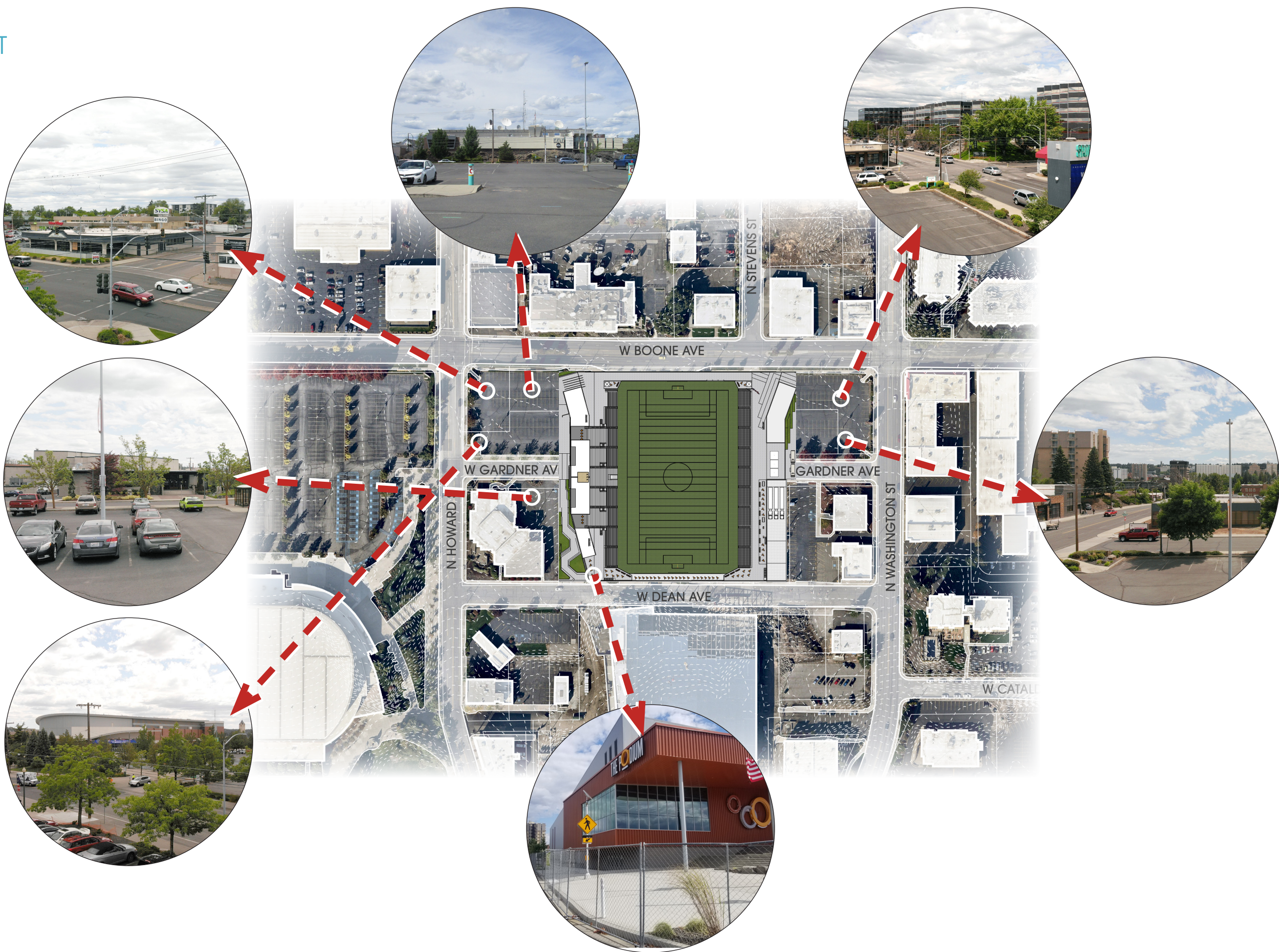
Multi-Use:

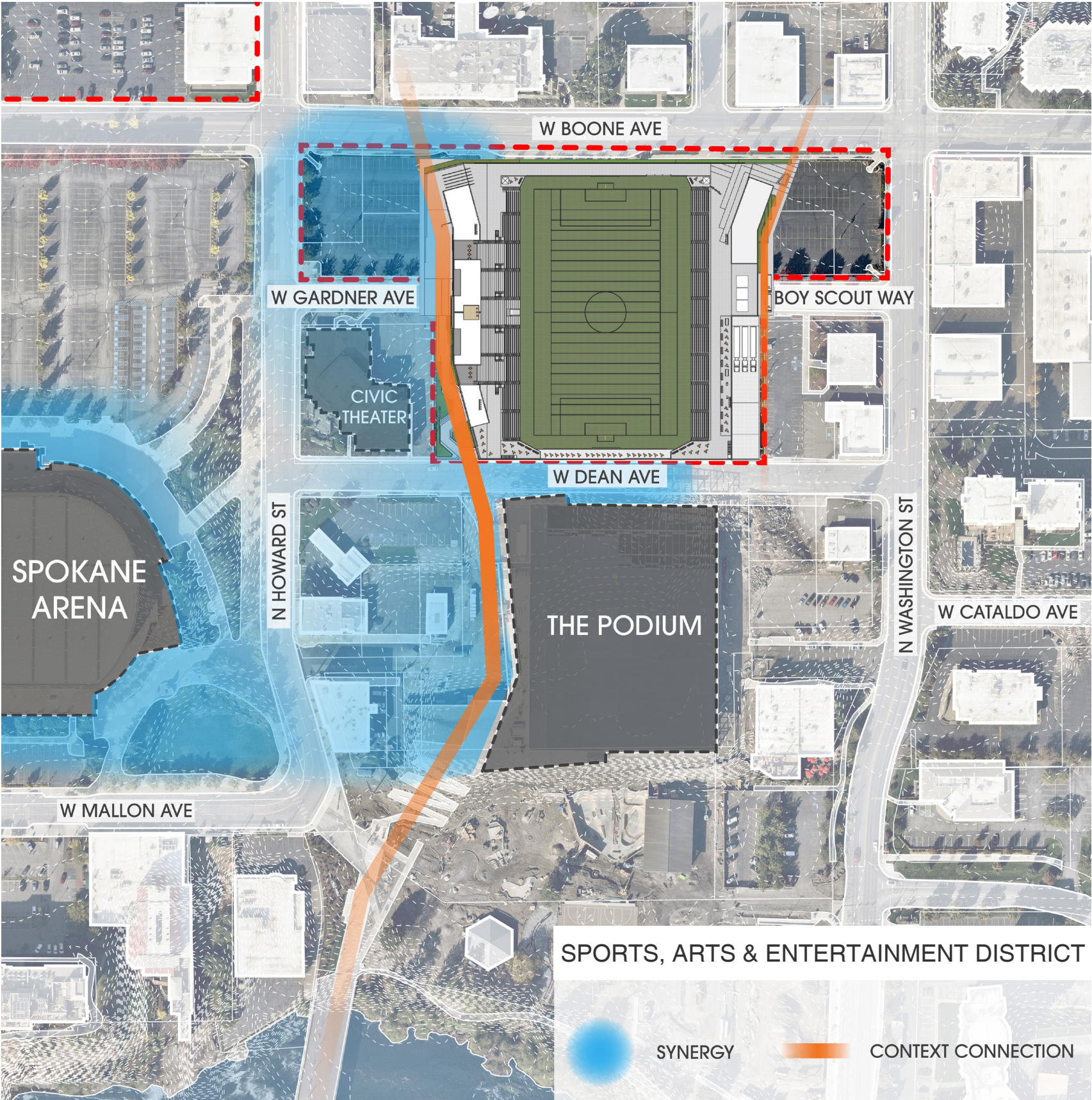
- Field Sports
- Schools District Events (Graduation, Marching Band)
- Other Outside Users (Concerts)

Safety:

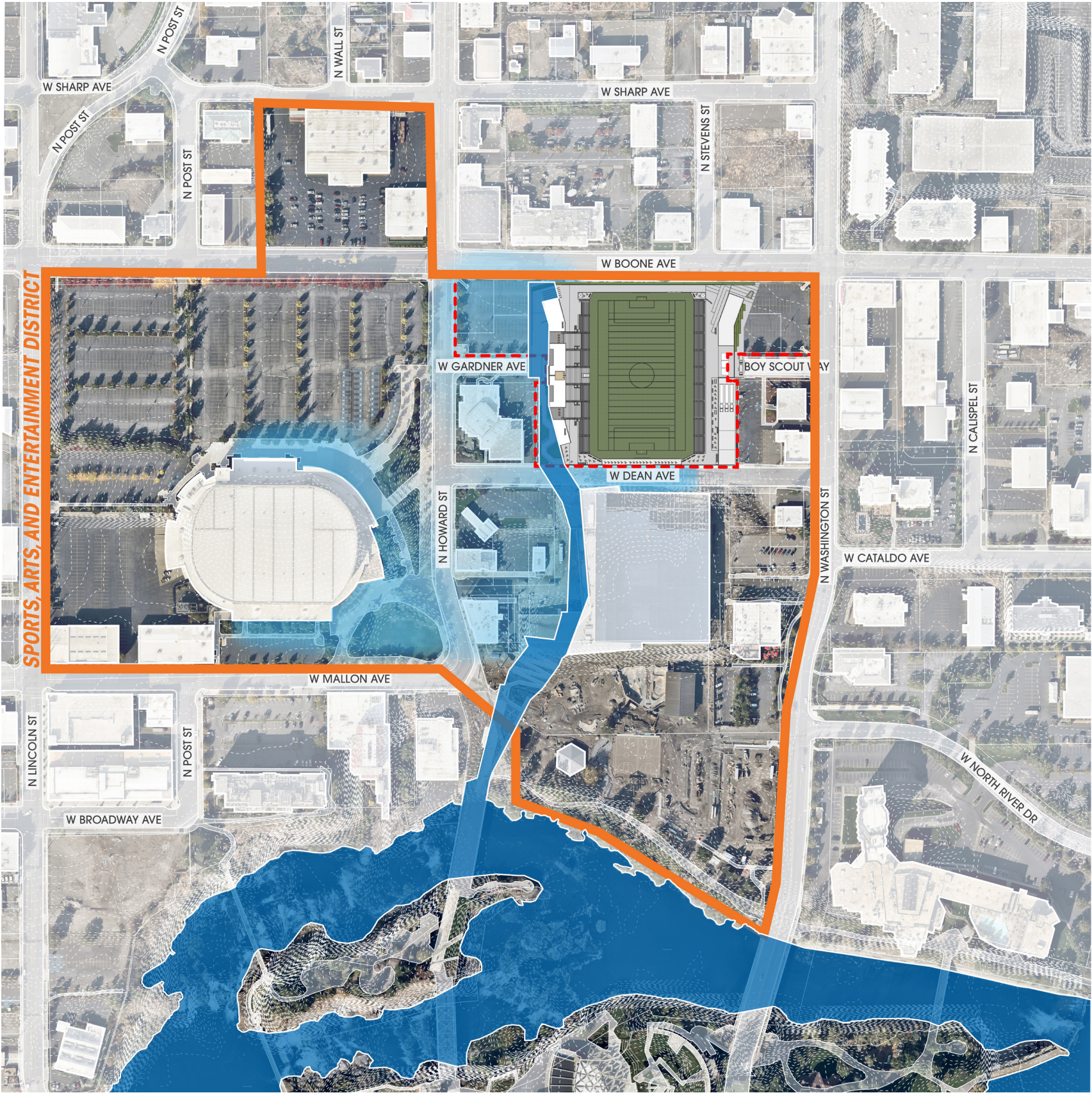
- Emergency Access
- Lighting
- Line of Sight
- Spectator Flow

