SPOKANE	Spokane Design Review Board			
	Wedne Tr <u>Hybrid Meeting – Telecon</u>	sday, August 23, 2023 5:30-7:00 PM ibal Conference Room ference and In-person		
TIMES	GIVEN ARE AN ESTIMATE AND ARE SUBJECT	TO CHANGE		
	Board Briefing Session:			
5:30 – 5:40	 Call to Order Roll Call Changes to the Agenda? 	Chair Dean Gunderson Chair		
	Workshop:			
5:40 – 6:45	4) <u>U-Haul – 1616 Rustle Road Collaborative Workshop</u>	Dean Gunderson		
	Board Business:			
	 5) <u>Approve Minutes from July 26, 2023</u> 6) Old Business 7) New Business 	Chair		
6:45 – 7:00	8) Chair Report	Chair		
	9) Secretary Report 10) Other	Dean Gunderson		
	11) Adjourn			
The next Design Review Board meeting is scheduled for Wednesday, September 13, 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. The Tribal Conference Room in the first-floor lobby of City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or <u>mlowmaster@spokanecity.org</u>. 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 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")



Microsoft Teams meeting Join on your computer, mobile app or room device <u>Click here to join the meeting</u> Meeting ID: 222 484 775 720 Passcode: pRFo2b <u>Download Teams | Join on the web</u> Join with a video conferencing device cityofspokane@m.webex.com Video Conference ID: 111 099 278 9 <u>Alternate VTC instructions</u> Or call in (audio only) +1 323-618-1887,,276512567# United States, Los Angeles Phone Conference ID: 276 512 567# <u>Find a local number | Reset PIN</u> 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 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.

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

 \circ 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

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.
- o 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.

<u>Adjourn</u>

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

July 26, 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, Drew Kleman
- Board Members Not Present: Grant Keller, Bob Scarfo
- Quorum Present: Yes
- Staff Members Present: Dean Gunderson, Taylor Berberich, Ryan Benzie

Changes to Agenda:

•

• None

Workshop:

- 1. Staff Presentation on State Legislation Changes Affecting Design Review
 - Staff Presentation: Dean Gunderson
 - Updates on HB1110 (Middle Housing), HB1337 (ADUs), and HB1293 (Streamlining Development Regulations)
 - Questions Asked and Answered
 - Board discussion ensued

Board Business:

Approval of Minutes: Chuck Horgan made a motion to approve the minutes from the June 28, 2023 meeting approved; Ryan Brodwater seconded. Motion passed unanimously.

Old Business:

- None
- New Business:
 - None
- Chair Report Mark Brower

• None

Secretary Report - Dean Gunderson

• Dean reported that a U-Haul project, the Law & Justice Center, and the Falls Tower project will be coming before the board in the future.

Meeting Adjourned at 6:57 PM

Next Design Review Board Meeting scheduled for Wednesday, August 9, 2023

August 18, 2023

U-Haul Conversion of a Commercial Site

1 - Program Review/Collaborative Workshop

Design Review Staff Report



Staff:

Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

Planning & Economic Development Services 808 W. Spokane Falls Blvd. Spokane, WA 99201 A p p l i c a n t s : Amerco Real Estate Company

Attn: Stephany Sheekey, U-Haul <u>stephany_sheekey@uhaul.com</u>

Attn: Travis Lewis, U-Haul travis lewis@uhaul.com

Attn: Matt Braccia, U-Haul <u>matt_braccia@uhaul.com</u>

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Design Review Board Authority

Spokane Municipal Code Chapter 04.13 Design Review Board

A. Purpose. The Design Review Board is hereby established to:

- 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 <u>SMC 17C.350.040</u> **Design Review Board Authority,** requires site development plan approval by the Design Review Board for a determination as to the consistency of the plans with the design guidelines adopted by the city council pursuant to Resolution No. 2000-84. Further, a full list of exterior design requirements that apply to a mini-storage facility when located adjacent to or across a right-of-way from a residentially zoned or developed property can be found in <u>SMC 17C.350-040.A thru C</u>.

Recommendations of the Design Review Board must be consistent with regulatory requirements per

Section 17G.040.080 Design Review Board.

Advisory Actions of the Design Review Board, from the Step-1 Collaborative Workshop, will be forwarded to the Planning Director and the Development Services Center.

Project Description

The Subject Site is accessed off S Rustle Road and is developed with a three-story masonry office building and associated surface parking areas with partially screened service and mechanical areas.

The applicant sought, and was granted a Comprehensive Plan, Land Use Map amendment from Office to Commercial which also revised the zoning designation from O-70 (Office with a 70' height maximum) to GC-70 (General Office with a 70' height maximum) in 2018. This change went into effect on December 14, 2018 (ORD C35689).

Note, this Land Use Map Amendment and zone change did not confer permission to use the site as a mini-storage facility, as such a use would first require design review and, as the site exceeds 7 acres in size, will require a further Type III Conditional Use Permit.

The Subject Site has a pre-existing 3-story office structure located on the west central portion of the parcel. There are several surface parking lots located to the north, east, and south of the office structure. There are two utility easements crossing the site; a 60'-wide easement running east/west centered on the vacated 17th Avenue right-of-way (the northern 30' of which is dedicated for an electrical distribution line), and a 10'-wide easement running generally from the southwestern corner of the site diagonally to the northeast where it abuts the 60'-wide easement (dedicated for a sewer pipe).

The site slopes from the west and north towards the southeast, with abrupt drops in grade from the Assembly Road and Sunset Boulevard rights-of-way. Notably, these drops in grade provide a certain level of visual screening from the existing residential uses and zones located west of Assembly and north of Sunset.

The Assembly Road street improvements abut the parcel's westernmost property line and due to the abrupt slope the street was constructed with no public sidewalk along the Subject Site frontage, and while there is no room for any public street trees there are a number of trees located between the property line and the site's security fence. The Sunset Boulevard street improvements were recently upgraded with a public sidewalk and bus shelter adjacent to the site, and a mid-block crosswalk equipped with a RRFB. Of note, only one public street tree is located along the Sunset Boulevard streetscape – and the only public street tree that had been located along the S Rustle Road right-of-way, growing next to the southernmost driveway appears to have been removed (see images below).



2016 Street View

2021 Street View

The entirety of the Subject site is fenced with a 6'-tall chain link fence. The fence is adjacent to the property lines along the I-90 offramp and S Rustle Road, roughly level with the street improvements. Along Sunset Blvd and Assembly Road, the 6'-high fence is located between 2' and 12' below the street improvements making it less visible from the residential zones uses and zones.

Please see applicant's submittal for additional information.

Location & Context



The site is located at 1616 S Rustle Street in the West Hills Neighborhood (parcel number 25262.2227). The parcel is currently zoned GC-70 (General Commercial with a 70' height maximum) and is bordered on the south by OR-70 (Office Retail with a 70' height maximum), on the east by CB-55 (Commercial Business with a 55' height maximum), to the west by both RMF (Residential Medium Density) and OR-70 (Office Retail with a 70' height maximum), and to the north by RSF (Residential Single Family) zones.

The property is bounded by W Sunset Highway to the north, S Rustle Street to the east, S Assembly Road to the west, and an I-90 egress loop drive to the south (which intersects Rustle Street/Garden Springs Road).

STA Route 60 (Airport) and Route 61 (Highway 2) travel along Sunset Highway to the north of the site. Bus stops are located along the site's Sunset Hwy frontage, with a bus shelter located immediately adjacent to the site proximal to the striped mid-block pedestrian crossing (equipped with a Rectangular Rapid Flash Beacon). Sunset Highway supports both a shared use pathway (Sunset Trail) and a High Traffic Bicycle Shared route (on the roadway). South Rustle Street and its continuation on S Garden Spring Road are also classified as a Moderate Traffic Bicycle Shared route.

The applicant is seeking a Type III Conditional Use Permit (CUP) as the lot size (the parcel is 10.76 acres) exceeds the maximum lot size allowed for a mini storage facility without such a permit (7 acres).

Regardless of lot size, as the parcel is adjacent and across the right-of-way from existing residential zones and uses such a mini-storage facility is required to secure approval from the Design Review Board – and is subject to the development criteria found in <u>SMC 17C.350</u>.





2016 Aerial Image

2022 Aerial Image

The applicant has made several changes to site context prior to securing the necessary permits to operate a mini-storage facility. Comparing the two aerial images (2016 and 2022, see above, and the applicant's site survey conducted in 2017, see applicant's submission), the applicant removed a continuous landscape buffer along the site's southern edge, removed a large landscaped island located in the southernmost parking area, and two landscaped islands located in the easternmost parking lots. These changes included an adverse impact to a designated wetland located at the southwestern most corner of the site.

The applicant is proposing that some of the unpermitted self-storage units currently located south of the pre-existing office building will be relocated east of the office building, additional landscaping will be planted, and the wetland will be restored.

Character Assets



The Subject Site has a significant amount of natural landscaping along the westernmost and northernmost portions of the site. These heavily vegetated portions occur at the portions of the site with the steepest grades. This does provide a natural intermittent visual screen between the site improvements (existing and proposed) and the adjacent residential uses and zones.

