Spokane Design Review Board

Wednesday, July 08, 2020
5:30-8:30 PM
Teleconference

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 – 5:40	**1)** Call to Order	Chair
	2) Roll Call	Dean Gunderson
	3) Changes to the Agenda?	Chair
	4) Motion to Temporary Suspend Rules	Chair

Workshop:

5:40 – 8:00	**5)** Northwest Middle School & Albi Stadium (Collaborative Workshop)
	• Staff Report..... 15-20 m
	• Applicant Presentation..... 40 m
	  ○ Northwest Middle School..... 20 m
	  ○ Albi Stadium..... 20 m
	• Public Comments and Board Q & A ..... 40 m
	• Board Discussion and Motion(s).....40 m
		Taylor Berberich

Board Business:

8:00 – 8:30	**6)** Approve the 6/17/2020 meeting minutes.	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, July 22, 2020**.**

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Design Review Board meeting will be held on-line

Members of the general public are encouraged to join the on-line meeting using the following information:

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

Join meeting

To participate by phone

Call: 1 (408) 418-9388
Enter: **146 458 2939** followed by **#** when prompted for a meeting number or access code. Enter **#** when prompted for an attendee ID

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

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

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

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

Meeting Process - Spokane Design Review Board

Call to Order

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

Board Workshop

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

Staff Report

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

Applicant Presentation

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

Public Comment *

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

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

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

Design Review Board Motions

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

Design Review Board Follow-up

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

Board Business

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

Other

- Chair asks board members if there is anything else.

Adjourn

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

Design Review Board – Meeting Minutes Draft

June 17, 2020
Online via WebEx
Meeting called to order at 5:31 PM by Kathy Lang

Attendance:

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

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

Changes to Agenda:

- None

Workshops:

- **Papillon South Tower: Recommendation Meeting**
- Chuck Horgan recused himself, as his firm has been involved with this project.
- Staff Report: Taylor Berberich
- Applicant Presentation: Licia LeGrant, Paz Ochoa, Bill LaRue (Bernardo|Wills)
- Kathy Lang closed public comment
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the June 17, 2020 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:

1. **The Board is in support of the inclusion of the raised speed table in the project's development as an integral component to Cataldo Alley and its connecting public ways to the Spokane Arena.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 4.4 Connections, TR Goal A: Promote a Sense of Place, TR 1 Transportation Network for All Users, TR 5 Active Transportation, TR13 Infrastructure Design, TR 15 Activation, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, 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, and PRS 2.2 Access to Open Space and Park Amenities.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, 2.3 Multi-Modal Circulation and Parking, and 2.4 Open Space, Public Realm and Streetscapes.*

   ***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-7 Install Pedestrian-Friendly Materials at Street Level, and D-7 Design for Personal Safety and Security.*

2. **The Board supports the Applicant's efforts to activate Cataldo Alley and provide a safe, major crossing point connecting the Papillon South Tower development to the Spokane Arena, Sportsplex and Riverfront Park, as presented.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 1.9 Downtown Land Use, LU 2.1 Public Realm Features, LU 4.4 Connections, TR Goal A: Promote a Sense of Place, TR 1 Transportation Network for All Users, TR 5 Active Transportation, TR13 Infrastructure Design, TR 15 Activation, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, 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, and PRS 2.2 Access to Open Space and Park Amenities.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, 2.3 Multi-Modal Circulation and Parking, and 2.4 Open Space, Public Realm and Streetscapes.*

   ***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-7 Install Pedestrian-Friendly Materials at Street Level, and D-7 Design for Personal Safety and Security.*

3. **The Board supports the Applicant's efforts to provide a protected bike lane on Howard Street consistent with the Bicycle Master Plan.**

   Please see City of Spokane Comprehensive Plan Goals and Policies:
   LU 1 City-wide Land Use, LU 5.1 Built and Natural Environment, TR Goal A: Promote a Sense of Place, TR Goal B: Provide Transportation Choices, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, ED 8.3 Recreation and Tourism Promotion, DP 2.6 Building and Site Design, DP 2.5 Character of the Public Realm, N 4.1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, BMP 5 Fund/Implement Bike Master Plan, and PRS 5.1 Recreation Opportunities.

   Please see Downtown Plan Strategies:
   2.3 Multi-modal Circulation and Parking and 2.4 Open Space, Public Realm, and Streetscapes.

   Please see Downtown Design Guidelines:
   B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-3 Respect Historic Features that Define Spokane, and D-7 Design for Person Safety and Security.

4. **The Applicant is encouraged to continue developing the building design at both macro and micro scales where abutting the adjacent existing Park Building particularly at the south elevation. The Applicant may consider material change, material orientation, planar change, discreet detailing, or other design strategies to create a more intentional joining of the existing and new buildings.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.5 Compatible Development, and DP 2.6 Building and Site Design.*

   ***Please see the following Downtown Plan Strategy**: 2.2 Built Form and Character.*

   ***Please see the following Downtown Design Guidelines**: A-1 Respond to the Physical Environment, B-3 Reinforce the Urban Form and Architectural Attributes of the*

Immediate Area, B-4 Design a Well-proportioned and Unified Building, D-3 Respect Historic Features that Define Spokane, and D-4 Provide Elements that Define the Place.

5. **The Applicant is encouraged to revisit the sidewalk paving patterns provided along the Howard Street sidewalk as it crosses Cataldo Alley to better meet the intent of SMC 17C.124.280(F) by discouraging vehicular trespass and strengthening the perception of the Alley as a pedestrian realm.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 3.5 Mix of uses in Centers, LU 4.4 Connections, LU 5.5 Off-Site Impacts, TR Goal A: Promote a Sense of Place, and TR 1 Transportation Network for All Users.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, 2.3 Multi-Modal Circulation and Parking, and 2.4 Open Space, Public Realm and Streetscapes.*

   ***Please see the following Downtown Design Guidelines**: A-1 Respond to the Physical Environment, C-1 Promote Pedestrian Interaction, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.*

   ***Please see the following Spokane Municipal Code**: SMC 17C.124.280(F) Site Access and Curb Cuts, Driveway Paving Across Sidewalks.*

6. **The Applicant shall continue to develop and implement the hardscape design for Cataldo Alley as presented, during the Papillon South Tower phase, regardless of the timeline for future phases.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 3.5 Mix of uses in Centers, LU 4.4 Connections, LU 5.5 Off-Site Impacts, TR Goal A: Promote a Sense of Place, and TR 1 Transportation Network for All Users.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, 2.3 Multi-Modal Circulation and Parking, and 2.4 Open Space, Public Realm and Streetscapes.*

   ***Please see the following Downtown Design Guidelines**: A-1 Respond to the Physical Environment, C-1 Promote Pedestrian Interaction, D-7 Design for Personal Safety and Security, and E-3 Minimize the Presence of Service Areas.*

Drew Kleman moved to approve the recommendations as written; Grant Keller seconded. Motion carried, with one recusal. (7-0)

* Chuck Horgan rejoined the meeting.

Public Comment:

- None received

Board Business:

- **Approval of Minutes:** Minutes from the May 27, 2020 meeting approved unanimously, after two corrections (changing "advisory actions" to "recommendations" in the motion on page four, and adding "Written comments were received and included in the staff report and comment log." under Public Comments).

Old Business:

- None

New Business:

- None

Chair Report –

- None

Secretary Report – Dean Gunderson

- We received submittals for both Albi Stadium and Northwest Middle School projects. Both projects will be combined in a joint collaborative workshop, but each project will come in separately for their own recommendation meeting. The joint collaborative workshop is on deck for the July 8th DRB meeting.
- There is no application for next week's regularly scheduled meeting, but there was discussion about having an ad hoc committee meeting to meet and review the street standards the City has been working on. Inga Note would present to the committee.

Kathy Lang moved to form a Street Standards Ad Hoc Committee to meet next Wednesday, June 24, 2020, the members being Grant Keller, Ted Teske, Drew Kleman, Kathy Lang, Mark Brower, & Chuck Horgan; Mark Brower seconded. Motion approved (8-0).

Meeting Adjourned at 8:21 PM

Next Design Review Board Meeting scheduled for Wednesday, July 8, 2020

DESIGN REVIEW BOARD FILE NO.DRB 2011

Joe Albi Stadium and Northwest Middle School

1 - Program Review/Collaborative Workshop

Design Review Staff Report June 22, 2020

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicants:

