



Spokane Design Review Board

Wednesday, May 10, 2023

5:30-7:00 PM

Tribal Conference Room

Hybrid Meeting – Teleconference and In-person

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

Workshop:

5:40 – 6:40	4) <u>Design Review of the PFD Parking Lot</u>	Dean Gunderson
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Board Business:

6:45 – 7:00	5) <u>Approve Minutes from February 22, 2023</u>	Chair
	6) Old Business	
	7) New Business	
	8) Chair Report	Chair
	9) Secretary Report	Dean Gunderson
	10) Other	
	11) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, May 24, 2023.

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

Username: COS Guest

Password: K8vCr44y

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or dmoss@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

The Design Review Board meeting will be held in a hybrid format

Participants are able to join the meeting in-person (practicing safe distancing guidelines) in the Tribal Conference Room (City Hall, First Floor Lobby), or join the meeting on-line using the following information:

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

[Join Meeting](#)

Microsoft Teams meeting

Join on your computer, mobile app or room device

Meeting ID: 238 494 680 999

Passcode: dBLxP

[Download Teams](#) | [Join on the web](#)

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 118 755 636 1

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-618-1887,,60144110#](#) United States, Los Angeles

Phone Conference ID: 601 441 10#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

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

Dean Gunderson, Sr. Urban Designer

dgunderson@spokanecity.org

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

Meeting Process - Spokane Design Review Board

Call to Order

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

Board Workshop

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

Staff Report

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

Applicant Presentation

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

Public Comment *

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

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

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

Design Review Board Motions

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

Design Review Board Follow-up

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

Board Business

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

Other

- Chair asks board members if there is anything else.

Adjourn

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

Design Review Board - Meeting Minutes

February 22, 2023

Hybrid City Hall Tribal Room/Teams

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

Attendance:

- *Board Members Present:* Mark Brower (Chair), Chuck Horgan (Vice-Chair & Arts Commission Liaison), Chad Schmidt, Ryan Brodwater, Bob Scarfo, Drew Kleman, Grant Keller
- *Board Members Not Present:*
- *Quorum Present:* Yes
- *Staff Members Present:* Dean Gunderson, Ryan Benzie
- *Others Present:* Kris Hansen, Community Assembly Liaison applicant

Changes to Agenda:

- None

Workshop:

- Review draft of the Design Review Handbook
 - Presentation provided by Dean Gunderson and Taylor Berberich
 - Questions asked and answered
 - Discussion ensued

Board Business:

Approval of Minutes: Chad Schmidt made a motion to approve the minutes from the January 11, 2023 meeting approved; Grant Keller seconded. Motion approved. (7/7)

Old Business:

- None

New Business:

- None
-

Chair Report -

- None

Secretary Report - Dean Gunderson

- Dean reported that there are no applications for the next scheduled meeting on March 8th and a final review of the handbook will be forthcoming.
- Mark Brower and Drew Kleman will have their reappointments heard before council in the coming weeks.
- Kris Hansen is likely to be appointed as the Community Assembly Liaison in the coming months.

Meeting Adjourned at 7:03 PM

Next Design Review Board Meeting tentatively scheduled for Wednesday, March 8, 2023

PFD Parking Lot (formerly Value Village parcel)**1 – RECOMMENDATION MEETING****Design Review Staff Report**

May 12, 2023

**Staff:**

Dean Gunderson
Senior Urban Designer

Taylor Berberich
Urban Designer

Planning and Economic
Development Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Applicants:

Spokane Public Schools
Attn: **Greg Forsyth**

ALSC Architects
Attn: **Ken Murphy, Andrew Leeper**

Spokane Public Facilities District
Attn: **Stephanie Curran**

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Background

The Design Review Board held two Collaborative Workshops on 9/22/21 and 9/29/21 that covered both the Stadium and this specific Parking Lot. Separate Advisory Actions were provided for the Stadium (located in the DT-zone and subject to the Downtown Design Guidelines) and the PFD Parking Lot (located in a CB-zone and subject to the applicable design standards, with no specific design guidelines at the time of the applicant's vesting). Subsequent to the final Recommendation Meeting for the Stadium project, the Spokane Public School District and the Public Facilities District agreed to include the design/construction of the PFD Parking Lot into the Stadium project. This Recommendation Meeting is being held to provide DRB recommendation for the PFD Parking Lot; which is subject to full design review as a public project. The initiation of design review for the PFD Parking Lot vested the project with the regulation in-place at the time of the original Collaborative Workshop submission (9/7/2021).

The following materials are supplemental to this report:

- *Design Review Staff Report | Program Review/Collaborative Workshop #1, 9/22/21;*
- *Design Review Staff Report | Program Review/Collaborative Workshop #2, 9/29/21;*
- *Design Review Board | Collaborative Workshop Advisory Actions, dated 9/29/21;*
- *Design Review Board | Applicant's Submission, dated 5/4/23*

Responses to Discussions Held at Collaborative Workshop

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop including any changes made in response to Advisory Actions offered by the Design Review Board on September 29, 2021 as follows (see attached Collaborative Workshop Advisory Actions, dated 9/29/21 for detailed citations of applicable design criteria):

PFD Parking Lot

- 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.**

Applicant's Response:

The Value Village Lot parking has been refined to provide tree coverage, landscaping and permeable paving in accordance with regulatory agencies. Bike parking will be provided at the stadium in locations that provide visual monitoring, yet do not create a hinderance to the movement of people and emergency vehicles/personnel on the site. Updates to existing STA drop-off areas and routes around the project beyond the commuter line being relocated to the Value Village Lot, will need to be considered by STA.

Staff Comments:

Note: This Advisory Action was written by the DRB to respond to issues related to the vehicle and transit operations on the Stadium Site, the applicant interpreted this Advisory Action to include the PFD Parking Lot (formerly the Value Village parcel).

See Applicant's Design Submission. The submitted design documents indicate adequate street tree coverage (Class II trees where appropriate along Boone Avenue and Howard Street, and Class I trees along Sharp Avenue due to the presence of overhead power lines). Note, the submitted plans do not indicate any locations for bicycle racks or bike storage. See **Additional Topics for Consideration #3**

- 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.**

Applicant's Response:

The design team is looking at future opportunities needing consideration by the PFD (operator) for consideration during the current development/construction of the facility. By identifying the future opportunities for consideration, critical infrastructure can be incorporated in the current construction. The development of signage and campus wayfinding beyond the project boundaries will be undertaken by PFD (operator) as a separate project.

Staff Comments:

Note: As the applicant has chosen to include the PFD Parking Lot (formerly the Value Village parcel), into the Stadium development/construction project – signage and campus wayfinding become items for which recommendations should be offered. Other than required signage for accessible parking and bus operations, no specific wayfinding or orientation signage is proposed in the design.

See Applicant's Design Submission. Note, the Parking Site is subject to design review as a Public Project. See **Additional Topics for Consideration #1**.

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

Applicant's Response:

The design team and applicant are happy to review possible locations for future art installations with the Arts Commission. At this time there is no immediate funding mechanism to start considerations for artist selection.

Staff Comments:

Note: The applicant has not identified any locations for art installations (future, or otherwise).

Opportunities for art installations... See **Additional Topics for Consideration #1**.

- 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.**

Applicant's Response:

See response to item 12

Staff Comments:

See Staff Comment to Item 12. See **Additional Topics for Consideration #3**

Additional Suggested Topics for Consideration

Posed by staff based on the 5/4/2023 submittal for the PFD Parking Lot. Note the Applicant has reviewed these suggested topics and has provided comments (these are included below, *italicized*):

1. Should the Applicant identify the locations, counts, and types of art installations in their plans?

Staff: Possible locations for public art installations could be in the landscape buffers located between the sidewalks and the parking areas. Per the landscaping plan, the ground cover in these buffer areas consists of 3/4"-2" fractured basalt (light brown) and 4"-6" basalt cobble (medium brown). The landscape architect recognized a need to provide an aesthetic emphasis in these locations (see Fig. 1, highlighted in red), which may serve as possible locations for one of more public art installations.

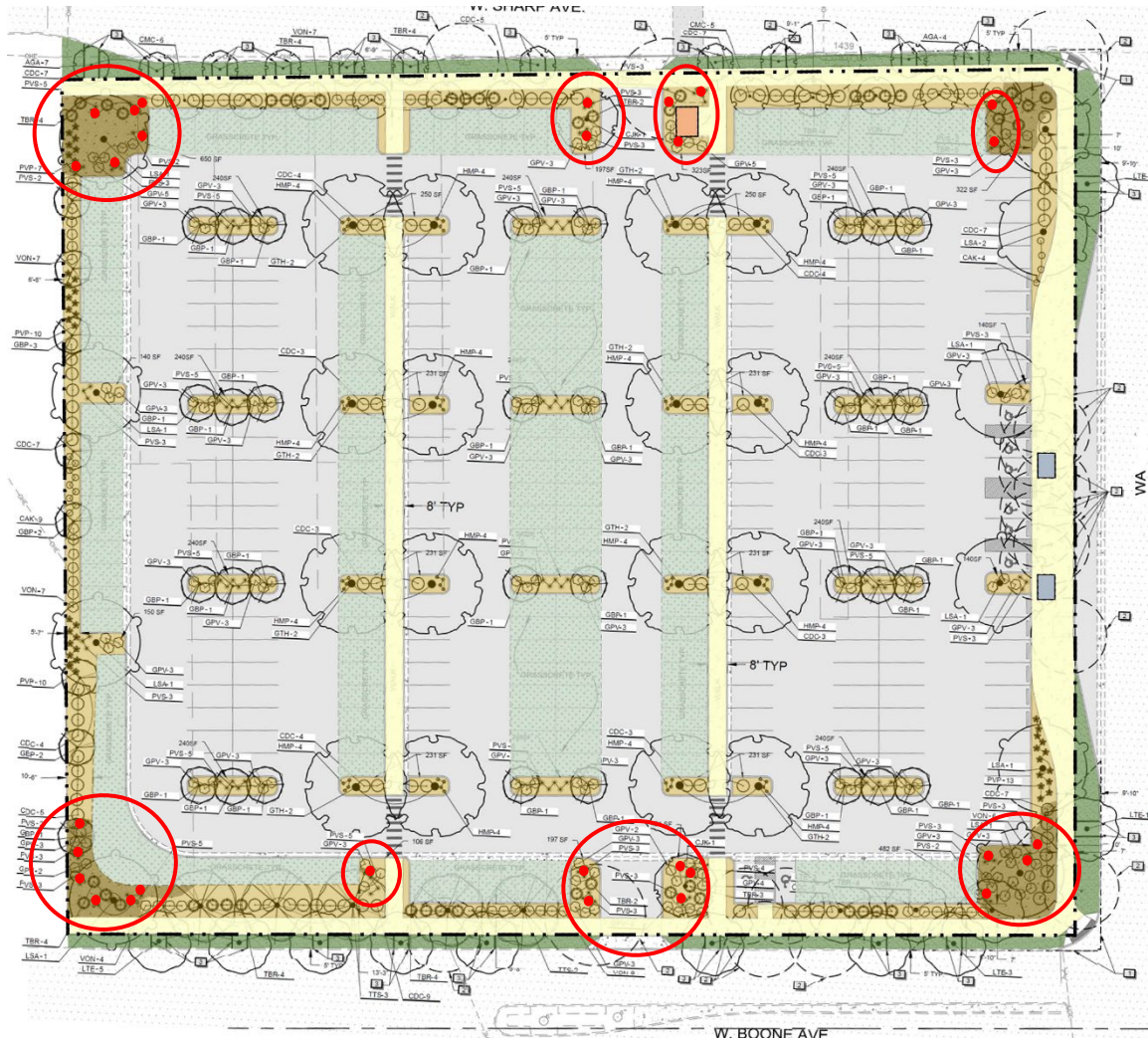


Figure 1. Basalt boulder locations per Landscape Plan

Applicant's Response: The design team and applicant are happy to review possible locations for future art installations with the Arts Commission. At this time there is no immediate funding mechanism to start considerations for artist selection.