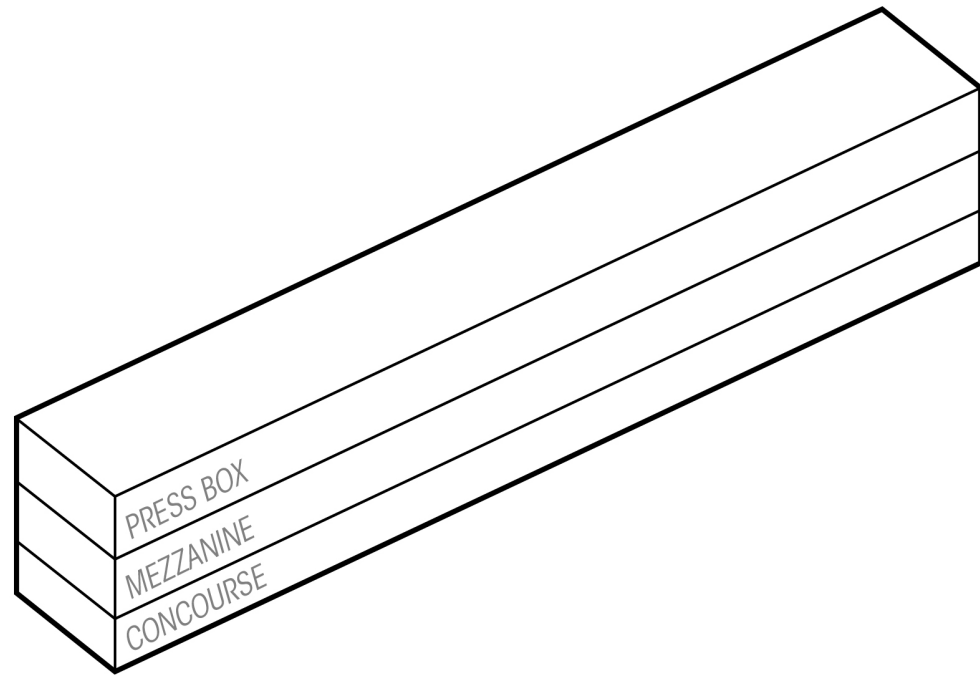
SITE CONTEXT



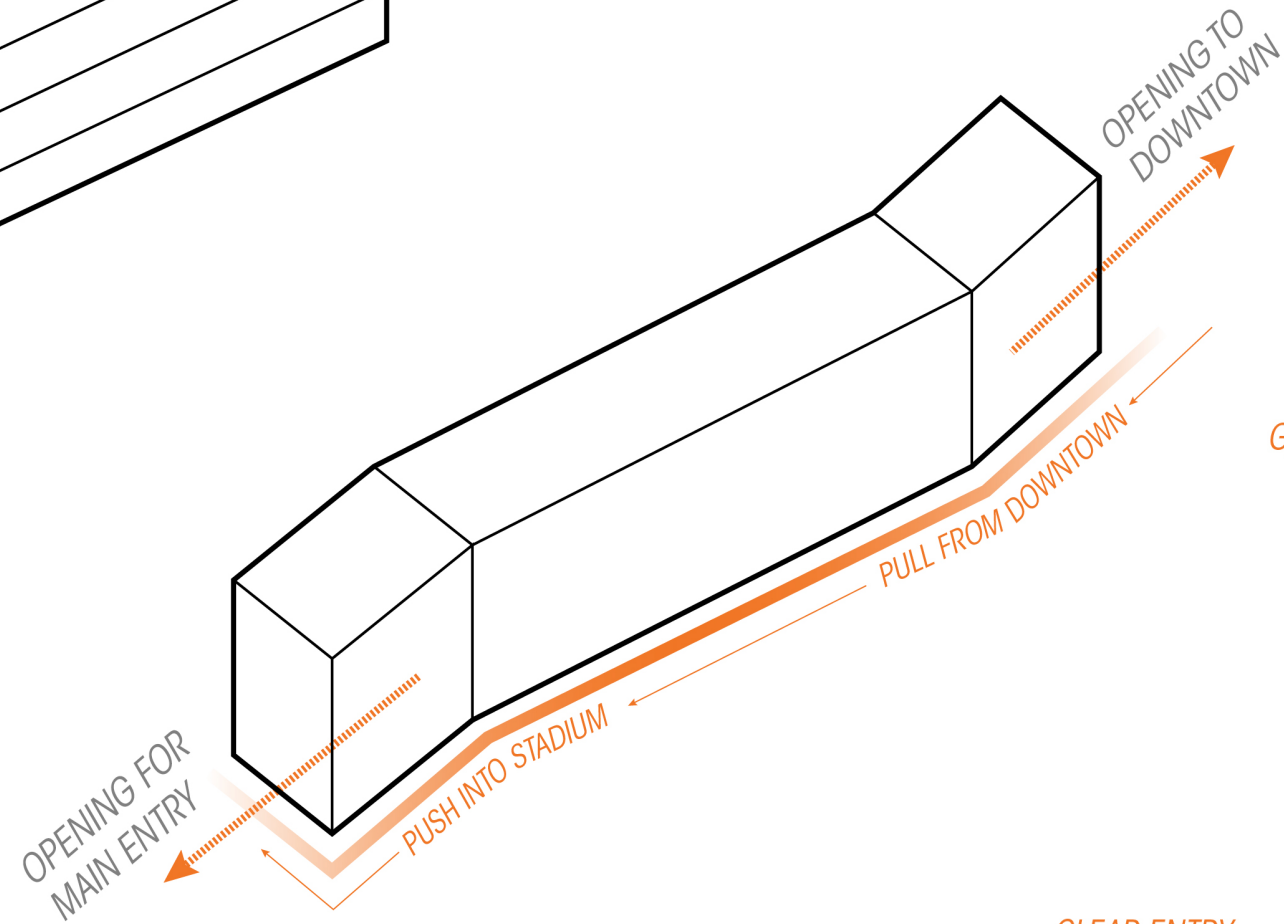


