



Spokane Design Review Board

Wednesday, October 27, 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 – 7:40	5) Westwood Hills PUD – Collaborative Workshop	Dean Gunderson
	• Staff Presentation..... 10-15 m	
	• 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 29, 2021	Chair
	7) Old Business	
	8) New Business	Chair
	9) Chair Report	
	10) Secretary Report	
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, November 10, 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: **2481 652 8513** 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.

Westwood Hills PUD

1 - Program Review/Collaborative Workshop

Design Review Staff Report

October 22, 2021



Staff:
Dean Gunderson
Senior Urban Designer

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

Applicants:
Storhaug Engineering
Attn: Clifton Trimble

Westwood Hills Village, LLC
Attn: Gary Rogers

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Project Description

Please see applicant's submittal for more detailed information.

This project is proposed to convert a previously approved residential subdivision into a Planned Unit Development. The existing subdivision (finalized in 1980) was subject to a previous Preliminary Plat (approved in 1999 but left to expire before the final plat was approved). The Applicant has stated as a design influence for the development, the Pocket Residential design work of the architect Ross Chapin.

The subject site includes 23 existing parcels and a portion of two public rights-of-way. Six (6) of the 23 parcels are unimproved lots owned by the City of Spokane, five of which are managed by the Parks Department for the eventual development of publicly accessible Open Space, and one of which (closest to Scenic Blvd) is managed by the Waste Water Department on which is located an existing sewer pump station owned and managed by the adjacent private property owners.

Location & Context

The project is located near the intersection of South Scenic Boulevard and West 23rd Avenue, in the Grandview/Thorpe Neighborhood. The site slopes generally from the northwest to the southeast, dropping approximately 125' in elevation.

The overall gross area of the site (including the five city-owned parcels and the two rights-of-way) is just under 12 acres. There are no listed historic buildings or historic districts located within a ¼-mile of the site. There are no STA bus routes or STA bus stops located within a ¼-mile (5-minute walking distance) of the site. See Figure 1.

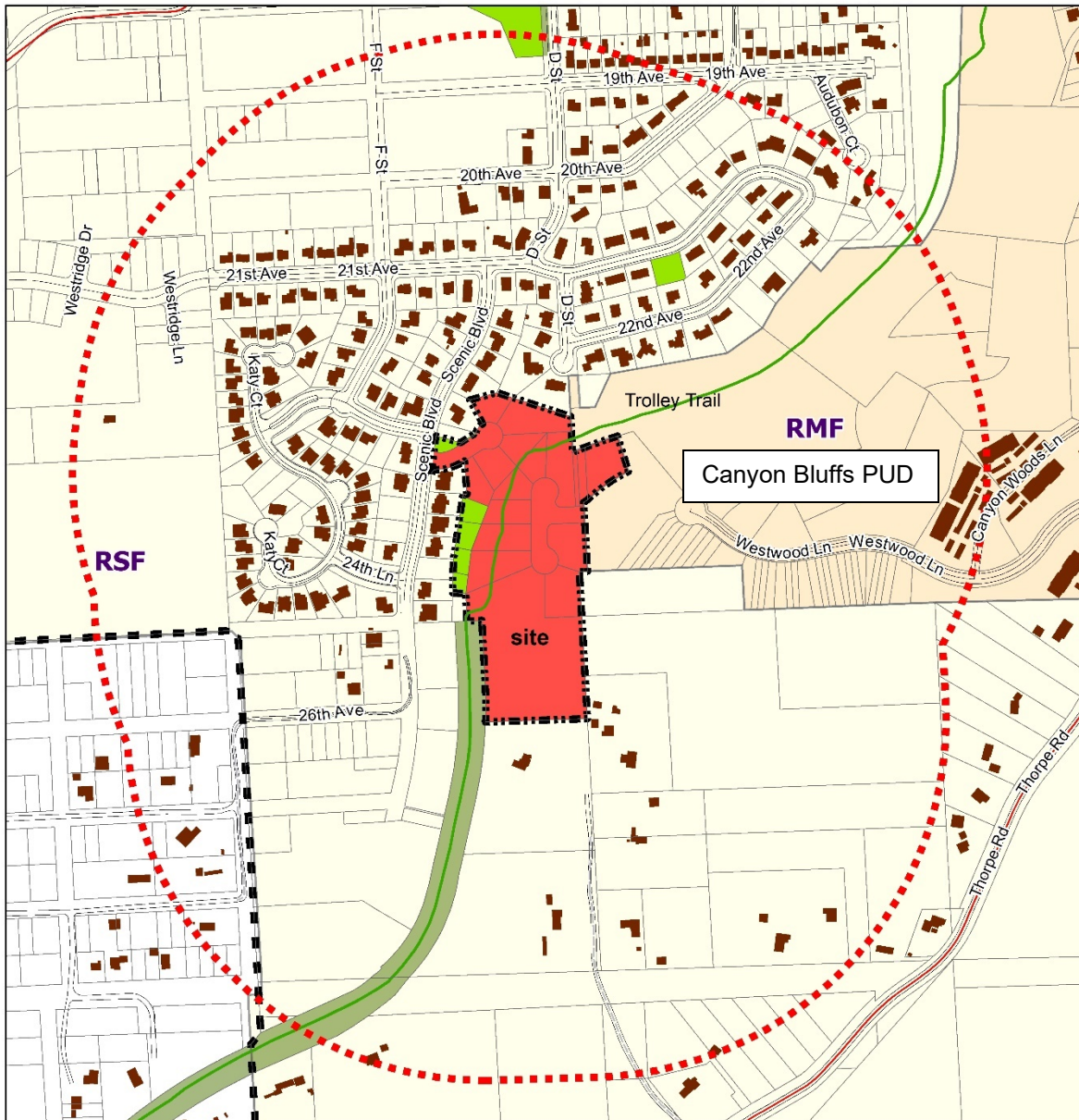
Access to the western most 11 parcels in the PUD would be provided by Scenic Blvd (on an unimproved platted cul-de-sac that would be constructed as a private gated cul-de-sac). Access to the remaining parcels would be provided by a network of public and private streets that would connect east to Thorpe Road via Westwood Lane. The Applicant is currently negotiating with the ownership group of the adjacent development (Canyon Bluffs) through which Westwood Lane runs, to convert this private lane into a public street. The portion of the proposed Westwood Court street (running from the eastern connection to Westwood Lane through the southernmost cul-de-sac in the PUD) would be platted and constructed as a public street, with the remainder of the streets in the PUD being constructed and operated as private streets.

The Trolley Trail Conservation Area (a 100'-wide swath of land) runs from South Assembly Road (southwest of the site and outside the city limits) up to the site's southwest corner. This Conservation Area runs along the original Spokane Trolley Line alignment, though it should be noted the current trail improvements are a soft surface trail and are approximately 8' in width.

Today's Spokane Trolley Trail seems rather disconnected; going from one out-of-the way road to another, it's a nice but somewhat confusing stretch of urban solitude. The flat, wooded trail—used now by runners, mountain bikers, and equestrians for recreation—is a relic from the electric trolley heyday of Spokane. It spans what was once the Washington Power/Medical Lake Railroad bed, which transported Spokaneites via electric trolley from downtown Spokane into Medical Lake or Cheney in the early 1900s.

Our modern-day recreational trail seems isolated because many of the operating rail line connections are no longer obvious. The Grandview/Thorpe neighborhood, where the 1.5-mile stretch of trail still exists, was connected to downtown Spokane via a long, wooden trestle built in 1904 to cross Latah Valley. The rail line climbed from the trestle to the Garden Springs station, then rose along the edge of the Grandview bluff and into the western plains on the way to Cheney. Most of the evidence of this old rail line has been lost to development or private property.

[OutThere Outdoors](#) (website, accessed Oct. 18th, 2021)



Legend

- Site
- 5-minute Walk Shed
- Building
- Public Park
- City Owned Property
- Existing Parcel

Zoning Designation

- Residential Multifamily
- Residential Single-Family
- City Limits

Transportation Network

- Local Street (public or private)
- Arterial
- Trail

Figure 1. Large Scale Vicinity Map

Character Assets

The existing Trolley Trail Conservation Area represents the largest unrealized public asset in the proposed development's area. It is currently unimproved as it runs through the site, without a public easement or right-of-way.

While likely due to the level of prior construction on the site to install underground public utilities (water and sewer mains) the majority of the site is sparsely landscaped, yet the southernmost third of the site (which has had no underground public utility work) is heavily wooded. Likewise, the northeastern most portion of site (where the historic Spokane Trolley grade exits the site to the northeast) has some older tree canopy coverage. See Figure 3.

The submission material for the development included a Topographical Survey of existing conditions on the site as well as a Concept Plan for the proposed development. One items worth pointing out is the slight discrepancy between the survey location of an existing intermittent/ephemeral stream (contours of which are surveyed in the Applicant's Topo map) and the proposed location of this stream in the Concept Plan. See Figure 2.

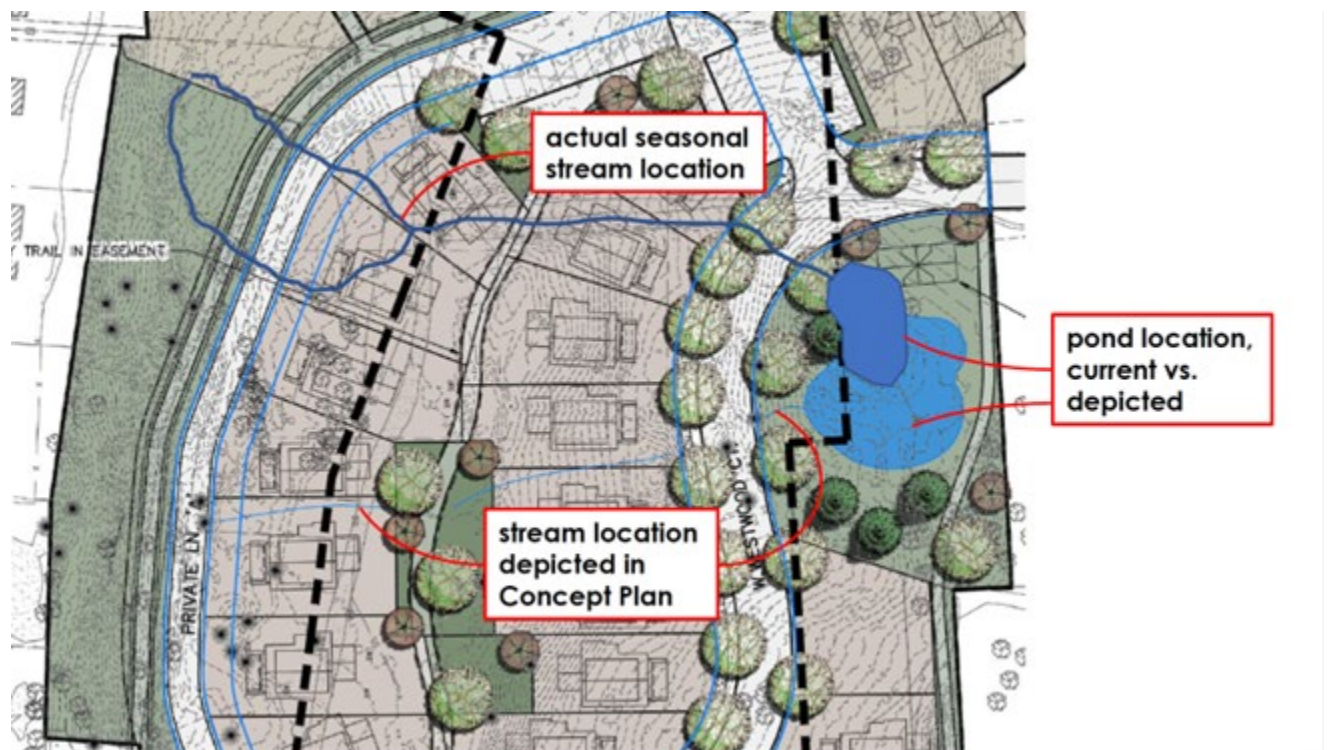
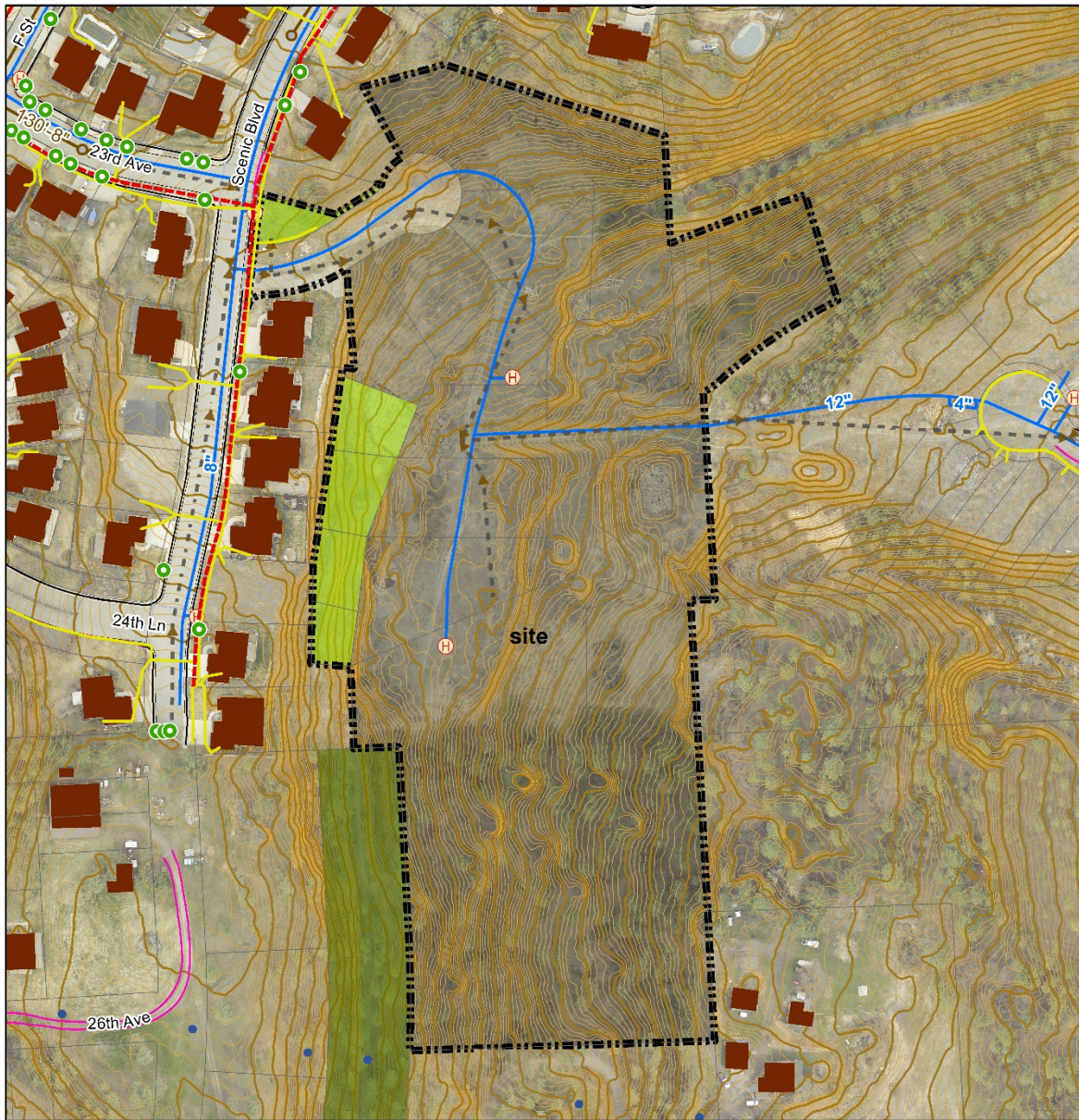


Figure 2. Intermittent Stream Location

This discrepancy may be due to the preliminary nature of the design. That is, the Applicant understands that there is an ephemeral stream running from the city-owned parcels to the east (draining into the pond on the eastern side of the site), but may be proposing a realignment to stabilize the slope and introduce an improved stormwater management system. How this stream is daylight, and how this landscaped stormwater element will be integrated into the final design may be something the Applicant will address as the site design matures.