The following is a list of public policies supporting this consideration:

Please see the following Comprehensive Plan Policies: LU 2.1 Public Realm Features, ED 8.3 Recreation and Tourism Promotion, DP 1.2 New Development in

Established Neighborhoods, DP 1.4 Gateway Identification, DP 2.3 Design Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.12 Infill Development, DP 2.14 Town Squares and Plazas, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, and SH 3.7 Support Local Artists

2. **Should the Applicant be encouraged to work with the proper agencies to relocate the overhead utility lines along Sharp Avenue to an underground alignment – for the purposes of planting a minimum Class II Street Tree at this location?**

Applicant's Response: *The design team has been in contact with Avista who operates and maintains the existing lines for their service and telecommunications providers. The costs for burying the stated lines would be borne by the PFD for the current construction of an opportunity zone use "surface parking lot". Making the construction cost prohibitive for the project goals and budget.*

The following is a list of public policies supporting this consideration:

Please see the following Comprehensive Plan Policies: CFU 4.3 Underground Utilities, LU 2.1 Public Realm Features, DP 2.3 Design Standards for Public Projects, and DP 2.5 Character of the Public Realm

3. **As the submitted plans do not indicate the location, number, or type of bicycle racks/storage, has the Applicant ensured that this aspect of the project design has addressed the applicable policies?**

Staff Comment: *As the number of UDC-mandated bike parking spaces in a CB-zone is calculated as 5% of the number of required parking spaces provided, and the facilities that would generate these counts (Civic Theater, Stadium, Podium, Arena) are located in the city's *No Parking Required* overlay, there is no way to utilize this formula. The City provides the figures below to indicate the volume and demand for bike parking at this location.*

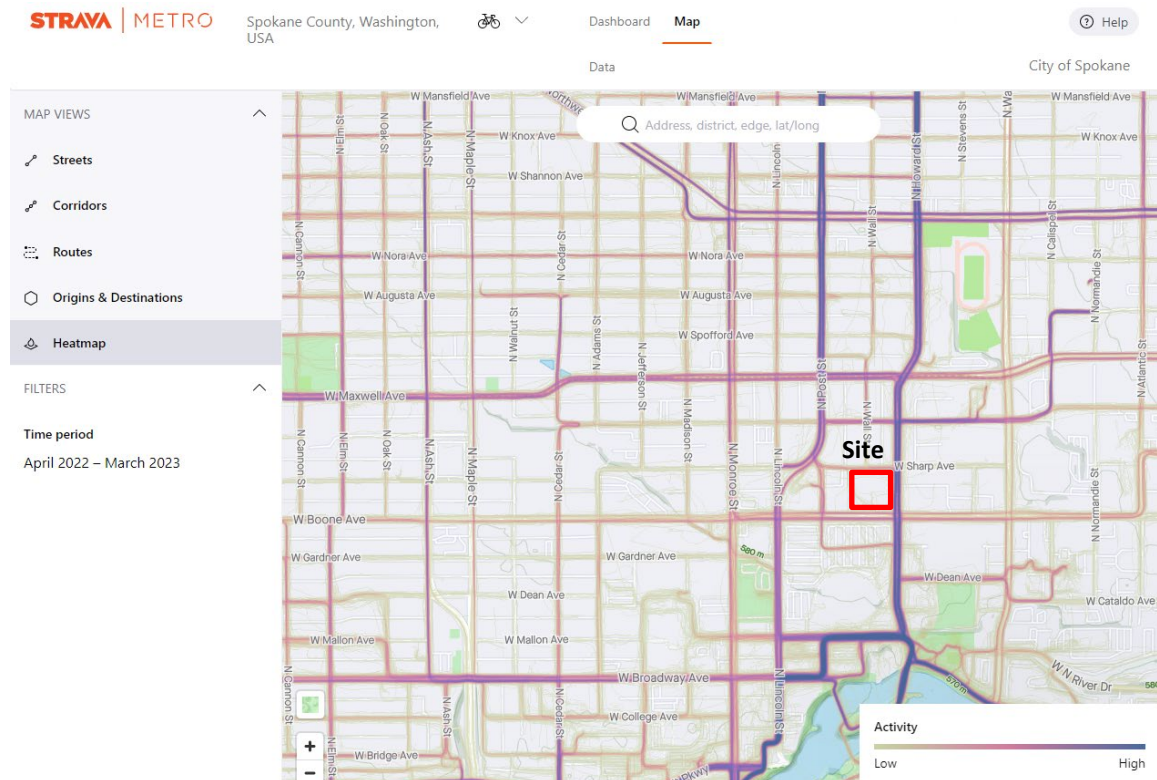


Figure 2 Strava Map indicating the volume of bicycle traffic along Howard Street adjacent to the site.

Figure 2 indicates that the volume of bicycle traffic (and correlated demand for bicycle parking) is one of the highest levels found in the City of Spokane. All the neighborhood north of the site funnel to the Howard Street corridor to access Riverfront Park and the Downtown, expected volumes during events in any of the adjacent venues would be higher than this daily level.

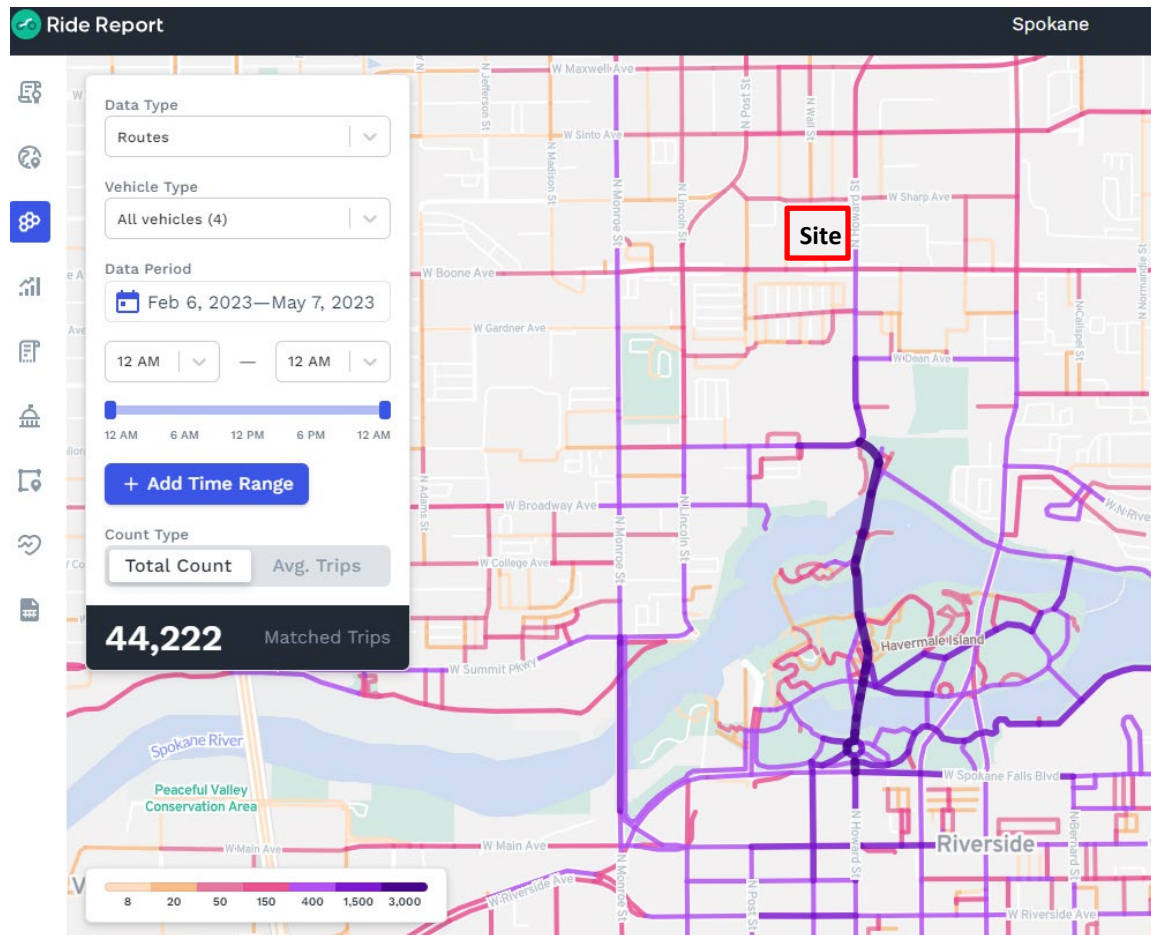


Figure 3. Volume of Lime ridership (ebikes and escooters) along Howard Street adjacent to the site.

Similar to the Strava data depicted in Figure 2 the amount of rental bike & scooter traffic provided by the city's contract with Lime depict a similarly high level of route usage.

The City of Spokane is currently working on a code update for bicycle parking, which will be presented to the City Council for adoption this summer. This code update involved significant input from the public and the Bicycle Advisory Board. This updated code is intended to address the true demands for bike parking, indicating a need to increase such parking for Major Entertainment Venues. While the majority of this demand is likely met near each of the individual venues, this the city's Bicycle/Pedestrian Coordinator recommends that a minimum of 2 short-term bike parking spaces be provided on the site. It should be noted that when STA builds Park & Ride lots, bike parking is always provided.

Applicant's Response: As stated in the prior DRB meetings for the Stadium and Value Village Lot, the request to provide bike parking at a commuter shuttle parking lot for downtown commuters has been discussed. It was pointed out that the commuters for downtown are driving vehicles to the parking lot and then taking the last mile trip via a commuter bus shuttle. Commuters would not be riding their bikes to a commuter lot serving the last mile to park and store their bike at and STA bus platform. People attending an event at any of the PFD facilities or civic theater would be storing their bikes at provided bike parking at those facilities. Where there would be passive security from multiple patron coming and leaving the event site.