Topics for Consideration

To address the Mini-Storage Design Considerations found in the SMC, the Mini-Storage Facilities Design Guidelines, and the applicable Comprehensive Plan policies listed in the staff report, staff would offer the following for the Design Review Board's consideration:

L2 Landscape Buffer and Fence

Visual Buffer

As the Subject Site will be required to comply with the L2 landscaping buffer within all of the site' setbacks (equal to 27,226 square feet of landscaping), and 75% of that landscaping must be located outside the required fence, is there an opportunity to accommodate some of the intended visual screening afforded by the combination of fence and landscaping via the existing steep grades and mature landscaping found on the site?

Fence Material

As the required fencing surrounding the Subject Site is currently non-compliant (being a prohibited chain-link construction), as the replacement fence is designed is there an opportunity to use the existing mature landscaping along portions of the western and northern property lines to substitute for the proscribed fencing materials?

Street Trees

Street Frontage Lengths & Required Street Tree Counts

Street	Length	Street Tree Count
Assembly Road	595'	24 Class II
Sunset Boulevard	586'	23 Class II
Rustle Road	629'	25 Class II
I-90 Egress Ramp	727'	29 Class II

Currently, the Subject Site only has one street tree growing within the public rights-of-way – and there are no landscape strips located between the public sidewalks and the back of street curbs – the proposed development would be required to plant 101 Class II Street Trees.

Potential Substitutions

As the applicant will be required to plant a sufficient number of trees in the site's setbacks, such that the separate trees' branches will touch after ten years of growth (per the L2 landscape buffer requirements), is there an opportunity to count the number of new trees planted outside the new fence towards the Street Tree Count – even though these would be planted on the Subject Site?

As the Subject Site's Assembly Road frontage is already landscaped with a mid-street boulevard median containing 15 Street Trees (a mix of 15'-high Cherry trees and 30'-high Maples), is there an opportunity to apply this number of existing Street Trees towards the required 24 Class II Street Trees?

As there are also 6 mature trees (a mix of 10" Evergreen and one 12" Oak) growing along the Subject Site's Assembly Road frontage, but located outside the existing chain-link fence, is there an opportunity to apply this number towards the required 24 Class II Street Trees?

As the Subject Site's Sunset Blvd public right-of-way frontage currently has one 10" Evergreen tree, could this be applied towards the required 23 Class II Street Trees?

Mini-Storage Structures

Roof Pitch

While the newly proposed mini-storage structures will be required to comply with the minimum 4:12 roof pitch (to conform to SMC 17C.350.040.A(1)), is there an opportunity to keep the flat roof profile of the existing office building located on the site. This allowance would appear to be consistent with the surrounding neighborhood context.

<u>Colors</u>

The existing office building appeared to be an off-white/beige color, compliant with SMC 17C.350.040.A(2) – this was before the addition of the bright orange elements on the west, south, and east façades. The newly proposed mini-storage structures are bright white with bright orange overhead doors. The proposed body color of the ministorage structures, and the use of any bright orange elements (the curvilinear parapet accent elements and the false overhead doors applied to existing office building, and the overhead doors on the mini-storage structures) does not appear compliant with this muted, earth-tone color requirement. Some of these elements may be classified as a "sign" (see topic, below) and, if so, would be restricted in size, location, and orientation, is there any flexibility the Design Review Board may offer. For example, the Design Review Board offered a recommendation for the U-Haul/K-Mart Conversion (on Sprague) that some of the corporation's scenic murals applied to the sides of some of their rental vehicles depicting regions of the Pacific Northwest may be appropriate artistic graphics – in lieu of the initially proposed application of orange false overhead doors to the former K-Mart's façade.

Exterior Finish Material

While the existing office building's exterior finishes (painted, pre-cast concrete panels), should be left unmodified, 50% of the exterior finishes of the newly proposed mini-storage structures will need to comply with the SMC 17C.350.040.A(3) requirement (e.g., *decorative brick veneer, stone, stucco, textured block*), there is some flexibility regarding "*other materials which reflect residential design elements*". Does the Design Review Board have suggestions regarding what it would consider exterior finishes that would reflect this residential character that may be used on the mini-storage structures?

Signage

Freestanding Sign

While the applicant's submittal material did not indicate the presence, or a proposed, monument sign, the existing U-Haul monument sign located near the northernmost access drive off of Rustle Road does appear compliant with the one permitted freestanding sign's size requirements.

Wall Sign

A number of elements added to the existing office building's west, south, and east façades appear meet the definition of a regulated sign (elements used to "inform or attract the attention of the public"), and if so regulated, their size, location, and orientation will need to comply with SMC 17C.350.040.B(3) and any other applicable signage regulations. Much like the topic concerning color, does the Design Review Board have any recommendations regarding the potential use of U-Haul's artistic murals that may fall outside the signage definition but may serve a similar attractive purpose?

Landscape Screening

Blank Wall

While the majority of the visual screening and buffering of the Subject Site will be provided via the required L2 landscaping of the setbacks and a code-compliant fence, there is a portion of blank wall facing the Assembly Road frontage – screening a portion of the existing office building's loading and maintenance area. Does the Design Review Board have recommendations on how this expanse of blank wall can be screened?

Regulatory Analysis

Zoning Code Requirements

The site is zoned GC-70 (General Commercial with a 70' height maximum). 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.

SMC 17C.350.040 Mini-Storage Design Considerations:

The following exterior design requirements apply to a mini-storage facility when located adjacent to or across a right-of-way from a residentially zoned or developed property. The site development plan is subject to approval by the City Design Review Board for a determination on the consistency of the plans with the Design Guidelines adopted by the city council pursuant to Resolution No. 2000-84.

A. Architectural Features

Architectural features are to be consistent with the character of the surrounding neighborhood. The following are minimum standards.

1. Minimum roof pitch is 4:12, except in the downtown zones.

The existing 3-story office building has a flat roof, and the proposed self-storage buildings appear to have roof slopes of 3/8" per foot (essentially flat). There are two non-residential flat roofed buildings adjacent to the site (Quality Inn, located at the SEC of Rustle & Sunset – and Sunset Point Business Park Building, located at the SWC of Assembly & Sunset). The other two non-residential buildings located adjacent to the site (Garden Springs Professional Building, located southeast of the site – and the Hampton Inn, located southwest of the site) both have 4:12 hipped roofs. Beyond the immediate adjacency, the mix of residential and non-residential buildings all have pitched roofs (a mix of gable, hipped, and mansard roof forms). While some consideration may be granted for the continued flat-roofed office building's non-compliance, the proposed mini-storage structures do not meet this minimum roof pitch requirement.

2. Colors are to be muted earth tones including but not limited to gray, off-white, and beige.

While the existing 3-story office building on the site was originally off-white with blue-green spandrel glazing, the applicant has modified the colors by adding "U-Haul" orange accents including a series of orange false overhead doors on the south elevation facing the freeway. The proposed mini-storage buildings are bright-white with orange overhead doors. The addition of the orange accent colors and the orange false overhead doors added to the existing office building and the colors for the proposed mini-storage structures do not meet this "muted earth-tone" color requirement.

3. Exterior vertical surfaces require fifty percent of the area to be materials such as decorative brick veneer, stone, stucco, textured block, and other materials which reflect residential design elements.

The existing 3-story building appears to be pre-cast concrete panels, while the proposed mini-storage structures are clad with metal panels. While some consideration may be granted the continued use of the non-compliant exterior finish of the existing office building, the exterior finish of the proposed mini-storage structures do not appear to meet this exterior finish material requirement.

4. Unique architectural features such as towers, turrets and pergolas are subject to the standards of this subsection and are subject to review by the design review board for a determination of consistency with the neighborhood character.

Unless the applicant is proposing that the additional façade elements (false overhead doors and orange accent elements) are a classed as "unique architectural features", then the proposal does not include any such features.

5. Access points, except for emergency access, may not be from a local access street.

The site's only access points are from S Rustle Road, which is classed an arterial roadway.

6. Fencing is required to be low-maintenance material and articulation at intervals no greater than twenty feet. Chain-link fencing is not permitted.

The only fencing proposed is the existing chain-link fence. The existing fence does not meet the articulation requirement, and it is not of a permitted construction type (i.e., chain-link).

7. Display and floodlighting is required to be constructed, shielded and used so as not to directly illuminate, or create glare visible from, adjacent property or public right-of-way.

While the Subject Site does have existing site lighting, and some additional pole-mounted lights were added by the applicant prior to permitting, we typically do not review such lighting detail until the Design Review Board's Step-2 Recommendation Meeting.

8. A building or series of buildings parallel with and adjacent to residentially zoned or developed property or street frontage must have staggered setbacks for every seventy feet of lineal development, except in the downtown zones. The setback alternates between the minimum and the minimum plus ten feet for every seventy feet of lineal development. There must be at least ten feet of separation between buildings.

The existing office building is not located adjacent to either residentially zoned or developed property or street frontage. The proposed mini-storage structures are not located parallel with or adjacent to residentially zoned or developed properties or street frontages, therefor the "staggard setbacks" does not appear to apply to the proposal. The submitted site development plan does indicate that all the mini-storage structures meet the minimum 10-foot separate requirement. The completed site development plan will be reviewed at the Design Review Board's Step-2 Recommendation Meeting to assess whether all existing and proposed buildings will continue to be separated by 10 feet.

B. Signs

Signs are subject to <u>SMC 17C.240</u> except as provided in this subsection.