Legend

Site	Sidewalk	Underground Electrical
Building	Missing Sidewalk	Gas Pipe
Public Park	Water Main	5-foot Contour
City Owned Property	Hydrants	1-foot Contour
Existing Parcel	Sewer Main	Utility Pole
Public Tree	Sewer Manhole	



Figure 3. Local Context

Topics for Consideration

Should staff see a potential concern that falls within the purview of the Design Review Board, staff will 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 Planned Unit Development Design Standards (along with the applicable Institutional Design Standards), Development Standards, and Comprehensive Plan Policies listed in the staff report, staff would offer the following for consideration and discussion:

1. The Applicant refers to this Planned Unit Development as a “Village” with four sectors (or “hamlets” – staff’s term), with each sector represented by a cluster of residential parcels. While these sectors are listed in the written narrative, and their location is roughly identified in the text, their boundaries are not delineated in the Concept Plan. **As this is such a core component of the Applicant’s proposal, what opportunities are there to provide a unique architectural/landscaping aesthetic to each of these sectors?**
2. Two of the four sectors are shown to have common buildings, to be built in the sectors’ Common Open Space area, but two sectors (Area “A” and Area “D” in the written narrative) have no common buildings, while the parcels in one of these sectors (Area “D”) will have to adjust their Front and Rear Yard setbacks to comply with the SMC 17G.070.030.C.3(a.ii) development standard (see regulatory analysis, pg. 8). It should be noted that Ross Chapin’s concepts for “pocket neighborhoods” often include common buildings as the clustered homes in his designed are often smaller in footprint, and these common buildings accommodate a range of alternative spaces to residents of these neighborhoods (guest quarters for visitors, larger shared meeting space for family or neighborhood gatherings, etc.). **Is there an opportunity to accomplish both the setback adjustments to meet the code requirements in Area D while also introducing a common building, which may allow the smaller residences in this sector to enjoy the same amenities as all the other parcels in the PUD?**
3. The Applicant is providing a series of remote off-street parking areas specifically to discourage on-street parking on the streets throughout the development. Yet, the street section width for Westwood Court (the main north/south street) indicates a width of 27’. This is the pavement width standard for a Residential Local Access Street with parking on one-side, found in [SMC 17H.010.050](#), Table 17H.010-02. This standard allows two travel-lanes (10’-wide each) and an on-street parallel parking bay (7’-wide). While no specific standard exists for residential local access streets *without* on-street parking, during the 2020 City Council discussion of the proposed changes to Table 17H.010-2 city staff did present a proposed pavement width of 24’ for such residential no-parking streets. This width is an adopted standard in Spokane County, and Coeur d’Alene ID.

As the Applicant will be requesting permission from engineering to forgo the construction of a public sidewalk along one side of Westwood Court (due to the hillside location), and as the developer is proposing a reasonable accommodation for remote off-street parking, a narrower street pavement section may be warranted. While this is a decision that lies with the City Engineer in consultation with the Spokane Fire Department, a narrower street may present a significant reduction in the amount of changes necessary to the site’s natural grade along this street alignment – resulting in the conservation of a number of existing mature trees on the site. **What advice (or support) can be offered to the Applicant to conform the street design with the vision of narrow non-parking residential streets (as intended in the written narrative) with a sidewalk along a single side?**

4. The westernmost north/south lane in the PUD (labeled "Alley A") is depicted with a 20'-wide pavement section. This is the same width as stipulated for an emergency vehicle access lane width found in the International Fire Code, and wider than a pavement width required for service vehicles (solid waste). Since the Fire Department may not need to access this lane in an emergency (as the Applicant intends to fire sprinkler all the residences in the PUD), Alley A would function as a private vehicle access lane for residents and as a service vehicle loop (for solid waste pick-up and utility vehicles). As such, there may be an opportunity to eliminate the cul-de-sac at the southern terminus of Westwood Court. Much like the preservation of the natural grade and the reduction of impervious surface provided by a narrower street section mention in Consideration #3, the elimination of the cul-de-sac could result in a significant preservation of existing trees in the most heavily forested portion of the site. It should be noted that the Applicant refers to the Area C residential cluster in the written narrative as "homes in the woods". **As "Alley A" might provide adequate private, service, and emergency vehicle access to the residential parcels fronting this lane and as such could function as an adequate vehicle circulation loop back to Westwood Court, what advice (or support) can be offered to the Applicant regarding the potential elimination of the cul-de-sac on Westwood Court?**
5. Unlike the northeastern most parcels in the PUD (which are adjacent to RMF zoned property resting in the Canyon Bluffs PUD overlay), and the western most parcels (that are separated from the existing RSF residential development fronting Scenic Blvd by the improved Common Open Space (the Trolley Trail and the improved City/Parks land), the southern and eastern most parcels back up to existing RSF zoned property. While these parcels fall within 80' of the PUD perimeter, and their Rear Yard setbacks must be 25' to match the RSF base zone requirement, this Rear Yard will accommodate a Common Area trail. **Is there an opportunity to provide additional visual buffer between the PUD parcels along these perimeter areas and the adjacent residential uses (e.g., fencing, L1 landscaped visual screen, etc.)?**
6. While the middle of sector B accommodates a linear trail for residents (along with a common building and a treed Open Space area), many of the "pocket neighborhood" developments cited by the Applicant as an inspiration in the written narrative reserve such central space for garden allotments. **With all the other proposed trailed Open Space throughout the PUD, is there an opportunity to consider providing garden allotments in this central space?**
7. While the Spokane Street Design Standards require a turn-around on the public side of a gated private lane, the Applicant has indicated a desire to seek an Engineering Variance to avoid constructing this turn-around. The Applicant is proposing landscaping on the adjacent city-owned parcel (facilitated by the planned removal of the lift station, as the sewer main in the PUD would connect to the sewer line leading to the lift station, eliminating the need for the lift station). The Applicant is also intending to erect a monument sign for the PUD on this parcel. **What advice (if any) may be provided for an alternative set of improvements on this city-owned parcel, beyond landscaping and the construction of a subdivision monument sign (public art, historic marker for the Trolley Trail, etc.)?**
8. The Applicant's written narrative indicates a desire to preserve as many of the existing trees on the site as feasible, and refers to sector C as the "homes in the woods", but the Topo survey provided in the submission packet fails to provide the surveyed location of the existing trees on this heavily wooded portion of the site. Urban Forestry has recommended that the Applicant retain a certified arborist to identify all the healthy trees in this location that are to be preserved, and to provide adequate protection during construction. **If Westwood Court cannot be narrowed, and the cul-de-sac must be constructed, what opportunities are there to preserve this private urban forest while still preserving opportunities to develop smaller homes in sector C?**
9. As the Applicant develops the Conceptual Planting Plan for the project, Urban Forestry has recommended that the tree species selection for the off-street parking areas be planted with higher branching Class II or Class III trees to encourage a broad branching shaded environment for these surface parking lots. **As these parking lots are off-street parking areas to be constructed on private parcels in the development, what opportunities are there to incorporate more innovative stormwater management techniques (like rain gardens, and permeable paving/pervious pavers) which may further assist the growth of larger canopy trees in these locations?**

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 Planned Unit Developments are subject to design review, per [SMC 17G.040.020.G](#) and [SMC 17G.060.170.D.4\(b\)](#). Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Advisory Actions.

Advisory Actions of the Design Review Board will be forwarded to the Planning Director and the Development Services Center.

Zoning Code Requirements

The parcels under consideration for a Planned Unit Development overlay are all zoned RSF (Residential Single Family). The applicant will be expected to meet zoning code requirements. Applicant should contact Current Planning Staff in the Development Services Center 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. It is the Applicant's responsibility to meet all applicable codes, however (as a courtesy) codes that may affect the design are included in this staff report whenever possible. Also, see Pre-Development comments in addendum.

Planned Unit Development – Development Standards

The Development Standards for a Planned Unit Development can be found at [SMC 17G.070.030](#).

The Applicant's proposal depicts a number of parcels (numbered 52 thru 58, located in the northeastern most portion of the project (referred to as Area D in the written narrative) that do not appear to comply with the development standards for Front and Rear Yard setbacks for parcels located with 80' of the perimeter of the project, see [SMC 17G.070.030.C.3\(a.ii\)](#). The Applicant has cited an exemption for a similarly-worded transition obligation contained in [SMC 17C.110.200.C](#) related to *lot sizes*. The governing PUD requirement is unrelated to the size of a proposed lot and *only deals with the Front and Rear Yard setbacks* of lots within 80' of the perimeter of the project. Such lots would be required to maintain a minimum Front Yard setback of 15' and a Rear Yard setback of 25'.

It should be noted that these parcels (52 thru 58) may "front" the PUD perimeter, with the hammer-head turn-around alley serving the rear of these parcels, operating as the default rear property line for these properties.

Planned Unit Development – Design Standards

[SMC 17G.070.115 Plan and Code Conformance](#)

To allow a planned unit development to produce a more desirable and economically efficient development that generally conforms to the policies of adopted plans and the purposes of the PUD section by allowing modifications of (some) the development standards (found in the base zone).

[SMC 17G.070.120 Significant Features](#)

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

[SMC 17G.070.125 Site Preparation](#)

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

[SMC 17G.070.130 Landscaping](#)

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

[SMC 17G.070.135 Compatibility with Surrounding Areas](#)

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

The Applicant is proposing three common buildings/structures be located in two of the housing clusters. All common buildings located in the PUD shall comply with the Institutional Design Standards found in the Residential Zone. The Applicant is not currently intending to seek a Design Departure for any of these common buildings, these design standards can be found here:

- [SMC 17C.110.515 Buildings Along the Street](#)
- [SMC 17C.110.520 Lighting](#)
- [SMC 17C.110.525 Landscape Areas](#)
- [SMC 17C.110.530 Street Trees](#)
- [SMC 17C.110.535 Curb Cut Limitations](#)
- [SMC 17C.110.540 Pedestrian Connections in Parking Lots](#)
- [SMC 17C.110.545 Transition Between Institutional and Residential Development](#)
- [SMC 17C.110.550 Treatment of Blank Walls](#)
- [SMC 17C.110.555 Prominent Entrances](#)
- [SMC 17C.110.560 Massing](#)
- [SMC 17C.110.565 Roof Form](#)
- [SMC 17C.110.575 Screening](#)

[SMC 17G.070.140 Community Environment](#)

To create usable and interesting open spaces, good pedestrian circulation and safety and create a sense of community that encourages neighbors to interact through the placement of buildings within a planned unit development. PUDs are often designed to somewhat function as a community in and of themselves. While this might be preferable for the residents thereof, the development itself must be considered as part of a larger community fabric. This consideration could have an impact on such elements as pedestrian

and vehicular circulation, building orientation, intersection locations, etc. Within the development, the tighter placement of buildings, designated open spaces and reduced road widths create the perfect opportunity to reinforce a community feeling and inter-dependence of neighbors in the particular PUD. It has been observed that people out in the street in front of their homes not only deter crime, but also enable people to get to know one another and become better neighbors.

SMC 17G.070.145 Circulation

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

SMC 17G.070.150 Lighting

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

Section 17G.070.100 Design Standards Implementation:

The design standards listed above (SMC 17G.070.115 through SMC 17G.070.150) follow [SMC 17G.070.100, Design Standards Administration](#). 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.

City of Spokane Comprehensive Plan

Comprehensive Plan link

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

CHAPTER 3: LAND USE

LU 1 CITYWIDE LAND USE

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

LU 2 PUBLIC REALM ENHANCEMENT

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

LU 3.6 Compact Residential Patterns: Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.

LU 3.7 Maximum and Minimum Lot Sizes: Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.

LU 4 TRANSPORTATION

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

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

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

LU 5.3 Off-Site Impacts: Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

LU 5.5 Compatible Development: Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

CHAPTER 4: TRANSPORTATION

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

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

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS: Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

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

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

TR 7 Neighborhood Access: Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

TR 14 Traffic Calming: Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

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

CHAPTER 8: URBAN DESIGN & HISTORIC PRESERVATION

DP 1 PRIDE AND IDENTITY

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

DP 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

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 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

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 5 LOCAL DETERMINATION

DP 5.1 Neighborhood Participation: Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.

CHAPTER 9: NATURAL ENVIRONMENT

NE 4 SURFACE WATER

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

NE 5 CLEAN AIR

NE 5.5 Vegetation: Plant and preserve vegetation that benefits local air quality.

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

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

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

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 15 NATURAL AESTHETICS

NE 15.1 Protection of Natural Aesthetics: Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

NE 15.2 Natural Aesthetic Links: Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 18 ENERGY CONSERVATION

NE 18.1 Innovative Development: Encourage innovative residential development techniques that produce low energy consumption per housing unit.

CHAPTER 10: SOCIAL HEALTH

SH 3 ARTS AND CULTURAL ENRICHMENT

SH 3.2 Neighborhood Arts Presence: Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

CHAPTER 11: NEIGHBORHOODS

N 2 NEIGHBORHOOD DEVELOPMENT

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

N 2.4 Neighborhood Improvement: Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 2.5 Neighborhood Arts: Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

N 4 TRAFFIC AND CIRCULATION

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

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

N 4.7 Pedestrian Design: Design neighborhoods for pedestrians.

N 4.9 Pedestrian Safety: Design neighborhoods for pedestrian safety.

N 5 OPEN SPACE

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

CHAPTER 12: PARKS AND RECREATION

PRS 1 PRESERVATION AND CONSERVATION

PRS 1.4 Property Owners and Developers: Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

PRS 2 PARKS AND OPEN SPACE SYSTEM

PRS 2.2 Access to Open Space and Park Amenities: Provide for linkages and connectivity of open space and park amenities.

PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

PRS 3.1 Trails and Linkages: Provide trails and linkages to parks in accordance with city adopted plans.

PRS 3.2 Trail Corridor Development: Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, compatible with adjacent uses.

Note

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

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan

Addenda

Public Comments

The following email exchanges are between Dean Gunderson and Steven Barrett. Mr. Barrett resides at South 2802 D Street, Spokane, 99224. Dean Gunderson's responses are indented and in (blue), Ali Brast from the Spokane Development Services Center is included in one exchange and her responses are in (red)

From: Dean Gunderson
Date: 10/13/21 4:20pm
To: Steven Barrett
Subject: Re: Westwood Hills 6th Addition Community Meeting

Mr. Barrett,

The development permitting process, and which entities are involved, is a question better answered by Ali (cc'ed).

In the past, the Design Review Board's final Recommendations for Planned Unit Developments have been written to the Hearing Examiner.

Dean

----- Original message -----

From: Stephen Barrett <stevebarrett51@gmail.com>
Date: 10/13/21 3:52 PM (GMT-08:00)
To: "Gunderson, Dean" <dgunderson@spokanecity.org>
Subject: Re: Westwood Hills 6th Addition Community Meeting

And another question -- are PUD proposals subject to review by the hearing examiner ?

On Wed, Oct 13, 2021 at 3:50 PM Stephen Barrett <stevebarrett51@gmail.com> wrote:

Thank you, I did receive the attachment and will forward it to the other property owners on D Street. Did Ali happen to forward the email from Chris Moore as well ?

On Wed, Oct 13, 2021 at 2:56 PM Gunderson, Dean <dgunderson@spokanecity.org> wrote:

Mr. Barrett,

I just transmitted a response to your question about the status of the Westwood Hills development (design review). I included a large attachment that contains the applicant's current design proposal.

If you did not receive this other email, please let me know. While the attachment is 11MB and should be easily transmitted, such attachments can sometimes bounce back.

If you have any questions please feel free to contact via email or on my cell at (509) 999-0015.

Thanks!

Dean



Dean Gunderson, MCRP | Senior Urban Designer | City of Spokane
509.625.6082 | fax 509.625.6822 | dgunderson@spokanecity.org | spokanecity.org



From: Brast, Ali <abrast@spokanecity.org>
Sent: Wednesday, October 13, 2021 12:33 PM
To: Stephen Barrett <stevebarrett51@gmail.com>
Cc: Tim Gaebe <gaebe@comcast.net>; Sue Gaebe <gaebesue@gmail.com>; Cindy Emerson <Cynthiaemerson38@gmail.com>; Chris Moore <cmfm0826@gmail.com>; Wilkerson, Betsy <bwilkerson@spokanecity.org>; Gunderson, Dean <dgunderson@spokanecity.org>; Brown, Eldon <ebrown@spokanecity.org>; Richman, James <jrichman@spokanecity.org>
Subject: RE: Westwood Hills 6th Addition Community Meeting

Hi Stephen,

I've answered your questions below (*inserted, in red*) to the best of my abilities and/or copied staff who may have more information about specific topics.

Please let me know if you have others.