The following is a list of public policies supporting this consideration:

Please see the following Comprehensive Plan Policies: LU 2.1 Public Realm Features, TR Goal B Provide Transportation Choices, TR 1 Transportation Network for All Users, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

4. **Has the Applicant provided proper way-finding and pedestrian-oriented signage of the Parking Site to the other SPS and PFD facilities in the area (Stadium, Area, Podium, etc.)?**

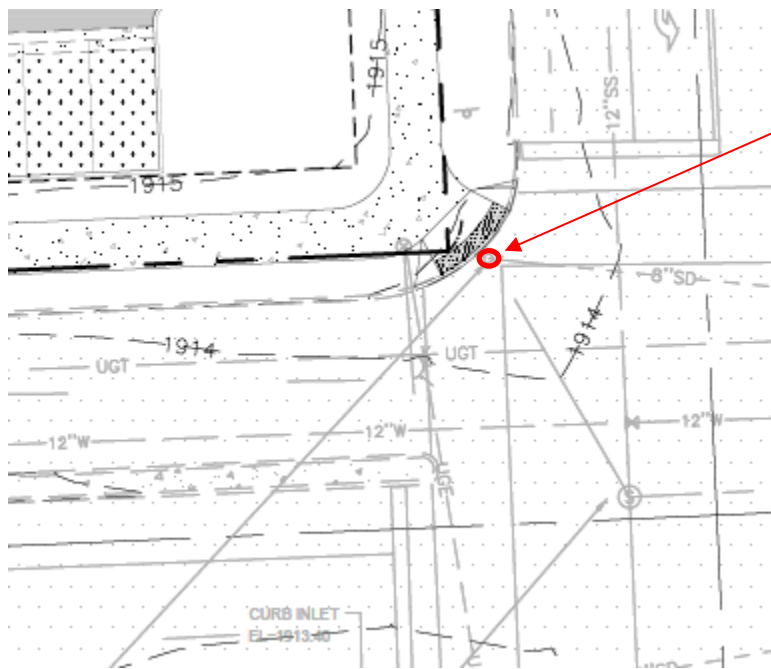
Applicant's Response: The current opportunity zone is serving the current Arena, Podium and in construction Downtown stadium facilities. The facility campus design has been cognizant of improving the pedestrian experience and dedicated to providing safe pedestrian access through the site from the northern to the southern end with connections to the existing pedestrian pathway along the Podium and into Riverfront Park.

The following is a list of public policies supporting this consideration:

Please see the following Comprehensive Plan Policies: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, ED 8 Quality of Life and the Environment, ED 8.3 Recreation and Tourism Promotion, DP 1.2 New Development in Established Neighborhoods, DP 1.4 Gateway Identification, 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 2.21 Lighting, DP 4.2 Street Life, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, SH 3.1 Support for the Arts, SH 2.4 One Percent for Arts, SH 3.7 Support Local Artists, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, and N 4.7 Pedestrian Design.

5. **Has the Applicant adequately addressed both event-day and non-event-day pedestrian crossings of Boone Avenue and Howard Street?**

Staff Comment: The Applicant is currently proposing the replacement of the existing curb radius at Howard & Boone equipped with a wider pedestrian curb ramp. This configuration poses a conflict with the City of Spokane Street Design Standards (Section 3.4-4) in that it continues a misalignment of the ramp's running slope and the direction of pedestrian travel, and the existing low point for on-street stormwater collection would be at the bottom of the front of the new ramp (see Figure 4, below)



Location of existing stormwater inlet, to remain, along with the proposed configuration of the new pedestrian ramp.

Figure 4. Applicant Civil Engineering Plan (Sheet C131)

The new pedestrian ramp(s) on the new curb radius should comply with [SMC 17H.010.210.E](#) and FHWA guideline (see Figure 5, below).

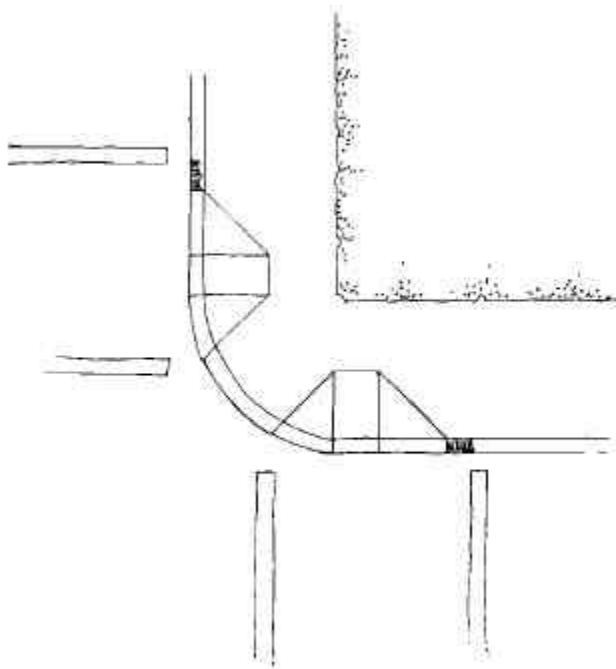


Figure 5. Image from FHWA Chapter 4. Two perpendicular curb ramps with level landings maximize access for pedestrians at intersections.

DSC engineering staff has indicated that the Stormwater Inlet drainage grate location may need to be revised, and expressed concern that correcting this existing pedestrian curb ramp's misalignment would not match the other three ramps at this intersection.

Applicant's Response: *The Design Team has actively been evaluating the site arrival paths throughout the duration of design, to ensure all means of traveling to and from the stadium occur*

in a safe manner. The Design Team and Stakeholders (includes representatives of Spokane Public Schools, Spokane PFD [Arena, and Podium]) and Civic Theater have been actively included in the design process from the beginning.

The following is a list of public policies supporting this consideration:

Please see the following Comprehensive Plan Policies: LU 2.1 Public Realm Features, LU 4.1 Land Use and Transportation, LU 4.4 Connections, LU 5.3 Off-Site Impacts, LU 5.5 Compatible Development, 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 1.2 New Development in Established Neighborhoods, DP 1.4 Gateway Identification, 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 4.2 Street Life, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, SH 4.1 Universal Accessibility, N 4.6 Pedestrian and Bicycle Connections, N 4.7 Pedestrian Design, and N 4.9 Pedestrian Safety.

Please see Spokane Municipal Code: SMC 17H.010.210.E

Please see Spokane Department of Engineering Design Standards: Section 3.4-4 Curb Ramps (pages 14-15)

6. Has the Applicant adequately addressed the safe integration of the bike lane on Howard Street with the relocated Bus/Shuttle stop?

Staff Comment: The Applicant has worked with STA to provide an on-street bus layover option for the Downtown Shuttle operations located on Howard Street. City of Spokane Transportation Engineering has expressed concern about the safe operation of the west-side bike lane on Howard Street with the inclusion of such a bus pull-out. Engineer Inga Note has offered two potential solutions (see Figure 7 and 9), both would meet with FHWA, FTA, and NACTO guidelines.

It is important to note that per City Council Resolution (RES 2014-0113), the City of Spokane has endorsed the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and *Urban Bikeway Design Guide*.

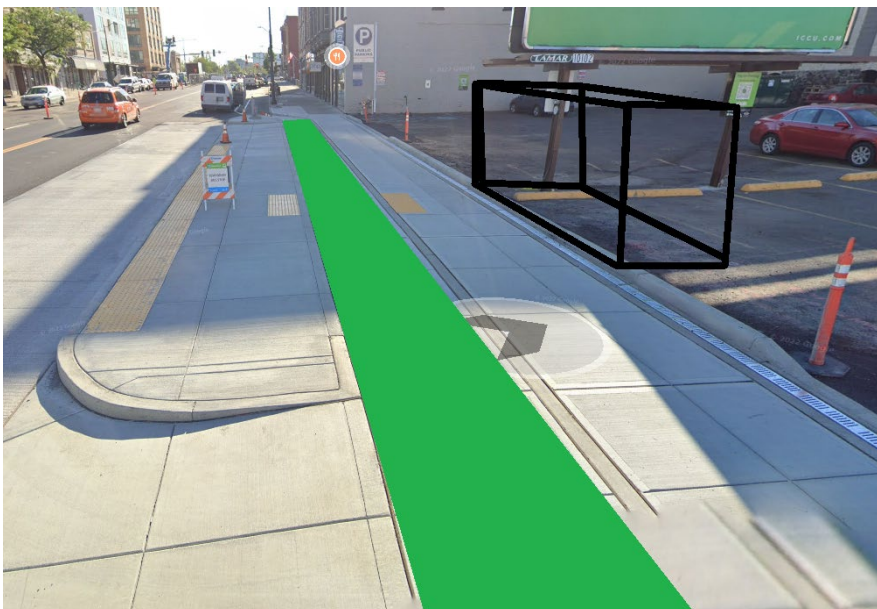


Figure 6. Protected bike lane on Riverside Avenue (Spokane, WA)

The Riverside Avenue improvement is compliant with the NACTO Near-Side with Bike Channel at Sidewalk Level configuration (see Figure 7).

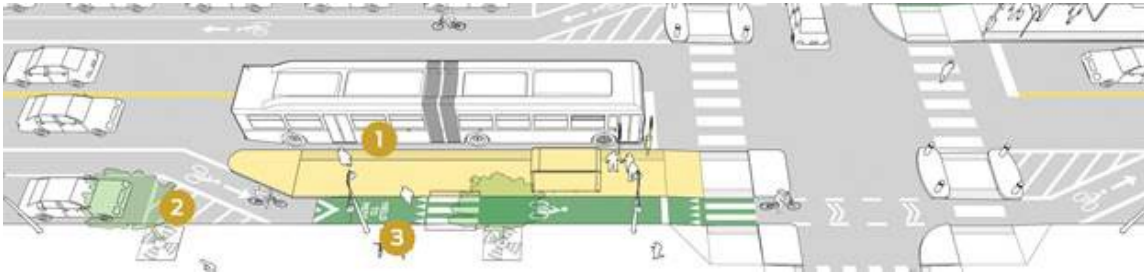


Figure 7. NACTO Near-Side Stop at Sidewalk Level

The street-view configuration depicted in Figure 8 is compliant with the NACTO Shared Cycle Track Stop configuration (see Figure 9).



Figure 8. Shared Cycle Track Stop (meeting WSDOT Exhibit 1520-1, Seattle, WA)

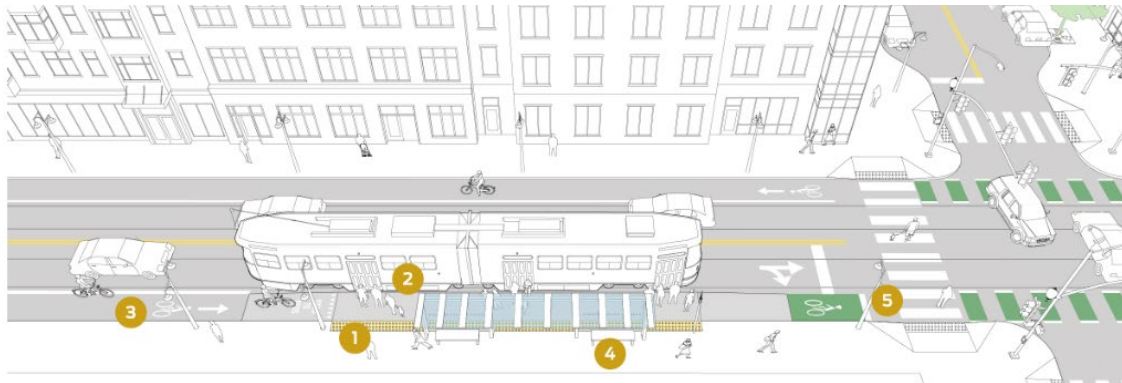


Figure 9. NACTO Shared Cycle Track Stop

DSC engineering staff have indicated that the Riverside protected bike track has generated complaints stemming from pedestrian/parking conflicts and poses challenges to meeting ADA requirements. They also indicate that the *Shared Cycle Track Stop* has not yet been executed in Spokane, and that it may prove to be an impediment to plowing and street cleaning.

Applicant's Response: The Design Team, SPS, PFD have a meeting scheduled to occur on 10 May 2023 at 3:30pm prior to the scheduled DRB meeting to discuss the options for the proposed request for a protected bike lane between the one (1) block of Sharp and Boone Streets. Feedback from that meeting will be relayed during the DRB meeting the evening of the 10th.