1. Roof signs and flashing or animated signs are prohibited.

The proposed development does not appear to contemplate a roof-mounted, flashing, or animated sign.

2. Signs may be illuminated to low intensity only.

The best time to evaluate the lighting intensity of any illuminated signs would be during the Design Review Board's Step-2 Recommendation Meeting.

3. One wall sign, not to exceed one hundred square feet, is permitted on each street frontage except a sign visible from a local access street is not permitted.

Per <u>SMC 17C.240.015.M</u> Definitions, all the materials added to the façades of the existing office building may meet the definition of a "sign" as they were added to "inform or attract the attention of the public". If these materials are so defined, they would be subject to this subsection's street frontage and area restrictions. The one local access street adjacent to the site is Assembly Road, if the material added to the western façade is classified as a sign, it would be prohibited.

4. One freestanding sign, not to exceed twenty feet in height nor forty square feet in area, is permitted at the main entrance.

While the submitted conceptual site development plan does not indicate that a freestanding sign is proposed, the current development does appear to have a monument sign located near the northernmost entrance off of S Rustle Road. The monument sign appears to be approximately 4'-6" high x 10' long, with a sign area of 40 square feet.



Current street view

Survey location

5. A site abutting Interstate 90 may have one freeway sign on-site advertising the facility if no higher than seventy feet, no larger than sixty square feet, and located so as to minimize impacts on residential areas.

The site does abut I-90 and would appear to qualify for such a sign – though one is not currently proposed.

C Landscape and Screening

The following landscaping and screening requirements apply to all mini-storage facilities:

1. All setback areas shall be landscaped with a variety of trees, shrubs and ground cover plants consistent with L2 landscaping as defined under <u>SMC 17C.200</u>, Landscaping and Screening.

All setback areas for the Subject Site, totaling 27,226 square feet, need to be landscaped to meet the L2 landscaping requirements.

2. A solid wall, a screening fence or a combination of both achieving a perimeter screening to a minimum of six feet in height is required and shall be located so that a minimum of seventy-five percent of the landscaping area is outside the fence.

20,420 square feet of the L2 landscaped area listed above would need to be located outside any proposed (or existing) fence (to meet the 75% requirement). **Currently, only 7,978** square feet of the setbacks appear to meet this requirement, leaving 12,442 square feet to be so landscaped.

3. A landscape plan prepared by a landscape architect licensed by the state of Washington and approved by the planning and economic development services department shall be required prior to the issuance of any building permits for a mini-storage facility.

Such a stamped landscape plan would be reviewed by Development Service Center, as only a Conceptual Landscape Plan (unstamped) is reviewed by the Design Review Board, and then only at the Step-2 Recommendation Meeting.

4. A performance bond or other device acceptable to the City, in the amount of twenty-five percent of the estimated value of the required landscaping, to remain in effect for two years to assure full establishment of the plantings must be tendered before a certificate of occupancy is issued.

Such a performance bond, or other device acceptable to the City, would instituted by the Development Services Center and is not subject to review or enforcement by the Design Review Board.

5. All use of the site shall comply with the City noise standards stated in Title 10 SMC, Regulation of Activities. In addition, the department of ecology has standards, which apply to environments within which maximum permissible noise levels are established.

Compliance with <u>SMC 10.70</u> Noise Control, and any Department of Ecology standards, are not reviewed or enforced by the Design Review Board.

6. In the CB and GC zones, outdoor storage of vehicles shall be allowed only if it can be demonstrated that the storage items will be screened from view of the adjoining right-of-way or adjacent residences.

While the Subject Site is zoned GC-70 and any vehicles stored on-site would be subject to these screening requirements, the determination of whether the for-rent U-Haul vehicles & trailers parked on the site are considered "stored" would be made by the Development Services Center, not by the Design Review Board.

City of Spokane Comprehensive Plan Comprehensive Plan link

Note: These policy references are provided for the applicant's benefit that they may refer to as they work to refine the development proposal.

CHAPTER 3: LAND USE LU 1 CITYWIDE LAND USE

<u>LU 1.8 General Commercial Uses:</u> Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.

LU 2 PUBLIC REALM ENHANCEMENT

<u>LU 2.1 Public Realm Features</u>: 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 4 TRANSPORTATION

<u>LU 4.1 Land Use and Transportation:</u> 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.

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

LU 5 DEVELOPMENT CHARACTER

<u>LU 5.1 Built and Natural Environment:</u> 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.

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

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

CHAPTER 4: TRANSPORTATION

<u>TR GOAL A: PROMOTE A SENSE OF PLACE:</u> 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.

<u>TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY:</u> 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.

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

<u>TR 6 Commercial Center Access</u>: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

<u>TR 8 Moving Freight</u>: Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

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

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

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION **DP 1 PRIDE AND IDENTITY**

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

DP 2 URBAN DESIGN

<u>DP 2.5 Character of the Public Realm</u>: 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.

<u>DP 2.6 Building and Site Design:</u> 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.

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

Design Guidelines Mini Storage Design Guidelines link

A.1 General Site Design and Context Criteria

1. Significant site features such as topography, vegetation and hydrology should be integrated in the design.

The applicant is proposing that the impacted wetland will be restored; which will improve the adversely impacted site hydrology. Several of the unpermitted mini-storage structures currently located on the site are being proposed for relocation to the easternmost side of the site, this will take advantage of the existing site topography to lessen the visual impact to the residential zones to the west of the site. Although this relocation will increase the visual impacts to the residential zones immediately north of the site, as the easternmost portion of the site does not enjoy the same topographical grade change.

2. The project should consider views from adjacent neighborhoods as a primary concern with particular attention given to placement and treatment of parking, drives, outdoor lighting, loading areas, and trash bins.

While the applicant is not proposing changing the locations of any parking areas, drives, loading or trash areas, consideration should be given to the limiting the impacts of any existing lighting (including those added to the site by the applicant prior to permitting) and any new site lighting. The adjacent neighborhood will be visually impacted by the project as proposed, as the design is not indicating the construction of the required fencing and landscaping buffers.

3. The location of site uses should avoid creating nuisances such as glare, visual obtrusion, noise, and traffic.

See comments for A.1.2, above, regarding visual obtrusion.

A.2 Circulation and Parking Criteria

1. Circulation systems should provide direct and accessible routes to storage facilities and other site elements.

The project as proposed appears to address internal circulation and accessible routes.

2. Customer parking spaces should be oriented towards buildings with well-defined, accessible, and protected pedestrian routes to storage and offices.

The proposed site development plan does not indicate which parking areas are designated for customers or employees, versus which may be used for the for-rent U-Haul vehicles and trailers. Development Services Center will establish the number of required parking spaces and whether the development standards have been met. The applicant has not indicated that they are requesting a design departure for any applicable Parking Lot Landscaping Design Standards written in an R/P/C format.

A.3 Fences and Walls Criteria

- 1. In order to maintain pedestrian scale where fences or walls are necessary to provide buffers, or create privacy, the following should be considered:
 - provide plant materials and/or art work (mosaic, murals, masonry patterns, sculpture) over a substantial portion of the blank wall or fence surface;

The proposed development is not currently indicating the placement of a compliant fence (per <u>SMC 17C.350.040.A(6)</u> and placed and landscaped per <u>SMC 17C.350.040.C(2)</u>). As the project design is refined to meet these development standards, the design would comply with this Design Guideline.

• reduce the scale and mass as well as provide visual interest by utilizing a variety of design elements and methods including indentations, varying heights, textures, colors, materials, landscaping, accent lighting, vertical or horizontal trellises;

The proposed development is not currently indicating the placement of a compliant fence (per <u>SMC 17C.350.040.A(6)</u>). As the project design is refined to meet these development standards, the design would comply with this Design Guideline.

• repeat the adjacent buildings' surface detailing and materials on fences or walls.

The proposed development is not currently indicating the placement of a compliant fence (per <u>SMC 17C.350.040.A(6)</u>). As the project design is refined to meet these development standards, consideration should be given to including the surface detailing and materials that repeat those found on either the existing office building, or those found on adjacent offsite buildings to comply with this Design Guideline.

A.4 Entry Gates Criteria

1. Identify gateways through the use of landscape materials, structural materials, signage, and detailing that reflect the mini-storage buildings or adjacent properties.

The proposed development is not indicating any change to the existing entry gate elements. Note: The existing entry gates are setback from the Rustle Street frontage, behind a landscaped area. While two pine trees have been removed from this landscaped area (one of which was a public street tree), the gateway area is well landscaped. The portion of fence located between the two entry gates does need to be modified to meet the visual screening, landscaping, and material requirements found in <u>SMC 17C.350.040.A(6)</u> and <u>SMC 17C.350.040.C(2)</u>.

2. Create a sense of entry as well as provide visual interest by utilizing a variety of design elements and methods including indentations, materials of varying heights, textures, colors, as well as signage elements and landscape materials.

See comments for A.4.1, above, regarding the provision of visual interest.

3. Minimize the visual impact of gates through the use of smaller 'human scale' gate sizes.

See comments for A.4.1, above, regarding a code-compliant fence and gateway. As the design is further refined to provide such a gateway consideration should be given to ensuring that the resultant entry gates are sufficiently human scaled.