RIVERFRONT PARK INFLUENCE

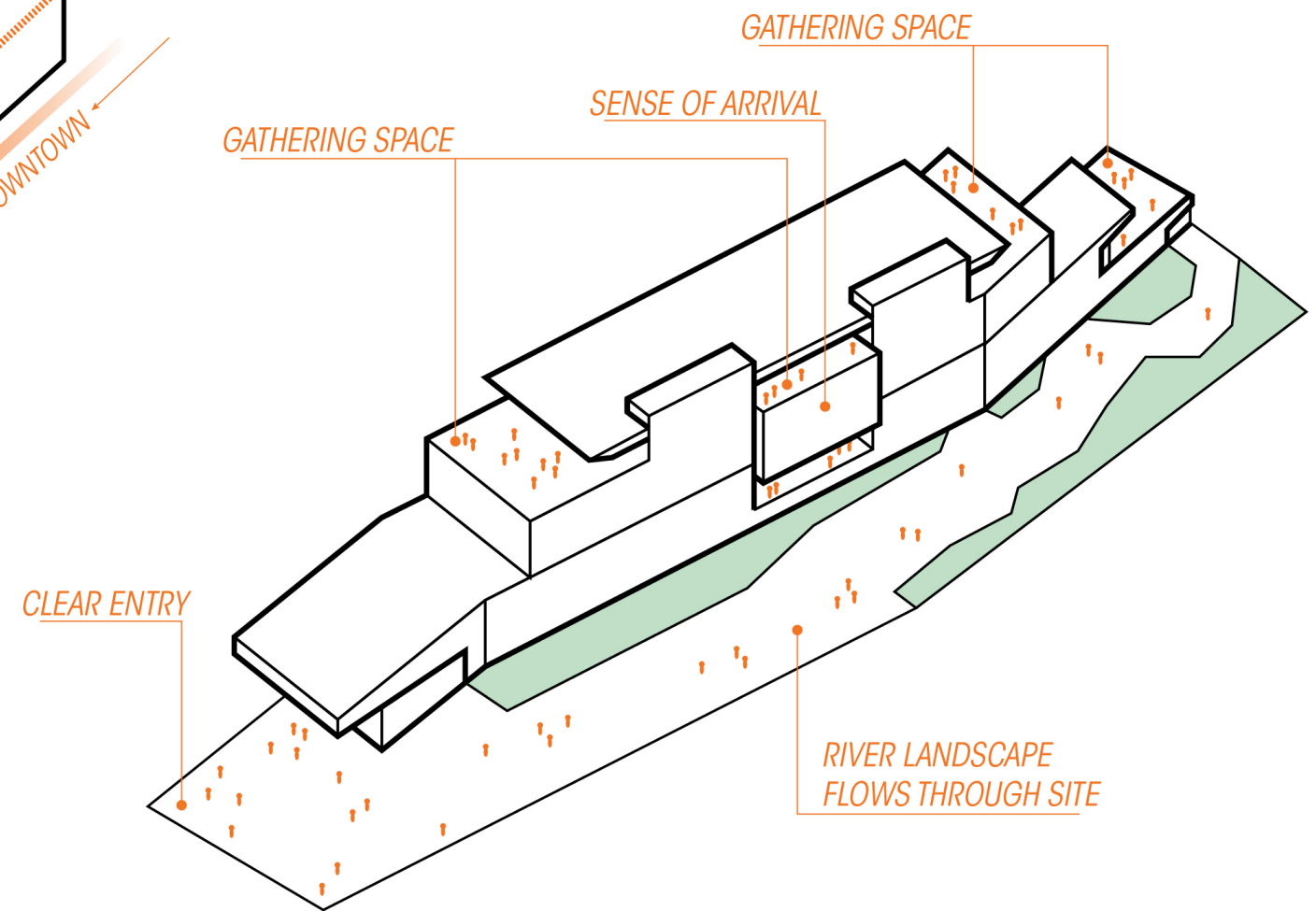




PROGRAM BLOCK

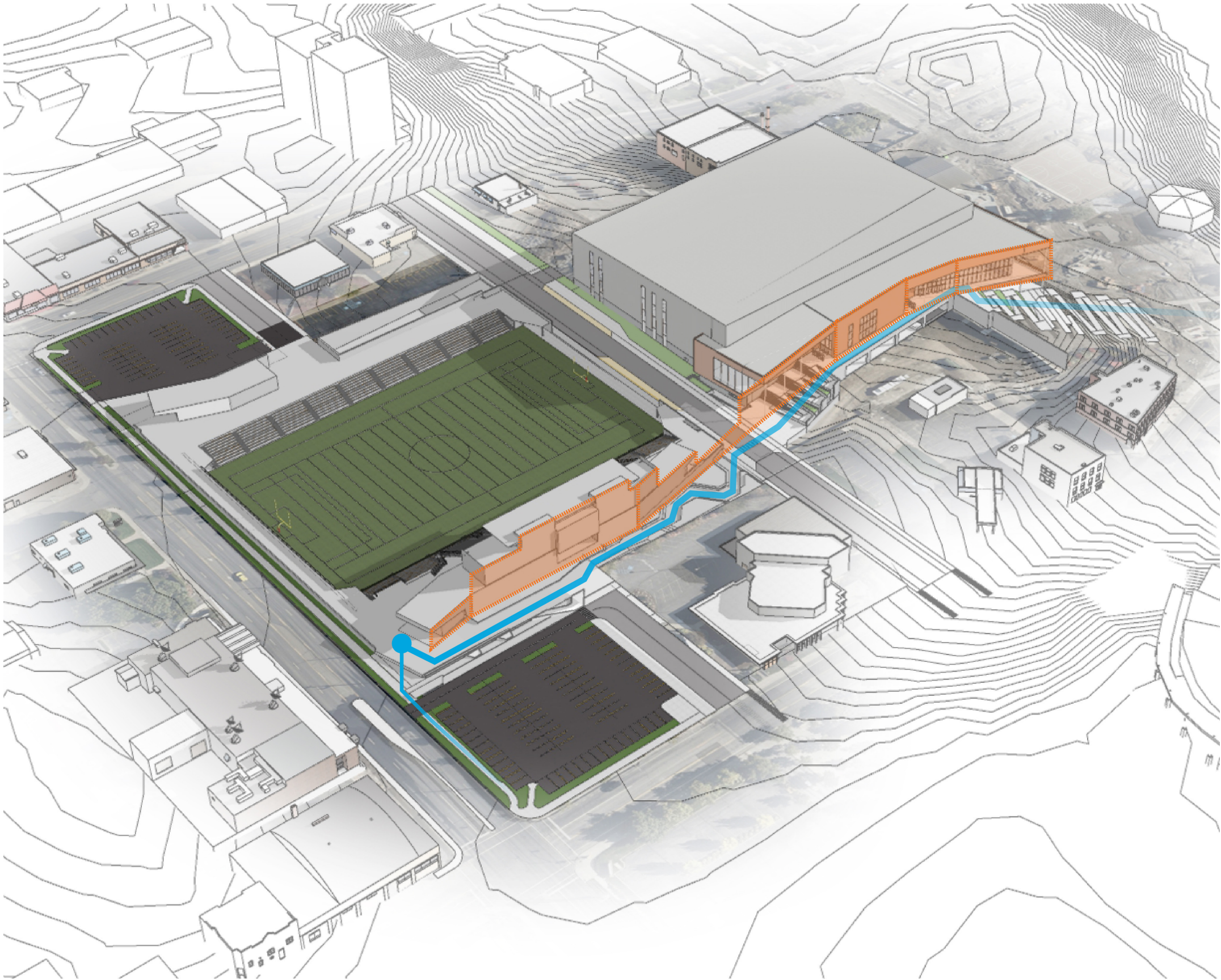