7. Is the Applicant's selection of "grasscrete" an appropriate sustainable option for the parking lot?

Staff Comment: Per the Engineering Department, the Applicant will likely need to secure a Variance from an Engineering Standard to use "grasscrete" in the parking lot. Engineering has recommended that the Applicant use a permeable paver in lieu of "grasscrete" as local operational history of this type of pavement indicates that the grass may not be viable due to heat and/or aggressive snow removal. This may result in soil from the grass cells eroding into other stormwater systems degrading their performance. It should be noted that "grasscrete" will reduce the urban heat island effect due to plant transpiration, a phenomena not offered by permeable pavers – and the Applicant is proposing to provide irrigation for the grass.

DSC engineering staff have indicated that the Applicant's request to secure an engineering variance for the on-site use of "grasscrete" will likely not be approved – but that they will continue to work with the Applicant to find an acceptable means of addressing stormwater and surfacing for the site. They have indicated that the [Eastern Washington Low Impact Development Guidance Manual](#) (specifically Section 4.6) can be a helpful technical manual offering permeable pavement options other than "grasscrete".

Applicant's Response: *The project by its programming has transformed what is currently impervious paving with surfaces that allow stormwater infiltration. Allowing for the capture and natural infiltration of storm water that previously was diverted to storm drains. Areas of hardscape and plantings are being balanced with considerations for pedestrian access through the site as required by code.*

The incorporation of grasscrete paving will increase the interior parking lot planting requirements more than the code requirement. While incorporate grass pavers to infiltrate storm water. Use of grass pavers would occur in the parking stall areas along the perimeter and interior to achieve the required infiltration rates. The use of the Grass pavers in perimeter stalls will serve to extend the landscaped buffer zones.

The Design team has submitted to the City of Spokane, Department of Engineering Services a "Design Standards Variance Request" highlighting the use of the grasscrete. Along with addressing the major concern of the grasscrete dying and contributing to soil and solids entering the storm water system. This is accomplished through irrigation of the grasscrete. The maintaining of the grasscrete through irrigation will also contribute to lessening the heat-island effect in urban environments.

Note

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

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan

Supplementary Documents



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Spokane, WA
99201

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May 3, 2023

Design Review Board
Spokane Downtown Stadium 2
Program Review/Collaborative Workshop

To:	From:	CC:
Mark Bower, Design Review Board Chair,	Spokane Public Schools Greg Forsyth	Spencer Gardner, Planning Director
C/O Dean Gunderson, DRB Secretary Planning Services 808 W. Spokane Falls Blvd Spokane, WA 99201	ALSC Architects Ken Murphy, Andrew Leeper Spokane Public Facilities District Attn: Stephanie Curran	Tami Palmquist, Director of Development Services

The Design Review Board Recommendation Meeting held on 15 December 2021 provided recommendations dedicated to Stadium Items 1 through 14. Recommendations specifically related to the Parking Site (Value Village Lot) were excluded despite responses and discussions regarding Items 15, 16, and 17, and secondary references in Stadium Items 8, 10, 11, and 12, tied to the parking site. We have shifted Items 15 through 17 to the top and bolded text related to previous responses in Items 8, 10, 11, and 12, related to the Parking Site for ease of locating and review. Responses have not been altered from the original responses issued on the 15th of November and reviewed in the 15 December 2021 Design Review Board Recommendation Meeting, minus formatting as previously noted.

We are providing current site development plans, including the landscape planting plan (L-210), civil topography plan (C122), and the Architectural Site Plan AS100 to show the proposed design, reflective of the original 15 November submittal. Design documents incorporate requirements for landscaping buffer zones, street, and parking lot planting requirements, grading for stormwater and accessibility needs through and around the site, locations of parking, and STA facilities.

Changes from the 15 November meeting packet to the Value Village Lot design include an STA-requested "Comfort Station" for drivers located along Sharp Ave. This structure would be a single-story structure 12'-4" tall (roof line). Composed of Grey CMU, split face lower section (approximately 4'-0" high) with smooth face above to 8'-0" +/- height. The structure will have a clearstory window above the

restroom entry doorway. The roof structure will be a single slope, (shed) standing seam metal roof with overhangs. The layout of STA shelters, markers loading zones are included along the bus stop plaza. STA will be utilizing their current standard bus shelters.

North Parking Lot Site (Value Village Lot)

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.

Response:

The design team is looking at future opportunities needing consideration by the PFD (operator) for consideration during the current development/construction of the facility. By identifying the future opportunities for consideration, critical infrastructure can be incorporated in the current construction. The development of signage and campus wayfinding beyond the project boundaries will be undertaken by PFD (operator) as a separate project.

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

Response:

The design team and applicant are happy to review possible locations for future art installations with the Arts Commission. At this time there is no immediate funding mechanism to start considerations for artist selection.

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.

Response:

See response to item 12

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.

Response:

The existing stripped pedestrian connection from the Podium to the existing commuter parking lot is located within traffic calming neckdowns with flashing beacons to notify drivers of pedestrian presence. The safest means of providing pedestrian crossing in a neckdown road section, is set in and not at or near a leading edge. Promoting motorist awareness of pedestrians as their focus is inward of obstructions in the roadway. Increasing the width of the pedestrian crosswalk has a ripple effect requiring the extension of the traffic calming devices. It is currently infeasible to increase the length of the pedestrian cross walk toward the west (stadium plaza connection) as the current traffic calming neckdowns start at the existing Canopy Credit Union parking lot entry.

For large events, traffic personal will be utilized to control pedestrian and vehicular traffic flow at the pedestrian crosswalk. During non-event times the use of the current beacons crosswalk will provide pedestrians with the highest visibility to motorist on Dean.

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.

Response:

Through design refinement we have identified the following 3 items to address scale, bulk and articulation.

Civic Scale:

The urban planning of public facilities is meant to celebrate and draw people to the civic plaza and buildings. The buildings form celebrates not only the natural riverfront and winding presence but also serves to pull people into and through the site by creating pockets landscape continuing the riverfront language. The bending and opening of the west plazas continue the architectural planning of surrounding buildings. The grandstands and hospitality areas on the upper deck engage the greater area by allowing people to see activity therefore creating a dynamic entertainment zone.

Gameday:

Beacons are incorporated within the larger architectural massing and landscaping elements providing people with an intuitive and immersive wayfinding experience. While the beacons signify destinations, the color changing vertical lights within the façade reinforce the users experience and excitement throughout and around the entire project. The architectural language is expressed throughout the entire project, at varying scales maintaining the facilities identity. By incorporating peek-a-boos in the façade, people traveling by

the facility are afforded an understanding and glimpses of what is occurring inside the facility.

Pedestrian experience:

Upon arriving at the stadium, the pedestrian is greeted with another level of architectural articulation at the human scale. Masonry detailing is carried into the next level with shifts in the masonry planes and continuation of the gameday experience. Pedestrians are provided with a landscaped plaza that provides a variety of eddies and social seating zones. During non-event hours these zones and plazas passively create a dynamic and pleasant urban experience.

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.

Response:

The stadium plaza imagery has been updated and refined to reflect the design intent. The pedestrian experience will feel continuous from the neighboring community entry points in the plaza, along the stadium, past the podium, and through Riverfront Park to the downtown. This is being accomplished through the use of similar hardscape materials, plantings, and architectural elements such as lights, bicycle racks and seating opportunities.

The use of multiple paving and scoring patterns, colors, and integrated seat-walls extends the feel of Riverfront Park along the entire length of the stadium plaza. Incorporation of seat walls provides ample opportunities for users of the plaza to wait for friends prior or during an event. These same areas provide the greater community and neighbors options for different activities such as reading a book, watching a possible Civic Theater rehearsal or class, to simply having a place to enjoy lunch or coffee on a nice day.

While envisioning the plaza beyond a means of pedestrian circulation. The Design Team and Stakeholders have involved the Civic Theater in the design process to ensure opportunities for performing arts are available within the plaza. Strengthening the art scene in Spokane beyond static art works. While allowing space for future public art installations to be considered.

Beyond the arts there is an important historic element to be considered in the design. While still in process the Design Team and Stakeholders have been exploring ways of telling Spokane's unique sports history and the impact of Joe Albi in Spokane sports. What the final mechanism for telling this story is yet to be determined. We see the plaza and other portions of the public realm being critical to engaging the community members of Spokane and its visitors to Spokane's rich sports history. While this project adds to the legacy of sports and arts culture in Spokane for generations to come.

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.

Response:

See response to item 3.

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.

Response:

The project is looking to conserve existing resources and be good stewards of taxpayer funds. Through the careful integration of planning and design moves the project has looked to maintain existing infrastructure and mature plantings on portions of the site. Focusing efforts on maximizing the public experience in the newly constructed public realm and urban environment. Allowing for the current opportunity zones (surface parking lots) to be re-evaluated for future development, serving the public at a higher level.

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.

Response:

The Design Team has identified locations for future static artwork and sculptures while also working to provide space for the performing arts and storytelling of Spokane. See Response to Item 3.

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.

Response:

Refer to items 3 and 6.

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.

Response:

The project by its programming has transformed what is currently impervious paving with surfaces that allow stormwater infiltration. Landscaping in the plaza will capture and naturally infiltrate water that previously was diverted to storm drains. Areas of hardscape and plantings are being balanced with considerations for fire department and life safety access as required by code.

At the existing Value Village lot, the paving will incorporate grass pavers to infiltrate storm water. Use of grass pavers would occur in the parking stall areas along the perimeter of the parking lot to the extent necessary to achieve the required infiltration rates. Upon determination of the infiltration rates through geotechnical testing the permeable areas will be defined. The use of the Grass pavers in perimeter stalls will serve to extend the landscaped buffer zones.

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.

Response:

The facility design has been cognizant of improving the pedestrian experience and dedicated to providing safe pedestrian access through the site from the northern to the southern end with connections to the existing pedestrian pathway along the Podium and into Riverfront Park. Experiential items are addressed in additional detail in responses for items 3 and 6.

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.

Response:

The Design Team has actively been evaluating the site arrival paths throughout the duration of design, to ensure all means of traveling to and from the stadium occur in a safe manner. The Design Team and Stakeholders (includes representatives of Spokane Public Schools, Spokane PFD [Arena, and Podium]) and Civic Theater have been actively included in the design process from the

beginning.

Promotion of pedestrian and non-motorized connections from downtown through Riverfront Park are incorporated into the design considerations. The STA has been engaged from the beginning and remains actively involved and aware of the design direction. It is a goal of all parties to maintain and improve public transportation and access to the site. Similar to current PFD operations for large events, traffic control will be provided at critical pedestrian cross walks and access points.

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

Response:

See response to item 10. STA is actively engaged in the process of maintaining and improving public transportation access.

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.

Response:

The Value Village Lot parking has been refined to provide tree coverage, landscaping and permeable paving (noted in Item 8) in accordance with regulatory agencies. Bike parking will be provided at the stadium in locations that provide visual monitoring, yet do not create a hinderance to the movement of people and emergency vehicles/personnel on the site. Updates to existing STA drop-off areas and routes around the project beyond the commuter line being relocated to the Value Village Lot, will need to be considered by STA.

13. The Applicant is strongly encouraged to return with a plaza/main entry design, on both sides of the building, that do not simply about 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.

Response:

See response to Item 5.