Northwest Middle School:
Dana Harbaugh, NAC Architecture

Joe Albi Stadium:
Rustin Hall, ALSC Architects

ATTN: Greg Forsyth, Spokane Public Schools

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

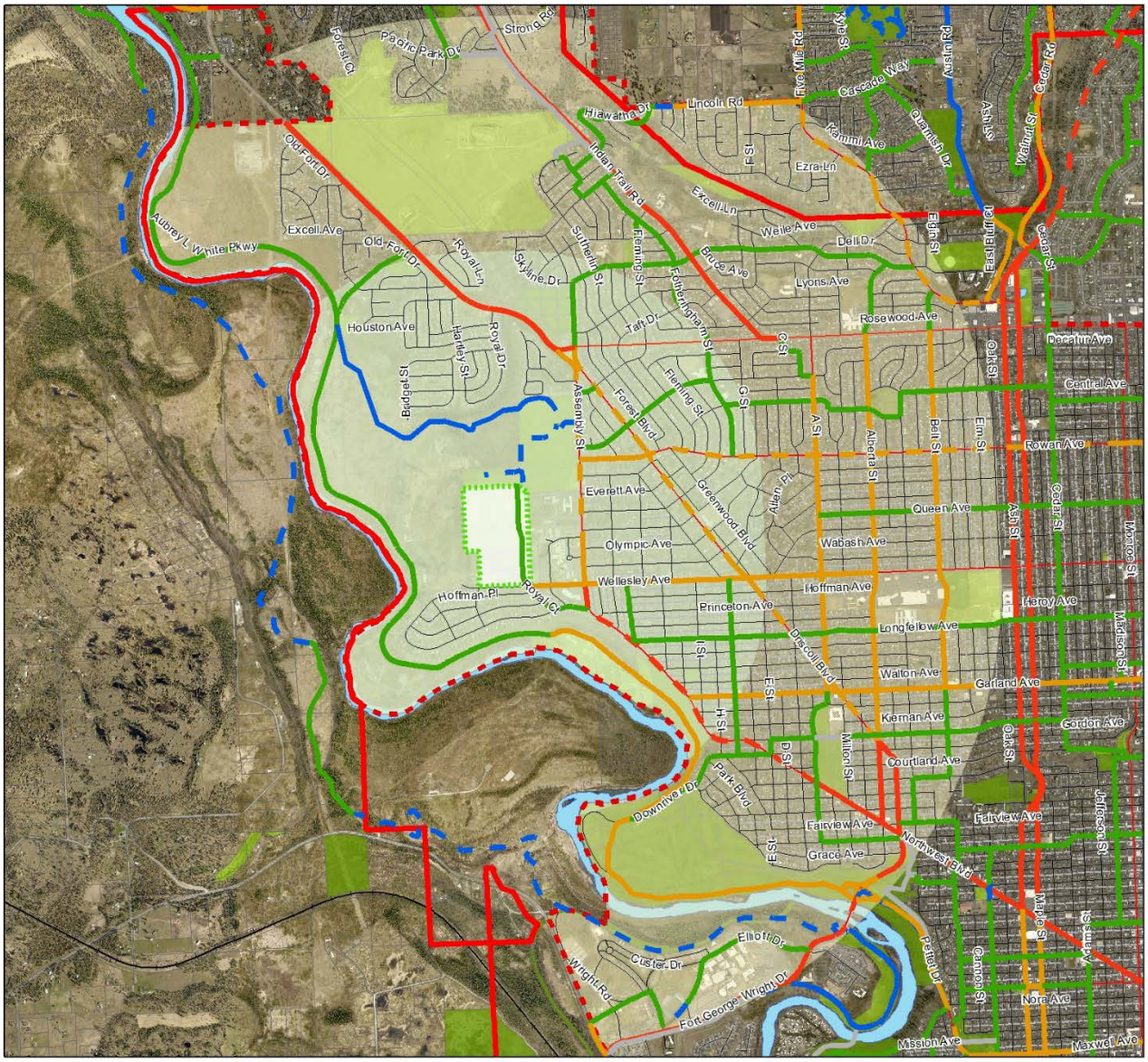
Under SMC **Section 17G.040.020 Design Review Board Authority**, all public projects or structures are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per Section 17G.040.080 **Design Review Board**

Recommendations.
Recommendations of the Design Review Board will be forwarded to the Planning Director and the chair of the Northwest Neighborhood Council.

Project Description

Please see applicant's submittal information.

Greater Vicinity



Legend

Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Shared)
- High Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Nothing
- Soft Surface Path
- Shared Use Path

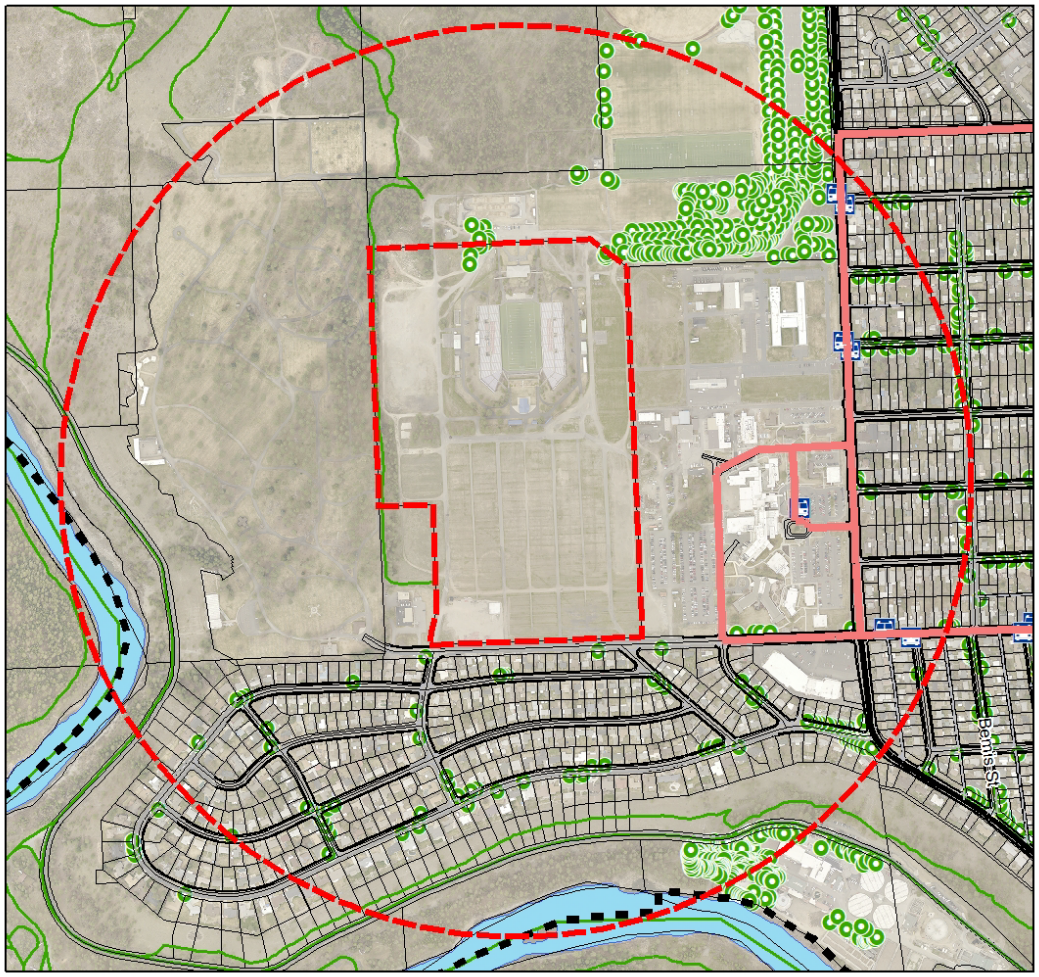
School Boundaries*

- Spokane School District #81 Boundary
- Northwest Middle School - Site Boundary
- Bussing Radius
- Walking Radius

*NOTE: These boundaries are not official Spokane Public Schools attendance maps. They have been generated by City of Spokane staff to represent approximate boundaries. The official boundaries are currently in process.

The map on the previous page displays the approximate bus service area for Northwest Middle School, as well as the current bike routes. (These are approximate, the school district is currently structuring the attendance maps for the new school).

Quarter Mile Radius



QUARTER MILE RADIUS: JOE ALBI STADIUM & NW MIDDLE SCHOOL

Legend

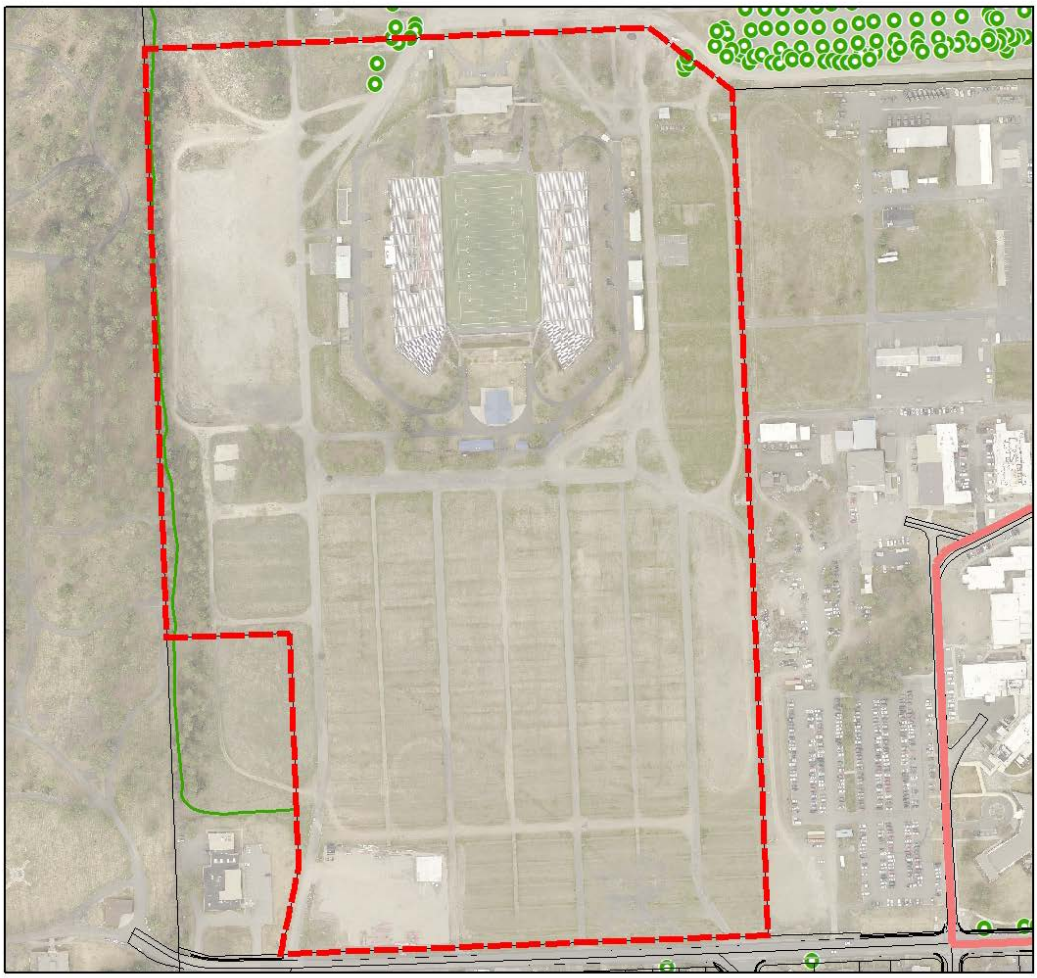
- STA Bus Route
- STA Bus Stop
- Tree Inventory

N
W E
S

The property is bordered by the Fairmount Memorial Park to the west, a BMX park to the north, the Dwight Merkle Sports Complex to the northeast, the VA Hospital to the east, and a residential neighborhood to the south. The 22 bus route runs up Assembly Street to the east and does a loop through the neighborhood between Assembly and the VA Hospital. There are currently no direct walking paths to the stadium from the bus stops along Assembly, though there is a partial sidewalk from the bus stop on Wellesley and Assembly to the site. The sidewalk ends approximately 200 feet east of the site's south property line.