B.1 General Design, Entries and Streetscape Criteria

1. Clearly defined main entries.

See comments for A.4, above, for the provision of a clearly defined entry to the site. The existing office building is the only structure on the site with main entries (the mini-storage structures do not have such entries). The office building has four distinct entries: 1) for Retail Sales for boxes and moving supplies (located on the east façade), 2) for Lease Sales for U-Haul vehicles and trailers (located on the south façade), 3) for access to the Drive-In Storage facility (located at the northeast corner), and 4) for walk-up access to the climate-controlled storage facility (located on the north façade). These four main entries do appear to be clearly defined.

2. Exterior building design, form, materials, and detailing should be coordinated on all elevations and be compatible with existing structures and the adjacent neighborhood.

While the office building's design, form, materials, and detailing appear to be compatible with the existing structures in the adjacent neighborhood, the proposed metal mini-storage structures do not appear compatible. As the design is refined to bring it into compliance with exterior finish material requirements found in <u>SMC 17C.350.040.A(3)</u>, the development should come into compliance with this Design Guideline.

3. Developments on comer lots should be embellished with additional architectural details and height.

While the Subject Site has three street corners (SEC of Assembly & Sunset, SWC of Rustle & Sunset, and NWC of Rustle & I-90 Egress Ramp), the proposed development does not indicate any structures being built at any of these corners (likely due to the size of the site).

4. Street front exterior wall treatments should include ornamental or structural details, decorative masonry, surface textures, murals, and trellises with climbing plants.

See comments to B.1.3, above. The proposed development does not propose any street fronting exterior walls. Only two mini-storage structures approach a street frontage (the I-90 Egress Ramp), and these structures will be located behind a code-compliant fence and L2 landscape buffer.

B.2 Building Proportions, Size & Scale Criteria

1. Buildings should employ vertical and horizontal relief on the exterior surfaces that delineates a bottom, middle, and top of the structure.

The existing office building does appear to meet this Design Guideline. As the design of the ministorage structures are further refined to meet the roof form requirements of <u>SMC</u> <u>17C.350.040.A(1)</u> and the exterior finish requirements of <u>SMC 17C.350.040.A(3)</u>, consideration should be given to maintaining compliance with this Design Guideline.

2. Buildings should employ techniques that minimize the apparent size, bulk, volume, and mass including articulation, separations, modulation, recessed or projected entries, ornamentation, and landscaping.

The existing office building does appear to meet this Design Guideline. As the design of the ministorage structures are further refined to meet the B.2.1 base/middle/top Design Guideline (and the associated roof form requirements of <u>SMC 17C.350.040.A(1)</u> and the exterior finish requirements of <u>SMC 17C.350.040.A(3)</u>, consideration should be given to maintaining compliance with this Design Guideline.

3. Building should utilize a variety of rooflines, pitches, and roofing materials that are compatible in color, scale, and texture with surrounding developments.

While consideration should be given to allowing the existing office building to maintain its current roof form (as it does relate to the flat roof forms of the surrounding Sunset Point Business Park building and Quality Inn), the roof forms for the proposed mini-storage structures will need to be adjusted to meet the <u>SMC 17C.350.040.A(1)</u> roof pitch standard. This will also match the 4:12 roof pitches found on the surrounding Hampton Inn and Garden Springs Professional Building, bringing the development proposal into compliance with this Design Guideline.

4. Buildings should utilize architectural detailing such as: materials, textures, spacing, and articulation, to maintain scale and reinforce the character of the streetscape.

As the proposed development is not proposing any streetscape-adjacent buildings/structures, as the design is refined to comply with the facade design, fence, and landscaping buffer requirements found in <u>SMC 17C.350.040.A(2, 3, and 6)</u> and <u>SMC 17C.350.040.C(1 and 2)</u> the proposed development should come into compliance with this Design Guideline.

B.3 Signage Criteria

1. Signs should provide adequate visibility for a business while maintaining the architectural integrity, form, details and features of the building.

See comments for compliance with <u>SMC 17C.350.040.B(1 – 5)</u>. Signage that complies with these code requirements would likely comply with this Design Guideline.

2. To reduce visual clutter and obstructions, signs should be attached to the building. Where appropriate, freestanding monument or pole signs can be used.

Lighting should be incorporated with the following considerations;

- incorporation of signs into existing structures such as planters, screen walls;
- clear view sight lines for automobiles and pedestrians must be maintained;
- materials and design that reflect the project location, site, or building;
- located no closer than 150 feet to another sign on the same project.
- roof mounted signs are unacceptable

See comments for B.3.1, above.

C.1 General Landscape Design Criteria

1. Site alterations, soil disturbance, and construction should be avoided in the areas of significant existing landscape elements.

The applicant had made significant alterations to the site's existing landscape elements prior to permitting. The applicant is proposing that the on-site designated wetland will be repaired as part of the Type III Conditional Use Permit. The construction of the required L2 landscaping buffer along the I-90 Egress Ramp and Rustle Road frontages do not appear to pose a significant impact to existing landscaping. Consideration should be given to carefully balancing the need for landscape & view obscuring fence construction along the Sunset and Assembly frontages, to minimize adverse impacts to existing topographical slopes and mature landscaping.

2. Selection of plant materials should be based on their year-round interest (deciduous color, spring flower, fruits, or branching patterns) as well as their overall form, texture and shape.

This guideline should be considered in the plant palette selection for the required L2 buffer and any additional on-site landscaping.

3. Plant species should be selected that are tolerant of site and city conditions, relatively free from pests and disease, and that are drought tolerant.

This guideline should be considered in the plant palette selection for the required L2 buffer and any additional on-site landscaping.

4. Plant species should be selected based on the intended use. New and mature trees and shrubs should not reduce visibility or views.

This guideline should be considered in the plant palette selection for the required L2 buffer and any additional on-site landscaping.

5. When incorporating swales into the landscape design, use of retaining 'structures' to form swale sides should be limited to less than 50% of the total side length.

This guideline should be considered in the design of the required L2 buffer and any additional onsite landscaping.

C.2 Building and Site Enhancement Criteria

- 1. All opportunities for landscaping should be utilized. These include:
 - small planting areas with flowering shrubs;
 - use of shrub or vine espaliers, vertical trellises, next to blank walls;
 - specimen or mass planting of trees as focal points;
 - landscape opportunities created by building modulation;

As the design is refined, the Conceptual Landscaping Plan, reviewed at the Design Review Board's Step-2 Recommendation Meeting, should rely on this guideline to enhance the plan.

- 2. Landscape designs should consider the following:
 - use a native, low maintenance/chemical use, and drought tolerant plant palette;
 - compliment existing landscape materials in neighborhood for visual continuity;
 - avoid a haphazard appearance by limiting plant species, types, and textures;
 - focus and mass plantings for design character; avoid sporadic plantings;
 - utilize storm water treatment areas as landscape opportunities and elements;
 - retain existing vegetation and incorporate with new landscape areas.

As the design is refined, the Conceptual Landscaping Plan, reviewed at the Design Review Board's Step-2 Recommendation Meeting, should rely on this guideline to enhance the plan.

C.3 Screening and Separation Criteria

1. Wheel stops or curbs should be used to prevent damage and obstacles from vehicles overhanging into landscape or walkways.

The proposed design appears to meet this guideline.

2. When parking areas are screened with low walls or fencing, materials and details from an adjacent building surface should be utilized.

The proposed design does not indicate that parking areas would be screen with low walls or fencing – other than the code-compliant fencing and L2 landscape buffers at the edge of the Subject Site.

3. Methods of screening and separation such as berms, walls or fences, and planters combined with trees and shrubs should be utilized.

The proposed design does not indicate that screening and separations would be used – other than the code-compliant fencing and L2 landscape buffers at the edge of the Subject Site. The proposed design appears to attempt to utilize the existing steep grades and mature landscaping located along the western and norther property lines to assist in screening

4. Plant materials such as vines, shrubs and columnar trees should be provided at blank building walls, service locations, and narrow areas for screening.

The proposed design does not proposed any landscaping treatments for blank building walls or service locations. The existing office building does have a blank wall screening a portion of the building's dock and service area. This guideline should be relied upon to provide some landscape softening of this blank wall, as viewed from Assembly Road (see image, below).



Oblique aerial image of site from Assembly

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 Mini-Storage Design Guidelines



Planning Services Department



Design Review

Standard Board Review Application

NAME OF PROJECT:				
U-Haul Moving and Storage of Inland Northwes	t			
ADDRESS:				
1616 S Rustle Rd				
TYPE OF PROJECT:				
 Public Project Shoreline Conditional Use Permit Skywalk Over Public ROW 	 Required by CBD Zones and Downtown Plan Design Departure Per Development Code 			
FEES:				
Standard Board Review \$1275 (up to 3 meetings)	\$500 per additional meeting if necessary			
APPLICANT:				
Name: Amerco Real Estate Company				
Address: 2727 N Central Ave 5N Phoenix, AZ 85004				

Phone (home):	Phone (work): (863)412-9217
Email address: stephany_sheekey@uhaul.com	
PROPERTY OWNER:	
Name: Same as applicant	
Address:	
Phone (home):	Phone (work): (602)263-6555
Email address: matt_braccia@uhaul.com	
AGENT:	
Name: Stephany Sheekey	
Address: Same as applicant	
Phone (home):	Phone (work): (863)412-9217
Email address: Same as applicant	

REPRESENTATIVE SIGNATURE:

Stepheng Shahang-

DEPARTMENT USE ONLY:

Submittal Date:

Accepted as Complete:

Design Review Committee Meeting Date:

DATE:

07/26/23



Design Review

Standard Board Review Checklist

This checklist includes all of the required information for submitting a review with the Design Review Board. Applications will not be processed, and a Board workshop will not be scheduled, until all of the following information is submitted and determined "Counter Complete." Completed application and submittal materials are due <u>21 days in advance</u> of desired meeting date.