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.

Response:

See repose to item 5. The existing pedestrian connection along Gardner from Howard to the main entry plaza is provided with mature trees, widened sidewalk and pedestrian light poles consistent with the surrounding facilities. Project imagery has been updated to reflect the existing condition of this approach. The building architecture has been refined to simplify the massing and not indicate an entry point.



4/24/2023

**VALUE
VILLAGE
PARKING
LOT**

**SPOKANE
PUBLIC
SCHOOLS**

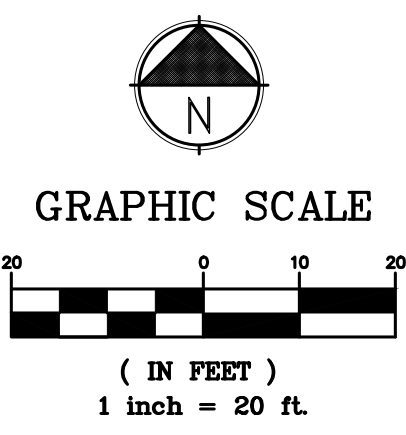
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REV	DATE	DESCRIPTION
01	04/24/23	ADJ CMNTS

PROJ. NO.	21-42-0059
DRAWN BY	SJB
PROJECT MANAGER	SDM
DATE	04-24-2023

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**GRADING
PLAN**



CONTRACTOR NOTE

ALL EXISTING UTILITIES SHOWN ON PLANS ARE TO BE VERIFIED HORIZONTALLY AND VERTICALLY PRIOR TO ANY CONSTRUCTION. ALL EXISTING FEATURES INCLUDING BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORD MAPS AND SURVEYS FURNISHED BY OTHERS. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS AND SURVEYS. CONTACT THE UTILITY OWNER/AGENCY FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO CONSTRUCTION.



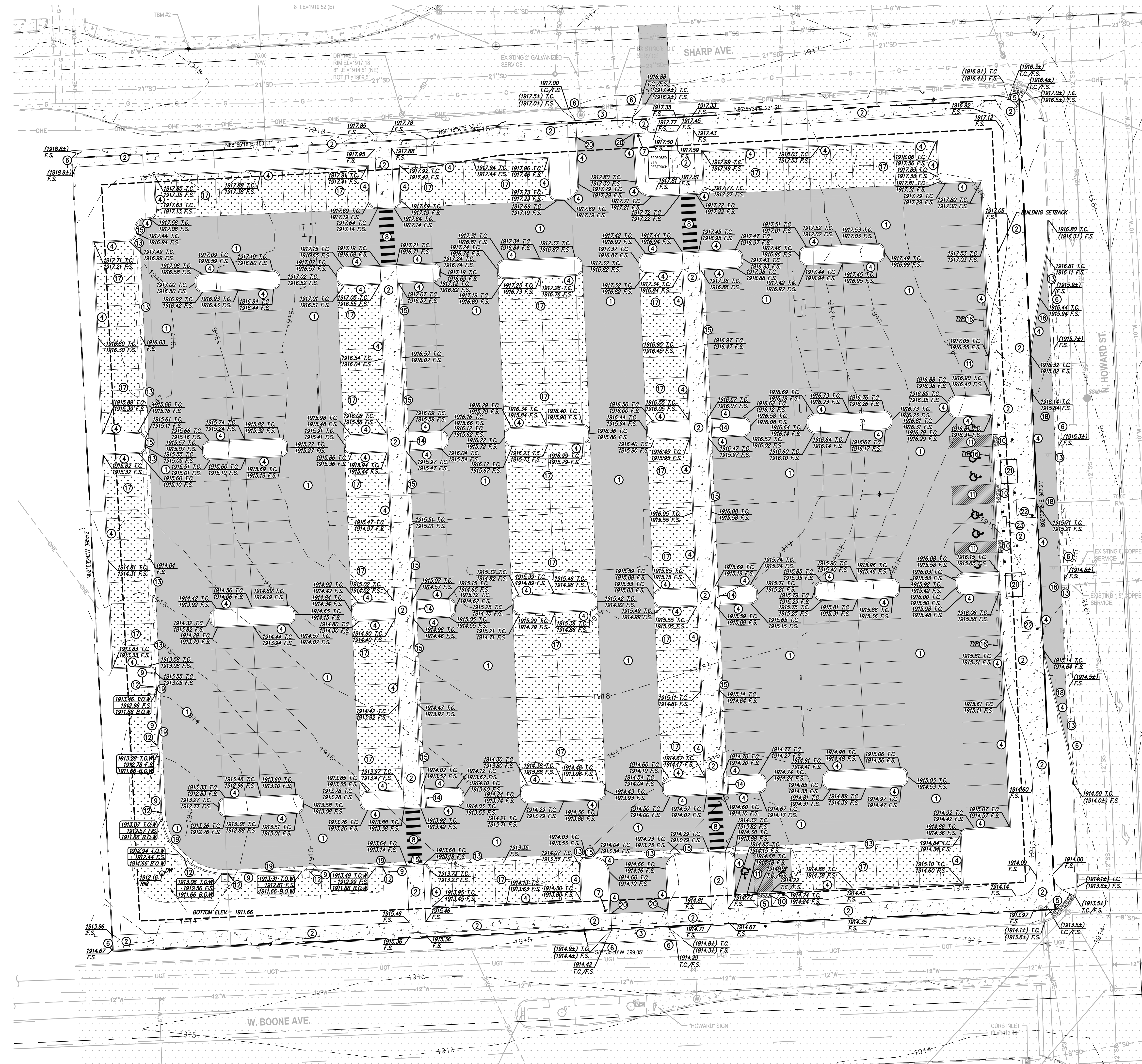
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REFERENCE NOTES:

1. PROVIDE NEW STANDARD DUTY ASPHALT PAVEMENT PER DETAIL 5/C510.
2. PROVIDE NEW CONCRETE SIDEWALK PER DETAIL 6/C510.
3. PROVIDE NEW CONCRETE DRIVEWAY PER CITY OF SPOKANE STANDARD PLAN F-104. SEE DETAIL 7/C510.
4. PROVIDE NEW CONCRETE CURB PER CITY OF SPOKANE STANDARD PLAN F-106. SEE DETAIL 8/C510.
5. PROVIDE NEW TYPE 1 CURB RAMP PER CITY OF SPOKANE STANDARD PLAN F-105. SEE DETAIL 9/C510.
6. MATCH EXISTING ELEVATION AT CONNECTION. CONTRACTOR SHALL CONTACT ENGINEER OF RECORD IF ACTUAL ELEVATION VARIES FROM ELEVATION SHOWN.
7. PROVIDE NEW "STOP" SIGN (R1-1) FACING PARKING LOT. SIGN SHALL BE INSTALLED PER CITY OF SPOKANE STANDARDS.
8. PROVIDE NEW CROSSWALK STRIPING. SEE DETAIL 4/C510.
9. PROVIDE NEW CONCRETE WALL FOR NEW BIO-RETENTION FACILITY PER DETAIL 12/C510.
10. PROVIDE NEW TRUNCATED DOME DETECTABLE WARNING MAT PER DETAIL 3/C511.
11. PROVIDE NEW ACCESSIBLE PARKING STALL SIGNAGE AND STRIPING PER CITY OF SPOKANE STANDARD PLANS G-34 AND G-80A. SEE DETAIL 11/C510. SLOPE SHALL NOT EXCEED 2% IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREA OR ACCESSIBLE ROUTE TO CITY RIGHT-OF-WAY, WHERE ADA STALL ABUT 8' ADA ACCESS AISLES. CONTRACTOR SHALL INSTALL VAN SIGNAGE PER CITY DETAIL (4 LOCATIONS).
12. PROVIDE NEW CONCRETE CURB DROP INLET AND SWALE DRAIN PAD PER DETAIL 1/C511.
13. PROVIDE NEW 1.5' CONCRETE V-GUTTER PER CITY OF SPOKANE STANDARD PLAN F106-A. SEE DETAIL 4/S11.
14. PROVIDE NEW 1.5' GAP (GUTTER PAN WIDTH) BETWEEN CURBS FOR STORM WATER RUN-OFF TO DRAIN THROUGH. PROVIDE CONCRETE GUTTER THROUGH GAP.
15. PROVIDE NEW CURB AND GUTTER PER CITY OF SPOKANE STANDARD PLAN F-106. SEE DETAIL 7/C510.
16. PROVIDE NEW CONCRETE WHEEL STOP PER DETAIL 5/C511.
17. PROVIDE NEW NOS EZ ROLL GRASSPAVE. SEE LANDSCAPING SPECIFICATION FOR GRASSPAVE SECTION.
18. PROVIDE ARTERIAL PAVEMENT SECTION PER CITY OF SPOKANE STANDARD PLAN W-101A. SEE DETAIL 6/C511.
19. PROVIDE NEW CONCRETE GUTTER PAN TO BE POURED AGAINST NEW CONCRETE CURB WALL.
20. CONTRACTOR SHALL RADIUS END OF CURB FROM 6" REVEAL TO FLUSH PER DETAIL 8/C511.
21. CONTRACTOR TO PROVIDE NEW BUS STOP SHELTER. DETAIL PROVIDED BY OTHERS.
22. CONTRACTOR TO PROVIDE NEW ADA CLEAR ZONE. AREA SHALL BE CONSTRUCTED TO MEET ADA SLOPES (2% MAX. IN ALL DIRECTIONS).
23. CONTRACTOR TO PROVIDE NEW MARKER F4 FOOTING. SEE DETAIL 2/C512.

ENGINEER'S NOTES:

1. ALL DRAINAGE AND UTILITY STRUCTURES SHALL BE INSTALLED SO THAT RIM ELEVATIONS CAN BE ADJUSTED 0.50± TO MATCH FINISHED GRADE.