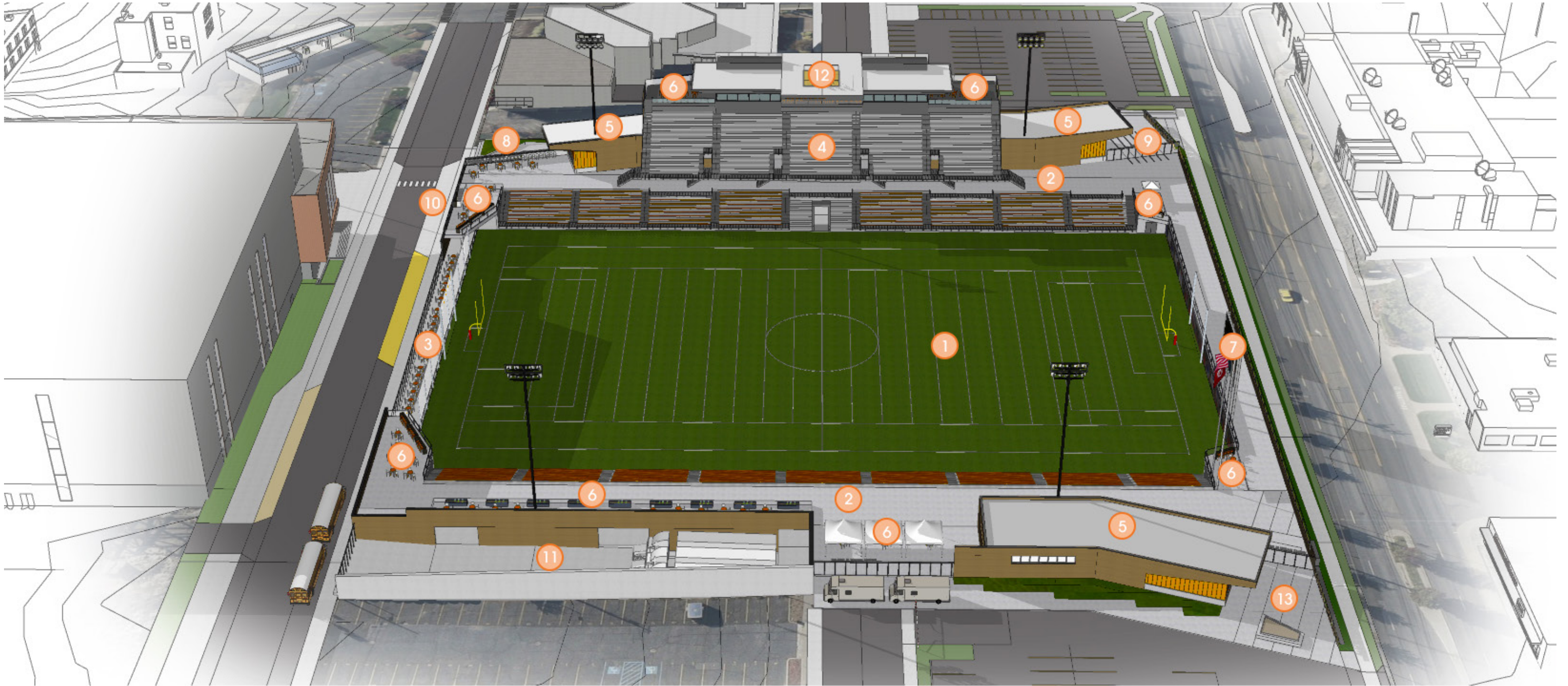
CONTEXT FORCES



MASSING FORM

SITE CONNECTIONS





LEGEND:

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

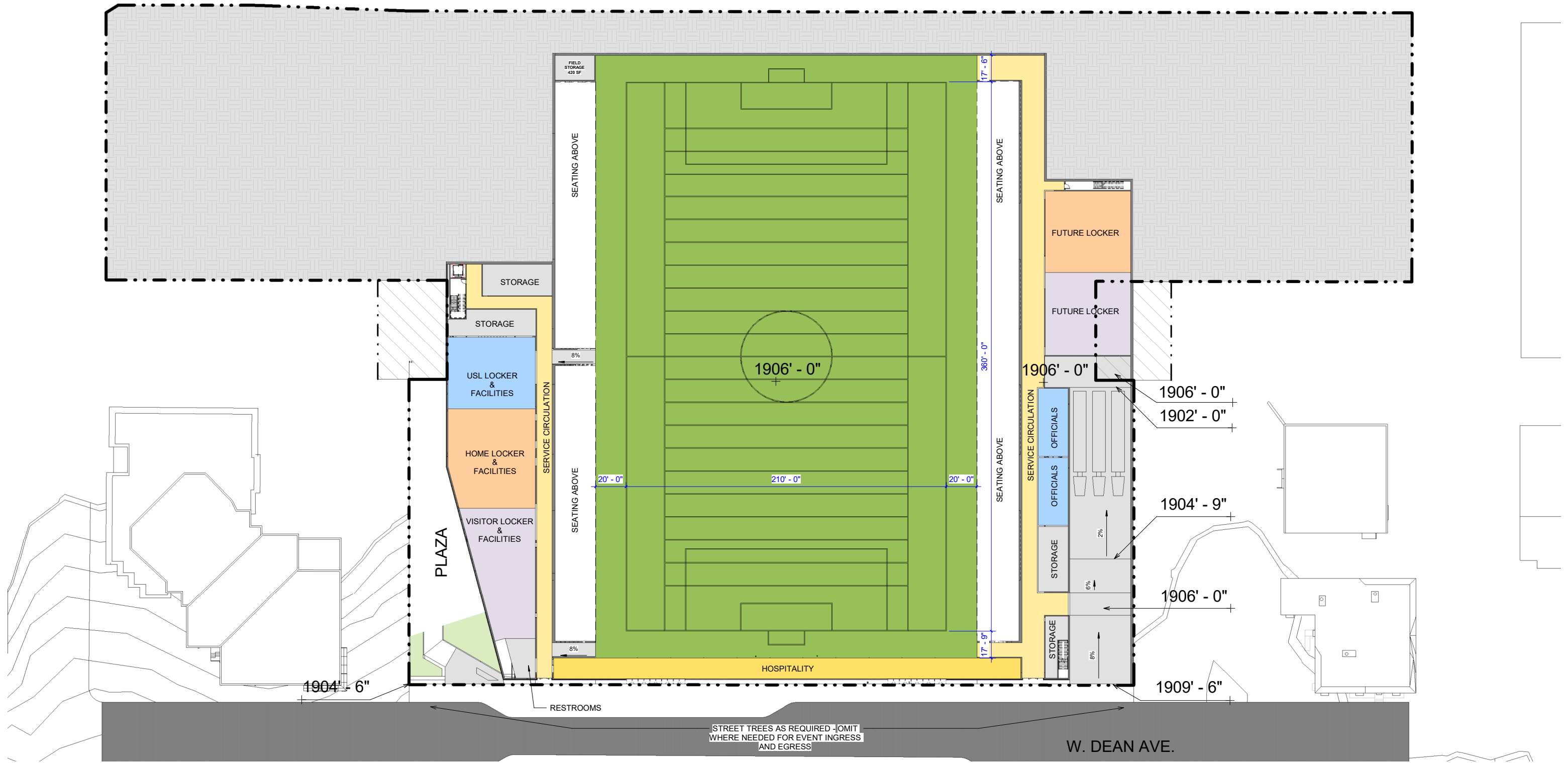
4 - ELEVATED SEATING
5 - CONCESSIONS AND RESTROOMS
6 - PARTY ZONES

7 - SCOREBOARD
8 - PLAZA
9 - PRIMARY ENTRY

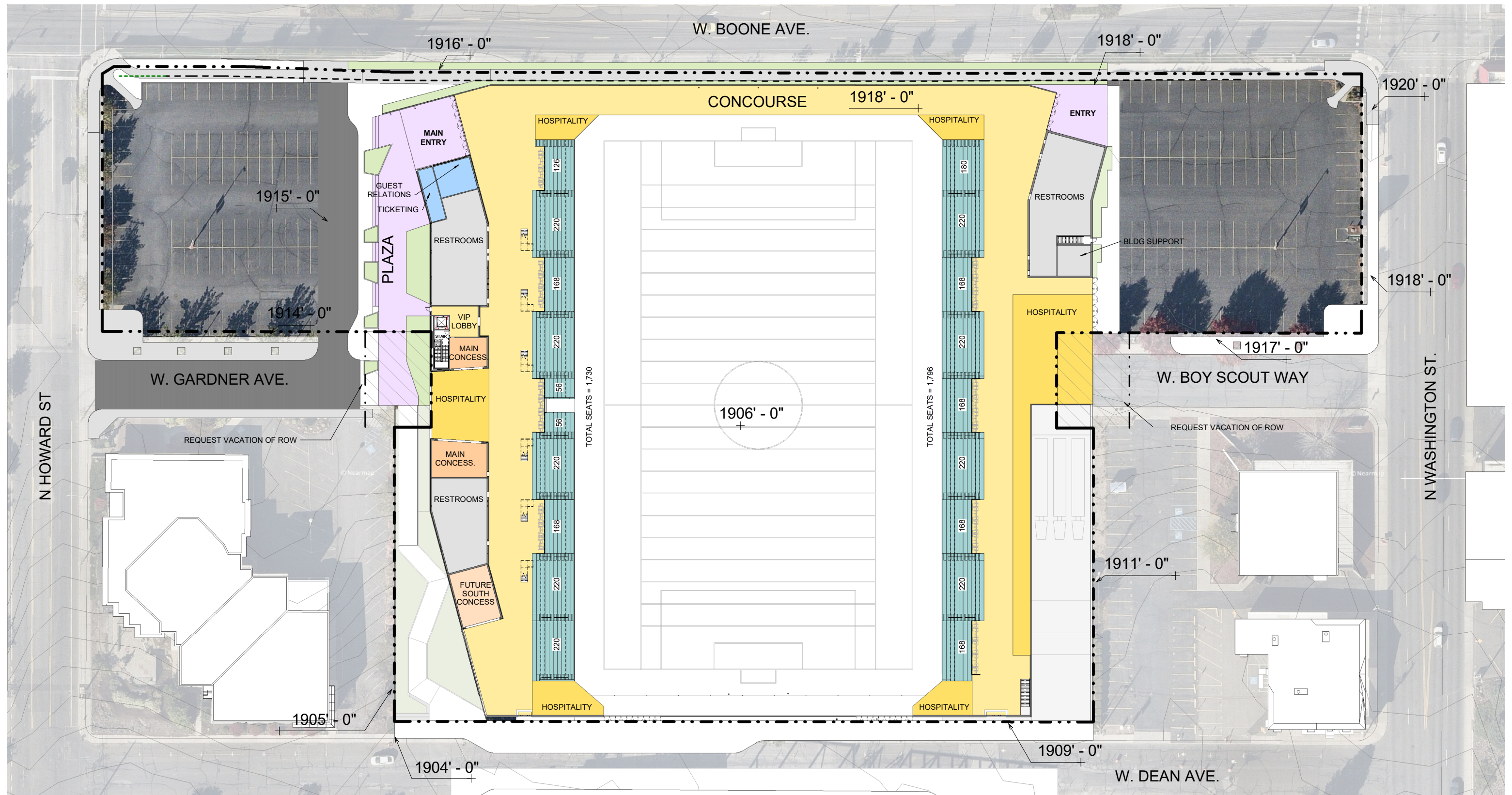
10 - TEAM ENTRY
11 - SERVICE LOADING
12 - FILM PLATFORM