Step 1 Program Review/Collaborative Workshop

Materials Required: (1) Full sized scalable concept plan and (10) 11x17 sets of all required submittal materials.

Digital versions of materials are required; the preferred file types are .pdf and .jpg.

Written Project Summary

- Statement of development objectives. For example include building square footage and approximate number of residential units (if applicable).
- Describe design goals, site opportunities and constraints, site character, architectural character, and how the project fits within the local context.
- ☑ Note how the proposal addresses issues in the Comprehensive Plan and any other applicable design plans or guidelines; i.e. The Downtown Plan and Design Guidelines.
- Describe any proposed departures from design standards and note how the proposed alternatives are equal to or better than the standard.
- Description of Design Evolution. Describe what design alternatives have been explored, why choices have been made, and any limiting factors. This description can be written and/or graphic.

Context Analysis

- ☑ Vicinity Map. Note public viewpoints and major traffic corridors from which the site is visible.
- Photos of adjacent properties and streetscape(s) show both sides of street.
- Aerial photograph showing site and all surrounding properties within 200'.

On the graphics above identify pedestrian, bike and auto circulation patterns, zoning, topography, street names, any major building names, and surrounding development (including streetscape improvements such as overhead weather protection, bus stops, bicycle racks, landscaping, specialty paving, etc.).

Site Analysis

Scalable plan or preferably an aerial photo denoting existing conditions including topography, healthy trees, substantial vegetation, significant land forms, rock outcroppings, existing structures, curb line, streetscape improvements, above ground utilities, hydrants, or other prominent elements on or abutting the site.

☑ Site photos

On the graphics above, identify <u>access</u> opportunities and constraints as well as important <u>views</u> to and from the site.

Concept

☑ Concept plan (scalable). A generalized massing, bulk and orientation study of the proposed program elements and site access, preferably superimposed over an aerial photograph. <u>All required setbacks, and all elements required by zoning code such as street trees, sidewalks, required landscape areas, or parking requirements shall be shown on this plan.</u>

Standard Board Review Checklist

N/A For proposed buildings over 150' height provide a graphic showing how the proposal will fit within Spokane's skyline. Perspective can be from either north or south of the City.

Not required, but always welcome:

- □ Rough sketches of concept alternatives.Axonometric or other 3-d drawing, models, or cross sections ideally showing surrounding context.
- ☑ Conceptual building elevations (scalable).

Step 2 Recommendation Meeting

Materials Required: (1) Full sized scalable site plan and (10) 11x17 sets of all required submittal materials

Digital versions of materials are required; the preferred file types are .pdf and .jpg.

Written Project Summary

- □ Note any changes to the project since the Collaborative Workshop.
- Describe how the project addresses the direction given by the DRB at the Collaborative Workshop.

Site Design

- □ Scalable Site Plan including bldg. footprints, hardscape, lighting, signage and streetscape elements.
- □ Planting Plan.
- □ Conceptual Grading Plan.
- □ Axonometric 3-D drawing or Site Cross Sections to show massing and spatial relationships between major site elements and all surrounding properties within 200' (bldgs., trees, berms, light standards, streets, etc.). Cross sections are preferred for projects on steep slopes.

Building Design

- □ Building Elevations full building.
- □ Building Elevations street level (first 3 to 4 floors) at ¼" = 1'-0" min.
- □ Schematic Floor Plans when/if germane to achieving a design objective.

Design Details

- □ Signage
- □ Lighting
- □ Color, texture, pattern, materials, illustrations or submittals.



2727 N. CENTRAL AVE., PHOENIX, AZ 85004 PHONE: (602) 263-6555 • FAX: (602) 277-5824 • EMAIL: Stephany_Sheekey@uhaul.com

Narrative Project Summary

AMERCO Real Estate Company (AREC) has prepared this application package for the opportunity to receive the Design Review Board's participation and counseling regarding the property located at 1616 Rustle Rd. AREC is the wholly owned real estate subsidiary of the U-Haul System.

The proposed 10.76-acre property is located at 1616 Rustle Rd. U-Haul purchased the former office building in 2017 and has since received a certificate of occupancy allowing us to retrofit the interior to accommodate for the use of self-storage and a U-Haul retail showroom. The use of U-Haul truck share has also been permitted and established on site. This application is specific to the additional self-storage units placed on site (buildings 'A' – 'H' on the accompanying site plan) totaling 13,550 SF. This infill development will allow U-Haul to better serve the storage needs of the community and activate a property that is currently underutilized.

The site is constrained in the southwest corner by wetlands and a 150 ft wetland buffer. Working closely with staff, we have modified our site plan to ensure we are not encroaching within those areas. An important aspect of our design decisions is sustainability. The buildings are placed on existing pavement so as to not create any land disturbance on site. We have added additional interior and perimeter landscaping to the site in areas where the additional storage units have been placed, meeting the design objective to "include well planned landscaping as an integral component of the project and exhibit an overall design concept utilizing plant and landscape materials in a creative, environmentally sensitive, and functional manner". By adding interior landscape islands to the buildings, we are enhancing and complimenting the overall site and built environment per the design objectives. Considering that this site is already operational as existing self-storage, many of the design objectives were not applicable as they had already been met previously, specifically regarding parking areas and entrances. We focused on enhancing what is already existing and complimenting what is proposed.

The property is currently zoned GC. The use of self-storage requires a CUP. U-Haul is proposing to apply for this permit once the Design Review Board process has been completed.

Custom site design for every U-Haul store assures that the facility complements the community it serves. Adherence to community objectives is key to ensure each U-Haul is both a neighborhood asset and an economic success.

U-Haul is more of a commercial type of use that serves residential communities within a 3-5-mile radius. We feel the U-Haul would be an appropriate use for the property and there are proven benefits for allowing self-storage facilities in communities:

- Self-storage facilities are quiet
- They provide an excellent buffer between zones
- They create very little traffic
- They have little impact on utilities
- They have no impact on schools
- They provide a good tax revenue
- They provide a community service

U-Haul Moving and Storage is a convenience business. Our philosophy is to place U-Haul stores in high growth residential areas, where we fill a need for our products and services. Customers are made aware of the U-Haul store, primarily via drive-by awareness, much like that of a convenience store, restaurant or hardware store. Attractive imaging and brand name recognition bring in area residents — by our measures, those who live within a four-mile radius of the center.

Significant Policies:

• Hours of Operation:

Mon Thurs.	7:00 a.m. to 7:00 p.m.
Fri.	7:00 a.m. to 8:00 p.m.
Sat.	7:00 a.m. to 7:00 p.m.
Sun.	9:00 a.m. to 5:00 p.m.

- It is against policy for a business to be operated from a U-Haul storage room.
- Customers and community residents who wish to use the on-site dumpsters for disposing of refuse must gain permission to do so and are assessed an additional fee.
- Items that may not be stored include chemicals, flammables, and paints.
- U-Haul stores are protected by video surveillance.
- U-Haul stores are non-smoking facilities.
- U-Haul will provide added services and assistance to our customers with disabilities.

Traffic Study:

• U-Haul stores generate less vehicular traffic volume while still embodying an active-use site. Truck and trailer share and self-storage both represent dynamic transitions from one customer to another. DIY moving customers are presented with opportunities to utilize equipment and storage on a temporary basis, supporting a shared-economy, an effective economic model and an environmentally-sound way to conduct business.

USE COMPARISON						
Use	Square Feet	Traffic	Traffic Volume		Days	
		Weekday	Weekend			
Fast Food Restaurant	3,000 sq ft	3,161 trips	3,430 trips	18 hours - 24 hours	7	
Gas Station w/ Convenience Store	2,200 sq ft	1,200 trips	2,200 trips	18 hours - 24 hours	7	
Hotel	50,000 sq ft	905 trips	901 trips	24 hours	7	
Casual Dining	5,000 sq ft	1,075 trips	1,258 trips	11 am - 11 pm 12 hours	7	
U-Haul Center	80,000 sq ft	31 trips	53 trips	7 am - 7 pm 12 hours	7	

U-Haul looks forward to working with the City of Spokane.