Thanks,

Ali



Ali Brast | City of Spokane | Assistant Planner II

office 509.625-6638 | cell 509.276.0771 | abrast@spokanecity.org | spokanecity.org



From: Stephen Barrett <stevebarrett51@gmail.com>
Sent: Monday, October 11, 2021 4:23 PM
To: Brast, Ali <abrast@spokanecity.org>
Cc: Tim Gaebe <gaebe@comcast.net>; Sue Gaebe <gaebesue@gmail.com>; Cindy Emerson <Cynthiaemerson38@gmail.com>; Chris Moore <cmfm0826@gmail.com>; Wilkerson, Betsy <bwilkerson@spokanecity.org>
Subject: Westwood Hills 6th Addition Community Meeting

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Ali Brast
Asst. Planner
Planning Services City of Spokane

Hi Ali,

I attended the community meeting for the proposed Westwood Hills 6th Addition, located east of Scenic Blvd. in the Garndview Thorpe area, on July 26, 2021, and have four (4) general questions. I understand that you may be unable to answer specific questions until a proposal has been submitted. I am copying this email to the owners of property along D Street from Thorpe Rd. to the north -- D St. is a private roadway, and the proposed project is adjacent to some of the property on D St. I am also copying our council representative Betsy Wilkerson.

1 - Can you tell me what is the best way to find out the status of the proposal ? I am apparently not on the mailing list for notices and have not seen anything since the community meeting. **Since this proposal involves a PUD (Planned Unit Development), the municipal code requires Design Review. The applicant**

has submitted their application materials to our Urban Designer, Dean Gunderson and the review of that proposal has begun. Once the processing of the Design Review application reaches a certain point, the applicant can submit the Preliminary Long Plat and PUD application materials to the Planning Department (me) to begin review of the plat itself. I've copied Dean on this email if you have any follow up questions for him about the Design Review process. A PUD overlay has final adoption approval by City Council.

2 - The developer and engineer implied that the City is requiring that the property be developed to a near maximum density. Does the City demand a specific density (in this case about 44 units) ? Is it possible that the property could be developed as 2, or 5, or 10, or 15 units ? I believe the existing plat calls for about 16 units. Any subdivision over 9 lots is required to meet the minimum density standards of that zone. This zone (Residential Single Family) requires a minimum of 4 units per acre and allows for a maximum of 10 units per acre. The previous approved plat on this land was under older zoning regulations which had a lower density minimum. Today's minimums are higher. Additionally, the existing configuration (screenshotted here) isn't buildable, since several of the lots don't have access to public right-of-way any more after subsequent street vacations by previous adjacent owners. Several of the lots also have an existing water main and private sewer system, installed by the previous developer of this land, cutting through the lots. This developer, as a part of this new application, proposes to tear out the old water main and private sewer system and reinstall new utilities consistent with a new lot configuration.



3- The engineer and developer implied that an agreement had been reached to convert Westwood Lane to a public street for access from Canyon Bluffs to the east. Do you know if the City has agreed to maintain Westwood Lane and to provide water and sewer ? This question is better answered by our City Engineer, Eldon Brown. I've copied him on this email, as well.

4 - The design plan circulated at the community meeting by Storhaug Engineering indicates that there are approximately 22 small cabins or cottages on the southernmost part of the project, in addition to the stated 44 units. I understand that a Boundary Line Adjustment was approved for this portion, but the land is apparently used for a drainfield for a nearby home. Can you direct me to someone at City Hall who can provide some details about the BLA ? Boundary Line Adjustments are administrative applications and do not require title documents with adjustment requests. Reviewing departments

review for conflicts with known improvements, but something like a drain field would be unknown to City Staff when reviewing the request, unless disclosed to us by the applicant. We became aware of the situation after the new owner had purchased the home, several months later. The homeowner and the adjacent property owner will need to come to resolution on that situation.

Thank you,

Steve Barrett
South 2802 D Street
Spokane, 99224

Pre-Development Conference Notes



Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Westwood Hills 6th Addition Preliminary Plat

To: Gary Rogers
Charterhouse Realty
PO Box 19586
Spokane, WA 99219
grogers@charterhouserealty.com

Phone: 208-315-1001

From: Patty Kells, Facilitator

Phone: 625-6447

Project Name: Westhood Hills 6th Addition Preliminary Plat
Permit No.: B19M0062PDEV
Site Address: Parcel Number 25264.4608
Parcel No.: 25264.4608
Meeting Date: Thursday, June 13, 2019

Thank you for attending a Pre-Development meeting with the City of Spokane. Below are notes summarizing the information that was presented to you at your meeting on Thursday, June 13, 2019. These notes are broken down into three sections:

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

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

Project Information:

- A. Project Description: 52 lot preliminary plat.
- B. Scope and Size: The scope of work includes development of a site with 52 lots for future construction of single family residences.
- C. Special Considerations: BLA, PUD required for lot layout, SEPA, Design Review for PUDs.
- D. Estimated Schedule: ASAP
- E. Estimated Construction Cost: TBD

Section 1 – Comments Specific to the Building

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

1. No Comments at this time, will need further review upon plan submittal.

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

1. The construction type was not noted, and is assumed to be Type VB.
2. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
3. Smoke and carbon monoxide detection is required.
4. Address numbers or other approved signs are required to be provided on the buildings in a visible location (IFC 505).

Section 2 – Comments Specific to the Site

Ali Brast - Assistant Planner (625-6638):

1. **The proposal will require a Long Plat Application, which is a Type III permit.**
2. **New lots of less than 40ft would only be allowed through a PUD, which can be processed with the plat. Additionally, any more than two attached homes require a PUD. You can find our PUD regulations in SMC 17G.070.**
3. SEPA will be required for this application, due to the number of proposed homes. That will be processed with the long plat application.
4. **Transition Site Size:** 17C.110.200.C - for sites two acres of greater, transition lot sizes are required to be included as a buffer between existing platted land and new subdivisions. Lots proposed within the initial 80ft of the subject property are required to transition lot sizes based on averaging
 - a. Transitioning is only required of properties adjacent to or across the ROW from existing residential development. "Existing Residential Development" in this section shall mean existing lots created through subdivision of short plat.
 - b. Lot size in the transition area is based on the averaging of the existing lot size in subdivisions adjacent to or across the street from the subject property. Lots greater than 11,000 square feet are not counted in the averaging.
 - c. If the existing average lot size is greater than 7,200 square feet, than the lot size in the transition area can be no less than 7,200 square feet.
 - d. If the subject site shares boundaries with more than one subdivision, the minimum lot size in the transition area shall be based on the average lot sizes along each boundary. When two boundaries meet the lot size shall be based on the larger of the two boundaries.
 - e. If the subject site shares a boundary with property zoned other than RA or RSF, then there are no transition requirements along that boundary.
 - f. After the first set of lots in the in transition area, lot sizes may be developed to the minimum lot size of the base zone (4,350)
5. **PUD's require Design Review. The first Design Review meeting will need to be completed prior to submitting the preliminary plat application. The second meeting will be required to be completed prior to Notice of Application.**

6. Common Open Space in PUD's:
 - a. In a PUD, at least 10% of the gross area of the site must be set aside for open space. It must be fully accessible to the residents, visitors and/or other users of the site.
7. Development Standards for RSF (outside PUD):
 - a. Minimum frontage: 40ft
 - b. Minimum depth: 80ft
 - c. Minimum lot size: 4,350
 - d. Front yard setback: 15 feet from front property line, 20 feet for garage entrances
 - e. Side yard setback: 5 feet
 - f. Rear yard setback: 25
 - g. Lot Coverage: Lot area – 5,000 * 35% + 2250
 - h. Height Limit – 35ft

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

1. Per discussion at the meeting, a determination needs to be made by the applicant as to whether the streets within this plat will be public or private. There is still a question as to whether the City Parks property can be sold and/or included as a participant in the plat.
2. If proposed Westwood Ln (Ct) is not going to be opened for access to existing Westwood Ln, this will require a turnaround/cul-de-sac to meet City Standards.
3. Discussion in the meeting regarding the proposed trail through the medians of 23rd Ct, causes concerns on the safety of the pedestrians having to cross into the street when passing through each island and in colder weather, will walk in the street. Parks preference is a separated trail with a 20-25' easement for the trail and service vehicle access for maintenance.
4. Full frontage improvements will be required of 23rd Ct and Westwood Lane to include full pavement section, curb, separated sidewalk with street trees, and stormwater design. These improvements must designed to City Standards by a WA licensed engineer. A design deviation will be required for the islands.
5. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
6. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to all intersections in both directions on the site and landscaping plans to verify any conflicts.
7. Pavement cut policy will be applicable. Confine illumination lighting to the site.
8. *"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 each SFR in the South Service Area calculated at \$693.66/dwelling + \$50.00 admin fee = \$743.66. This fee must be paid with the other permit fees prior to issuance of the building fee permit.

Mike Nilsson – Engineer (625-6323):

1. The project is located in an area identified as a geologically hazardous area. Development of the property may require a Critical Areas Checklist be completed and submitted at the time of application. Please review [SMC 17E.040](#) for more information.
2. The sewer main downstream of the property is currently private. The sewer in this development will also need to be private with an agreement with the sewer owners for connection, or, the sewer main will need to be accepted into the City system.
3. All sewer, water, stormwater, and street designs shall be designed to the City of Spokane Standards, most current addition of Standard Specifications for Road, Bridge, and Municipal

Construction as well as applicable State and Federal rules and regulations and stamped by a Professional Engineer, licensed in the State of Washington.

4. The condition of the existing sewer pipe, stormwater system, and water system will need to be verified if it is intended to be used for this plat.
5. The proposed project is not within the General Facility Charge (GFC) Waiver Zone, so GFCs will be assessed for this project for new sewer/water service connections.
6. Private streets are proposed. An agreement with the City would need to be completed to allow public utilities in private streets.
7. All storm water and surface drainage generated on-site must be disposed of on-site in accordance with SMC 17D.060.140 "Storm Water Facilities". Stormwater requirements can be found in the Spokane Regional Stormwater Manual (SRSW) and the City of Spokane Design Standards Section 6. In general, any new impervious surface will require a geotechnical site characterization (report) and drainage report/plan. Please include a detailed Site Plan or Civil Plans, which show and clearly delineate existing and proposed sewer, water, drainage structures, drywell types, swale bottom areas, and property lines. Show proposed and existing pavement. Geotechnical reports, drainage reports, and civil plans must be stamped and signed by an engineer licensed in the State of Washington.
8. Combining landscape and stormwater treatment areas per Eastern Washington Low Impact Development (LID) Guidance Manual is allowed. The link to DPE LID resources can be found at: <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Stormwater-permittee-guidance-resources/Low-Impact-Development-guidance>
9. Any drywells and subsurface drainage galleries (existing and proposed) for the site must be shown on the plans and registered with the Washington State Department of Ecology (DOE). Please send a copy of the completed registration form to the City of Spokane Development Services Center. See the following link at the Department of Ecology (DOE) website for information about the Underground Injection Control (UIC): <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program>
10. Most land-disturbing activities require an Erosion and Sediment Control (ESC) plan. Land-disturbing activities are activities that result in a change in existing soil cover (vegetative or non-vegetative) or site topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing and grubbing, grading, and logging. An ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to the Development Services Center for review and acceptance prior to construction of said phase. See Section 9 of the 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>
11. Include a note stating that the Contractor is responsible for designating a location where concrete trucks and equipment can be washed out. This area shall not be located near or draining into a storm drainage area, treatment area, or facility.
12. Include the following note on the plans: **"All broken, heaved, or sunken sidewalk, curbs, and driveway approaches adjacent to the project will be replaced or repaired whether caused by construction or not."**

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

1. An approximate site fire flow for residences up to a total fire area of 3,600 SF (obtained from IFC Table B105.1 and Table C105.1) is 1,000 GPM with or without automatic sprinklers throughout and requires 1 fire hydrant.
2. There is one existing fire hydrant in the area that partially meets the code requirements for this project.
3. At least one additional fire hydrant will be required.

4. Site fire flow will be required to be maintained or provided during construction. Fire hydrants and site access will be required to be provided prior to the issuance of building permits.
5. 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).
6. For International Residential Code buildings, fire hydrants are required within 600 feet of all points around the building (IFC 507.5.1, exception 1). For single family residential infill projects in existing developed areas, fire hydrants are allowed to be within 500 feet of the property line along an acceptable path of travel (SMC 17F.080.321).
7. The proposal does not appear to meet the requirements for fire access as required in the Fire Code as a second access is required (unless all of the dwellings are provided with automatic fire sprinklers) for both the development and for the south end of W. 23rd Ct. In addition, we do not support the construction of residential streets with islands (basically boulevards) due to restrictions for fire apparatus setup. This plan shows lanes at 19'-6" at the islands, which does not meet the Fire Code.
8. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).
9. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height and will be required to have a Fire Aerial Access lane of 26 feet wide along at least one side of each building (IFC D105.2).
10. Single family and duplex residential developments that exceed 30 dwelling units on any single road are required to have a second fire access road (IFC D107.1). Multi-family developments with more than 200 dwelling units in which all structures are provided with automatic fire sprinklers are required to have a minimum of two fire access roads (IFC D106.1, exception). If all of the buildings in a multi-family development are not provided with fire sprinklers, the maximum number of dwelling units on a single fire access road is reduced to 100 (IFC D106.1)
11. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
12. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48' from the edge of pavement. Gate openings will be a minimum of 14' wide, and open gates will not obstruct access to structures.

Mathias Bauman – Water Department (625-7953):

1. There is an existing 12-inch ductile iron water distribution main with multiple domestic water services running to multiple parcels. Private water systems will require a master meter at the property line.
2. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, each parcel will require a separate tap.
3. 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.
4. This parcel falls outside of our General Facilities Connection Waiver zone, therefore, General Facilities Charges will apply if new water taps are made. See Section 13.04.2042 in the

Spokane Municipal Code.

5. Calculated static water pressure is approximately 97-99 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
6. A utility site plan illustrating new water lines and/or services to be installed shall detail the location of new tap(s) and meter(s) prepared by a Professional Engineer licensed in the State of Washington. Water Department plan reviewers and inspectors will ensure that any new water line(s) and Service line(s) needing backflow assemblies are installed in accordance with applicable rules and regulations. Water Department Water Service Inspectors, (north side) Harry Ward (509) 625-7845, (south side) Ryan Penaluna (625-7844) will review submitted plans and inspect on-site construction. Water Department Cross Connection Control Specialists, Donovan Aurand (509) 625-7968 and Lance Hudkins (509) 625-7967, will review any backflow assemblies where required.
7. Taps and meters can be purchased at Developer Services Center, located on third floor of City Hall -Spokane. Size of service(s) shall comply with International Plumbing Code. Tap, meter, and connection fees will comply with section 13.04 of SMC. Tapping of the water main and installation of new meters shall be done by City forces. All excavation and restoration is the owner's responsibility. All trenches and/or excavations must comply with current W.A.C. #296-155 part N. No City of Spokane employee will be permitted into any trench and/or excavation without proper shoring or sloping, no exceptions. Please see Water Department Rules and Regulations for information about tap and meter sizes and sewer/water separation requirements.

Rick Hughes – Solid Waste (625-7871):

Plan would be approved as shown.

Becky Phillips – Urban Forestry (363-5491):

Please see attached document.

Section 3 – General Information and Submittal Requirements

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

new commercial/industrial building, an addition to an existing building, a change-of-use, or a parking lot. Appointments must be made at least 24 hours in advance and can be scheduled for Monday through Thursday.

4. Please provide a complete set of plans to Spokane Regional Health District if food and/or beverage handling business is planned.
5. If you would like a full Certificate of Occupancy on any portion of the permit prior to completion of the other phases, it is required to file separate permits for each phase. An additional \$250 fee will be assessed for a Temporary Certificate of Occupancy and/or a Temporary Certificate of Occupancy extension per SMC 8.02.031M.
6. For additional forms and information, see my.spokanecity.org.