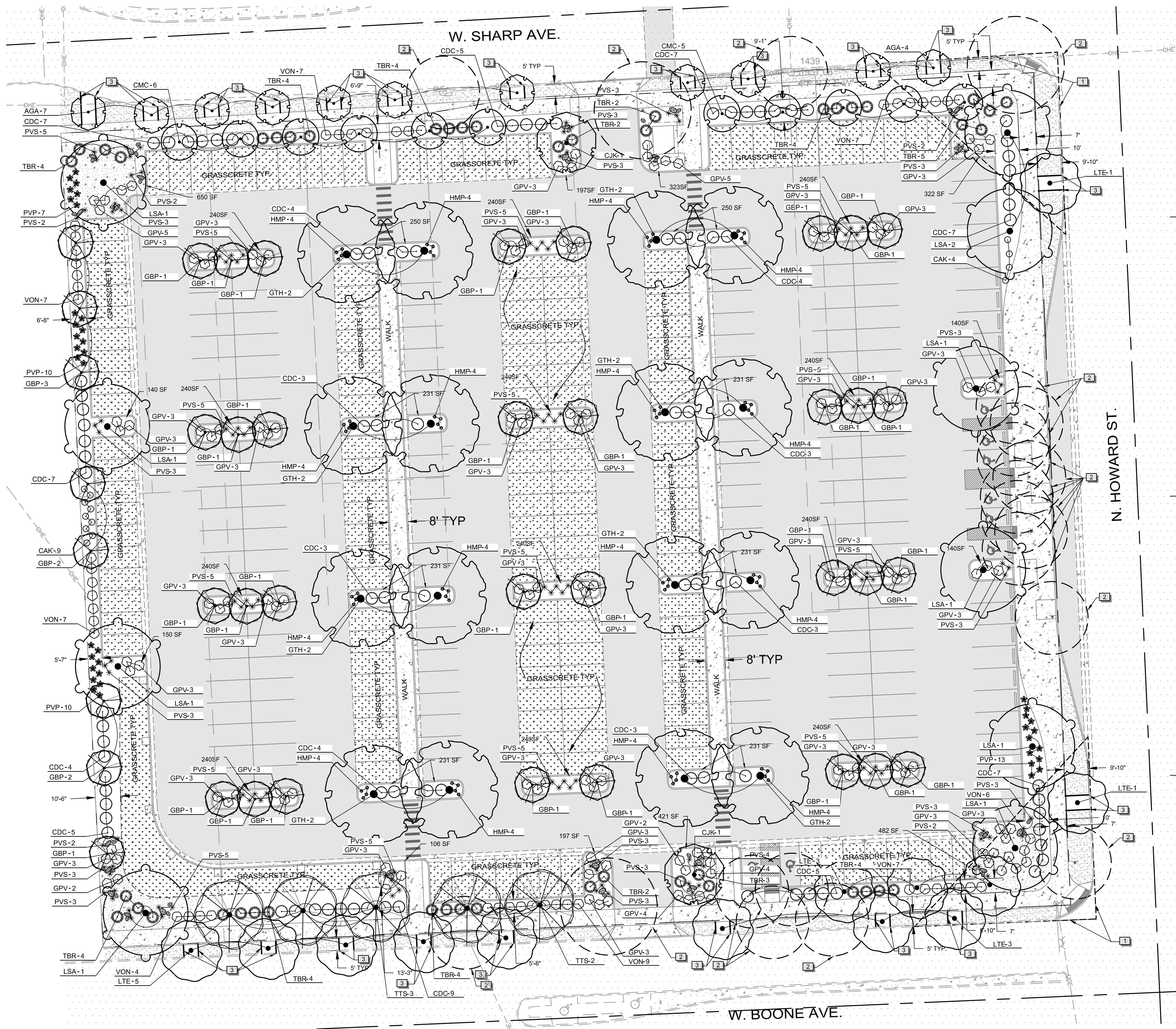


GENERAL PLANTING NOTES:

1. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTION(S) DEVELOPED FOR THIS PROJECT. REFER TO THOSE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. VERIFY LOCATION OF ALL EXISTING AND PROPOSED UTILITIES EITHER ABOVE OR BELOW GRADE PRIOR TO BEGINNING ANY WORK. COORDINATE WITH IRRIGATION CONTRACTOR TO AVOID CONFLICTS BETWEEN IRRIGATION EQUIPMENT AND TREES/SHRUB PLACEMENT.
3. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO BEGINNING ANY WORK.
4. ALL WORK COMPLETED SHALL BE GUARANTEED PER SPECIFICATIONS.
5. LANDSCAPED AREAS TO RECEIVE 6" OF APPROVED TOPSOIL IN ALL SHRUB PLANTING AREAS, AND APPROVED TOPSOIL IN ALL RAISED BED PLANTERS. FILL PLANTER TO 3" BELOW FINISH GRADE OF PLANTER CAP.
6. ALL LANDSCAPE AREAS SHALL BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM - SEE IRRIGATION SHEETS.
7. COORDINATE WITH GENERAL CONTRACTOR FOR THE PROTECTION AND WATERING OF EXISTING PLANT MATERIAL UNTIL THE NEW IRRIGATION SYSTEM IS OPERABLE.
8. SHRUB PLANTING AREAS SHALL BE MULCHED WITH 3" OF APPROVED WASHED 3/4" TO 2" DIA. WASHED BASALT CHIP MULCH UNLESS OTHERWISE NOTED. GROUND COVER AREAS SHALL BE DRESSED WITH 1" - 2" OF APPROVED 3/4" TO 2" DIA. WASHED BASALT CHIP MULCH UNLESS OTHERWISE NOTED. FINISHED GRADE OF MULCH SHALL NOT BE ABOVE OR MORE THAN 1" BELOW ADJOINING SURFACES.
9. THERE SHALL BE NO ROCK OR BARK MULCH INSTALLED IN THE RIGHT OF WAY.
10. BASALT BOULDERS SHALL BE ANGULAR IN SHAPE. BURY BOULDERS 1/2 TO 1/3 THE DEPTH OF THE BOULDER, SO BOULDER APPEARS TO EMERGE FROM THE SOIL. REFER TO SCHEDULE AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
11. PLANT SYMBOLS SHALL DICTATE COUNT.
12. WHERE DISCREPANCIES ARE FOUND BETWEEN PLAN AND SPECIFICATION INFORMATION, THE MORE RESTRICTIVE OF THE TWO SHALL APPLY.
13. STREET TREES PLANTED IN CONTINUOUS PLANTING STRIPS MUST HAVE 5' DIAMETER TREE WELL AT BASE THAT IS FREE OF TURF OR OTHER VEGETATION.
14. NEW OR EXISTING TREES LOCATED WITHIN SIGHT DISTANCE TRIANGLES TO BE TRIMMED TO COMPLY WITH SMC 17C.110.230(G.1) TO MAINTAIN VERTICAL CLEAR VIEW ZONE BETWEEN THREE AND EIGHT FEET FROM GROUND LEVEL.

CITY OF SPOKANE PLANTING NOTES:

1. THE CONTRACTOR SHALL PLANT ALL TREES AND SHRUBS ACCORDING TO DETAIL V-101 AND V-102. AFTER PLANTING IF TREES ARE UNSTABLE STAKING MAY BE USED BUT ONLY AS NECESSARY. AT 6 MONTHS, ALL STAKING MATERIAL SHALL BE REMOVED. IF TREE IS STILL UNSTABLE AFTER 6 MONTHS, TREE MAY NEED TO BE REPLACED.
2. PRIOR TO STREET/PUBLIC TREE INSTALLATION, PRUNING (CROWN/ROOT) OR REMOVAL, OR REMOVAL, PLEASE HAVE THE CONTRACTED LICENSED ARBORIST SUBMIT A COMPLETED PUBLIC TREE PERMIT APPLICATION AT LEAST 10 DAYS PRIOR TO WORK BEING PERFORMED FOR THIS PROJECT TO INCLUDE CERTIFIED ARBORIST INFORMATION AND START AND COMPLETION DATES.
3. FOR STREET TREE PLANTING DISTANCES FROM EXISTING OR NEWLY CONSTRUCTED INFRASTRUCTURE, PLEASE REFER TO CITY OF SPOKANE DESIGN STANDARDS 3.4-6 ROADSIDE PLANTING AT [HTTPS://STATIC.SPOKANEID.ORG/DOCUMENTS/PROJECTS/STREET-DESIGN-STANDARDS-UPDATE/SPOKANE-DESIGN-STANDARDS-V13-2020-11-03.PDF](https://static.spokaneid.org/documents/projects/street-design-standards-update/spokane-design-standards-v13-2020-11-03.pdf). TREE PLANTING DISTANCES FROM ON-SITE CONFLICTS DUE TO OTHER INFRASTRUCTURE CAN BE DETERMINED ON A CASE-BY-CASE BASIS AND COORDINATION WITH UF STAFF SHOULD BE COMPLETED PRIOR TO PERMIT SUBMITTAL.
4. ANY SUBSTITUTIONS OF PUBLIC STREET TREES MUST HAVE WRITTEN APPROVAL FROM URBAN FORESTRY PRIOR TO INSTALLATION.
5. INSTALL TREE PROTECTION FENCING PER CITY OF SPOKANE STANDARDS AND SPECIFICATIONS AROUND ALL TREES TO REMAIN PRIOR TO ANY SOIL/SITE/DEMO WORK. FENCING TO REMAIN INTACT THROUGHOUT ALL PHASES OF CONSTRUCTION.
6. ANY MODIFICATION OR SUBSTITUTION TO AN APPROVED LANDSCAPE PLAN REQUIRES PRIOR WRITTEN APPROVAL BY THE LANDSCAPE ARCHITECT AND PLANNING PRIOR TO INSTALLATION.
7. ROCK AND BARK MULCH IS PROHIBITED BETWEEN THE CURB AND THE SIDEWALK.



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	CAL	DETAIL
AGA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY CLASS I – UNDER POWERLINE	B & B	2" CAL	1/L-501
CJK	CERCIDIPHYLLUM JAPONICUM / KATSURA TREE	B & B	2" CAL	1/L-501
CMC	CORNUS MAS / CORNELIANCHERRY DOGWOOD	B & B	2" CAL	1/L-501
GBP	GINKGO BILOBA 'PRINCETON SENTRY' / PRINCETON SENTRY GINKGO	B & B	3" CAL	1/L-501
GTH	GLEDITSIA TRIACANTHOS INERMIS 'HALKA' / HALKA HONEY LOCUST	B & B	2" CAL	1/L-501
LSA	LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM	B & B	2.5" CAL	1/L-501
LTE	LIRIODENDRON TULIPIFERA 'JFS-OZ' / EMERALD CITY® TULIP POPLAR	B & B	2" CAL	1/L-501
TTS	TILIA TOMENTOSA 'STERLING' TM / STERLING SILVER LINDEN	B & B	2" CAL	1/L-501
SHRUBS	BOTANICAL / COMMON NAME	SIZE		
CDC	COTONEASTER DAMMERI 'CORAL BEAUTY' / CORAL BEAUTY COTONEASTER	5 GAL		2/L-501
TBR	TAXUS BACCATA 'REPANDENS' / SPREADING ENGLISH YEW	5 GAL		2/L-501
VON	VIBURNUM OPULUS 'NANUM' / DWARF EUROPEAN CRANBERRYBUSH	5 GAL		2/L-501
GROUND COVER	BOTANICAL / COMMON NAME	SIZE		
GPV	GENISTA PILOSA 'VANCOUVER GOLD' / VANCOUVER GOLD BROOM	2 GAL		2/L-501
ORNAMENTAL GRASSES	BOTANICAL / COMMON NAME	SIZE		
CAK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	2 GAL		2/L-501
PVS	PANICUM VIRGATUM 'CHEYENNE SKY' / CHEYENNE SKY SWITCH GRASS	2 GAL		2/L-501
PVP	PANICUM VIRGATUM 'PRAIRIE SKY' / PRAIRIE SKY SWITCH GRASS	2 GAL		2/L-501
PERENNIALS	BOTANICAL / COMMON NAME	SIZE		
HMP	HEMEROCALLIS X MING PORCELAIN' / MING PORCELAIN DAYLILY	1 GAL		2/L-501

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
1	CLEARVIEW TRIANGLE		
2	NO TREE PERMITTED NEAR SIGNAGE		
3	6" X 6" CONC MOWSTRIP	76 LF	5/L-501
SYMBOL	DESCRIPTION	QTY	DETAIL
●	BASALT BOULDER, 2-3'	29	4/L-501
●	BASALT BOULDER, 3-4'	10	4/L-501
●	BASALT BOULDER, 4-5'	14	4/L-501
SYMBOL	DESCRIPTION	QTY	DETAIL
■	SOD LAWN	5,155 SF	
■	4-6" BASALT COBBLE	3,368 SF	
■	GRASS PAVE	26,073 SF	

LANDSCAPE AREA CALCULATIONS:

1. INTERIOR PARKING LOT LANDSCAPE AREA: 8,034 SF
2. INTERIOR GRASSCRETE AREA: 26,073 SF

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Coeur d'Alene, Idaho 83815
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SPOKANE, WA 99205
509.225.0511 | WWW.SPVV.COMVALUE
VILLAGE
PARKING
LOTSPOKANE
PUBLIC
SCHOOLS

PERMIT SET

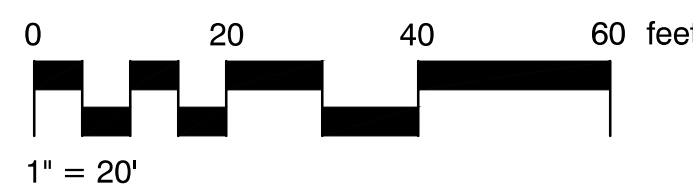
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1	4/24/23	AHJ COMMENTS

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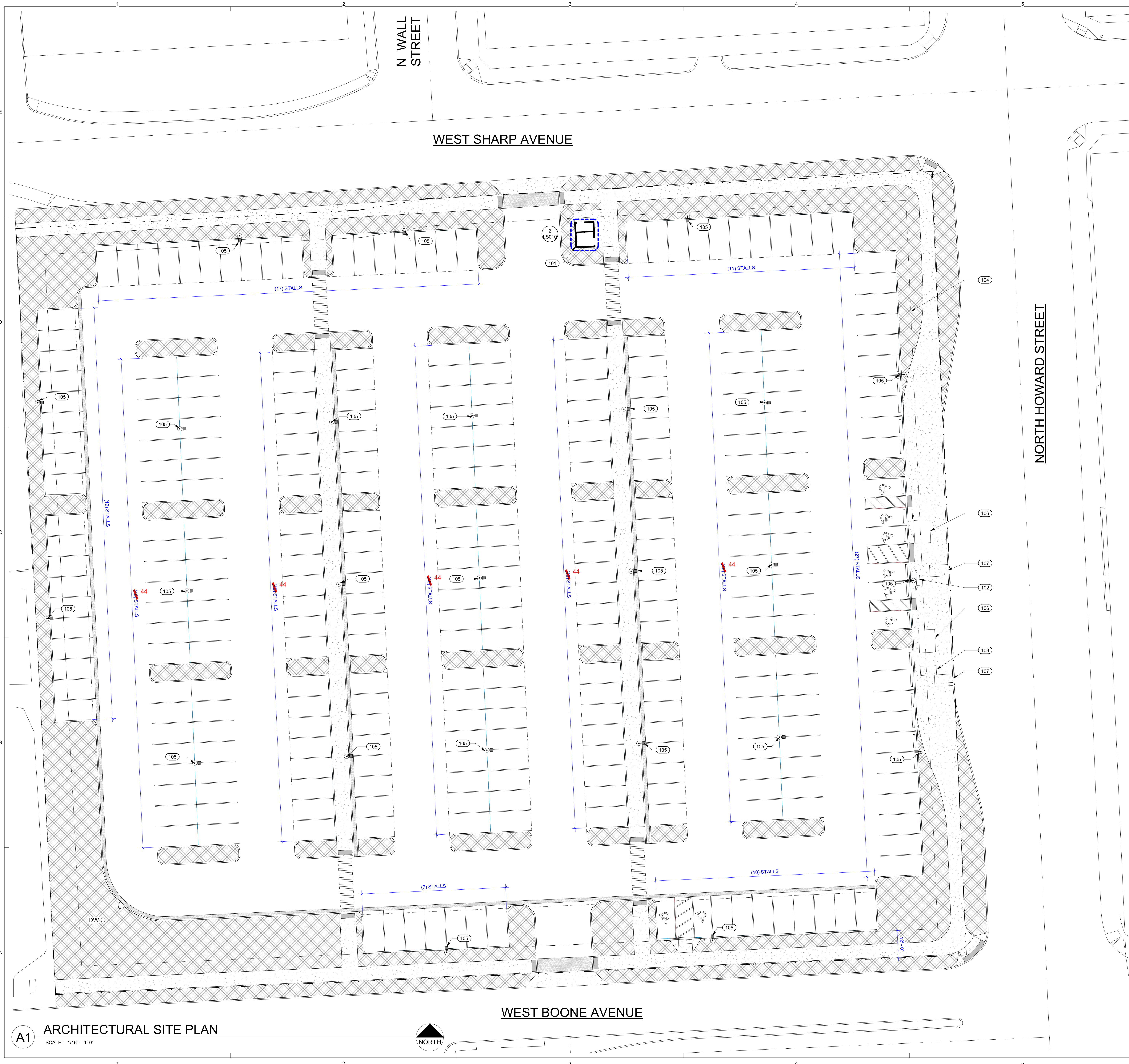
PROJECT MANAGER TCS

DATE 03/03/2023

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LANDSCAPE
PLAN

L-210



SITE PLAN NOTES

1. SEE CIVIL DRAWINGS FOR SITE DIMENSIONS, UTILITIES OUTSIDE OF THE BUILDING, TOPOGRAPHY, EROSION CONTROL AND SITE ADA REQUIREMENTS.
2. SEE LANDSCAPE DRAWINGS FOR PLANTING, IRRIGATION AND HARDSCAPE FINISHES
3. SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING AND ELECTRICAL UTILITY PLACEMENT.
4. REFER TO GEOTECHNICAL REPORT FOR SOIL INFORMATION.
5. KNOX BOX LOCATIONS TO BE VERIFIED WITH AHJ PRIOR TO PLACEMENT.

CODED NOTES	
101	PROPOSED STA RESTROOM
102	CABINET FOOTING, RE: CIVIL
103	MARKER F4 FOOTING, RE: CIVIL
104	SETBACK
105	LUMINAIRE, RE: ELECTRICAL
106	SHELTER, RE: CIVIL
107	ADA CLEAR ZONE, RE: CIVIL

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REGISTERED
ARCHITECT
Kenneth J. Murphy
KENNETH J. MURPHY
STATE OF WASHINGTON

VALUE
VILLAGE
PARKING LOT

SPOKANE
PUBLIC
SCHOOLS

PERMIT SET

REV	DATE	DESCRIPTION

PROJ. NO.	2021-020
PROJ MNGR	
DATE	XX-XX-XX
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SITE PLAN

AS100



WEST BOONE AVENUE

WEST SHARP AVENUE

NORTH HOWARD STREET

N WALL STREET

Downtown Stadium**1 - Program Review/Collaborative Workshop****Design Review Staff Report**

September 20, 2021

**Staff:**

Dean Gunderson
Senior Urban Designer

Taylor Berberich
Urban Designer

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

Applicants:

Spokane Public Schools
Attn: Greg Forsyth

Spokane Public Facilities District
Attn: Stephanie Curran

ALSC Architects
Ken Murphy, Andrew Leeper

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Project Description

Please see applicant's submittal information.

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

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

Stadium Site

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

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

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

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

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

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

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

Parking Site

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

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

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

Location & Context

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

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

Parcels South of Boone

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

Parcels North of Boone

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

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

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

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

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

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

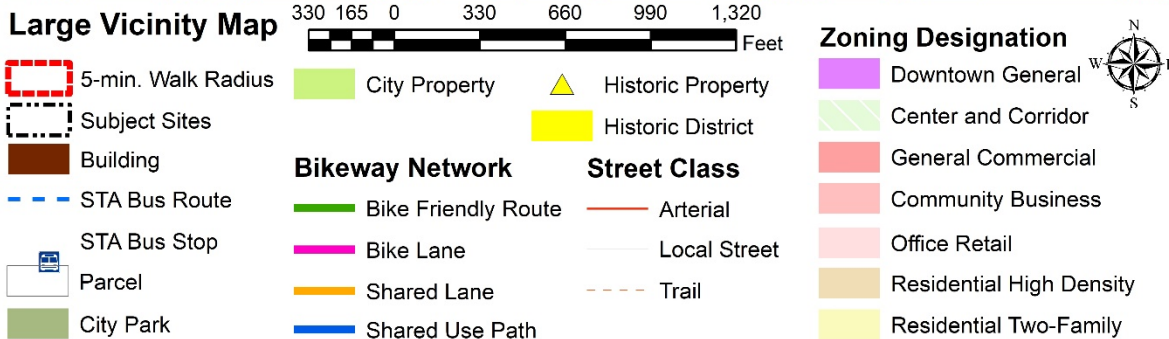
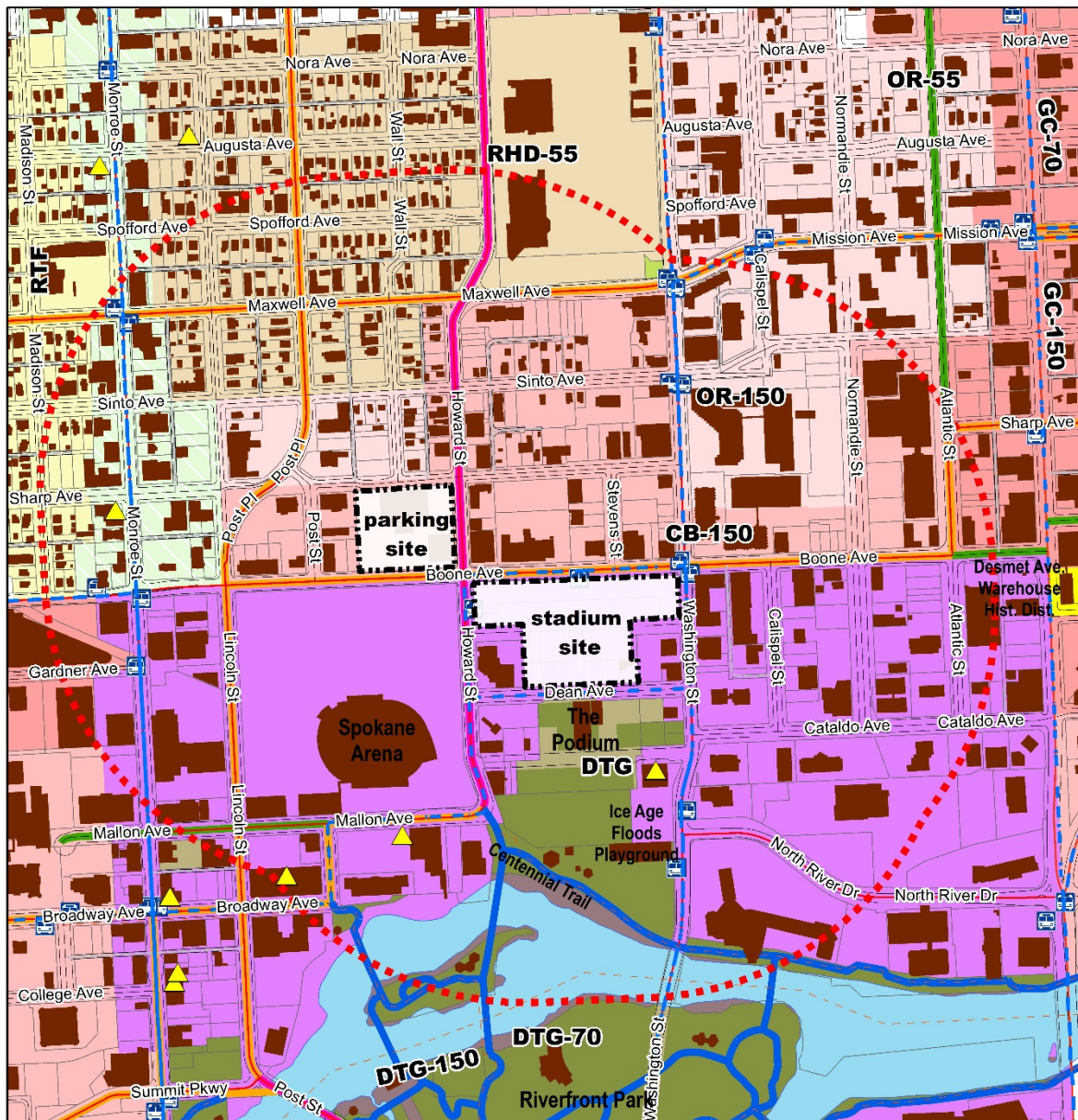