There are a few City of Spokane owned trees along the north property line of the site and the northeast corner. A trail runs along the western property line which is part of the Riverside State Park Trail System.

Character Assets



SITE CONTEXT: JOE ALBI STADIUM & NW MIDDLE SCHOOL

Legend

Trail

Tree Inventory

N

W E

S

Joe Albi Stadium will be renovated in-situ, and the new middle school will be positioned near the south property line. Parking for the stadium will be built between the two structures, with a perimeter loop two-way drive aisle for circulation between the uses.

Regulatory Analysis

Zoning Code Requirements

The site is zones Residential Single Family (RSF). The applicant will be expected to meet 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.

The Pre-Development report is attached at the end of this document.

Institutional Design Standards
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.110.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.110.510 through SMC 17C.110.590 follow SMC 17C.110.015, 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.

Northwest Middle School

(NAC Architecture) has written a statement for how they intend to comply with each standard. The following is taken from the applicant's submittal packet:

Residential Zone Design Standards SMC Section 17C.110:

Section 17C.110.515 Buildings along Street: A clear view corridor to the buildings' two entrances is maintained from the corner as one approaches the site. The parking lots are separated from the sidewalk with a planting buffer. The two main parking lots are also separated from each other to provide an inviting landscaped area for pedestrians to navigate from the street. All parking is designed with a single drive aisle to reduce the visual impact of over 120 parking spaces on the site. The building's main entry is facing the street and will include windows and doors.

Section 17C.110.520 Lighting: Lighting will be included in the parking lot, along pedestrian walkways and accessible routes of travel in accordance with these requirements. We intend to pursue a unified lighting concept with the Albi Stadium site.

Section 17C.110.525 Landscape Areas: The required building setbacks will be landscaped with an L3 buffer. The parking lot will also meet the requirements for internal landscaping. We intend to apply a unified landscape concept to the entire NWMS and Albi Stadium site.

Section 17C.110.530 Street Trees: Street trees will be provided to meet the requirements of 17C.200 SMC.

Section 17C.110.535 Curb Cut Limitations: No vehicle curb cuts will exceed 30 feet and the sidewalk pattern will continue across all curb cuts in accordance with these standards. The adjacent development at Joe Albi Stadium will share driveways with NWMS.

Section 17C.110.540 Pedestrian Connections in Parking Lots: Minimum 5 feet wide pedestrian connections will be provided from the Wellesley right-of-way to the parking lot and through the parking lot to the main building entrance. The pedestrian connections will be clearly defined per the requirement of this section.

Section 17C.110.545 Transition between Institutional and Residential Development: The exterior of NWMS Middle School is designed to include a large number of windows along both the ground and upper floors; and includes a variety of exterior materials and colors, as well as, additional architectural detailing of the exterior and entry canopies for added interest as required by this section.

Section 17C.110.550 Treatment of Blank Walls: There are no blank walls without windows adjacent to the streets.

Section 17C.110.555 Prominent Entrances: The entrances to the building are each delineated by large storefront and door entrance systems with an overhead canopy for weather protection.

Section 17C.110.560 Massing: See explanation of proposed design concept in the Project Summary and illustration of the concept included herein. Further development of the building is needed to finalize the understanding of this design concept.

Section 17C.110.565 Roof Form: The roof design relates to the design concept of the River Valley ridge as it steps along the elevation with varied parapet heights.

Joe Albi Stadium

(ALSC Architects)

The applicant provided a narrative on how they intend to comply with applicable standards:

Section 17C.110.520 Lighting: Lighting will be included in the parking lot, along pedestrian walkways and accessible routes of travel in accordance with these requirements. We intend to apply a unified lighting concept with the NW Middle School site.
Section 17C.110.525 Landscape Areas: The parking lot will meet the requirements for internal landscaping. We intend to apply a unified landscape concept to the entire NWMS and Albi Stadium site.
Section 17C.110.535 Curb Cut Limitations: No vehicle curb cuts will exceed 30 feet and the sidewalk pattern will continue across all curb cuts in accordance with these standards. The adjacent development at NWMS will share driveways with Joe Albi Stadium.
Section 17C.110.550 Treatment of Blank Walls: The applicant is exploring the use of masonry detailing to address treatment of walls facing public portions of the project. Along with use of multiple buildings to help break up the massing.
Section 17C.110.555 Prominent Entrance: The entrance to the stadium is delineated by large entry signage/billboard mechanism and lights.
Section 17C.110.560 Massing: The buildings massing will be scaled to pedestrian scale through masonry details, openings and canopies. The masonry base will be differentiated from the cap through roofing element and different materiality.

City of Spokane Comprehensive Plan

Comprehensive Plan link

CHAPTER 1: LAND USE

LU 1 CITYWIDE LAND USE

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

LU 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 4 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 5 DEVELOPMENT CHARACTER

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

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

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

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 6.2 Open Space: Identify, designate, prioritize, and seek funding for open space areas.

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 6.4 City and School Cooperation: Continue the cooperative relationship between the city and school officials.

LU 6.5 Schools as a Neighborhood Focus: Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.

LU 6.9 Facility Compatibility with Neighborhood: Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

CHAPTER 4: TRANSPORTATION

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

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

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY

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

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

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

TR 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 5 Active Transportation: Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

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

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

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

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 1 PRIDE AND IDENTITY

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

DP 2 URBAN DESIGN

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 2.4 Design Flexibility for Neighborhood Facilities: Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

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

CHAPTER 9: NATURAL ENVIRONMENT

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

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

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

CHAPTER 11: NEIGHBORHOODS

N 2 NEIGHBORHOOD DEVELOPMENT

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

N 4 TRAFFIC AND CIRCULATION

N 4.1 Neighborhood Traffic Impact: Consider impacts to neighborhoods when planning the city transportation network.

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 5 OPEN SPACE

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

Topics for Discussion

To address the Institutional Design Standards and Comprehensive Plan Policies listed in the staff report, staff would offer the following for consideration and discussion:

Overall Site:

1. Would making the circulation drive a one-way south-bound (for a counter clockwise circulation around the middle school site) and turning the curb-cut onto Wellesley Ave. into a left-out only, improve exiting circulation – while minimizing the chance of vehicle traffic progressing south thru the neighborhood, and eliminating the chance of vehicles wrongly entering the parking lot's one-way drive aisle? Note: Only the intersection of Wellesley & Assembly is fully controlled (a four-

way stop with a flashing overhead traffic light) – the intersection of W Northwest Boulevard onto Assembly is only partially controlled (with a single stop sign onto assembly, and no stop signs on Assembly).

2. What is being called the western leg of the perimeter loop appears to indicate it will be a future public right-of-way to a housing development area north of the stadium and west of the Merkle Sports Complex. To what extent should the west leg of the perimeter loop be constructed to accommodate this potential future development?

Northwest Middle School

Neighborhood

1. Considering the residential neighborhood to the south of the school site, is there an opportunity to ensure any on-site lighting will not negatively impact residents?
2. As a number of households will have children travel to the Middle School by alternative transport methods (walking, bicycle riding, STA bus), is there an opportunity to improve walking and biking connectivity along Wellesley Avenue to the school site from Assembly Street (Route 22) and Driscoll Boulevard (Route 33). Note: There is no sidewalk on the south side of Wellesley west of the shopping center at the corner of Wellesley & Assembly, and the sidewalk along the north side of Wellesley ends approximately 230' east of the school site.

Site

3. *SMC Section 17C.110.515 Buildings along Street* includes the provision that "New development shall not have only parking between buildings and the street." The applicant states there will be a planting strip between the parking lot and the street. As the purpose of the design standard is to require that a development contribute to the liveliness of sidewalks by reducing the deadening impact of surface parking lots, does the board consider the applicant's proposed planting strip to be sufficient to provide the required liveliness, or should at least a portion of the school building have frontage along Wellesley Avenue as the standard implies? Note: The School District addressed this liveliness requirement at both Glover and Shaw Middle Schools by reducing the extent of the surface parking lot to less than the building frontage (Glover) or by relocating the surface parking lot to the side of the of the school (Shaw).