WESTWOOD HILLS VILLAGE

Property Address: 3224-3241 W 23rd Court
2305-2341 S Westwood Court
3100 W Westwood Drive
Spokane, Washington 99224

16 Existing Parcels
11.69 Overall Acres

Proposed: 14 View Oriented SF Residences
24 Pocket Style SF Residences
20 Cottage/Pocket Style Residences
7 Townhome Style Residences
65



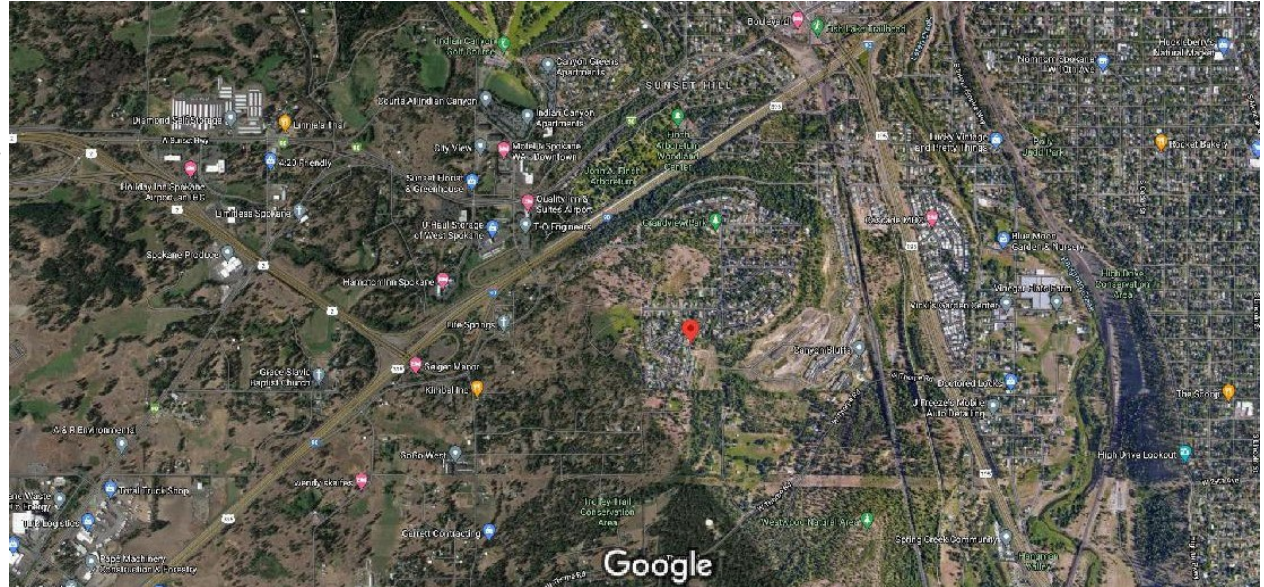
For Further Information:

Gary D. Rogers
Charterhouse Realty Development
b. 208.315.1001
m. 509.703.0839
gdrogers@charterhourealty.com

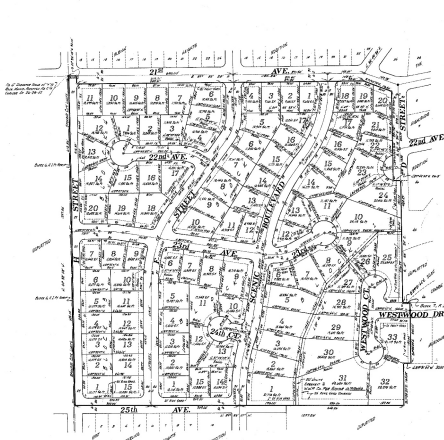
INTRODUCTION

This is the last phase of the single family residential subdivision *Westwood Hills*, first platted 40+ years ago (1980), located in the Grandview/Thorpe neighborhood in the City of Spokane southwest of downtown Spokane in an existing upscale residential neighborhood, bordered to the east by multi-family, *Canyon Bluffs Apartments*.

The Grandview/Thorpe neighborhood sits south of I-90 and west of SR 195 with views south and across Latah Valley and to South Hill. Several alternative routes provide a short commute to/from downtown Spokane, the medical community, West Plains and the airport.



A FINAL PLAT OF: **WESTWOOD HILLS**
 Located In The NW 1/4 Of The SE 1/4 Of Section 36, Township
 25 North, Range 42 Of The Willamette Meridian.

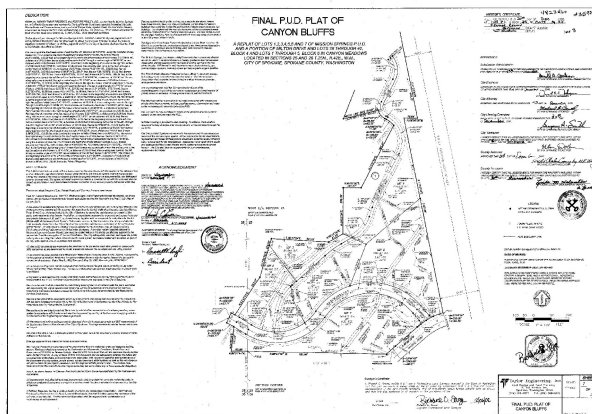
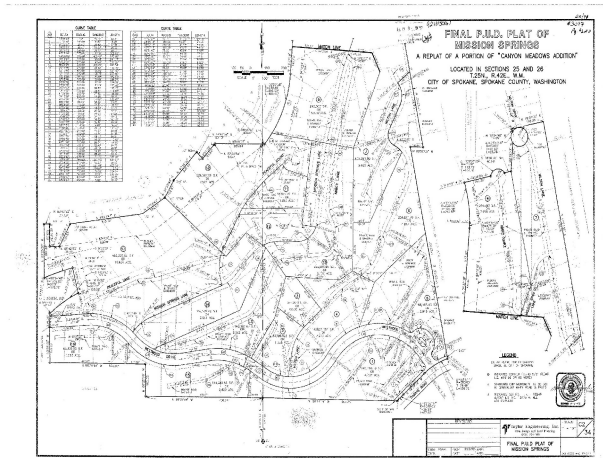
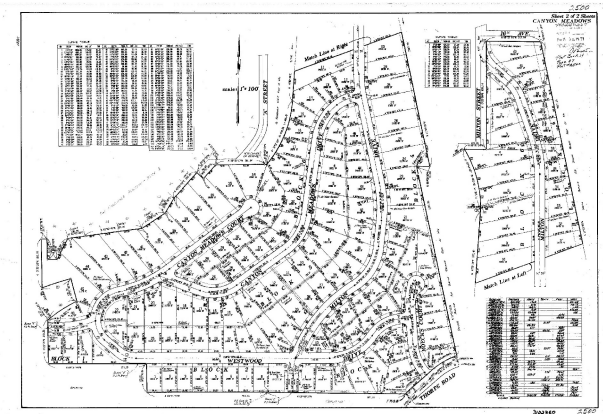


Westwood Hills was originally platted as 100 lots. With additions over the years that number has grown to 111. The subject property is the remaining undeveloped portion of *Westwood Hills* and currently platted as 13 Single Family Residential (SFR) lots plus the addition of 3 unplatted parcels on the east side. On the south border, 3.2 acres was added by Boundary Line Adjustment in 2019 to one of the platted lots. Total area for the subject property is now 11.69 acres.

BACKGROUND

The subject property and its easterly neighbor has a storied history. This sector of the City was growing in the late 1970's and both Westwood Hills and Canyon Meadows, which is now Canyon Bluffs, received final plat approval for SFR development of 100 and 157 lots respectively. In 1992, Canyon Meadows was rezoned and approved as Mission Springs PUD providing for 790 apartments, the largest PUD in Spokane County at the time. In 1995 for reasons not worth getting into in this document, the then owner of Mission Springs and the City became embroiled in a cause of action that was ultimately settled, kind of, twice, the last settlement occurring 10 years later, in 2005, culminating with a judgement against the City of Spokane in the amount of \$5.5 million.

The existence of the litigation effectively prevented the then owner of the subject property from moving forward with development as platted because ingress and egress of 9 of the 13 lots is dependent upon completion of Westwood Drive to Thorpe Road. Actions of the City land-locked 9 lots of Westwood Hills. Ensuing missteps by the parties, including the then property owner, its lender, who subsequently foreclosed the property, all led to the current property status, landlocked and undeveloped.



In 2016 the Charterhouse Group began working with the former lender and property owner in an attempt to sort out details and determine the best course of action for development. In 2019 a Charterhouse Group affiliate, Westwood Hills Village, LLC (WWHV) acquired the property as well as 3 adjacent lots and additional land to the south.

CONCEPT DESIGN

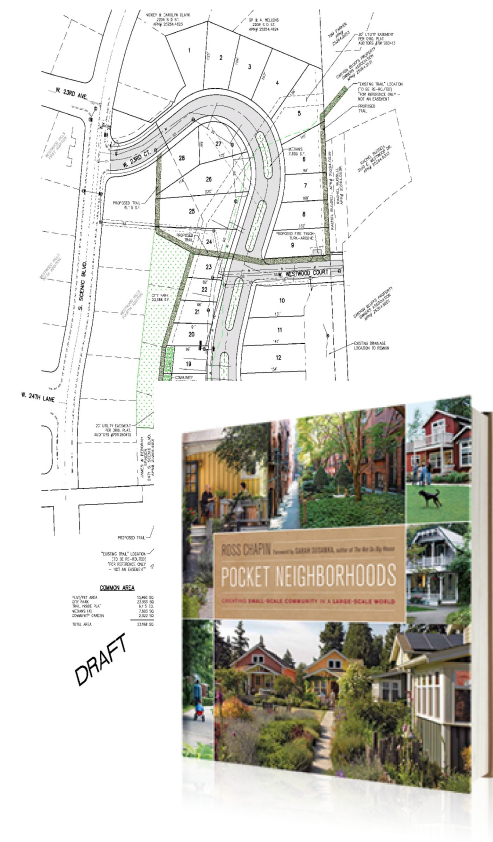
Upon acquisition, Charterhouse chose the name containing the word *Village* intentionally, as that best exemplified the objective. Charterhouse retained Storhaug Engineering, Inc., who had long been involved with the property and had provided services over the past many years to the prior owners. After a considerable amount of analysis, dealing with numerous issues including the slope of the property, ingress/egress, existing infrastructure from an expired preliminary plat, loss of parcels created by prior additions and the desire to incorporate an extension of the Trolley Trail through the property in conjunction with City Parks & Rec, a design was settled upon and the concept was presented to City Development Services and in early February 2020, to the neighborhood in a community meeting.

The 2020 concept plan called for 49 SFR's and ± 7 future cottage housing units. The new 23rd Court served front loaded single family lots and the ingress/egress was via a single access to and from Scenic Blvd. The response was energetic, and mixed. Newly created traffic was the hot topic.

DESIGN PARTI

Following the Community Meeting, Gary Rogers, principal of the Charterhouse Group reflected upon the comments and began to research alternative residential community plan designs. Mr. Rogers was confident we could do better and felt he was trying to sell something he (a) didn't believe in; (b) wasn't excited about and (c) would object to if he lived in the surrounding neighborhood.

Mr. Rogers pulled back, putting the project on hold to focus on and define the design parti for the project. Another street, lined full of garage facing homes, was not acceptable. This was an opportunity for something different, a plan that **celebrated the connections with nature**, people and more particularly, the residents. His research led him to The Cottage Company in Seattle and Ross Chapin Architects in Langley, WA. Ross Chapin is the author of the book entitled "Pocket Neighborhoods - Creating small-scale community in a large scale world". That was it! The concept provided an illustration of what was in Mr. Rogers head and what he wanted to try to accomplish and this became the *design parti* for Westwood Hills Village.



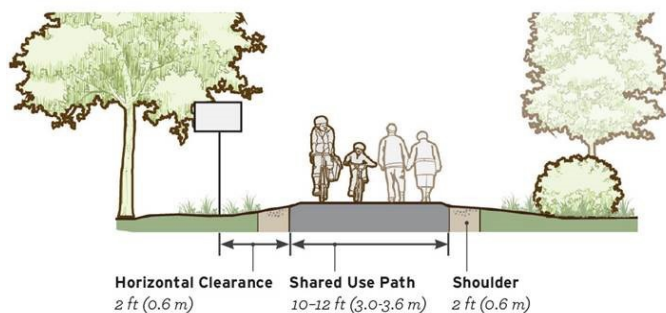
Mr. Rogers was familiar with several of the prior developments in the Puget Sound area of The Cottage Company as well as several of the Ross Chapin designed neighborhoods in other states. After extensive review, Mr. Rogers was confident we needed to figure out how to incorporate many of the objectives of the Pocket Neighborhoods into the plan for Westwood Hills Village.

To that end, Charterhouse Group retained local architecture firm Indigo Diggs Architecture headed by architect/planner Christopher Morlan to review options and develop alternative designs in an attempt to meet the objectives Mr. Rogers laid out. Creative plans were developed and reviewed. The collective concept plans ultimately inspired the land use design we are working with today, albeit five years later.

Mr. Rogers was convinced the access challenge presented an opportunity. Accordingly, Mr. Rogers set about to work with the neighboring property owner to secure what he truly believes will ultimately be a win-win for all whereby the rightful access for a large portion of the property is reestablished dividing traffic between two separate and unconnected access points, interestingly, as it was originally designed and intended.

DEVELOPMENT OBJECTIVES

Of paramount importance to the overall plan is the incorporation of the Trolley Trail into the design in an effort to provide access to and continuity of the existing community trail system. Minimizing exposure to vehicle traffic and maintaining a rural rustic trail is an important objective.



The site is challenging with the slope that exists in several portions. Deviation from design guidelines in several locations as it relates to slope will be required but is necessary in order to achieve the various objectives of clustered neighbors.

Eliminating row housing with a **wall of garage doors facing the street** is also an important objective. This is an overall objective which will continue in the architectural design of the differing homes. Another no-no we have sought is the **elimination of on-street parking**. Parking areas off street for guests, visitors and general overflow has been established. On street parking creates unnecessary danger and is unsightly, IMHO.

Designing for community is and was the overall objective.

While Mr. Rogers fully supports the growing co-housing concept, after seeking input from the younger generations and family members, accomplishing community needed to be done without incorporating the full extent of co-housing.

Four clusters of neighbors has been created. The north or “A” section is comprised of single family homes that all will have views to the south down Latah Valley and across to South Hill. These lots will access to/from Scenic Blvd.

The center or “B” section is single family homes centered around a community garden area with pathways extending the length of the section. Walkability and connectivity to the neighbors is a clear objective, all without the potential interference of vehicular traffic. Additionally, there are ± 6 lots on the east property line.

The south section “C” will be homes in the woods. Currently heavily treed, we hope to retain as many trees as feasible. There are numerous large rocks that will provide an opportunity for creative design. We anticipate this to be a more rustic feeling neighborhood with smaller cottage like homes, an artists colony if you will.

The fourth neighbor grouping is the east section “D” that will be ± 6 , intentionally tight-knit, homes. Almost similar to a family compound.

Architectural style will be cottage style and house sizing will be small to medium. There will be no room for McMansion’s in Westwood Hills Village.

Applying the later half of the Charterhouse Group mission statement: ***positively impacting people, planet and profit*** is the impetus behind the decision that all homes in Westwood Hills Village will be required to have automatic fire suppression systems.





In addition to open spaces such as a garden or walking trails, an important factor that encourages community is the inclusion of a Commons Building. Each of the home clusters will have their own Commons area. These are considered to be an extension of each homeowners living space. Experience in other pocket neighborhoods show that these are both highly appreciated and used extensively.

We intend to include “The Pantry” in at least one of the Commons Buildings. The Pantry will be operated by the POA and will contain whatever the residents deem necessary or desirable, all with the intention to provide a resource for groceries without having to jump in a vehicle and drive to a store or have a delivery service drive to

the neighborhood, at least until drones replace vehicles. The lack of mixed use planning in Spokane has made many areas car dependent, sadly. This will be just one small, simple effort to reduce trip generation. Crave some ice cream at 10 PM, the freezer is empty, well voila, I can WALK to get my fix! Details upon request!

Just as this document is just words with pictures, the plan Experiencing the life force of the many varieties of trees community to life. Combined with walkways and access to options for enjoying the outside and experiencing exercise, spiritual.

Surface water drainage and rain water collection at the storm drainage pond will be utilized whenever possible to pump into the irrigation system with the objective of reducing treated water usage. Water efficiency and protecting and preserving the water resources will be prevalent throughout the planning and implementation process.



comes to life when gardens are included. and shrubs that are planned will bring the the various trails will provide the community with the keys to good health, mental, physical and



TROLLEY TRAIL SPOKANE PARKS ARRANGEMENT

The existing Trolley Trail currently ends at the southern border of the subject property and it has long been the desire of Spokane Parks to extend the Trolley Trail north through the subject property and east, ultimately connecting with the Fish Lake Trail. In 2012 the City of Spokane acquired 5 parcels of land that had gone to property tax sale subsequent to the foreclosure of the subject property to assist in accomplishing this objective. Charterhouse supports this effort and an agreement has been reached whereby Charterhouse will connect the Trolley Trail through the development property and across the City Parks parcels. The 5 City parcels will be included in the plat however ownership will remain with City Parks. Charterhouse will improve the parcels along the trail so as to count toward “Open Space” under the PUD requirement. Charterhouse will improve the Trolley Trail with a natural surface in similar fashion to the existing trail to the south. Additionally, a trail access path has been included to allow neighbors to the north and west pedestrian access to the Trolley Trail through the 23rd Court entrance to the project.