Sincerely,

Stephany Sheekey, AICP AMERCO Real Estate - Planner





2727 N. CENTRAL AVE., PHOENIX, AZ 85004 PHONE: (602) 263-6555 • FAX: (602) 277-5824 • EMAIL: Stephany_Sheekey@uhaul.com

Site Photos

1616 S Rustle Street Spokane, WA

Site Photos Reference Sheet

- 1. Assembly standing in front of hotel at round-about looking towards U-Haul
- 2. From Assembly looking towards U-Haul
- 3. From the corner of Assembly and Sunset looking towards the U-Haul property
- 4. From the corner of Rustle and Sunset
- 5. From the corner of Ardurra Building's property, on Rustle
- 6. From the Garden Springs off ramp looking towards U-Haul
- 7. Facing Catholic Charities building and the Ardurra Building
- 8. Across Rustle from the Ardurra Building
- 9. From the basketball court
- 10. From the round-about
- 11. From middle of parking lot



Photo 1



Photo 2 a



Photo 2b



Photo 2c



Photo 3a



Photo 3b



Photo 4a



Photo 4b



Photo 5a



Photo 5 b



Photo 5c



Photo 6a



Photo 6b



Photo 7a



Photo 7b



Photo 8a



Photo 8b



Photo 8c



Photo 9a



Photo 9b





Photo 9c



Photo 9d



Photo 9e



Photo 10 a



Photo 10 b



Photo 10c



Photo 11a



Photo 11b



BERS NOTIFIED		
MARKING CONCERNS	CUSTOMER SERVICE	REPAIR
(800)252-1133	(800)222-0300	(800)222-0300
(888)728-9343	(800)227-9187	(800)227-9187
(888)728-9343	(800)227-9187	(800)227-9187
(800)762-0592	(800)266-2278	(888)824-8289
(888)267-1063	(443)403-2023	(888)267-1063
(800)778-9140	(800)244-1111	(800)573-1311
(509)625-7800	(509)625-7800	(509)625-7800
(801)364-1063	(509)444-8500	(509)444-6001
	MARKING CONCERNS (800)252-1133 (888)728-9343 (888)728-9343 (800)762-0592 (888)267-1063 (800)778-9140 (509)625-7800 (801)364-1063	MARKING CONCERNS CUSTOMER SERVICE (800)252-1133 (800)222-0300 (888)728-9343 (800)227-9187 (888)728-9343 (800)227-9187 (800)762-0592 (800)266-2278 (888)267-1063 (443)403-2023 (800)778-9140 (800)244-1111 (509)625-7800 (509)625-7800 (801)364-1063 (509)444-8500



PARCEL "A"

LOTS 9 TO 16, INCLUSIVE, BLOCK 4; AND LOTS 9 TO 16, INCLUSIVE, BLOCK 5, GARDEN SPRINGS ADDITION TO SPOKANE FALLS, AS PER PLAT RECORDED IN VOLUME "A" OF PLATS, PAGE 114, IN SPOKANE COUNTY WASHINGTON;

TOGETHER WITH THAT PORTION OF VACATED FOURTEENTH STREET LYING BETWEEN LOTS 9, 10, 11 AND BLOCK 4 AND LOTS 13, 14, 15 AND 16, BLOCK 5.

PARCEL "B"

LOTS 1 TO 12, INCLUSIVE, BLOCK 8; AND LOTS 1 TO 12, INCLUSIVE, BLOCK 9, GARDEN SPRINGS ADDITION TO SPOKANE FALLS, AS PER PLAT RECORDED IN VOLUME "A" OF PLATS, PAGE 114, IN SPOKANE COUNTY WASHINGTON;

EXCEPT THAT PORTION OF LOTS 1 TO 6, INCLUSIVE, IN SAID BLOCK 8 CONVEYED TO THE STATE OF WASHINGTON FOR HIGHWAY;

TOGETHER WITH THAT PORTION OF VACATED FOURTEENTH STREET LYING BETWEEN SAID BLOCK 8 AND PARCEL "C"

THAT PORTION OF TRACT "F" OF ABERNETHY TRACT, LYING NORTHWESTERLY OF A LINE DRAWN 50 FEE NORTHWESTERLY OF AND AT RIGHT ANGLES OR RADIALLY TO THE CENTER LINE OF RAMP "E" AS SHOWN SHEET 5 OF 16 SHEETS OF PRIMARY STATE HIGHWAY NO. 11 AND 2 GEIGER FIELD TO SPOKANE WEST C LIMITS APPROVED BY STATE HIGHWAY DEPARTMENT JUNE 01, 1960, AS PER PLAT RECORDED IN VOLUM OF PLATS, PAGE 6, IN SPOKANE COUNTY, WASHINGTON.

PARCEL "D"

THOSE PORTIONS OF LOTS 7, 8 AND 17, BLOCK 4; AND OF LOTS 7, 8, 17 AND 18, BLOCK 5, GARDEN SPRIN ADDITION TO SPOKANE FALLS, AS PER PLAT RECORDED IN VOLUME "A" OF PLATS, PAGE 114, IN SPOKAN COUNTY, WASHINGTON, LYING BETWEEN A LINE DRAWN PARALLEL WITH AND 60 FEET SOUTHERLY, WHE MEASURED AT RIGHT ANGLES AND/OR RADIALLY, FROM THE SOUTH LANE CENTER LINE SURVEY OF SAID HIGHWAY, AND THE EASTERLY PRODUCTION THEREOF, AND THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 32+98 ON THE NORTH LANE CENTER L SURVEY OF SAID HIGHWAY AND 170.5 FEET SOUTHERLY THEREFROM; THENCE EASTERLY TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 32+26 ON SAID CENTER LINE SURVEY AND 157.25 FEET SOUTHERLY THEREFROM,

THENCE EASTERLY TO A POINT ON THE EASTERLY LINE OF 14TH STREET 150 FEET SOUTHERLY FROM S CENTER LINE SURVEY: THENCE EASTERLY PARALLEL WITH SAID CENTER LINE SURVEY TO THE EAST LINE OF SAID BLOCK 8 AN END OF THIS LINE DESCRIPTION.

PARCEL "E"

THAT PORTION OF VACATED 17TH AVENUE LYING EAST OF THE EAST LINE OF 15TH STREET (ASSEMBLY ROAD) AND WEST OF THE WEST LINE OF 13TH STREET (RUSTLE STREET), IN SPOKANE COUNTY, WASHINGTON.

ALL TOGETHER BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND IRON PIN, SAID PIN BEING THE SOUTHWEST CORNER OF LOT 7. BLOCK 9. OF GA ADDITION TO SPOKANE FALLS, PER PLAT RECORDED IN VOLUME "A" OF PLATS, PAGE 114 IN SPOKANE CO WASHINGTON:

THENCE RUNNING ALONG THE WEST LINE OF SAID PLAT N01°29'15"E 596.16' TO A SET IRON PIN LOCATED RIGHT OF WAY LINE OF WEST SUNSET BOULEVARD, THENCE RUNNING ALONG SAID RIGHT OF WAY ON A CURVE TO THE LEFT, WITH A RADIUS OF 1061.00', AN OF 33.42', AND A CHORD BEARING AND DISTANCE OF N87°59'57"E 33.42' TO A SET IRON PIN, THENCE CONTINUING ALONG SAID RIGHT OF WAY N87°05'48"E 552.92' TO A FOUND IRON PIN LOCATED OF RIGHT OF WAY LINE OF SOUTH RUSTLE ROAD,

THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING FIVE CALLS: THENCE S00°10'15"W 423.23' TO A SET THENCE N88°56'21"W 14.32' TO A FOUND IRON PIN, THENCE ALONG A CURVE TO THE LEFT, WITH A RADIUS OF 517.66', AN ARC LENGTH OF 130.38', AND A CH AND DISTANCE OF S06°09'07"E 130.04' TO A SET IRON PIN,

THENCE S00°10'15"W 76.01' TO A SET IRON PIN, THENCE S89°42'45"E 7.62' TO A SET IRON PIN LOCATED ON THE NORTH RIGHT OF WAY LINE OF INTERSTA ACCESS ROAD.

THENCE ALONG SAID RIGHT OF WAY S62°36'44"W 703.08' TO A SET IRON PIN, THENCE CONTINUING ALONG INTERSTATE HIGHWAY 90 ACCESS ROAD ALONG A CURVE TO THE LEFT, W 200.00', AN ARC LENGTH OF 24.21', AND A CHORD BEARING AND DISTANCE OF S59°08'40"W 24.20' TO A FO THENCE N01°23'07"E 339.26' TO A SET IRON PIN, THENCE S89°42'45"E 30.01' TO THE POINT OF BEGINNING.



E2 IT APPEARS THE TELEPHONE PEDESTAL POTENTIALLY ENCROACHES OVER THE

BOUNDARY LINE BY AS MUCH AS 2.94'. E3 IT APPEARS THE BUILDING, A/C UNIT, AND POWER TRANSFORMER POTENTIALLY

ENCROACH ENTIRELY OVER THE SANITARY SEWER EASEMENT.