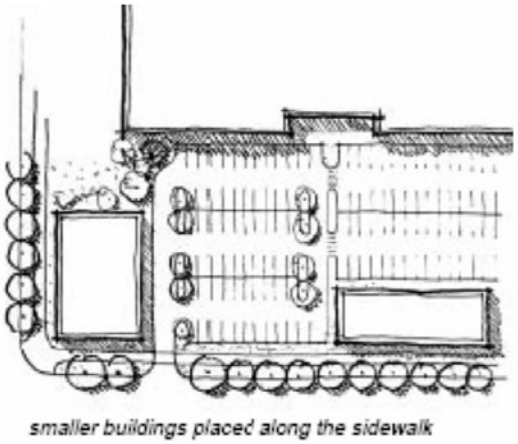
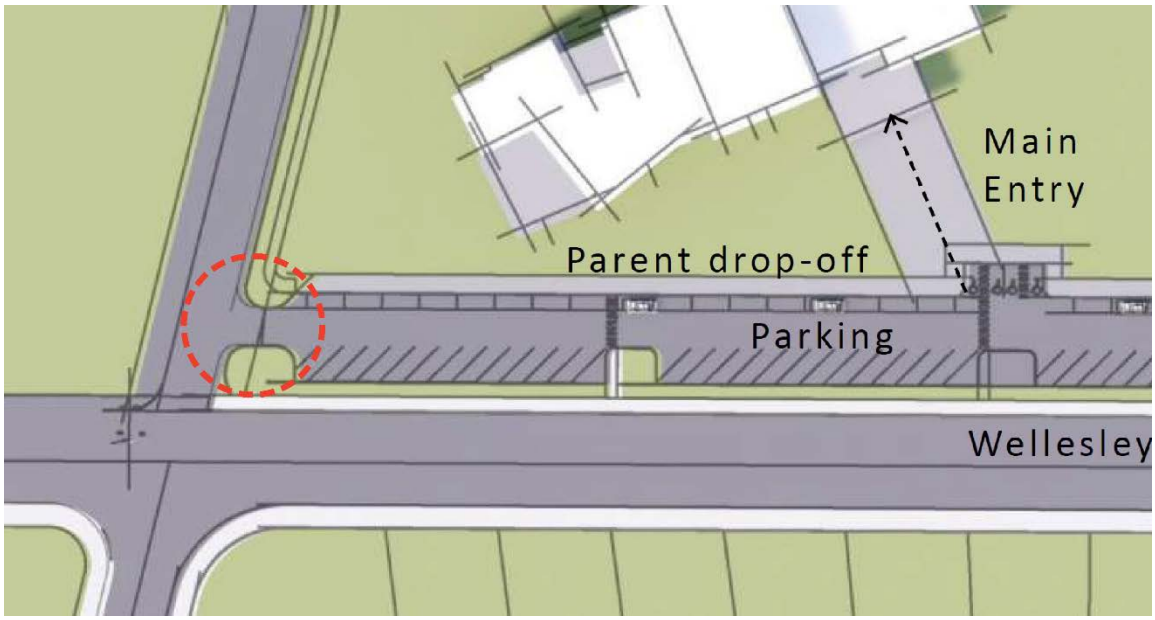


Figure 1. Contributing to the liveliness of sidewalks (SMC 17C.110.515.A)

4. The staff/visitor parking south of the school consists of angled parking and a one-way drive aisle that directs vehicles to a service road along the western portion of the site. Vehicles then have approximately 40' of distance to make a left-hand turn out of the parking lot to where the access road intersects with Wellesley, which only leaves enough stacking space for a maximum of two vehicles to queue on the perimeter access road. As this could result in vehicles getting backed up during high-volume events, does the board have any advice to the applicant to make the visitor parking lot circulation more efficient? For example, could the egress lane from the parking lot be shifted north to provide more stacking space on the private circulation drive before it connects to Wellesley? Could the parent drop-off/visitor parking lot be shifted to the east, which would allow the southwestern-most wing (academic neighborhood) to serve as a non-parking lot frontage (to meet the design standard mentioned in Topic for Discussion #3)? If so, the exit drive could gooseneck around the academic neighborhood, allowing it to intersect the perimeter drive further north (thus providing adequate stacking for high volume events).

5. Does the board have advice to provide the applicant regarding the design parti (River Valley: Western Ridge & Eastern Ridge) and how it might be applied throughout the site?



Building

6. Regarding roof forms, it appears as if the applicant is attempting to utilize terraced roof forms to comply with the design standard. Does the board have advice for the applicant regarding how this roof form may best fit within the overall theme (River Valley: Western Ridge & Eastern Ridge) proposed by the applicant?
7. Does the board have advice to provide the applicant regarding the design parti (River Valley: Western Ridge & Eastern Ridge) and how it might be applied throughout the architectural expression?

Joe Albi Stadium

Site

1. In the south parking area (patron parking) is there an opportunity to utilize the planting strips within the parking lots to provide safe pedestrian pathways from the parking lots to the stadium entrance?
2. In the north parking area (participant/team parking) is there an opportunity to utilize the planting strips within the parking lots to provide safe pedestrian pathways from the parking lots to the locker room entrances?
3. Does the board have advice regarding the lack of a design parti? For example, the Northwest Middle School does have an organizational theme (River Valley: Western Ridge & Eastern Ridge). The applicant has stated a desire to utilize some of the same lighting components as the Northwest Middle School, are there other elements that may be shared?

Building

4. Does the board have advice regarding the lack of a design parti, that may influence the architectural expression?
5. Though not strictly related to design review purview, staff observed only one elevator to the field level, which is located at the participant/team entrance to the stadium (locker room facility). Is there an opportunity to provide more improved field access for patrons without having to enter through the locker room facility?

N o t e

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.

P o l i c y B a s i s

Spokane Municipal Codes
City of Spokane Comprehensive Plan

Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Albi Stadium

To: Greg Forsyth
Spokane Public Schools
2815 E Garland Ave
Spokane, WA 99207
GregoryF@spokaneschools.org
Phone: 509-354-5775

From: Tami Palmquist, Facilitator
Phone: 509-625-6157

Project Name: Albi Stadium
Permit No.: B20M0057PDEV
Site Address: 4918 W Wellesley Ave
Parcel No.: 26344.0021
Meeting Date: Thursday, June 11, 2020

Thank you for attending a Pre-Development meeting with the City of Spokane. Below are notes summarizing the information that was presented to you at your meeting on Thursday, June 11, 2020. These notes are broken down into three sections:

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

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

Project Information:

A. Project Description: 5000 seat stadium and parking.
B. Scope and Size: The scope of work is the renovation of Joe Albi Stadium renovations, parking, and play fields.The total area of the project was not noted. The occupancy is A5.
C. Special Considerations: Sewer line through site, DRB and CUP
D. Estimated Schedule: Permit fall 2020 and occupy fall 2022.
E. Estimated Construction Cost: $26,000,000.

Section 1 – Comments Specific to the Building

Dermott Murphy - Building Official (509-625-6142):

1. The Plan Review will reflect the extent and completeness of the submitted documents. **Attached** is a listing (by discipline) of the plans, specifications, and engineering details which should be submitted.

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

1. Development Standards:
    a. Front yard setback: 15 feet from front property line
    b. Side yard setback: 5 feet
    c. Rear yard setback: 25 feet
    d. Lot Coverage: 2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.
    e. FAR: 0.5
2. Design Standards: Per *SMC 17C.110.500*
   This project must address Institutional Design Standards. Please refer to *17C.120.500* for institution design standards, which address:

    a. Section 17C.110.515 Buildings Along the Street
    b. Section 17C.110.520 Lighting
    c. Section 17C.110.525 Landscaped Areas
    d. Section 17C.110.530 Street Trees
    e. Section 17C.110.535 Curb Cut Limitations
    f. Section 17C.110.540 Pedestrian Connections in Parking Lots
    g. Section 17C.110.545 Transition Between Institutional and Residential Development
    h. Section 17C.110.550 Treatment of Blank Walls
    i. Section 17C.110.555 Prominent Entrances
    j. Section 17C.110.560 Massing
    k. Section 17C.110.565 Roof Form
    l. Section 17C.110.570 Historic Context Considerations
    m. Section 17C.110.575 Screening

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

1. The construction type was not noted.
2. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
3. Depending upon the scope of work, fire sprinklers may be required.
4. The building is not required to have a fire alarm system.
5. An emergency voice/alarm system with central monitoring is required for this building depending on the scope of work (IFC 907 amended with SMC 17F.080.110).
6. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.

7. Where a kitchen is provided with equipment that will produce grease vapor, a Class I kitchen hood is required and will be protected with a wet-chemical suppression system (IFC 609.2). In addition, a Class K fire extinguisher will be located no more than 30 feet from the area of grease cooking (IFC 906.1). The type of equipment that is considered to generate grease vapors is established by the International Mechanical Code.
8. Carbon dioxide systems are required to be reviewed and permitted with the Fire Department if the system has more than 100 pounds of CO2. A detection and alarm system may also be required.
9. Fire extinguishers are required for A, B, E, F, H, I, M, R-1, R-2, R-3 and S occupancies in accordance with IFC 906 – Table 906.3(1).
10. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
11. If the building is equipped with a Fire Department key box.

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

1. Please see the attached letter.

Section 2 – Comments Specific to the Site

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

1. **A Type II Conditional Use Permit for the new school, and modification to the stadium, will be required to be approved prior to any construction.**
2. **Design Review will be required as part of the CUP.**
3. Landscaping and Sidewalks:
    a. Separated Sidewalk with planting zone are required.
    b. Sidewalks, including interior pathways, shall have the minimum dimension of five feet. This dimension shall be applied to the clear, unobstructed pathway between the planting zone for street trees per SMC 17C.200.050 and building facades or parking lot screening.
    c. Irrigation is required as per *17C.200.100.*
    d. A six-foot wide planting area of L2 landscaping, including street trees as per 17C.200.050 are required along street frontages.
    e. Building setbacks and all other portions of a site not covered by structures, hard surfaces, or other prescribed landscaping shall be planted in L3 open area landscaping until the maximum landscape requirement threshold is reached (see *SMC 17C.200.080*).
4. Pedestrian Connections in Parking Lots
    a. Within parking lots containing more than thirty stalls, clearly defined pedestrian connections shall be provided:
        i. between a public right-of-way and building entrances;
        ii. between parking lots and building entrances pedestrian connections can be counted toward the amount of required landscaping.
    b. Pedestrian connections shall not be less than five feet wide.
    c. Pedestrian connections shall be clearly defined by at least two of the following:
        i. Six-inch vertical curb.
        ii. Textured paving, including across vehicular lanes.
        iii. A continuous landscape area at a minimum of three feet wide on at least one side of the walkway.

5. Parking:
    a. Please show parking calculations on your building plans when you submit for permit. Minimum and Maximum parking ratios are per *SMC 17C.230*.
        i. Minimum Ratio for junior high schools: one parking stall per classroom
        ii. Maximum Ratio for junior high schools: 2.5 parking stalls per classroom
6. Any new fencing will require a separate permit.