This arrangement is yet to be formally adopted by City Parks however this will be accomplished during the plat review process. Further, the Trolley Trail extension to the east from the subject property is under consideration for the Spokane Conservation Futures program which would formally extend the existing informal trail.

WESTWOOD LANE CONNECTION

An agreement with the adjacent property owner of the Canyon Bluffs development has been reached whereby ingress and egress to Westwood Lane will be restored and Westwood Lane and the Sanitary Sewer Line located thereunder will become public (the Water Line is already public). The City will join in this agreement to be executed during or at the conclusion of the preliminary plat process.

FIRE SPRINKLER REQUIREMENT

The plat will be deed restricted to require all structures to include Fire Sprinklers.

WESTWOOD HILLS VILLAGE CONCEPT PLAN

(Please refer to full scale plan included)

To work in concert with the surrounding neighborhoods and not create a 'barrier', newly proposed landscaping is focused at the gateways of the rustic enclave. Existing old growth trees and vegetation will be preserved and used as landscaping buffers around the perimeter of the site. This was found to be consistent with the surrounding area and respect the sense of place and tone of the neighborhood. The project will also expand on the existing Trolley Trail for the surrounding neighborhood and community to use. Multiple pathways were designed to support and enhance connectivity complementing the rustic, historic Trolley Trail.

The Concept Plan includes 60 SFR lots providing a density of 5.13 du/acre. The site's natural amenities include a pond to the east boundary, multiple access tracts (as detailed in the site data) including an access tract/path connecting the northern upper lots on W 23rd Ct to the Trolley trail, as well as the rest of the paths, open spaces, and program amenities. A community center is also included in the site plan to encourage community interaction. Additional items noted in the Concept, per the Design Review Application checklist, include but are not limited to setbacks, street trees, sidewalks, required landscaped areas, and parking areas which are noted accordantly given the flexible intent of the PUD guidelines.

CONCEPT

WESTWOOD HILLS SIXTH ADDITION

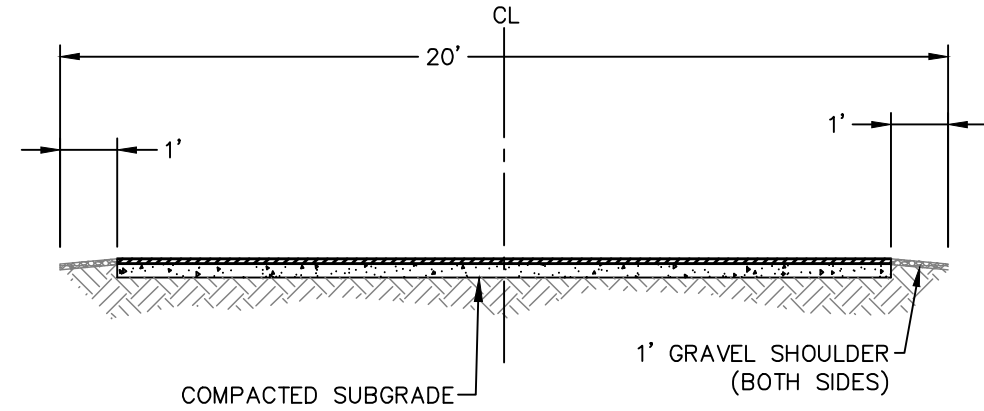
IN THE W 1/2 OF THE SE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 26, T. 25 N., R. 42 E., W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

GENERAL STATEMENT

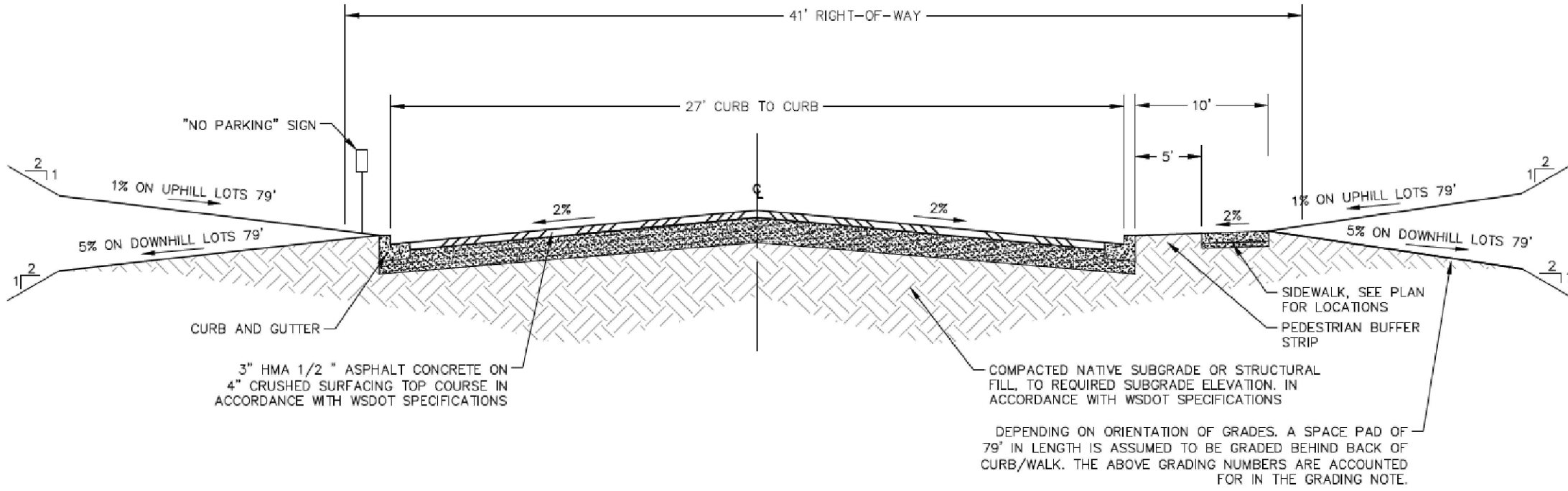
NO. OF LOTS	60
NO. OF TRACTS	9
NO. OF UNITS	60
LOT SIZES	3,064 SF-98,109 SF
TYPICAL FRONTAGE	20' MINIMUM
FRONT YARD SETBACK	20' MIN. WHERE GARAGE FACES ROAD OR ALLEY
SIDE YARD SETBACK	N/A
REAR YARD SETBACK	25' IN TRANSITION AREA ONLY
CORNER YARD SETBACK	N/A
ZONING	RSF
EXISTING STRUCTURES/USES	VACANT
SANITARY SEWER	CITY OF SPOKANE
WATER PURVEYOR	CITY OF SPOKANE
PROPOSED USE	SFR HOUSING
DENSITY	5.13 UNITS/ACRE
TOTAL AREA	11.69 ACRES
COMMON OPEN SPACE	2.16 ACRES (18.5%)
NATURAL FEATURES	TREES, HILLY AREA
EXISTING BUILDINGS	NONE

NOTES:

PER SMC 17G.070.130.B.4, PARKING AREAS SHALL FEATURE DECIDUOUS TREES THAT AT MATURITY WILL SHADE SEVENTY PERCENT OF THE PAVED SURFACE OF THE PARKING LOT.



PRIVATE LANE SECTION
NTS

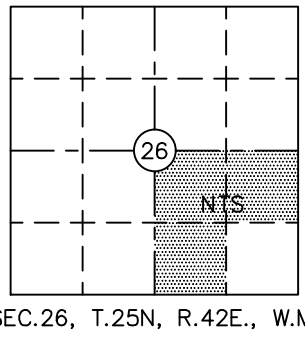
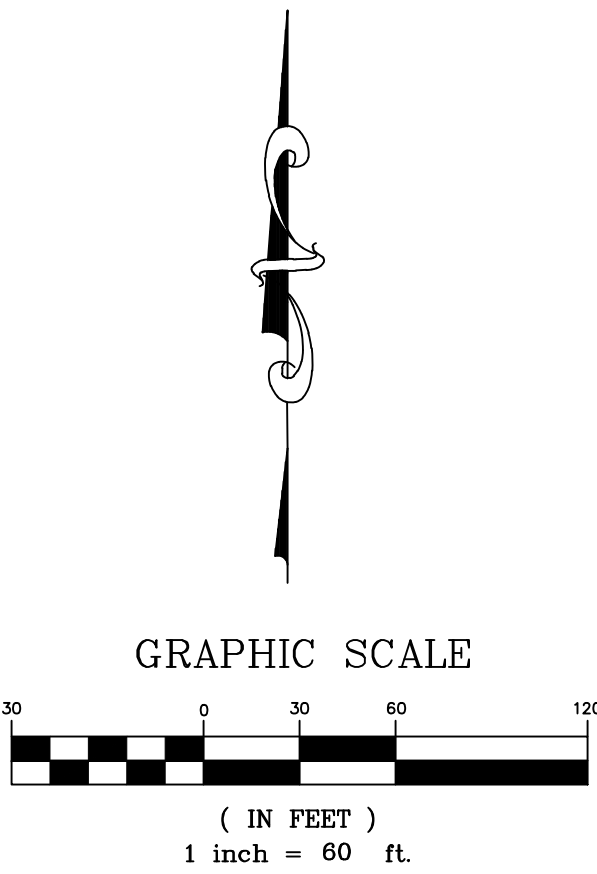


W 23RD CT & W WESTWOOD CT ROAD SECTION

LEGEND

- EXISTING PROPERTY LINE
- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- PROPOSED BUILDING SETBACK
- PROPOSED EASEMENT LINE
- CENTERLINE OF STREET
- EXISTING EASEMENT LINE
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE
- PROPOSED OPEN SPACE

PRELIMINARY



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DATE	10/06/2021	SCALE	1" = 60'
FIELD BOOK	18-251	DRAWN	WMS
PROJECT NUMBER	18-251	DRAWING NO.	1 OF 1

P.U.D. CONCEPT

WESTWOOD HILLS SIXTH ADDITION

IN THE W 1/2 OF THE SE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 26, T. 25 N., R. 42 E., W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

GENERAL STATEMENT

NO. OF LOTS	59
NO. OF TRACTS	16
NO. OF UNITS	59
LOT SIZES	2,902 SF–11,357 SF
TYPICAL FRONTAGE	20' MINIMUM
FRONT YARD SETBACK	20' MIN. WHERE GARAGE FACES ROAD OR ALLEY
SIDE YARD SETBACK	N/A
REAR YARD SETBACK	25' IN 80' PERIMETER ONLY
CORNER YARD SETBACK	N/A
ZONING	RSF
EXISTING STRUCTURES/USES	VACANT
SANITARY SEWER	CITY OF SPOKANE
WATER PURVEYOR	CITY OF SPOKANE
PROPOSED USE	SFR HOUSING
DENSITY	5.05 UNITS/ACRE
TOTAL AREA	11.69 ACRES
COMMON OPEN SPACE	2.03 ACRES (17.0%)
NATURAL FEATURES	TREES, HILLY AREA
EXISTING BUILDINGS	NONE

NOTES:

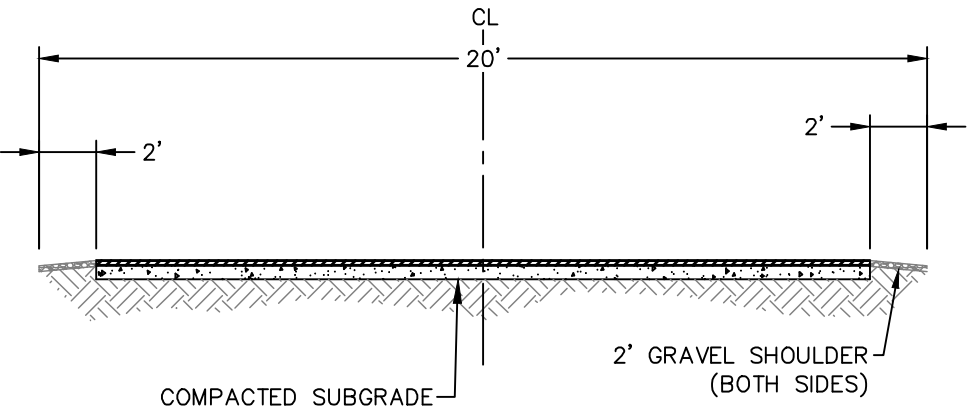
PER SMC 17C.070.130.B.4, PARKING AREAS SHALL FEATURE DECIDUOUS TREES THAT AT MATURITY WILL SHADE SEVENTY PERCENT OF THE PAVED SURFACE OF THE PARKING LOT.

HAMLET TABLE

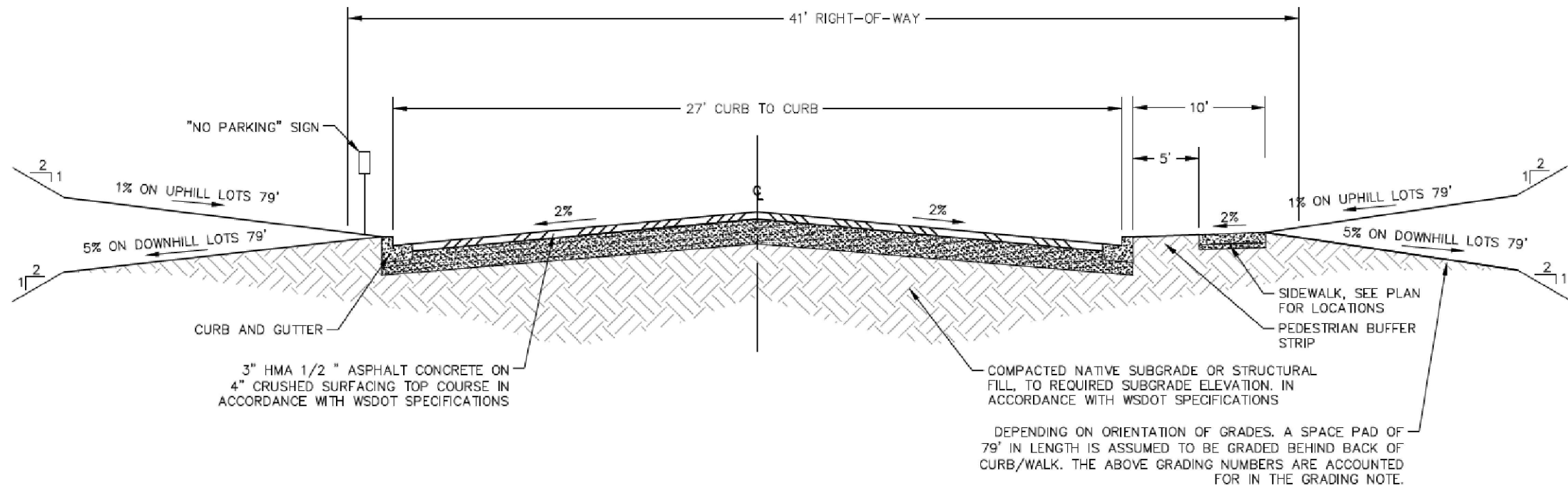
HAMLET 'A'	= LOTS 1–11
HAMLET 'B'	= LOTS 12–36
HAMLET 'C'	= LOTS 37–51
HAMLET 'D'	= LOTS 52–59

LEGEND

	EXISTING PROPERTY LINE
	PROPERTY BOUNDARY
	PROPOSED LOT LINE
	PROPOSED BUILDING SETBACK
	PROPOSED EASEMENT LINE
	80' PERIMETER LINE
	EXISTING EASEMENT LINE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE

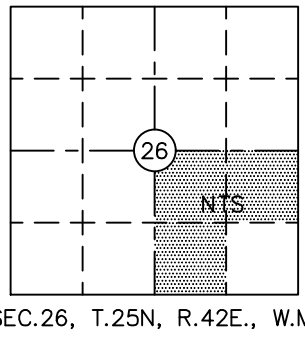
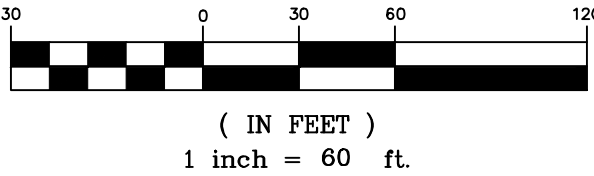