Figure 1. Large-scale Vicinity Map

Character Assets

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

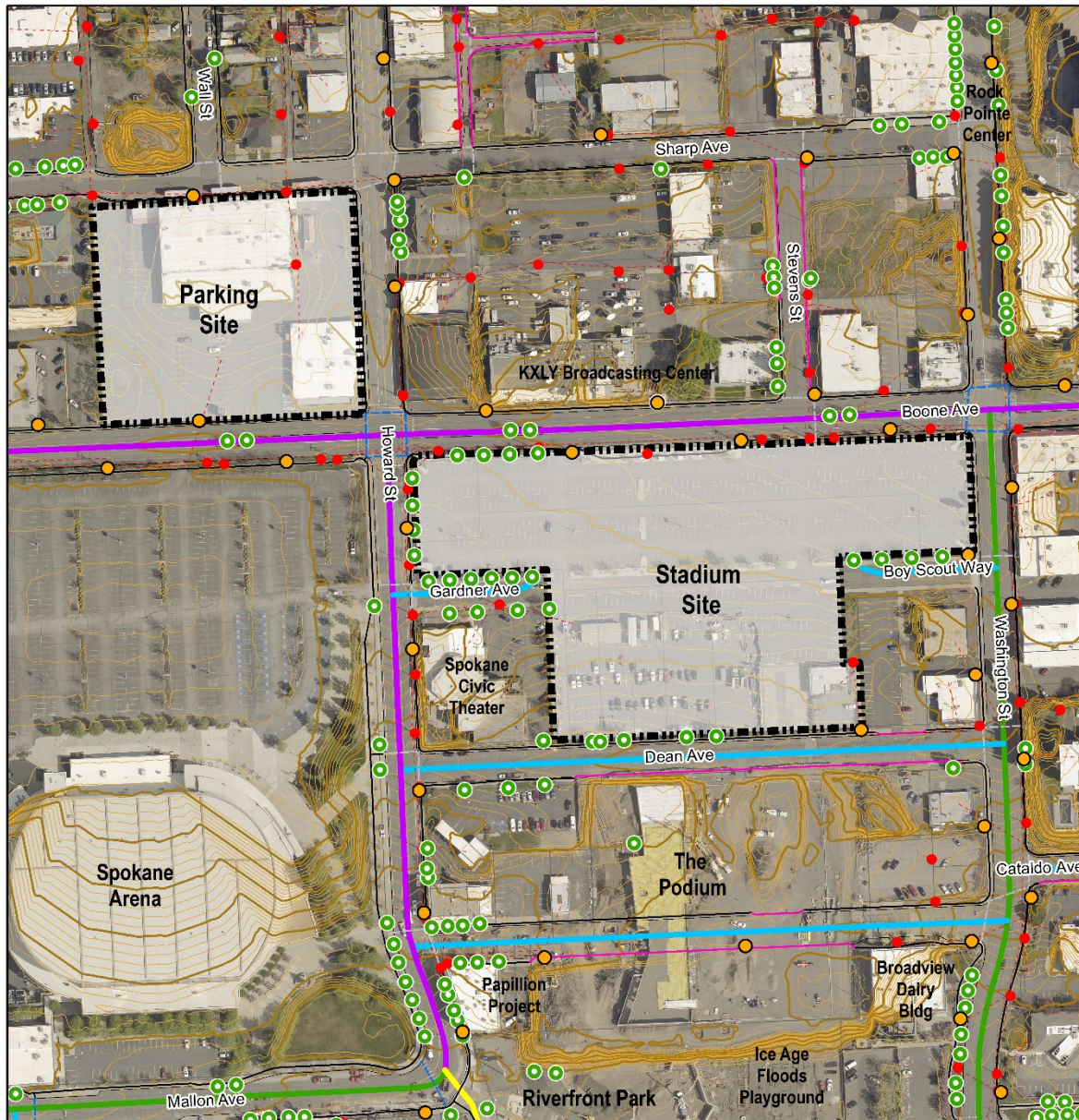
Public Attractions and Landmark Buildings located within a 5-minute walk of the Subject Sites include the Spokane Arena, the YMCA Youth Center, Riverfront Park & Ice Age Floods Playground, The Podium, and the Centennial Trail.

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

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

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

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



Vicinity Map



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

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

Complete Street Designation

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

Figure 2. Local Context Map

Topics for Consideration

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

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

General Topics for Consideration

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

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

Topics of Consideration for Potential Design Departures

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

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

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

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

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

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

Regulatory Analysis

Design Review Board Authority

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

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

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

Under SMC [Section 17G.040.020](#) **Design Review Board Authority**, all public projects or structures are subject to design review. Additionally, all new structures located within the Downtown Perimeter Area greater than 50,000 square feet in size are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director, and the Hearing Examiner if a Design Departure application is to be considered.

Zoning Code Requirements

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

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

Downtown Design Standards

Applicable to Stadium Site (south of Boone Avenue)

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

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

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

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

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

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

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

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

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

Commercial Design Standards

Applicable to the Parking Site (north of Boone Avenue)

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

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

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

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

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

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

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

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

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

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

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

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.580 follow [SMC 17C.124.015](#), Design Standards Administration. The design standards and guidelines found in SMC 17C.120.510 through SMC 17C.120.580 follow [SMC 17C.120.015](#), Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

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

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

Parking Lot Development Standards

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

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

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

LU 1 CITYWIDE LAND USE

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

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

- LU 1.9 Downtown: Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.
- LU 1.12 Public Facilities and Services: Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

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

LU 3 EFFICIENT LAND USE

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

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

LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

- LU 4.1 Land Use and Transportation: Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.
- LU 4.4 Connections: Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.
- LU 4.5 Block Length: Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

LU 5 DEVELOPMENT CHARACTER

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

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

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

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

- LU 6.1 Advance Siting: Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, *schools, and other lands useful for public purposes.*
- LU 6.3 School Locations: Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.
- LU 6.6 Shared Facilities: Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.
- LU 6.7 Sharing and Programming Planning: Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.

LU 7 IMPLEMENTATION

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

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

TR GOAL A: PROMOTE A SENSE OF PLACE

Promote a sense of community and identity through the provision of context- sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Meet mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

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

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

TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY

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

TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY

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

- TR 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons.
- TR 2 Transportation Supporting Land Use: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.
- TR 4 Transportation Demand Management Strategies (TDM): Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

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

ED 1 COOPERATIVE PARTNERSHIPS

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

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

ED 2 LAND AVAILABILITY FOR ECONOMIC ACTIVITIES

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

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

ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY

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

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

ED 5 EDUCATION AND WORKFORCE DEVELOPMENT

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

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

ED 6 INFRASTRUCTURE

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

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

ED 8 QUALITY OF LIFE AND THE ENVIRONMENT

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

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

DP 1 PRIDE AND IDENTITY

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

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

DP 2 URBAN DESIGN

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

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

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

DP 4 DOWNTOWN CENTER VIABILITY

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

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

NE 1 WATER QUALITY

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

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

NE 4 SURFACE WATER

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

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

NE 6 NATIVE SPECIES PROTECTION

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

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

NE 7 NATURAL LAND FORM

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

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

NE 12 URBAN FOREST

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

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

NE 13 CONNECTIVITY

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

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

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

NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

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

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

NE 15 NATURAL AESTHETICS

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

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

SH 1 FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH

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

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

SH 3 ARTS AND CULTURAL ENRICHMENT

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

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

SH 4 DIVERSITY AND EQUITY

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

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

SH 6 SAFETY

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

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

N 1 THE DOWNTOWN NEIGHBORHOOD

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

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

N 2 NEIGHBORHOOD DEVELOPMENT

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

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

N 4 TRAFFIC AND CIRCULATION

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

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

Spokane Downtown Plan 2021

[Spokane Downtown Plan 2021 link](#)

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

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

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

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

Strategy CW3: Reduce impacts from surface parking

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

Strategy CW4: Implement a wayfinding program in Downtown

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Strategy PS1: Program and activate public spaces Downtown

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

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

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

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

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

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

Downtown Design Guidelines

[Downtown Design Guidelines link](#)

A-1 Respond to the Physical Environment

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

A-2 Enhance the Skyline

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

B-1 Respond to the Neighborhood Context

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

B-2 Create Transitions in Bulk and Scale

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

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

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

B-4 Design a Well-proportioned and Unified Building

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

B-5 Explore Opportunities for Building 'Green'

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

C-1 Promote Pedestrian Interaction

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

C-2 Design Facades at Many Scales

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

C-3 Provide Active Facades

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

C-4 Reinforce Building Entries

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

C-5 Consider Providing Overhead Weather Protection

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

C-7 Install Pedestrian-Friendly Materials at Street Level

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

D-1 Provide Inviting and Usable Open Space

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

D-2 Enhance the Building with Landscaping

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

D-4 Provide Elements that Define the Place

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

D-5 Provide Appropriate Signage

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

D-6 Provide Attractive and Appropriate Lighting

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

D-7 Design for Personal Safety and Security

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

D-8 Create 'Green Streets'

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

E-1 Minimize Curb Cut Impacts

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

E-3 Minimize the Presence of Service Areas

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

E-4 Design 'Green' Parking

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

Note

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

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Spokane Downtown Plan 2021
Downtown Design Guidelines

Spokane Downtown Stadium

2 - Program Review/Collaborative Workshop

September 29, 2021

**From :**

Design Review Board
Kathy Lang, Chair

c/o Dean Gunderson, DRB Secretary
Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

To :

Spokane Public Schools
Attn: Greg Forsyth

ALSC Architects
Ken Murphy, Andrew Leeper

Spokane Public Facilities District
Attn: Stephanie Curran

CC :

Louis Meuler,
Interim Planning Director

Tami Palmquist,
Principal Planner

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

- 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.

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.

- 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.

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.

- 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 3.7 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.

- 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.

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-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place,

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.

- 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.

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-7 Install Pedestrian-friendly Materials at Street Level, D-4 Provide Elements that Define the Place,

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 about 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.

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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.

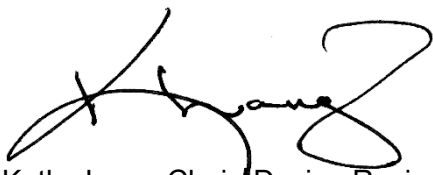
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Standards for Public Projects, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.12 Infill Development, DP 2.11 Improvements Program, DP 2.14 Town Squares and Plazas, DP 4 Downtown Center Viability, DP 4.1 Downtown DP 4.2 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)

A handwritten signature in black ink, appearing to read 'Kathy Lang', with a large, stylized flourish at the end.

Kathy Lang, Chair, Design Review Board

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