E4 FENCE APPEARS TO POTENTIALLY ENCROACH OVER THE SOUTHEASTERN PROPERTY LINE

Zoning Information				
STATUS	PROPERTY IS CU	RRENTLY ZONED:	STATUS	
ITEM	REQUIRED	OBSERVED	Contact info:	
PERMITTED USE	N/A	OFFICE		
MIN. LOT AREA	N/A	468571.06 SQ. FT.		
MIN. FRONTAGE	N/A	2908.33'		
MAX. BLDG COVERAGE	N/A	7%		
MIN. SETBACKS FRONT	N/A	44.01'		
MIN. SETBACKS SIDE	N/A	N/A	Notes:	
MIN. SETBACKS REAR	N/A	N/A	Because there may be a need fa interpretation of the applicable zoning codes, we refer you to Spokane County Planning for zoning laws and applicable codes.	
MAX BUILDING HEIGHT	N/A	42'		
PARKING REGULAR	N/A	373		
PARKING HANDICAP	N/A	10		
PARKING TOTAL	N/A	383		

	Utility Notes
	THE UTILITIES SHOWN ON THIS DRAWING HEREON HAVE BEEN LOCATED BY FIELD MEASUREMENTS, UTILITY MAP DRAWINGS, AND FLORIDA ONE CALL UTILITY LOCATE REQUEST. BLEW & ASSOCIATES MAKES NO WARRANTY TO THE EXACT LOCATION OF ANY UNDERGROUND UTILITIES SHOWN OR NOT SHOWN ON THIS DRAWING. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ANY AND ALL UTILITIES PRIOR TO CONSTRUCTION. CALL FLORIDA ONE CALL AT 800-432-4770 BEFORE DIGGING.
	Notes Corresponding to Schedule B
	FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NUMBER: 3020-834866 EFFECTIVE DATE: 2/17/2017
	(15) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: FEBRUARY 9, 1942 UNDER RECORDING NO. 532846A IN FAVOR OF: USA FOR: SEWER PIPE LINE AFFECTS: AS DESCRIBED THEREIN (AFFECTS, AS SHOWN)
	 RELINQUISHMENT OF ALL EXISTING AND FUTURE RIGHTS TO LIGHT, VIEW AND AIR, TOGETHER WITH THE RIGHTS OF ACCESS TO AND FROM THE STATE HIGHWAY CONSTRUCTED ON LANDS CONVEYED BY DOCUMENT IN FAVOR OF THE STATE OF WASHINGTON. RECORDED: AUGUST 14, 1961 RECORDING NO.: 801352B (AFFECTS, APPROXIMATE LOCATION SHOWN.)
	(17) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: DECEMBER 3, 1963 UNDER RECORDING NO. 980905B IN FAVOR OF: WASHINGTON WATER POWER COMPANY FOR: GAS PIPE LINE
	AFFECTS: AS DESCRIBED THEREIN (APPROXIMATE LOCATION SHOWN.) (18) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: DECEMBER 11, 1963 UNDER RECORDING NO. 982776B IN FAVOR OF: WASHINGTON WATER POWER COMPANY FOR: GAS PIPE LINE AFFECTO: AS DESCRIPTED THEREIN (UNABLE TO PLOT LOCATION CANNOT DE DETERMINED)
	 (19) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: NOVEMBER 28, 1979 UNDER RECORDING NO. 7911280315 FOR: PUBLIC AND PRIVATE UTILITIES AND SERVICES AFFECTS: (VACATED 17TH AVENUE) AS DESCRIBED THEREIN (AFFECTS: AS SHOWN)
	 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT" RECORDED JULY 26, 1983 AS RECORDING NO. 8307260317 OF OFFICIAL RECORDS. (AFFECTS CONTAINS NO PLOTTABLE ITEMS.)
N "	 (2) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: NOVEMBER 30, 1983 UNDER RECORDING NO. 8311300170 IN FAVOR OF: THE WASHINGTON WATER POWER COMPANY, A WASHINGTON CORPORATION FOR: TO ERECT, CONSTRUCT, RECONSTRUCT AND MAINTAIN AN ELECTRICAL DISTRIBUTION LINE AND APPURTENANCES AFFECTS: (THE SOUTH HALF OF VACATED 17TH AVENUE) AS DESCRIBED THEREIN (AFFECTS, AS SHOWN.)
	 (22) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: JANUARY 31, 1985 UNDER RECORDING NO. 8501310143 IN FAVOR OF: CITY OF SPOKANE FOR: PUBLIC SEWER LINE AFEECTS: AS DESCRIPTED THEREIN (AFEECTS: AS SHOWN)
	 ENCROACHMENT OF DRAIN CULVERTS ONTO THE NORTHERN PORTION OF SAID PROPERTY DISCLOSED BY WARRANTY DEED RECORDED SEPTEMBER 9, 1988, UNDER AUDITOR'S FILE NO.
	 (24) ENCROACHMENT OF CABLE TV APPARATUS ONTO THE NORTHEASTERN CORNER OF SAID PROPERTY DISCLOSED BY WARRANTY DEED RECORDED SEPTEMBER 9, 1988, UNDER AUDITOR'S EILE NO. 8809090210 (AFEECTS AS SHOWN)
	 EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: SEPTEMBER 13, 1991 UNDER RECORDING NO. 9109130085 IN FAVOR OF: THE WASHINGTON WATER POWER COMPANY, A WASHINGTON CORPORATION FOR: TO ERECT, CONSTRUCT, RECONSTRUCT AND MAINTAIN AN ELECTRICAL DISTRIBUTION LINE AND APPURTENANCES
N SPRINGS TY, THE SOUTH	 AFFECTS: AS DESCRIBED THEREIN (AFFECTS, AS SHOWN.) ANY FACTS, RIGHTS, INTERESTS OR CLAIMS THAT MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY AN ALTA/ACSM SURVEY MADE BY MITCHELL DURYEA OF DURYEA & ASSOCIATES UNDER THE COORDINATION OF BOCK & CLARK'S NATIONAL SURVEYORS NETWORK, DATED OCTOBER 31, 2012, LAST REVISED NOVEMBER 20, 2012, DESIGNATED PROJECT NO 201201529/SITE 67: (A) VARIATION IN LOCATIONS OF EXISTING FENCE AND PROPERTY LINES; AND (B) THE BUILDING, AIR CONDITIONER UNIT AND POWER TRANSFORMER ENCROACH ON EASEMENT RECORDED AS RECORDING NO 532846A, (AFFECTS, AS SHOWN.)
C LENGTH E WEST N PIN, D BEARING	(27) RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE PLAT OF GARDEN SPRINGS ADDITION TO SPOKANE FALLS, WASHINGTON RECORDED AS VOLUME A OF PLATS, PAGE 114, IN SPOKANE COUNTY, WASHINGTON. (AFFECTS, AS SHOWN.)
IIGHWAY 90	
RADIUS OF 2" PIPE,	Miscellaneous Notes
	MN2 Some Features shown on this plat may be shown out of scale for clarity. DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. BEARINGS ARE REFERRED TO AN ASSUMED MERIDIAN AND ARE USED TO DENOTE ANGLES ONLY. MONUMENTS WERE FOUND
	AT POINTS WHERE INDICATED. AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF EARTH WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WITHIN RECENT MONTHS
	AT THE TIME OF THE ALTA SURVEY THERE WERE NO CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION OR OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS.
	MN5 AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL. MN6 AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A CEMETERY, BURIAL GROUND, OR GRAVE SITE. TOTAL NUMBER OF DARKING SPACES IS 282 WHICH INCLUDES 10 DESIGNATED
	MN7 HANDICAPPED SPACES. MN8 THERE IS EVIDENCE OF ENCROACHMENTS. MN9 COMPLETED FIELD WORK WAS APRIL 2, 2017.
	MN10THE BASIS OF BEARINGS: THE BEARING OF S 87°05'48" W ALONG THE NORTHERLY LINE OF THE SUBJECT PROPERTY WAS HELD AS THE BASIS OF BEARINGS.MN11THE NEAREST INTERSECTING STREET IS THE INTERSECTION OF W. SUNSET BLVD. AND S. RUSTLE RD., WHICH IS APPROXIMATELY 91' FROM THE NE CORNER OF THE SUBJECT PROPERTY
	MN12 THERE IS NO EVIDENCE OF ANY DELINEATED WETLAND AREAS, PER THE U.S. FISH & WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY WEBSITE. NO MARKERS FROM A FIELD DELINEATION OF WETLANDS CONDUCTED BY A QUALIFIED SPECIALIST WERE OBSERVED DURING THE COURSE OF THE ALTA SURVEY.
	MN13 TOPOGRAPHIC INFORMATION NOTE: ELEVATIONS ESTABLISHED WITH GPS STATIC OBSERVATIONS UTILIZING ONLINE POSITIONING USER SERVICE (OPUS) FOR POST PROCESSING. (NAVD 1988 DATUM) AT THE TIME OF THE SURVEY THE ADDRESS OBSERVED WAS 1616 S RUSTLE RD.
	MN 14 SPOKANE, WA 99224. MN15 THE LOCATION OF THE WATERLINE IS SHOWN PER COUNTY GIS MAPS.









ZONING INFORMATION

Project Name: U-Haul Moving & Storage at Sunset Blvd

Municipality: City of Spokane

Project Address: 1616 S Rustle Rd, Spokane, WA 99224

Site Acre / Land Area: 10.74

Zone: GC (General Commercial)

Uses: Mini-Storage Facilities, Truck Rental, Warehousing, & Retail Sales

Minimum Lot Area: N/A

Minimum Lot Width: N/A

Max. Floor Area Ratio: 2.5

Setbacks (Principal Structures):

Front yard setback: 15 ft. Side yard setback: 10 ft. Rear yard setback: 5 ft.