PRIVATE ALLEY SECTION
NTS



W 23RD CT & W WESTWOOD CT ROAD SECTION

GRAPHIC SCALE



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DATE	10/14/2021	SCALE	1" = 60'
FIELD BOOK	18-251	DRAWN	WMS
PROJECT NUMBER	18-251	DRAWING NO.	1 OF 1

P.U.D. CONCEPT – NO BUILDINGS OR TREES

WESTWOOD HILLS SIXTH ADDITION

IN THE W 1/2 OF THE SE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 26, T. 25 N., R. 42 E., W.M.
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

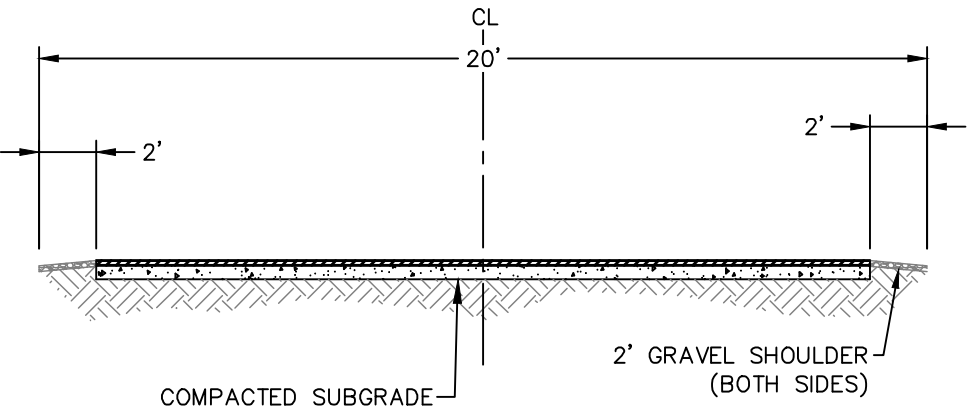
GENERAL STATEMENT	
NO. OF LOTS	59
NO. OF TRACTS	16
NO. OF UNITS	59
LOT SIZES	2,902 SF–11,357 SF
TYPICAL FRONTAGE	20' MINIMUM
FRONT YARD SETBACK	20' MIN. WHERE GARAGE FACES ROAD OR ALLEY
SIDE YARD SETBACK	N/A
REAR YARD SETBACK	25' IN 80' PERIMETER ONLY
CORNER YARD SETBACK	N/A
ZONING	RSF
EXISTING STRUCTURES/USES	VACANT
SANITARY SEWER	CITY OF SPOKANE
WATER PURVEYOR	CITY OF SPOKANE
PROPOSED USE	SFR HOUSING
DENSITY	5.05 UNITS/ACRE
TOTAL AREA	11.69 ACRES
COMMON OPEN SPACE	1.96 ACRES (17.0%)
NATURAL FEATURES	TREES, HILLY AREA
EXISTING BUILDINGS	NONE

NOTES:

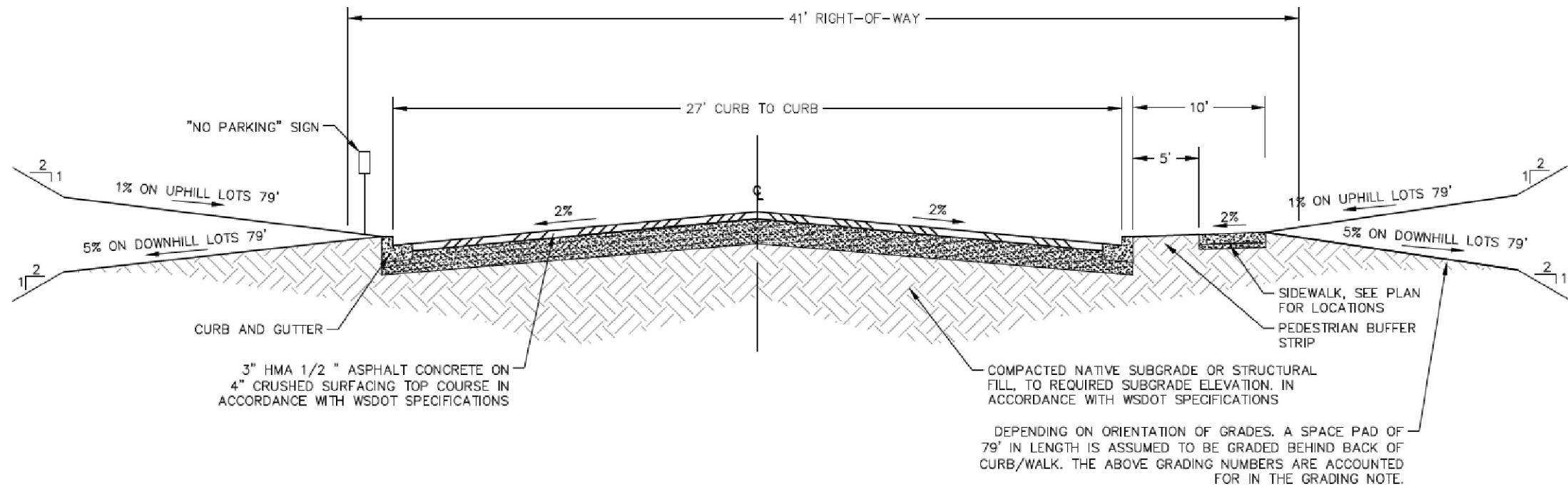
PER SMC 17C.070.130.B.4, PARKING AREAS SHALL FEATURE DECIDUOUS TREES THAT AT MATURITY WILL SHADE SEVENTY PERCENT OF THE PAVED SURFACE OF THE PARKING LOT.

HAMLET TABLE	
HAMLET 'A'	= LOTS 1–11
HAMLET 'B'	= LOTS 12–36
HAMLET 'C'	= LOTS 37–51
HAMLET 'D'	= LOTS 52–59

LEGEND	
	EXISTING PROPERTY LINE
	PROPERTY BOUNDARY
	PROPOSED LOT LINE
	PROPOSED BUILDING SETBACK
	PROPOSED EASEMENT LINE
	80' PERIMETER LINE
	EXISTING EASEMENT LINE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE

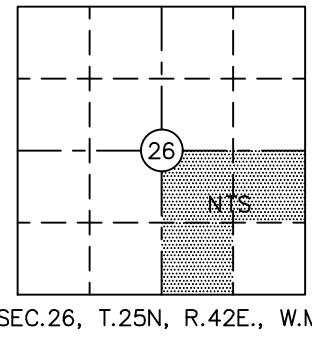
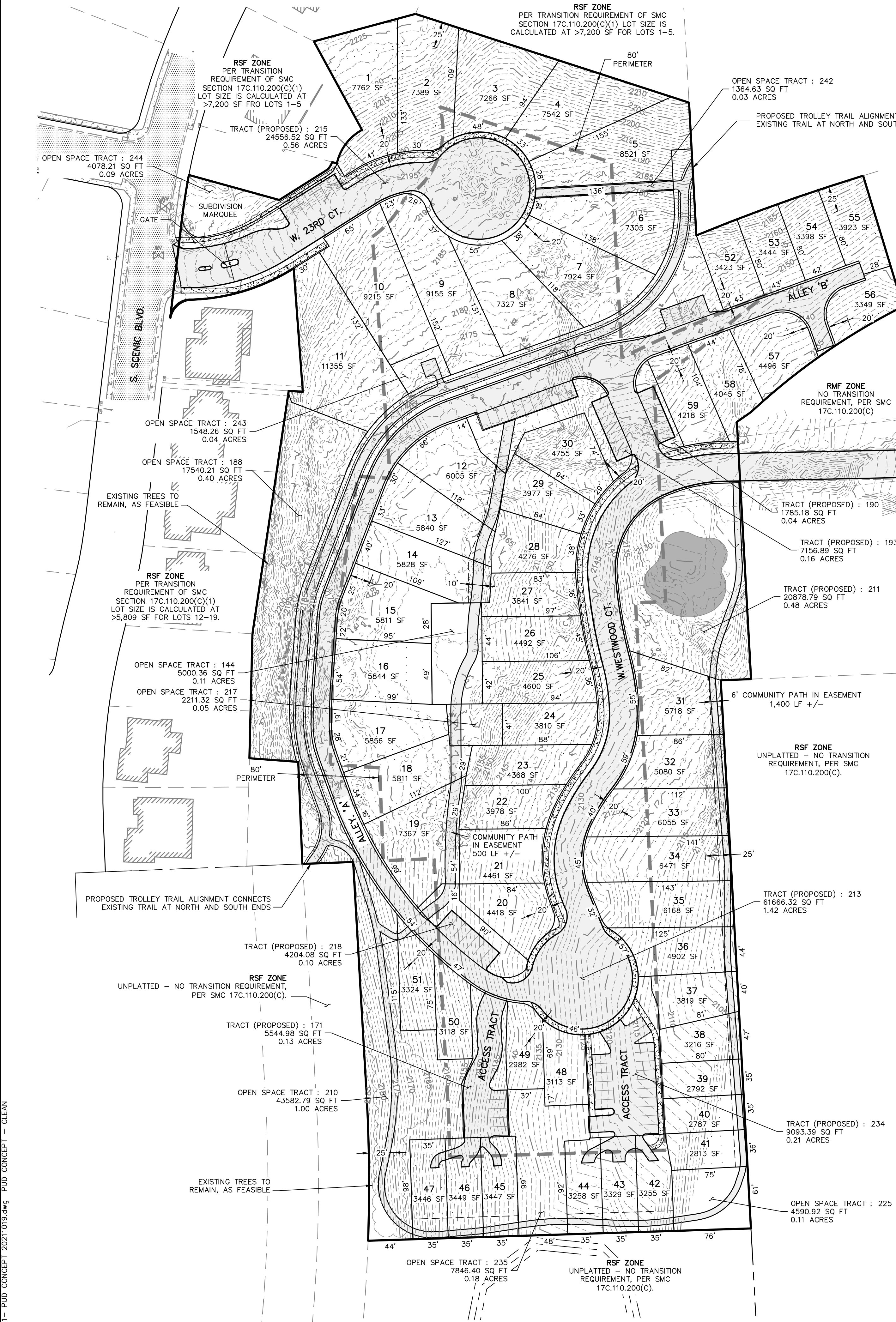
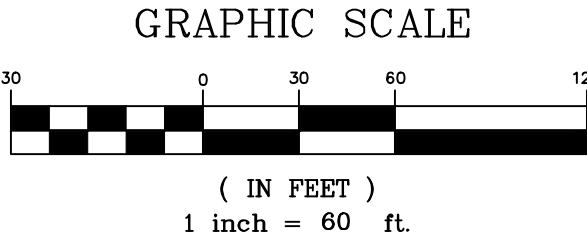
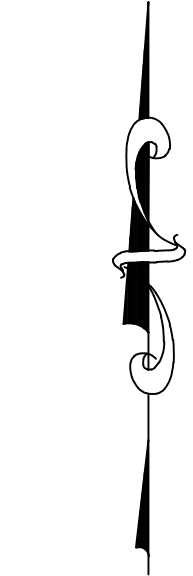


PRIVATE ALLEY SECTION
NTS



W 23RD CT & W WESTWOOD CT ROAD SECTION

PRELIMINARY

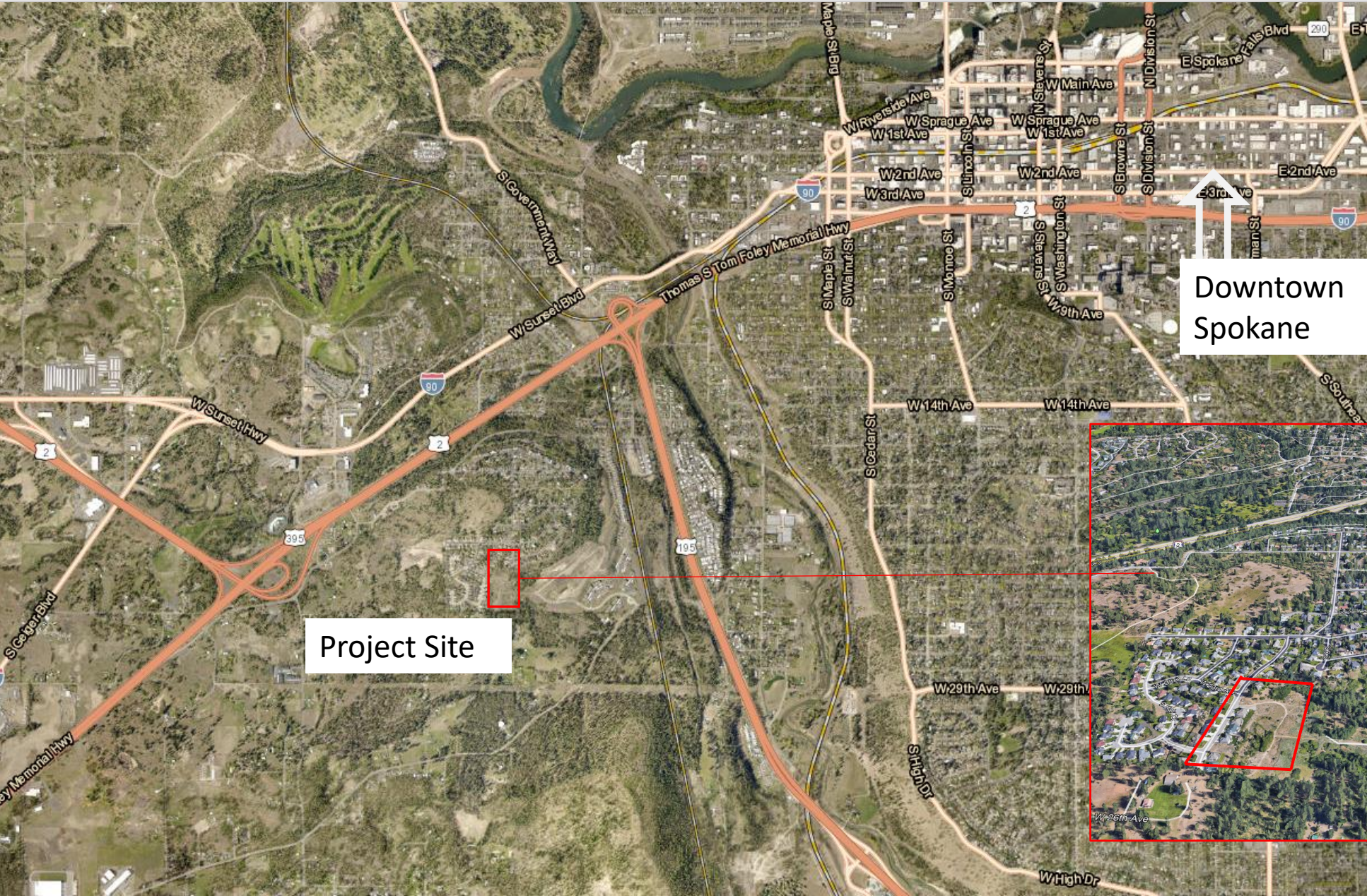


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DATE	10/19/2021	SCALE	1" = 60'
FIELD BOOK	18-251	DRAWN	WMS
PROJECT NUMBER	18-251	DRAWING NO.	1 OF 1

CONTEXT ANALYSIS: Vicinity Map



Downtown
Spokane

Project Site

The project is located approximately ten minutes from downtown Spokane, and about one mile southwest of the I90 & I95 intersection to the west of town. It is in within the Grandview-Thorpe neighborhood.