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

1. **A trip generation and distribution letter will be required for these combined projects for review with the CUP and SEPA.** Please submit turning movements for buses for the proposed driveway approaches. Could there be separate bus and emergency lanes designated and not combined with general traffic to the school and stadium?
2. Full frontage improvements are required along Wellesley Ave to include full pavement section to centerline with a 12' striped paved section south of centerline, curb, separated sidewalk with street trees, and street stormwater design. This must be designed by a WA licensed engineer to our City Design Standards.
3. All parking and maneuvering areas must be hard surfaced. All required parking, landscaping and onsite stormwater designs must be within the property lines and not in the public right-of-way.
4. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes and driveway approaches on the site plan. Please add parking calculations to the site plans for verification of ADA requirements.
5. The parking stalls must be striped to current standards, and accessible barrier free parking spaces and aisles must be shown and comply with the City of Spokane Standard Plan G-54 & B-80A. An accessible route of travel connecting to the nearest accessible entrances and to the public sidewalk is required, with a marked accessible route of travel. All barrier free spaces and aisles must be drawn and referece these standard plans and **must be added as details on the plans**. Note on the site plan the van-accessible stalls and the sign locations. The access aisle for van accessibility must be eight feet wide.
6. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
7. Any new or modified driveway access locations must be reviewed and approved by Traffic Engineering prior to permit issuance. All unused driveways must be removed and replaced with City standard curb and sidewalk.
8. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to the corner to verify there are no conflicts.
9. Regional pavement cut policy will be applicable. Confine illumination lighting to the site.
10. *"The City shall collect impact fees, based on the schedules in SMC 17D.075.180, or an independent fee calculation provided for in SMC17D.075.050, from any applicant seeking development approval from the City."* A transportation impact fee will be assessed for a 135,000sf middle school proposed in the Northwest Service Area calculated at $47.58/student for 781.4 students = $37,177.62 + $1,000.00 admin fee = $38,177.62. This fee must be paid with the other permit fees prior to issuance of the building permit

Tara Limon – Associate Transit Planner – STA (509-343-1692):

1. STA provides service on Wellesley with Route 22. The closest bus stop to the proposed project is at the intersection of Wellesley and Assembly. To facilitate pedestrian access to the bus stops please provide a sidewalk adjacent to the proposed development, at least on the north side of Wellesley Avenue.

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

1. There is a public sewer main that crosses the site with private sewer connections serving Dwight Merkel Park and a portion of the VA hospital site. Relocation of the public main while maintaining existing private sewer connections is proposed.
2. New commercial side sewer shall be PVC pipe at least six inches in diameter, have a minimum slope of two percent and 3.5 feet of cover where vehicular traffic passes over, two feet minimum in other areas. The tap must be in the mainline, not to a manhole. Sewer and Water separation requirements are 18 inches minimum vertical, five-foot minimum horizontal. Sewer cleanouts shall be installed every 100 feet and at every angle 45 degrees or greater.
3. A grease trap is required for restaurant/kitchen use. The design of these facilities is covered in the Uniform Plumbing Code.
4. A drain for the trash enclosure is required to be connected to sewer if there is food service. Hot running water needs to be available to the enclosure for cleaning
5. The project property is not located within the General Facilities Charge (GFC) Waiver Zone, so GFCs will be assessed.
6. Stormwater design requirements can be found in the Spokane Regional Stormwater Manual (SRSM) and City of Spokane Design Standards Section 6. In general, new developments, additions, plats and binding site plans, addition or replacement of any impervious surface, manufactured or mobile home parks will require a geotechnical site characterization (report) and drainage report/plan. Please include a detailed Site Plan or Civil Plans, which show and clearly delineate existing and proposed sewer, water, drainage structures, dry well types, swale bottom areas and property lines. Show proposed and existing pavement. The geotechnical report, drainage report and civil plan must be stamped and signed by an engineer licensed in the State of Washington.
7. Combining landscape and stormwater treatment areas per Washington State Department of Ecology (DOE) low impact development (LID) guidelines is allowed. The link to DOE LID resources can be found at:
   http://www.ecy.wa.gov/programs/wq/stormwater/municipal/LID/Resources.html
8. Any drywells and subsurface drainage galleries (existing and proposed) for the site must be shown on the plans and registered with the Washington State Department of Ecology (DOE). Please send a copy of the completed registration form to the City of Spokane Development Services Center. See the following link at the Department of Ecology (DOE) website for information about the Underground Injection Control (UIC): https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program
   Note all new projects must submit a UIC registration to Ecology at least 60 days prior to commencing UIC well construction. Ecology's approval of the registration is required prior to construction of a new UIC well.

9. Most land-disturbing activities require an Erosion and Sediment Control (ESC) plan. Land-disturbing activities are activities that result in a change in existing soil cover (vegetative or non-vegetative) or site topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing and grubbing, grading, and logging. An ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to the Development Services Center for review and acceptance prior to construction of said phase. See Section 9 of the SRSM for ESC requirements and applicability. The following link provides information on ESC training and certification programs:
   https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Certified-erosion-sediment-control

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

1. Site fire flow and the number of required fire hydrants is determined by the total fire area and the construction type using IFC Table B105.1 and Table C105.1
2. There are seven existing fire hydrants in the area that meet the code requirements for this project.
3. Site fire flow will be required to be maintained or provided during construction.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).
8. Streets with a minimum clear width less than 28 feet are required to be provided with “No Parking” signs on both sides of the street.
9. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height will be required to have a Fire Aerial Access lane of 26 feet wide along at least one full side of each building (IFC D105.2). The fire aerial lane is required to be a minimum of 15’ and a maximum of 30’ from the building along the full length of the side of the building.
10. The proposal appears to meet the requirements of the Fire Code for fire access, but further review will be necessary with more detailed plans.
11. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).

12. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48' from the edge of pavement. Gate openings will be a minimum of 14' wide, and open gates will not obstruct access to structures.

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

1. There is an existing eight-inch private water main running through the parcel. It is assumed that this will be utilized for the project.
2. The City of Spokane Water Department Cross Connection Control and Backflow program rules and regulations shall be followed in accordance with Washington Administrative Code (WAC 246-290-490) and the City of Spokane Municipal Code 13.04.0814.
3. This parcel falls outside of our General Facilities Connection Waiver zone, therefore, General Facilities Charges will apply if new water taps are made. See Section 13.04.2042 in the Spokane Municipal Code.
4. Calculated static water pressure is approximately 86 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
5. A utility site plan illustrating new water lines and/or services to be installed shall detail the location of new tap(s) and meter(s) prepared by a Professional Engineer licensed in the State of Washington. Water Department plan reviewers and inspectors will ensure that any new water line(s) and Service line(s) needing backflow assemblies are installed in accordance with applicable rules and regulations. Water Department Water Service Inspectors, (north side) Harry Ward (509) 625-7845, (south side) Ryan Penaluna (509) 625-7844 will review submitted plans and inspect on-site construction. Water Department Cross Connection Control Specialists, Donovan Aurand (509) 625-7968 and Lance Hudkins (509) 625-7967, will review any backflow assemblies where required.
6. Taps and meters can be purchased at Developer Services Center, located on third floor of City Hall -Spokane. Size of service(s) shall comply with International Plumbing Code. Tap, meter, and connection fees will comply with section 13.04 of SMC. Tapping of the water main and installation of new meters shall be done by City forces. All excavation and restoration is the owner's responsibility. All trenches and/or excavations must comply with current W.A.C. #296-155 part N. No City of Spokane employee will be permitted into any trench and/or excavation without proper shoring or sloping, no exceptions. Please see Water Department Rules and Regulations for information about tap and meter sizes and sewer/water separation requirements.

Rick Hughes – Solid Waste (509-625-7871):

1. The plan shows an enclosure for a single container. An enclosure for a single container must be 12 feet wide by 10 feet deep with a clear width opening of 12 feet. The collection vehicle for this location will be a front loading truck. It appears the refuse truck must make a 90 degree turn to access the enclosure. Please provide drive isle and parking lot widths and dimensions to help determine if the truck can access the enclosure with a 90 degree turn.

Becky Phillips – Urban Forestry (509-363-5495):

1. Please see the attached letter.

Section 3 – General Information and Submittal Requirements

1. Plan requirements are as shown on the attached "Commercial Application Submittal Requirements". For the permit intake submittal, please provide an electronic copy of the **All plan sets along with reports and supporting documents**. Plan sets shall include all plans created for this project: cover sheet, architectural, structural, plumbing, mechanical, electrical, civil engineered plans, landscaping and irrigation drawings. Plans are required to be stamped and sealed by an architect, landscape architect, or engineer licensed to do business within the State of Washington. All reports and supporting documentation noted in departmental comments will also be required for the permit intake submittal (i.e. NREC, drainage report, geotechnical site characterization, critical materials list, etc.). Please note that plans may be provided in multiple logically separated files to help manage files sizes as excessively large (i.e. separated by discipline, by building vs site, etc.).
2. Please provide an electronic copy of site plans showing dimensions, ***property lines, and City Limits***, relative topography, all on-street signs and street markings, any new and existing frontage improvements, all structures, on-street storm drainage facilities, sidewalks, curbs, parking calculations and dimensions, dimension existing roadway, new and existing driveways and their locations, and other relative information. Show all existing topography in the public right-of-way such as street signs, water valves, hydrants, etc. All required landscaping must be within the property lines and not in the public right-of-way.
3. An Intake Meeting handout was provided to you in your packet at the Pre-Development meeting. Please call (509) 625-6300 to schedule an Intake Meeting to submit plans for a new commercial/industrial building, an addition to an existing building, a change-of-use, or a parking lot. Appointments must be made at least 24 hours in advance and can be scheduled for Monday through Thursday.
4. Please provide a complete set of plans to Spokane Regional Health District if food and/or beverage handling business is planned.
5. If you would like a full Certificate of Occupancy on any portion of the permit prior to completion of the other phases, it is required to file separate permits for each phase. An additional $250 fee will be assessed for a Temporary Certificate of Occupancy and/or a Temporary Certificate of Occupancy extension per SMC 8.02.031M.
6. For additional forms and information, see my.spokanecity.org.