13 - SECONDARY ENTRY

FIELD LEVEL PLAN



CONCOURSE LEVEL PLAN

















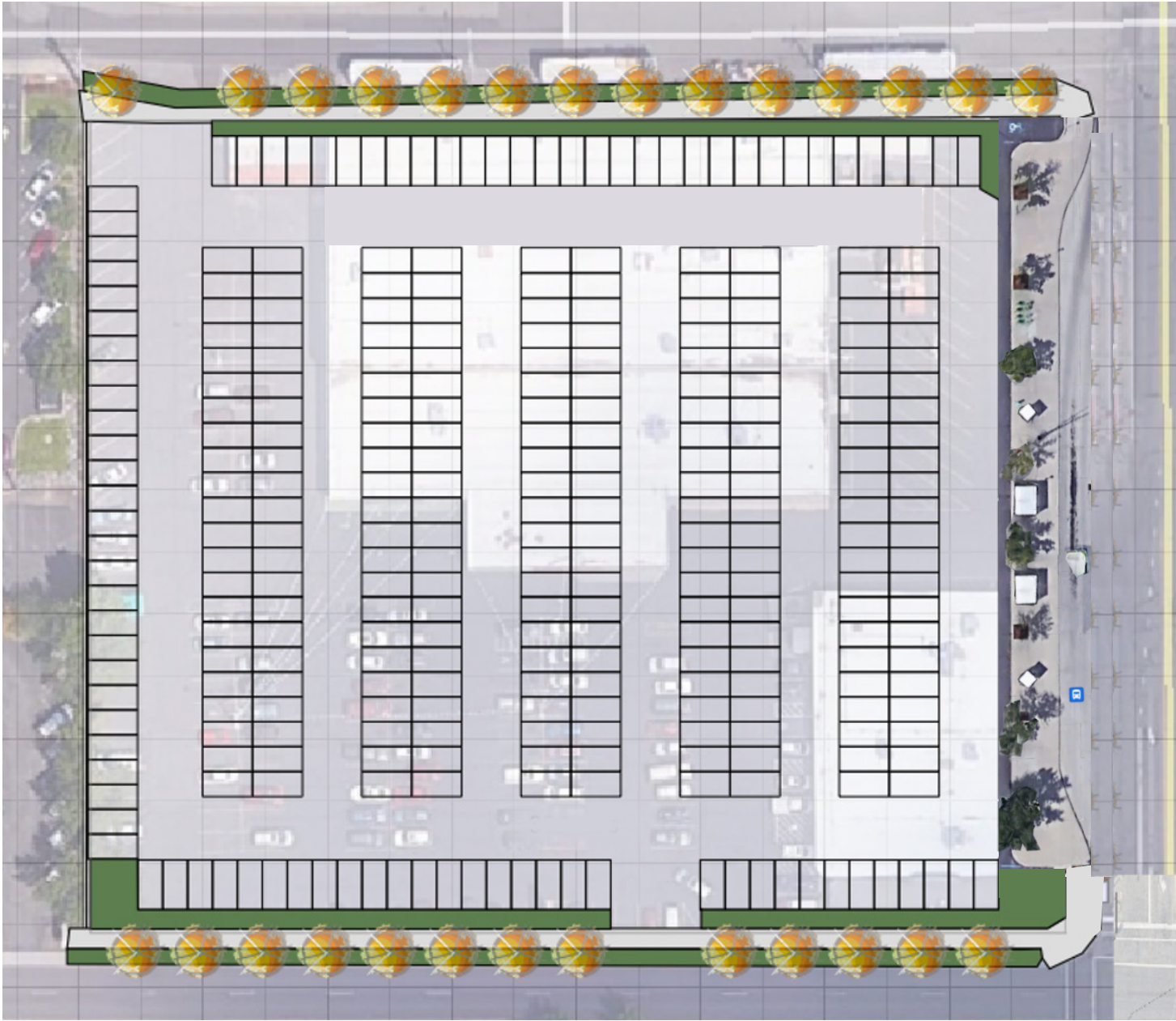




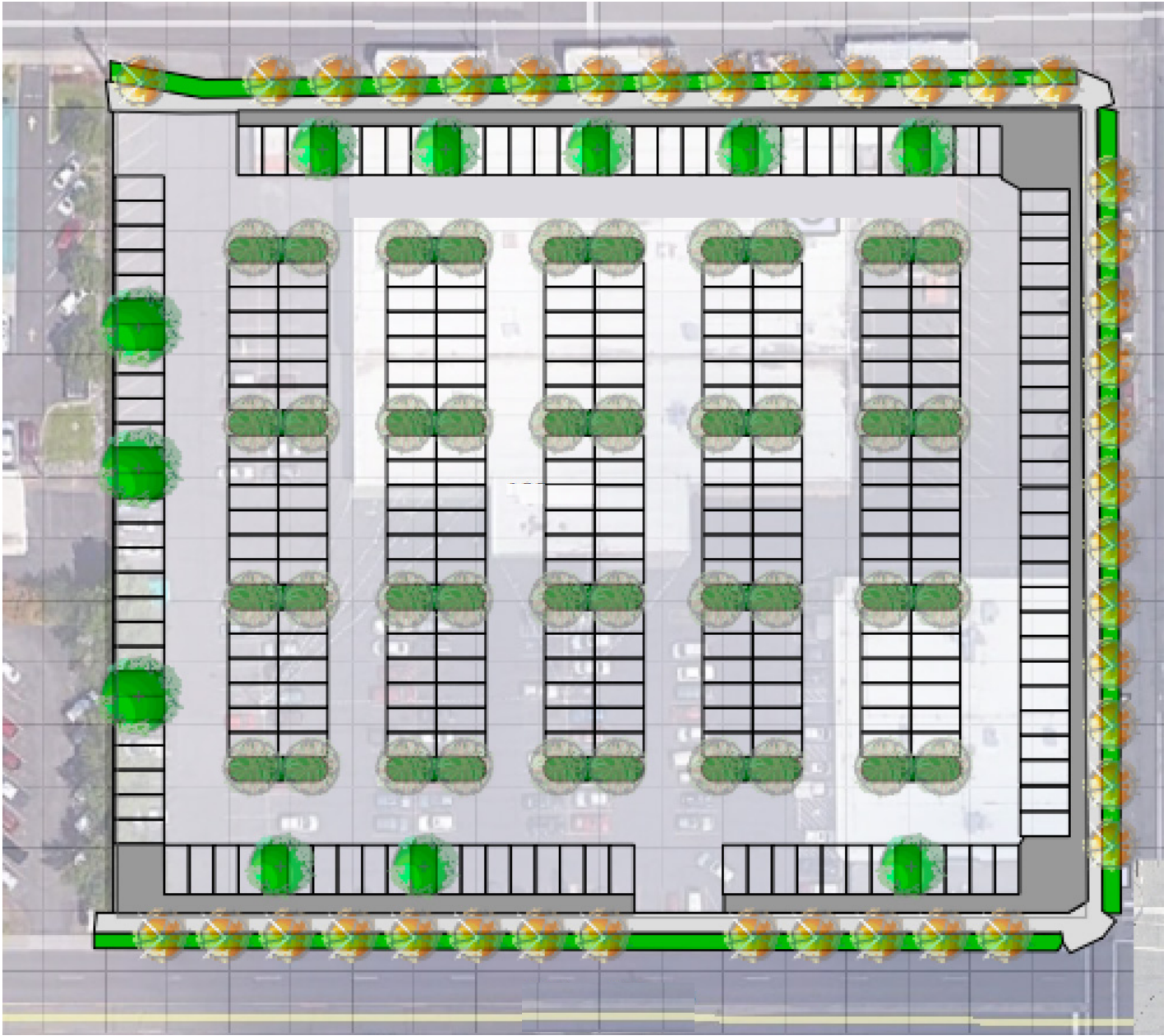




309 Cars



281 Cars



Design Review Board - Meeting Minutes Draft

September 22, 2021

Online via WebEx

Meeting called to order at 5:30 PM by Kathy Lang

Attendance:

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

Kathy Lang moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Chuck Horgan seconded. Motion carried. (8/0)

Changes to Agenda:

- Kathy Lang moved to extend this meeting to a second meeting on September 29th. Motion seconded by Ted Teske. Motion carried. (8/0)

Workshops:

1. **Downtown Stadium - Collaborative Workshop**
2. Anne Hanenburg recused herself (as her firm is under contract with the Applicant for the Project)
3. Staff Report: Dean Gunderson
4. Applicant Presentation: Greg Forsyth & Mike Keenan (Spokane Public Schools), Andrew Leeper, Ken Murphy & Rustin Hall (ALSC Architects), Thomas Sherry (SPVV Landscape Architects)
5. Questions asked and answered
6. Discussion ensued

Kathy Lang ended the workshop portion of the meeting, to be continued next Wednesday, September 29, 2021, at 8:05 PM.

Board Business:

- **Approval of September 15, 2021 Meeting Minutes**

Kathy Lang moved to defer the remainder of board business until after the wrap-up of the collaborative workshop September 29th. Chad Schmidt Seconded; Motion carried.

Meeting Adjourned at 8:48 PM

Next Design Review Board Meeting scheduled for Wednesday, September 29, 2021