CONTEXT ANALYSIS: Vicinity Map / Traffic Corridors



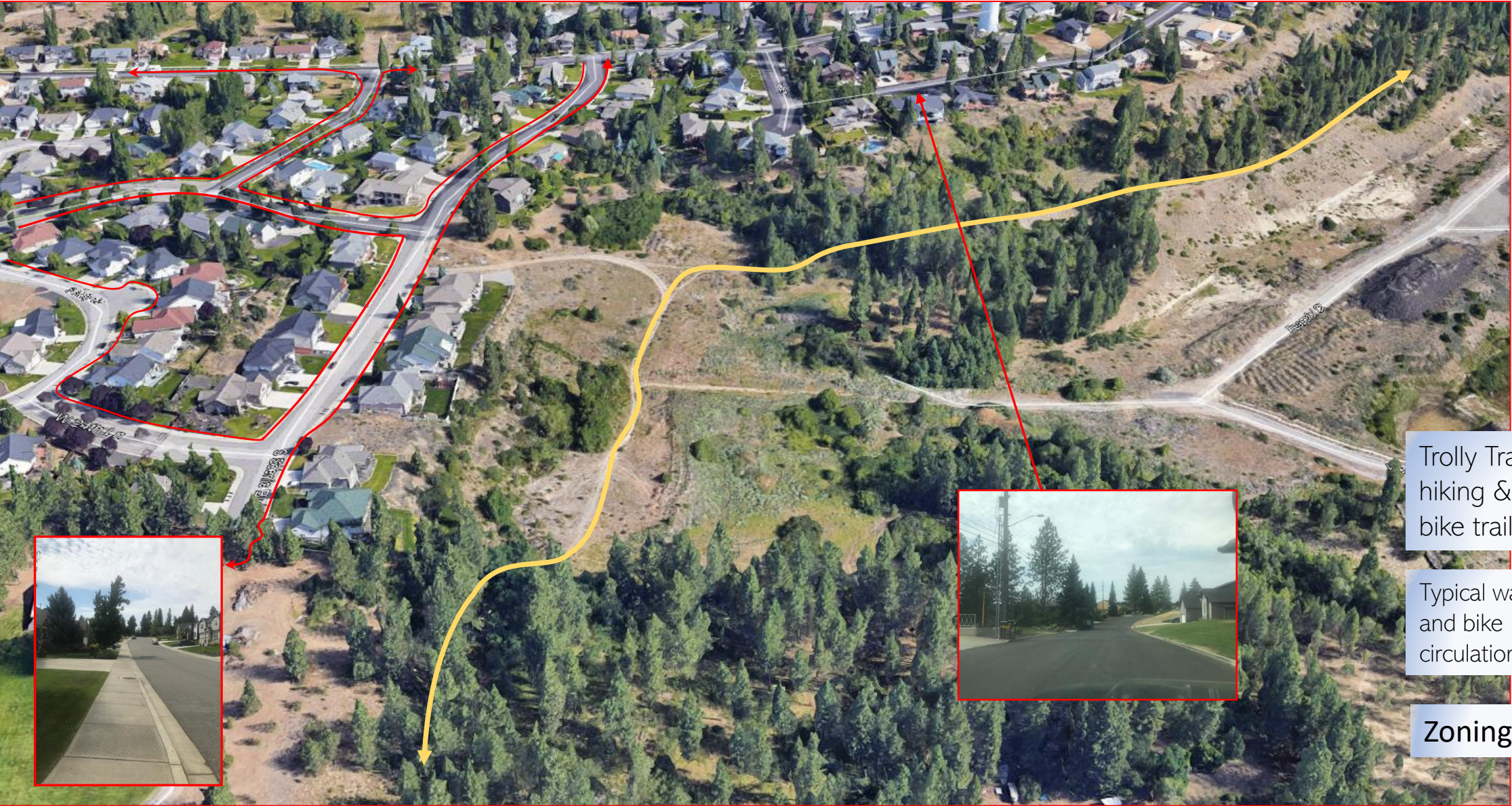
There are two access points to the site. The first is via HWY 90 to the west, and through the neighborhood to the north traveling along W Grandview and down S B Street and D Street on to S Scenic BLVD.

The second access point is from the east traveling from I95 via W Westwood Drive. Outside of the immediate vicinity of the property, the site is virtually invisible due to topography, until approaching either side of the project boundary.

CONTEXT ANALYSIS

Surrounding properties within 200 ft.

Graphic depicts surrounding streets and traffic circulation, trails, zoning, and other surrounding conditions.



Trolly Trail -
hiking &
bike trail

Typical walking
and bike
circulation

Zoning: **SFR**

SURROUNDING ZONING

RSF: Residential
Single family

RMF: Residential
Multi-family





CONTEXT ANALYSIS

Existing Conditions

- ☐ curb line (adjacent)
- ☐ photos of adjacent properties streetscape improvements

The streetscape in the surrounding neighborhoods vary. In some locations there are sidewalks on only one side of the street (most typical in the area) and in some sections they exist on both sides. Planter strips are also typically not found in the neighborhoods immediately adjacent, with landscaping being minimal to none creating more of a natural and rustic feel. Though in some gated areas landscaping has been included at the entrances.



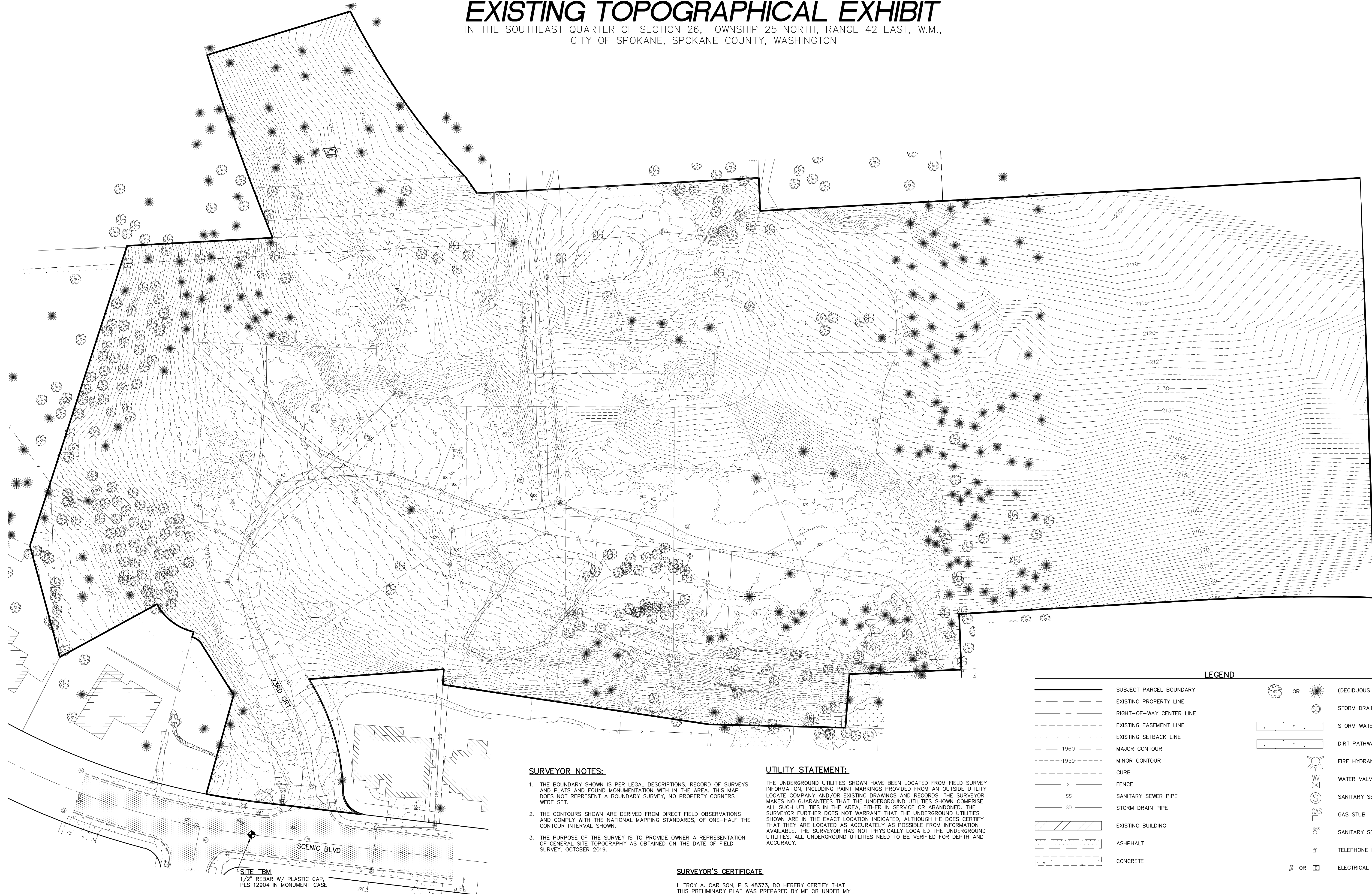
SITE ANALYSIS

Existing Conditions

☐ topography

The topography map on the following page shows slope in more detail. This exhibit provides context for an on the ground perspective. The site has some rolling undulation, with steep slopes to the western boundary, as shown in the bottom right photo. The noted steep slope will be preserved as open space. The southern portion of the property also has steep slopes, which give the site both character and challenges.

EXISTING TOPOGRAPHICAL EXHIBIT
IN THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 42 EAST, W.M.,
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON



SURVEYOR NOTES:

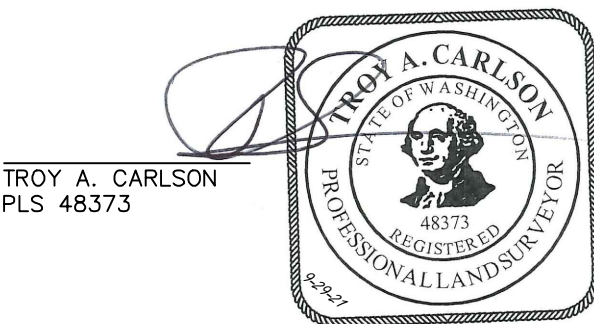
1. THE BOUNDARY SHOWN IS PER LEGAL DESCRIPTIONS, RECORD OF SURVEYS AND PLATS AND FOUND MONUMENTATION WITH IN THE AREA. THIS MAP DOES NOT REPRESENT A BOUNDARY SURVEY, NO PROPERTY CORNERS WERE SET.
2. THE CONTOURS SHOWN ARE DERIVED FROM DIRECT FIELD OBSERVATIONS AND COMPLY WITH THE NATIONAL MAPPING STANDARDS, OF ONE-HALF THE CONTOUR INTERVAL SHOWN.
3. THE PURPOSE OF THE SURVEY IS TO PROVIDE OWNER A REPRESENTATION OF GENERAL SITE TOPOGRAPHY AS OBTAINED ON THE DATE OF FIELD SURVEY, OCTOBER 2019.

UTILITY STATEMENT:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, INCLUDING PAINT MARKINGS PROVIDED FROM AN OUTSIDE UTILITY LOCATE COMPANY AND/OR EXISTING DRAWINGS AND RECORDS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ALL UNDERGROUND UTILITIES NEED TO BE VERIFIED FOR DEPTH AND ACCURACY.

SURVEYOR'S CERTIFICATE

I, TROY A. CARLSON, PLS 48373, DO HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH LOCAL ORDINANCES AND THAT THE TOPOGRAPHICAL ITEMS SHOWN ARE IN ACCORDANCE WITH WAC 332-130-145.



LEGEND

	SUBJECT PARCEL BOUNDARY		OR		(DECIDUOUS OR CONIFEROUS)
	EXISTING PROPERTY LINE				STORM DRAIN MANHOLE
	RIGHT-OF-WAY CENTER LINE				STORM WATER POND
	EXISTING EASEMENT LINE				DIRT PATHWAY
	EXISTING SETBACK LINE				FIRE HYDRANT
	MAJOR CONTOUR				WATER VALVE
	MINOR CONTOUR				SANITARY SEWER MANHOLE
	CURB				GAS STUB
	SANITARY SEWER PIPE				SANITARY SEWER CLEAN OUT
	STORM DRAIN PIPE				TELEPHONE PEDESTAL
	EXISTING BUILDING				ELECTRICAL TRANSFORMER
	ASHPHALT				
	CONCRETE				

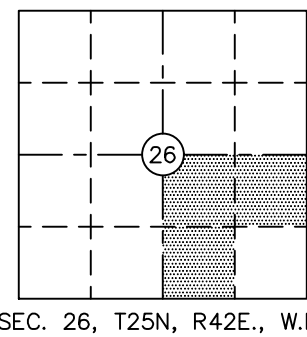
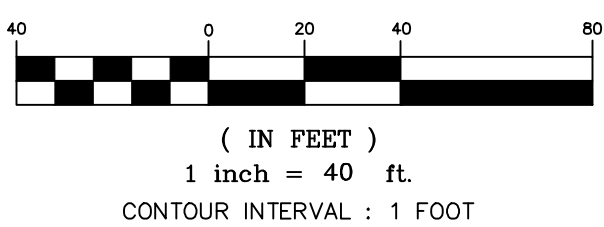
ELEVATION DATUM

NAVD88 ESTABLISHED FROM GPS OBSERVATION ON LOCAL CONTROL POINTS USING THE WASHINGTON STATE REFERENCE NETWORK.

SITE TBM

1/2" REBAR W/ PLASTIC CAP, PLS 12904 IN MONUMENT CASE, 50 FEET NORTH OF THE INTERSECTION OF SCENIC BLVD AND 23RD CRT. ELEVATION: 2216.62

GRAPHIC SCALE



storhäug
civil engineering planning
landscape architecture surveying
510 east third avenue | spokane, wa | 99202
p 509.242.1000

DATE 09/29/2021	SCALE 1" = 40'
FIELD BOOK 18-251	DRAWN MCG
PROJECT NUMBER 18-251	DRAWING NO. 1 OF 1



SITE ANALYSIS

Existing Conditions

- ☐ healthy trees
- ☐ substantial vegetation, significant land-forms, rock outcroppings

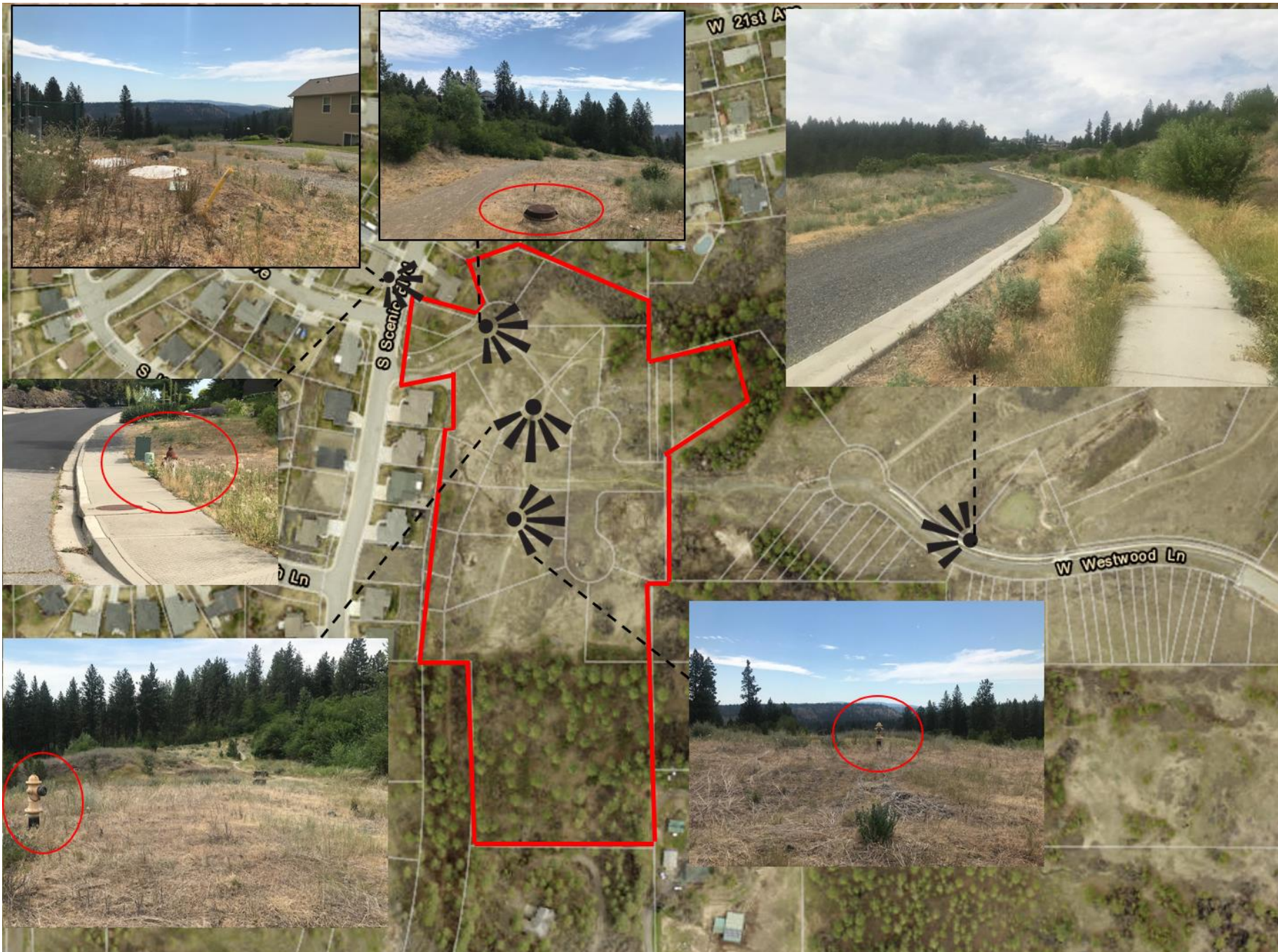
....The steep slopes on the western boundary offer open space and vistas for the homes above, as well as create a canopy backdrop for the central flat area. The site has a unique transition in slope creating transitional site lines and views to the southeast.