SPOKANE PUBLIC SCHOOLS

JOE ALBI STADIUM REPLACEMENT

CITY OF SPOKANE DESIGN REVIEW BOARD

JULY 8, 2020

ALSC ARCHITECTS

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alscarchitects.com

We bring our clients' stories to life.

ARCHITECTURAL NARRATIVE

Background

The original stadium, named through a public naming campaign "Spokane Memorial Stadium", held its inaugural game on September 15, 1950 with a seating capacity of 25,000. The stadium was renamed "Joe Albi Stadium" in Spring of 1962 after the local sports booster who spearheaded the effort to construct a stadium for the residents of Spokane, Washington. The current use of the stadium is primarily for high school football competitions. Following the installation of a new artificial turf field, there has been ongoing effort to reimagine and revitalize the facility. Spokane Public Schools received Voter approval of a Capital Facility Improvements Bond with direction to construct a new stadium on the existing Albi Stadium property in 2018.

Owned by Spokane Public Schools, Joe Albi Stadium is looking to provide a more intimate spectator experience for high school sports. The plan is to reduce the overall seating count from 25,000 plus to 5,000-6,000 seats, right sizing the facility for the School District's use. South of the stadium complex is land for construction of a new Middle School.

Primary access to the site will be from Wellesley Street by creating a new private drive along the eastern edge of the site and developing a right-of-way on the western edge of the site. Secondary access is planned to be accessed from North Assembly Street. Overall, access is mindful of the new middle school so that both facilities will function independently of one another, while considering shared amenities such as parking, flow, utilities, and access.

Design

Several factors contribute to the overall orientation of the buildings, stadium, and site parking. Site influences such as solar and wind were used to determine the correct orientation of the field. North-south we focused on the press box, and determined that it is best located on the west side of the stadium due to solar considerations. This naturally led to the home stand placement on the west as well. Most of the parking, ticketing, entrance, concessions, and restrooms have been weighted toward the west serving the 3,000 seat home and 2,000 visitor stands. Allowing for the visitor side to be sectioned off for events with lower attendance.

Maintaining the recessed bowl is a unique characteristic for a high school football stadium. By continuing to utilize the bowl, the stadium orientation remains in the north-south direction. Removing the east and west earthen seating sections above the grade line will improve sightlines for supervision while creating an environment that has a more intimate feel. Removal of the berms will also present a dynamic view of the entire performance field and stadium as fans enter.

Zoning of spectators and players/coaches was a critical factor in the layout of the facility. Spectator access is limited to the north, roughly at the north endzone, while allowing event management staff and team/coaching access around the stadium. Bus drop-off and locker rooms are located beyond the north endzone. Coaching/management/employee parking is provided north of the locker room.

Competition Field Sizes: An inventory of local fields was taken to arrive at the competition field sizes for soccer, football and lacrosse. Safe runout space is provided, with ample area for cheerleaders and players to co-exist. Five playfields outside of the stadium have been planned; one will be provided as a part of this project with the remaining fields provided in the future.

Sightline studies were completed to confirm that the proposed stadium bowl seating is appropriate for all sports. Sightlines were studied to set the height/rise/run of the raised seating section and press box. Due to lower attendance of soccer and Junior Varsity sports, it was decided that the upper seating section would be designed for Football viewing only. While still allowing the press Box to be utilized for other sports.

Community amenities such as a playground, food truck zone, booster concessions and a selfie platform, integral with flagpoles, have been designed to add to the gameday experience for all fans while providing flexibility to serve various spectator capacities. The stadium, concessions, restrooms, and concourses will be surrounded by security fencing to enclose the stadium.

Parking areas have been designed to be zoned for large to small scale event capacities. Gates have been located strategically to aid in zoning. The parking capacity has been designed to meet the City of Spokane minimum design guidelines for an athletic stadium project (1 stall per 8 seats).

DESIGN PRINCIPLES

Unite:
- Spokane Public Schools
- Spokane Community
- Youth Sports

Identity:
- Individual High Schools
- School District
- Regional Competition
- History

Athletic Campus:
- New Middle School
- Stadium Facilities
- Dwight Merkel Sports Complex

Partnerships:
- City Departments
- Local Organizations

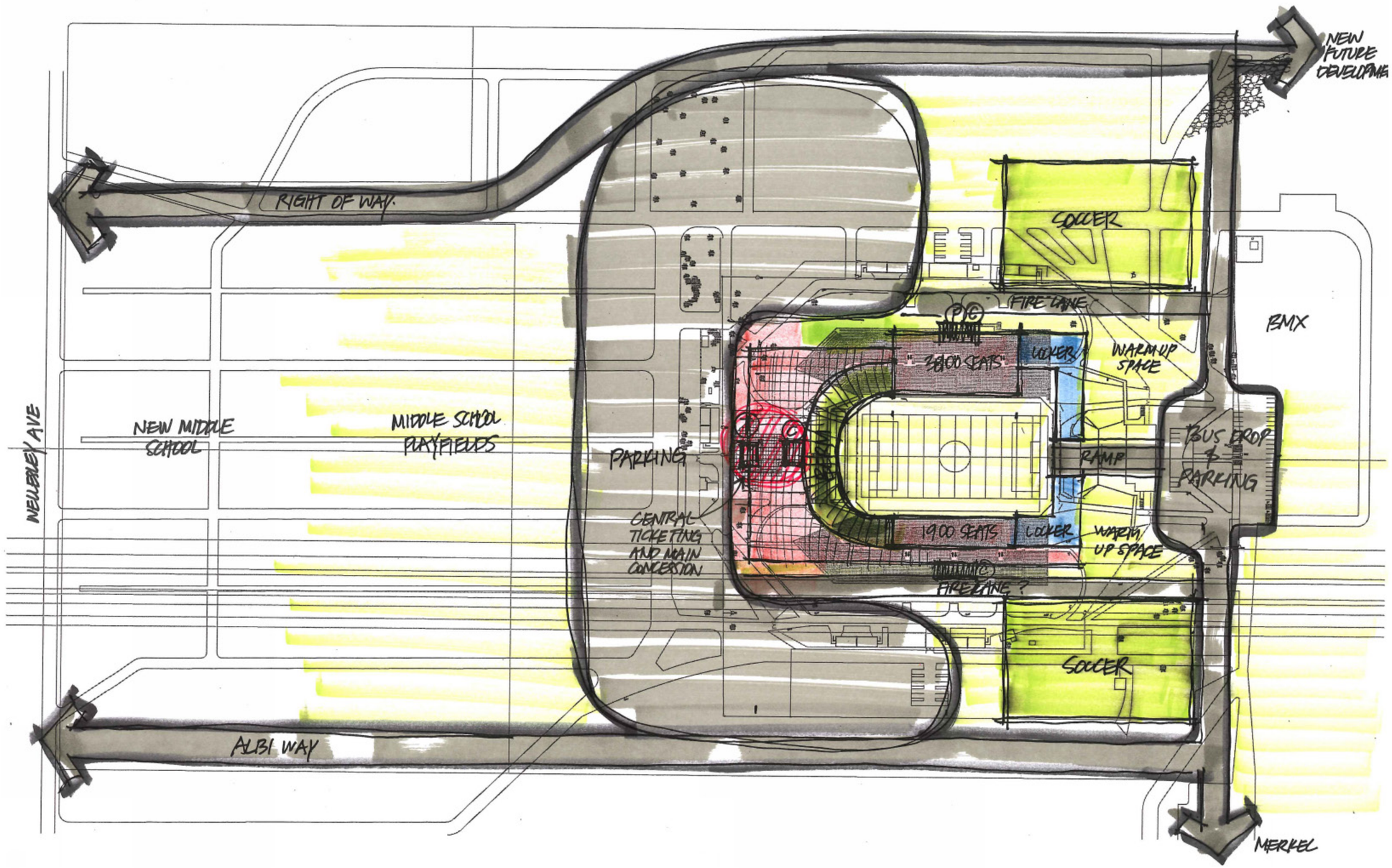
Game Day Experience:
- Spectators
- Players
- Coaches/Trainers
- Performers

Multi-Use:
- Field Sports
- School District Events (Graduation, Marching Band)
- Other Outside Users

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

SITE ANALYSIS NEIGHBORHOOD

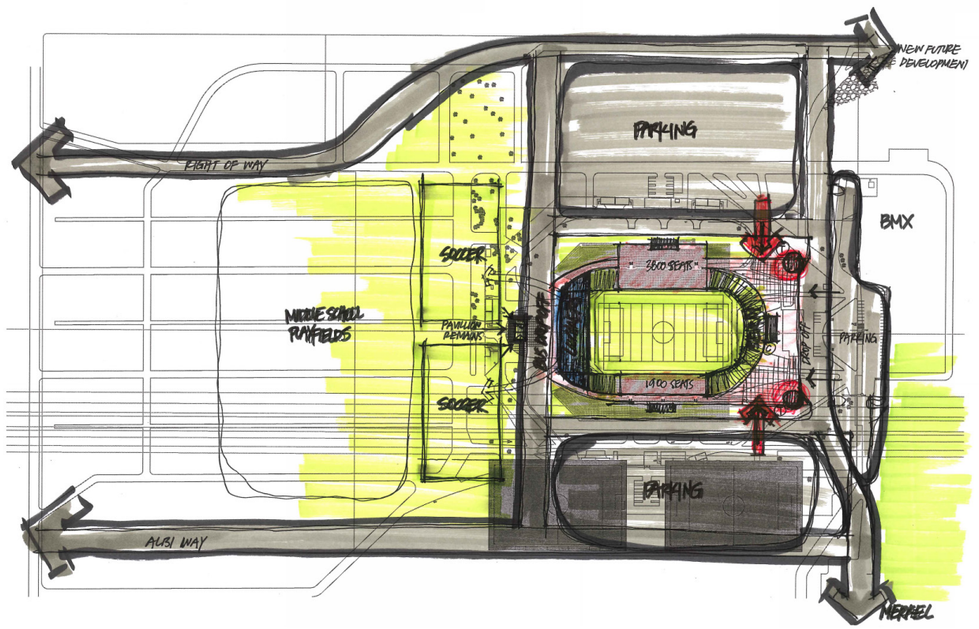
A diagram that notes neighborhoods surrounding the Albi complex for reference.