Maximum Building Height: 70 ft

Parking:

Retail - 1 per 330 sq. ft. of GFA

Mini-Storage - 1 per 1,000 sq. ft. GFA for the first 3,000 sq. ft of GFA and then 1 per 3,500 sq. ft. of GFA





PLOT DATE:Friday, July 28, 2023 FILE LOCATION:P:\2152 U-Haul Rustle Road\Drawings\2152.Landscape.dwg

GENERAL PLANTING NOTES:

- 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 TREE/SHRUB PLACEMENT.
- 2. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO BEGINNING ANY WORK.
- LANDSCAPED AREAS TO RECEIVE 4" OF APPROVED TOPSOIL IN LAWN AREAS AND 6" IN ALL SHRUB PLANTING AREAS. NEW PLANTING AREAS WITHIN THE ASPHALT AREAS TO RECEIVE A MINIMUM OF 12" OF APPROVED TOPSOIL.
- 4. ALL LANDSCAPE AREAS SHALL BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
- COORDINATE WITH GENERAL CONTRACTOR FOR THE PROTECTION AND WATERING OF EXISTING PLANT MATERIAL UNTIL THE NEW IRRIGATION SYSTEM IS OPERABLE.
- 6. SHRUB PLANTING AREAS SHALL BE MULCHED WITH 3" OF APPROVED BASALT CHIP MULCH UNLESS OTHERWISE NOTED. GROUND COVER AREAS SHALL BE DRESSED WITH 1" - 2" OF APPROVED BASALT CHIP MULCH UNLESS OTHERWISE NOTED. FINISHED GRADE OF MULCH SHALL NOT BE ABOVE OR MORE THAN 1" BELOW ADJOINING SURFACES.
- 7. LAWN AREAS SHALL BE SODDED.
- 8. PLANT SYMBOLS SHALL DICTATE COUNT.
- 9. WHERE DISCREPANCIES ARE FOUND BETWEEN PLAN AND SPECIFICATION INFORMATION, THE MORE RESTRICTIVE OF THE TWO SHALL APPLY.

REFERENCE NOTES SCHEDULE

BOL	DESCRIPTION	<u>QTY</u>	DETAIL
	EXISTING VEGETATION TO REMAIN	3,307 SF	
	REFER TO WETLAND RESTORATION PLAN, PREPARED BY OTHERS	29,184 SF	
	PARKING / ASPHALT AREA	144,663 SF	
	NEW INTERNAL LANDSCAPE ISLAND. ISLAND TO BE CUT INTO EXISTING ASPHALT PARKING LOT. CUT AND REMOVE EXISTING ASPHALT AND/OR CONCRETE CURBING AND BASE MATERIAL TO A DEPTH OF 1'. INSTALL NEW TOPSOIL AND MULCH IN THESE AREAS.	7,339 SF	
	EXISTING LANDSCAPE ISLAND, EXISTING VEGETATION AND IRRIGATION TO REMAIN.	20,285 SF	
	PERIMETER LANDSCAPING	6,130 SF	

LANDSCAPE AREA CALCULATIONS:

27,624 SF

PARKING LOT AREA:144,663 SFNEW INTERNAL LANDSCAPE ISLAND AREA:7,339 SFEXISTING LANDSCAPE ISLAND AREA:20,285 SF

TOTAL INTERNAL LANDSCAPE AREA:

S P V V LANDSCAPE ARCHITECTS 1908 W NORTHWEST BLVD, STE A SPOKANE, WA 99205

> 509.325.0511 www.spvv.com



CONSULTANT:

PROJECT NUMBER: 2152 U-HAUL RUSTLE ROAD BUFFER IMPROVEMENTS RUSTLE ROAD SPOKANE, WA

A T E	DL T TCS
SHEET I	DRAWN BY:
SI	HECKED BY:

0 40 80 120 feet 1" = 40'





Revisions





ction area. See

GR 1

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

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

3- No pruning shall be performed except w enormed advariat

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

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

Kerk Ca

Tree Protection fence: High density polyethylene fencing with 3.5" x 1.5" openings: Color-

openings; Color-orange. Steel posts installed at 8' o.c.

2" x 6' steel posts or approved equa 5* thick layer of mulch.

Maintain existing grade with the tree protection fence

unless otherwise indicated on the

URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE

Crown drip line or other limi of Tree Protect

Ehrz.

SECTION VIEW

TREE ROTECTION AREA

S-X TREE PROTECTION

8.5" x 11" 8.5° x 11° sign laminated in plastic spaced every 50° along the fence. ness

CITY OF SPOKANE PLANTING NOTES:

- THE CONTRACTOR SHALL PLANT ALL TREES AND SHRUBS ACCORDING TO DETAIL V-101 AND V-102 AFTER PLANTING IF TREES ARE UNSTABLE STAANSO MAY BE USED BUT ONLY AS NECESSARY: A 15 MONTHS ALL STAANSO MATERIAL SHALL BE REMOVED, IF TREE IS STILL UNSTABLE AFTER 6 MONTHS, TREE MAY, INEG TO BE REPLACED.
- 2. PRIOR TO STREET/PUBLIC TREE INSTALLATION. PRUNING (CROWN/ROOT) PRICK TO STREET POINTS. THE PRI ALL ATTER, PROTING CRAWWINGCO OR REMCYAL, OR REMCYAL, PLASE HAVE THE CONTRACTED LICENSED ARBORIST SUBMIT A COMPLETED PUBLIC TREE PERMIT APPLICATION AT LESST 10 DAYS PRICK TO WORK BEIND PERFORMED FOR THIS PROJECT TO INCLUDE CERTIFIED ARBORIST INFORMATION AND START AND COMPLETION DATES.
- Construction Information Distribution Prove Existing on Nexu Y Construction Information Distribution Prove Existing on Nexu Y Construction Information Provided Technology (Structure) Construction Provided Construction Provided Technology (Structure) Structure Construction Provided Construction Provided Construction Information Provided Construction Construction Provided Construction Construction Provided Construction Provided Constr
- 4 ANY SUBSTITUTIONS OF PUBLIC STREET TREES MUST HAVE WRITTEN APPROVAL FROM URBAN FORESTRY PRIOR TO INSTALLATION.
- INSTALL TREE PROTECTION FENCING PER CITY OF SPOKANE STANDARDS AND SPECIFICATIONS AROUND ALL TREES TO REMAIN PRIOR TO ANY SOLISITE/DEMO WORK, FENCING TO REMAIN INTACT THROUGHOUT ALL PHASES OF CONSTRUCTION.
- 6. HIRE LICENSED CERTIFIED ARBORIST TO SUBMIT TREE PERMIT AS STATED ON PLANS
- 7. ALL TREES AND SHRUBS ONSITE MUST BE PLANTED TO V-101 AND V-102 TREE AND SHRUB PLANTING DETAILS.

CITY OF SPOKANE PARKS SCRECREATION URBAN FORESTRY

Tree Protection Specifications for Development in the City of Spokane

1. General

The City of Spokane's Municipal Code requires that tree pruning planting, or removal work within the public right-of-way and on public property must be performed by a person or entity with a commercial tree license. (SWC 10.25.100)

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

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

All equipment to be used and all work to be performed must bein full compliance revision of the American National Standards Institute Z-133-201?, or as amended e with the most

Tree Protection Zone [TP2]
 For the purpose of protecting trees in the right of way during development, the contractor/developer may install the TP2 in accordance with the standards below.

The tree protection zone (TP2) will either be determined in the feld by Urban Forestry staff or established by the Contracted Arborist for approval by Urban Forestry staff prior to any excavation or work by the following method. The minimum TP3 shall be equal to the Critical Rootz (RO2) as defined by the international Society of Arboriculture (SN); an ara equal to Toot radius from the base of the tree's truck to exh1 is and of the res' similare at a 25 heradow galae (Erecer to a salameter at breast height or dah). TP2 molfications may be made due toconstruction objectives and site infrastructure only with pror authorization by Urban Forestry aff.

Mulch: The area within the TP2 shall be mulched with 1-2 inche of untreated wood chips, leaving a 1 toot radius from the trunk free of mulching materials, unless otterwise pre-approved by Urban Forestry staff.

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



Urban Forestry

www.SpokaneUrbanForestry.org

808 West Spokane Falls Blvd, • Spokane, Washington 99201-331 Phone: 509.363.5495 • Email: UrbanForestry@SpokaneCity.org www.SpokaneUrbanForestry.org



Urban Forestry www.SpokaneUrbanEgrestry.org

Temporary Fencing: Install temporary fencing; 3' tall minimum, orange plastic construction fencing per manufacturer's specifications, located as indicated or outsite the TV2 of trees to protect remaining vegetation from construction damage. Fencing must be maintained at all times during construction. Alternative or modified fencing material may be permitted with prior autorization by Urban Forestry. staff.

Removal of Hardscapes: Where equipment is necessary to rimove hardscapes in proximity of a protected tree, construction personnel must exhibit due care to ensure no damage occurs to the existing noist. If roots are encounteed in the demo area, consistiation with Urbergh Forestry staff or a Constacted Abonits is required to determine best management practice to meet construction and tree preservation adjectives.

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

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

808 West Spokane Falls Blvd. • Spokane, Washington 99201-3317 Phone: 509.3635495 • Email: UrbanForestry@SpokaneCity.org //www.SpokaneUrbanForestry.org

SPVV LANDSCAPE ARCHITECT 1908 W NORT

509.325.0511

PROJECT NUMBER 2132 U-HAUL RUSTLE ROAD RIMPROVEMENTS BUFFER