SITE ANALYSIS

Existing Conditions

- ☐ above ground utilities, hydrants, etc.
- ☐ other prominent elements on or abutting the site.

The site currently has water and sewer running through and adjacent to, accessible at various points throughout the site as shown here in these examples. There are also multiple fire hydrants within the project boundary and immediately adjacent.



DESIGN STANDARDS DEPARTURES

All lots lying within 80' of the perimeter of the project will adhere to the rear and front setback requirement found at SMC Section 17G.070.030(C)(3)(a) with the exception of the 8 lots comprising Section or "Hamlet" D on the east side of the project. We seek a deviation from this requirement for these lots as these lots border an RMF zone which is Common Area for the existing PUD and accordingly will not be developed.

Our design seeks departure from the City of Spokane Design Standards for the base zone (RSF) in a number of areas as follows:

Setbacks (Variance from underlying zoning)

Front

Rear

Side

Lot size (Variance from underlying zoning). There are 4 lots in Section B with less than 4,350 SF, all of Section C (lots 37-51) and all of Section D (8 lots) are lots of less than 4,350 SF.

Street Section (Variance from public works standard)

Slope (greater than 8%)

Curbing (rolled curbed ?)

Public water

Private water system with connection to public system

Public sewer

Multiple lots to have individual pumping systems, with service connection to a public sewer main

Frontage (Variance from underlying zoning)

Less than underlying zoning, to zero foot frontage in some instances

In summary, this concept has been shaped and molded over the past almost six years. The thought process has been both extensive and exhausting at times. We expect fine tuning will continue as we travel the entitlement process. We invite your input.

Design Review Board - Meeting Minutes Draft

September 29, 2021

Online via WebEx

Meeting called to order at 5:31 PM by Kathy Lang

Attendance:

- *Board Members Present:* Kathy Lang (Chair & CA Liaison), Grant Keller, Drew Kleman, Chad Schmidt, Ted Teske, Anne Hanenburg
- *Board Members Not Present:* Mark Brower (Vice-Chair), Chuck Horgan (Arts Commission Liaison),
- *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; Ted Teske seconded. Motion carried. (6/0)

Changes to Agenda:

- The applicant will be providing an update to what was presented at the September 22nd meeting, prior to constructing advisory actions.

Workshops:

1. **Downtown Stadium - Collaborative Workshop**
2. Applicant Presentation: Greg Forsyth (Spokane Public Schools), Ken Murphy & Rustin Hall (ALSC Architects)
3. Anne Hanenburg recused herself (as her firm is under contract with the Applicant for the Project)
4. Questions asked and answered
5. Discussion ensued

Based on review of the materials submitted by the Applicant and discussion during the September 22, 2021 and the September 29, 2021 Collaborative Workshops, the Design Review Board recommends the following advisory actions:

Stadium Site

1. **The Applicant is strongly encouraged to work with the governing bodies and seek opportunities to strengthen the Dean Avenue pedestrian crossing between the Stadium and the Podium, for example change in paving material and increased width of crossing.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 4 Transportation, LU 4.1 Land Use and Transportation, LU 4.4 Connections, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.3 Off-Site Impacts, LU 5.5 Compatible Development, LU 7 Implementation, LU 7.4 Sub-Area Planning Framework, TR Goal A Promote a Sense of Place, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 6 Commercial Center Access, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15, Activation, TR 20 Bicycle/Pedestrian Coordination, ED 6 Infrastructure, ED 6.2 Public Investment in Designated Areas, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.11 Improvements Program, DP 2.12 Infill Development, DP 4

Downtown Center Viability, DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.6 Pedestrian and Bicycle Connections, N 4.7 Pedestrian Design, and N 4.9 Pedestrian Safety.

Please see the following Downtown Design Guidelines: D-1 Provide Inviting and Usable Open Space, D-4 Provide Elements that Define the Place, and D-7 Design for Personal Safety and Security.

Please see the following Downtown Plan Strategies and Actions: CW1 Energize Streets and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.1 Transform Low Traffic Street That Are Oversized for Projected Traffic by Converting Vehicle Travel Lanes To Other Uses in Targeted Locations Such as High-quality Bike Facilities, Expanded Public Spaces, and On-street Parking, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.7 Design Public Spaces for Accessibility that Meets or Exceeds ADA Requirements.

2. The Applicant is encouraged to continue addressing scale, bulk, and articulation of the exterior facades to further activate and energize the surrounding pedestrian realm.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.14 Town Squares and Plazas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.2 Street Life, N 1 The Downtown Neighborhood, and N 1.1 Downtown Development.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, A-2 Enhance the Skyline, B-1 Respond to the Neighborhood Context, B-2 Create Transitions in Bulk and Scale, B-4 Design a Well-proportioned and Unified Building, C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

3. The Applicant is strongly encouraged to return with a refined west plaza design that more fully embodies the connection between the Stadium to the Podium and beyond, including but not limited to hardscape continuity, landscaping, site accessories, art, and signage.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7

Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 6 Native Species Protection, NE 6.1 Native and Non-native Adaptive Plants and Trees, NE 12 Urban Forest, NE 12.1 Street Trees, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

4. The Applicant is encouraged to investigate opportunities to enhance the pedestrian experience in consideration of the celebratory aspect of going-to and coming-from the surrounding areas, knitting the Stadium site into its larger urban fabric. The introduction of benches, tree canopy, site lighting, and/or other site elements may further promote a sense of destination and connectivity to the surrounding area.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2

Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 6 Native Species Protection, NE 6.1 Native and Non-native Adaptive Plants and Trees, NE 12 Urban Forest, NE 12.1 Street Trees, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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5. In order to activate the public realm around the Stadium when there are no events, the Applicant is encouraged to make improvements inside the public realm along Howard, Dean, Gardner, and Boone that invite the public into some sort of special experience, for example high school sports, history walk, sidewalk games, art, or other cultural experience/activity.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 6 Native Species Protection, NE 6.1 Native and Non-native Adaptive Plants and Trees, NE 12 Urban Forest, NE 12.1 Street Trees, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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6. Consistent with the recently updated and adopted Spokane Downtown Plan's Strategy ACH2 of bringing arts & culture into the public realm, the Applicant is encouraged to provide and identify locations for art installations, markers for way-finding, and site identification

elements at areas such as entries, path or street view termini, and proposed plazas. The Applicant is encouraged to work with the Arts Commission to identify opportunities for art installations and considerations for artist selection.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR 13 Infrastructure Design, TR 15 Activation, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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7. Along Boone, the Applicant is encouraged to activate this elevation by incorporating areas for murals, other artwork, replacing the fence with an artistic screen, creating peek-a-boo views into the arena, or other visually interesting elements.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR 13 Infrastructure Design, TR 15 Activation, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4

Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

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Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

8. The Applicant is encouraged to leverage innovative, low-impact stormwater Best Management Practices (such as permeable pavements, rain gardens, infiltration galleries) that enhance the public realm throughout the design life of the stormwater treatment installations.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 1 Water Quality, NE 1.2 Stormwater Techniques, NE 4 Surface Water, NE 4.3 Impervious Surface Reduction, NE 6 Native Species Protection, NE 6.1 Native and Non-native Adaptive Plants and Trees, NE 12 Urban Forest, NE 12.1 Street Trees, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, and NE 15.5 Natural Themes.

Please see the following Downtown Design Guidelines: B-5 Explore Opportunities for Building 'Green', D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define the Place, D-8 Create 'Green' Streets, and E-4 Design 'Green' Parking.

Please see the following Downtown Plan Strategies and Actions: CW 3 Reduce Impacts from Surface Parking, CW 3.3 Discourage Surface Parking Lot Along the Frontage of Type III and Type IV Complete Streets Between the Building and Street Throughout the Downtown, CW 3.4 Actively Pursue Redevelopment of Surface Lots, LWP 5 Support Environmentally Sustainable Growth Downtown and Responsible Stewardship of the Spokane River and Falls, and LWP 5.1 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.

9. The Applicant shall consider strengthening routes within the project (especially non-motorized routes) to facilitate access to and from the Stadium site in all directions.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, A-2 Enhance the Skyline, B-1 Respond to the Neighborhood Context, B-2 Create Transitions in Bulk and Scale, B-4 Design a Well-proportioned and Unified Building, C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary

Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 10. 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.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 1 Highlight Downtown's History to Build Awareness of Local Culture and Support the Arts, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.5 Identify and Reduce Barriers for Cultural Events Downtown, PS 1 Program and Activate Public Spaces Downtown, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 11. The Applicant shall continue to work with STA and the City to optimize equitable access to the facilities.**

Please see the following Comprehensive Plan Goals and Policies: LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, C-3 Provide Active Façades, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, PS 1 Program and Activate Public Spaces Downtown, LWP 4 Improve Transit Access, Commute Options and Parking Management for Downtown Residents and Employees, LWP 4.1 Integrate New Development Downtown with Transit Facilities and Promote Transit Supportive Development Around High-capacity Transit, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

- 12. The Applicant is encouraged to refine the design of the STA drop-off areas and bike parking facilities at the Stadium site to address the goals of the Spokane Comprehensive Plan and the Spokane Downtown Plan as they relate to pedestrian-oriented design and promotion of increased urban tree canopy.**

Please see the following Comprehensive Plan Goals and Policies: LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1

Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, C-3 Provide Active Façades, C-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, PS 1 Program and Activate Public Spaces Downtown, LWP 4 Improve Transit Access, Commute Options and Parking Management for Downtown Residents and Employees, LWP 4.1 Integrate New Development Downtown with Transit Facilities and Promote Transit Supportive Development Around High-capacity Transit, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

13. The Applicant is strongly encouraged to return with a plaza/main entry design, on both sides of the building, that do not simply abut the parking lot area as presented. The Board would like the Applicant to explore the possibility of extending the plazas, and/or the architectural language of the plazas, to meet up at the corners of Boone and Howard, and Boone and Washington. The Board makes note that these plaza and entry spaces need to reflect a real “gateway” to the site, especially at the north end of the property, as it is the main connection to the Podium, North Bank and Riverfront Park off of Boone.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal F Enhance Public Health and Safety, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, SH 4 Diversity and Equity, SH 4.1 Universal Accessibility, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown

Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, B-4 Design a Well-proportioned and Unified Building, C-1 Promote Pedestrian Interaction, C-2 Design Façades at Many Scales, C-3 Provide Active Façades, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, E-1 Minimize Curb Cut Impacts, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

14. The Applicant shall return with a more fully developed promenade from Howard heading east along Gardner as the ‘sense of arrival’ architectural statement on the building currently has a disconnect with this access point.

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Please see the following Downtown Design Guidelines: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, C-5 Consider Providing Overhead Weather Protection, C-7 Install Pedestrian-friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define

the Place, D-6 Provide Attractive and Appropriate Lighting, D-7 Design for Personal Safety and Security, E-1 Minimize Curb Cut Impacts, and E-3 Minimize the Presence of Service Areas.

Please see the following Downtown Plan Strategies and Actions: CW 1 Energize Street and Alleys Downtown as Active Pedestrian- and Bike-friendly Connections, CW 1.5 Implement Streetscape Improvements in this Plan on the Howard Street Corridor with Elements of Public Art and Wayfinding, in Coordination with Infill Development, CW 1.9 Integrate Bike Parking into Downtown Streets and Parking Facilities, ACH 2 Bring Art and Culture into the Public Realm Downtown and Develop an Arts Plan to Support Arts and Cultural Uses with a Focus on Downtown, ACH 2.1 Improve and Activate the Streetscape and Public Realm to Support Cultural Venues, ACH 2.2 Work with Arts and Local Property Owners to Create and Maintain Temporary Art Installation and Facilitate Activation of Cultural Spaces to Energize Downtown and Support Artists, PS 1 Program and Activate Public Spaces Downtown, PS 1.2 Create New Active Uses on Street and in Storefronts, PS 2 Protect, Expand, and Improve Public Space in Strategic Locations, and PS 2.6 Support Development of Public Spaces on Sites such as the Rookery Block in Conjunction with New Development.

Parking Site

- 15. The Applicant is encouraged to make use of art markers as a means of identifying and tying the proposed offsite parking to the Stadium and other area facilities.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

- 16. The Applicant is encouraged to work with the Arts Commission to identify opportunities for art installations and considerations for artist selection.**

Please see the following Comprehensive Plan Goals and Policies: LU 1 Citywide Land Use, LU 1.9 Downtown, LU 2 Public Realm Enhancements, LU 2.1 Public Realm Features, LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1 Pride and Identity, DP 1.2 New Development in Established Neighborhoods, DP 1.3 Significant Views and Vistas, DP 1.4 Gateway Identification, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2

Street Life, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, NE 15 Natural Aesthetics, NE 15.5 Natural Themes, SH 3 Arts and Cultural Enrichment, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 1 The Downtown Neighborhood, and N 1.1 Downtown Development.

- 17. The Applicant is encouraged to refine the design of the STA drop-off area and bike parking facilities to address the goals of the Spokane Comprehensive Plan as it relates to pedestrian-oriented design and promotion of increased urban tree canopy.**

Please see the following Comprehensive Plan Goals and Policies: LU 5 Development Character, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 5.5 Compatible Development, TR Goal B Provide Transportation Choices, TR Goal F Enhance Public Health and Safety, TR 1 Transportation Network for All Users, TR 2 Transportation Supporting Land Use, TR 7 Neighborhood Access, TR 13 Infrastructure Design, TR 15 Activation, TR 20 Bicycle/Pedestrian Coordination, DP 2 Urban Design, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 2.15 Urban Trees and Landscaping Areas, DP 2.21 Lighting, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 Street Life, NE 13 Connectivity, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, NE 14 Plaza Design with Natural Elements, NE 14.2 New Plaza Design, SH 6 Safety, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.2 Natural Access Control, SH 6.3 Natural Surveillance, SH 6.4 Territorial Reinforcement, N 1 The Downtown Neighborhood, N 1.1 Downtown Development, N 4 Traffic and Circulation, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

Ted Teske moved to adopt the advisory actions as written; Drew Kleman seconded. Motion carried unanimously. (6/0)

Anne Hanenburg rejoined the meeting at 8:26 PM.

Board Business:

Approval of Minutes: Minutes from the September 22, 2021 meeting approved unanimously, after a change in wording on one item.

Old Business:

- None

New Business:

- Dean advised board members that anyone who hasn't completed the public meeting training will need to do so and email him their completed certificates. He will email the link to board members
- Dean advised Ted Teske and Anne Hanenburg's terms on the board will be ending this year. The advertisement has gone out, and the current mayor is having formal renominations for renewals. Grant's name will be submitted for Landscape Architect. Anne advised she will be meeting with a potential new member to answer any questions they may have about the board.

Chair Report -

- None

Secretary Report - Dean Gunderson

- Dean had a status update meeting with Plan Commission reference the new Design Guidelines. They are looking at a completion date for the draft at the end of October, and Dean will then ask for feedback from board members. Board members were also invited to the PC workshop item at the meeting discussing the guidelines. Dean will send more details to board members.
- Dean explained Taylor Berberich has temporarily been reassigned to assist Current Planning in clearing a backlog and assisting graphics production in relation to residential code. She will be returning to DRB in the future.

- Dean advised there are two potential PUDs for upcoming meetings, and he is completing an administrative design review for a project for the designer, Austin Dickey.

Meeting Adjourned at 8:41 PM

Next Design Review Board Meeting scheduled for Wednesday, October 13, 2021

DRAFT