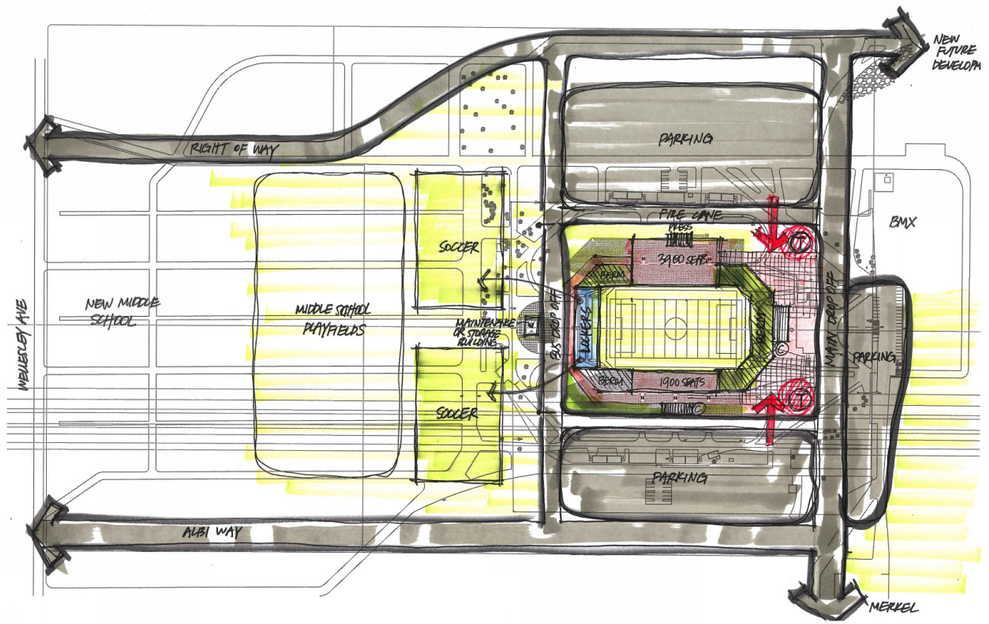

NEW FUTURE DEVELOPME
RIGHT OF WAY
SOCCER
FIRE LANE
BMX
3800 SEATS
LOCKER
WARM UP SPACE
NEW MIDDLE SCHOOL
MIDDLE SCHOOL PLAYFIELDS
PARKING
RAMP
BUS DROP & PARKING
NEWBERRY AVE
CENTRAL TICKETING AND MAIN CONCESSION
1900 SEATS
LOCKER
WARM UP SPACE
FIRE LANE ?
SOCCER
ALBI WAY
MERKEL

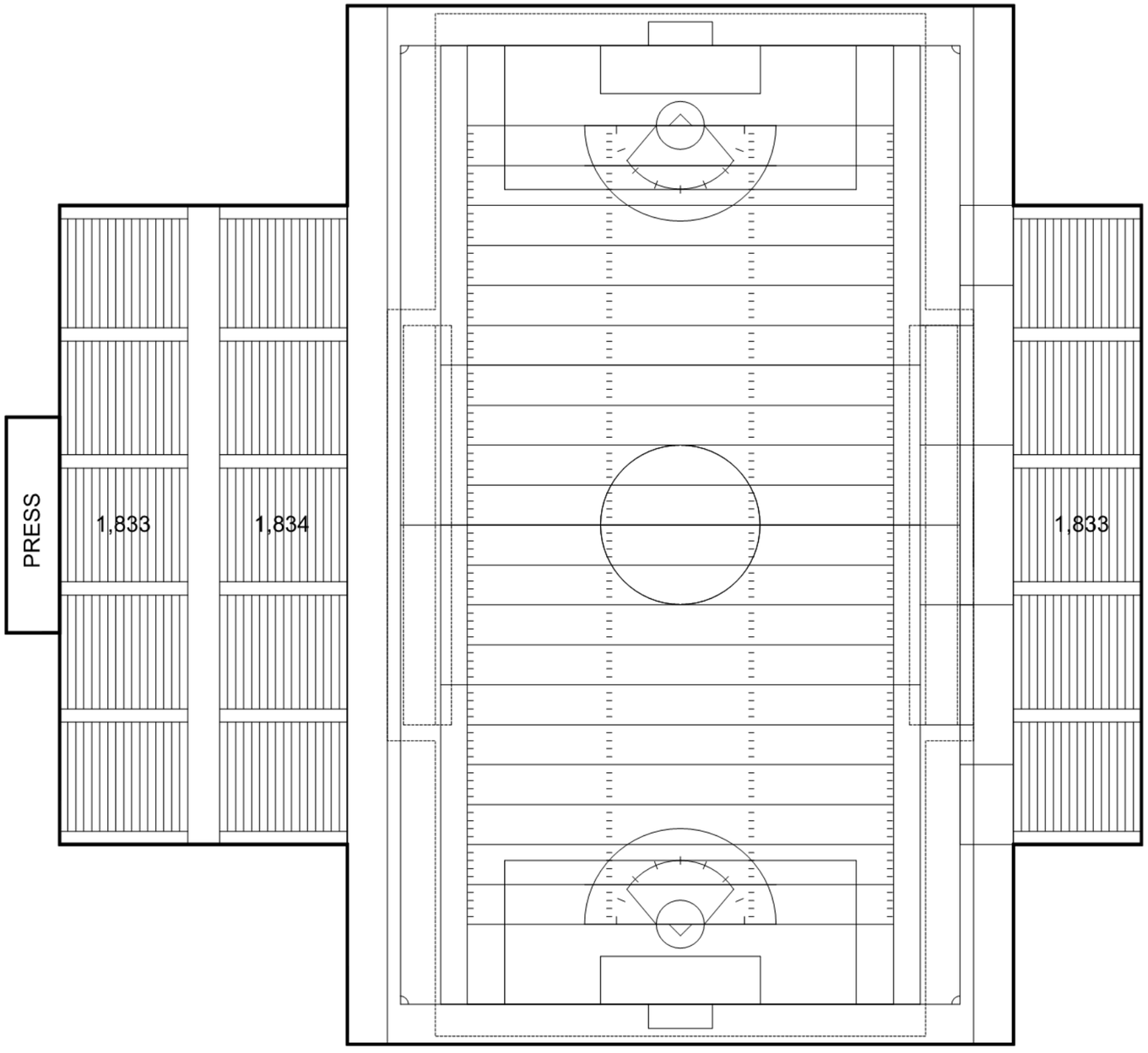
EXPLORATIONS SITE STUDIES

Initially a variety of options were studied in order to discuss possibilities (pros/cons). The diagram to the left inspired our solution based on the following:

- Arrival and Entry sequence visible from Wellesley Avenue.
- Auto and pedestrian flow based on the arrival sequence.
- Safety/separation of spectators and players.
- Proximity of playfields to Merkel.
- Bus access/drop-off through the Merkel complex.





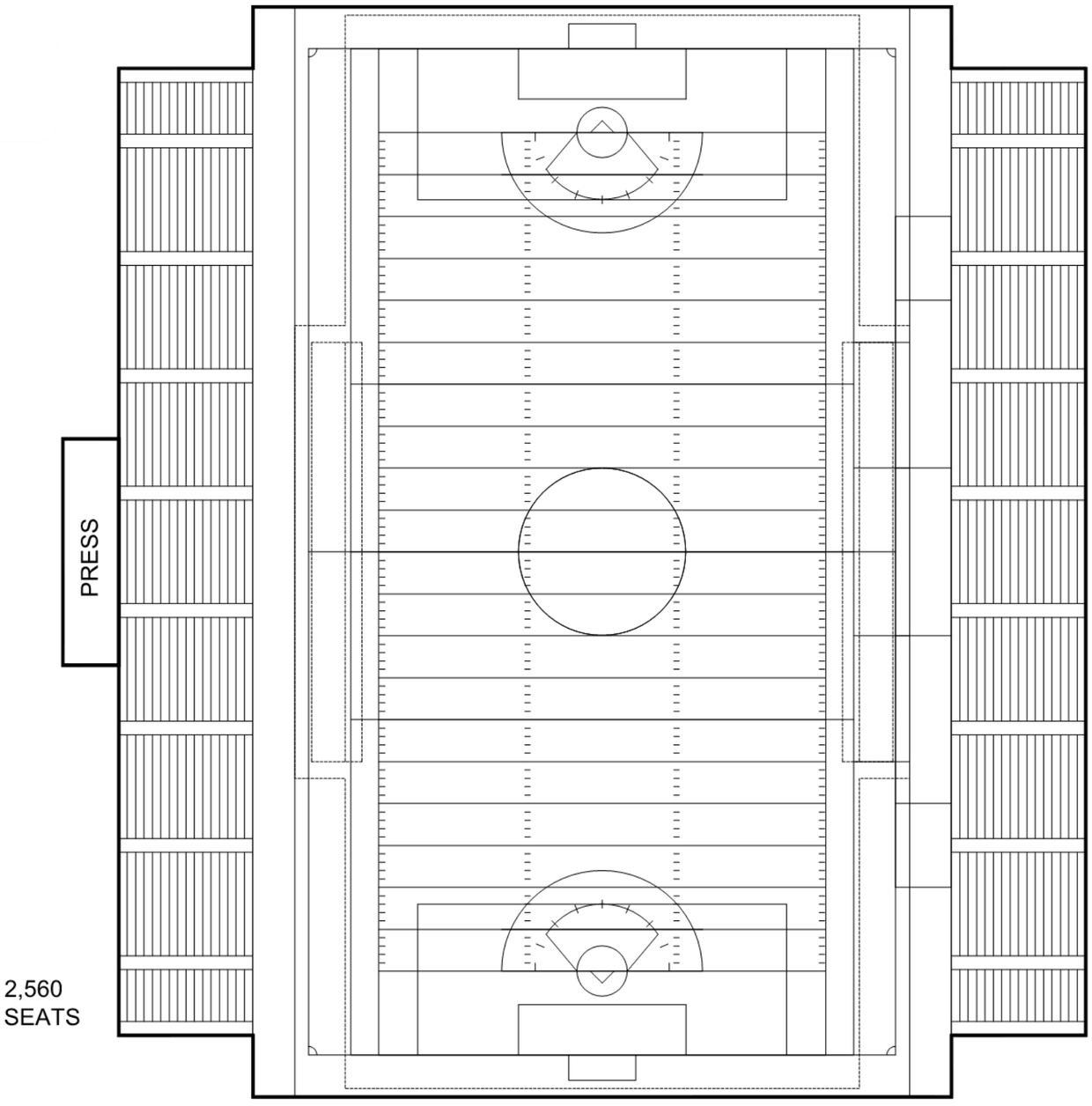


STADIUM SEATING

Asymmetrical Arrangement

This seating arrangement on the left is preferred due to the following:

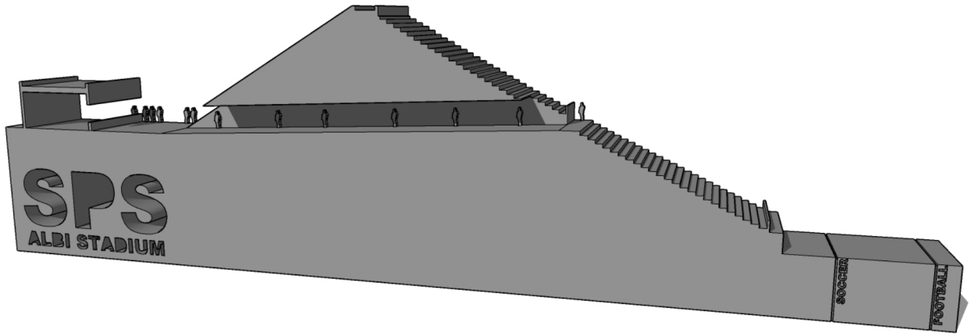
- Maximize seats on the home side
- Place seats at the best viewing angles for sporting events.



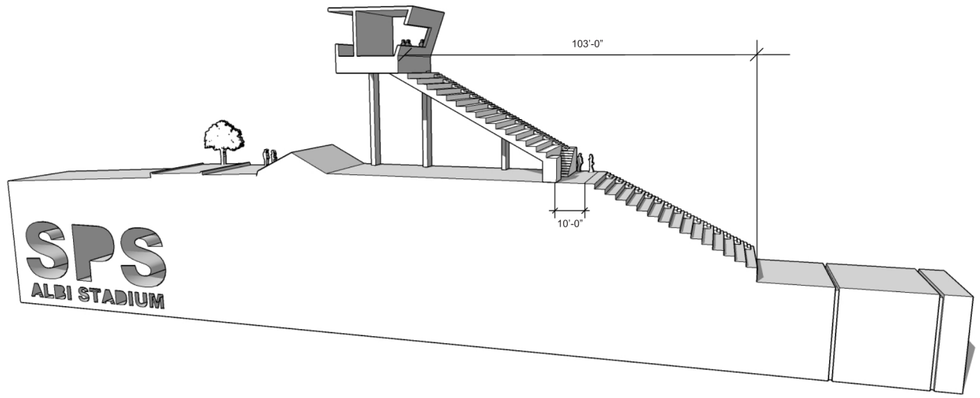
STADIUM SEATING

Symmetrical
Arrangement

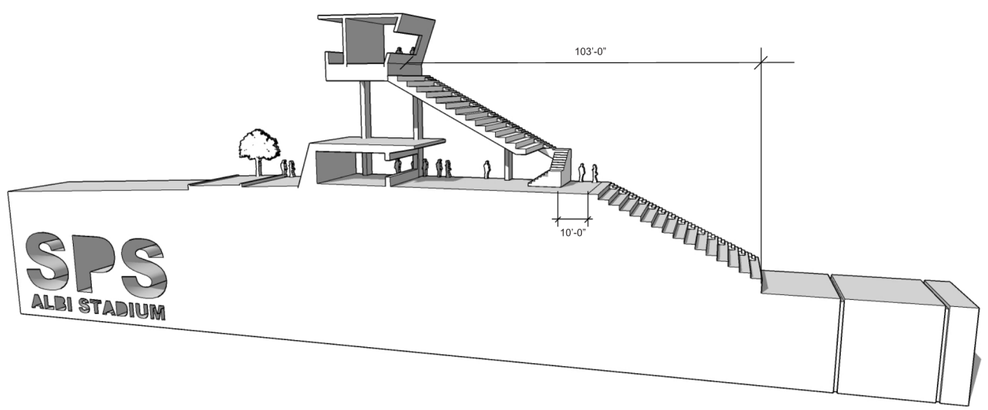
EXPLORATIONS SEATING SECTION STUDIES



Existing Joe Albi Section
(for reference)



Cross Aisle No Vomitories

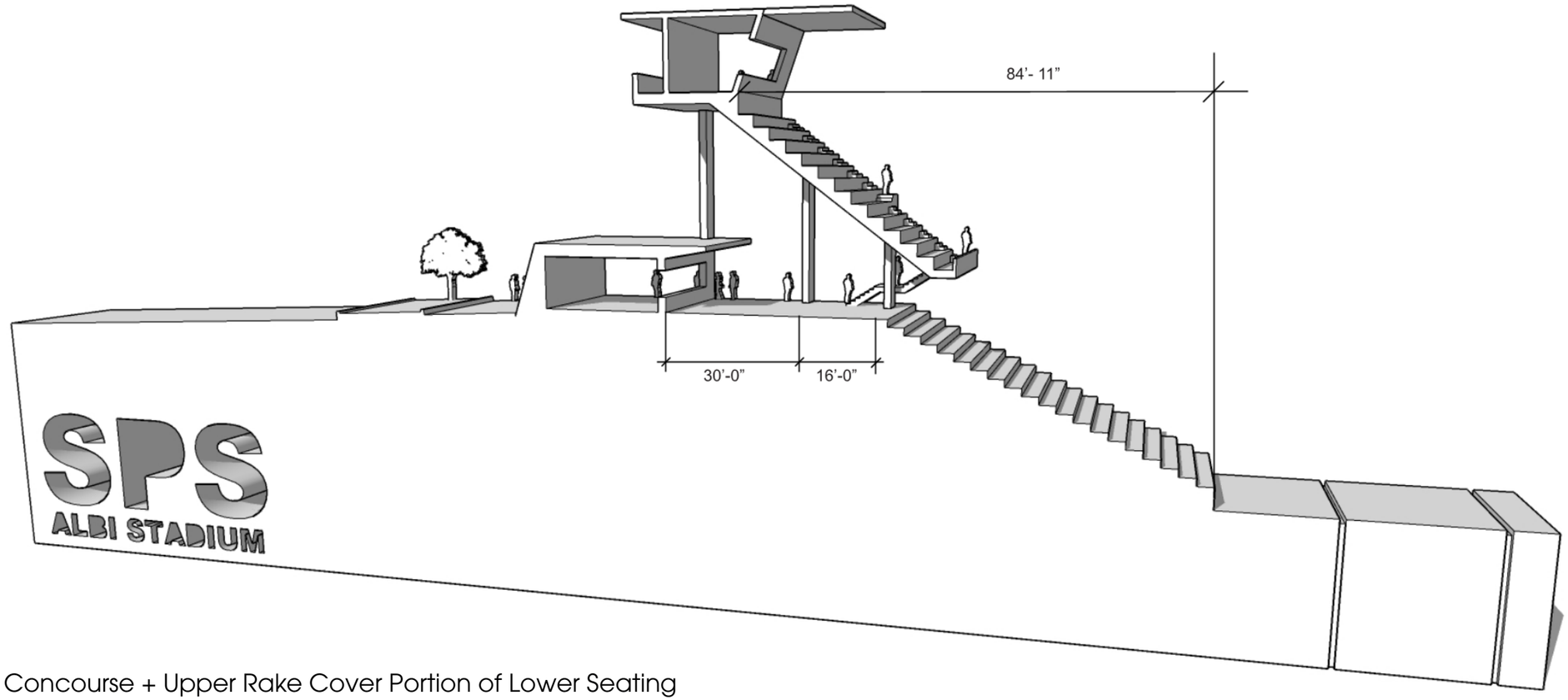


Vomitories + Rear Concourse

EXPLORATIONS SEATING SECTION PROPOSED

Initially a variety of sections were studied in order to discuss possibilities (pros/cons). The diagram below inspired our solution based on the following:

- **A raised seating section that is closer to the competition field which provides the best sightlines for all sports (Soccer, Football, Lacrosse).**
- **Providing cover by shifting the raised seating section east to be above the seats on grade.**
- **A press box roof that can provide cover at the raised seating section.**
- **Potential for future amenities such as booster/ASB seating, patio suites and club seating options (see diagrams on the following pages for reference).**



Concourse + Upper Rake Cover Portion of Lower Seating

NEIGHBORHOOD PLAN, COMPREHENSIVE PLAN & DESIGN GUIDELINES

Residential Zone Design Standards SMC Section 17C.110

Section 17C.110.520 Lighting: Lighting will be included in the parking lot, along pedestrian walkways and accessible routes of travel in accordance with these requirements. We intend to apply a unified lighting concept with the NW Middle School site.

Section 17C.110.525 Landscape Areas: The parking lot will meet the requirements for internal landscaping. We intend to apply a unified landscape concept to the entire NWMS and Albi Stadium site.

Section 17C.110.535 Curb Cut Limitations: No vehicle curb cuts will exceed 30 feet and the sidewalk pattern will continue across all curb cuts in accordance with these standards. The adjacent development at NWMS will share driveways with Joe Albi Stadium.

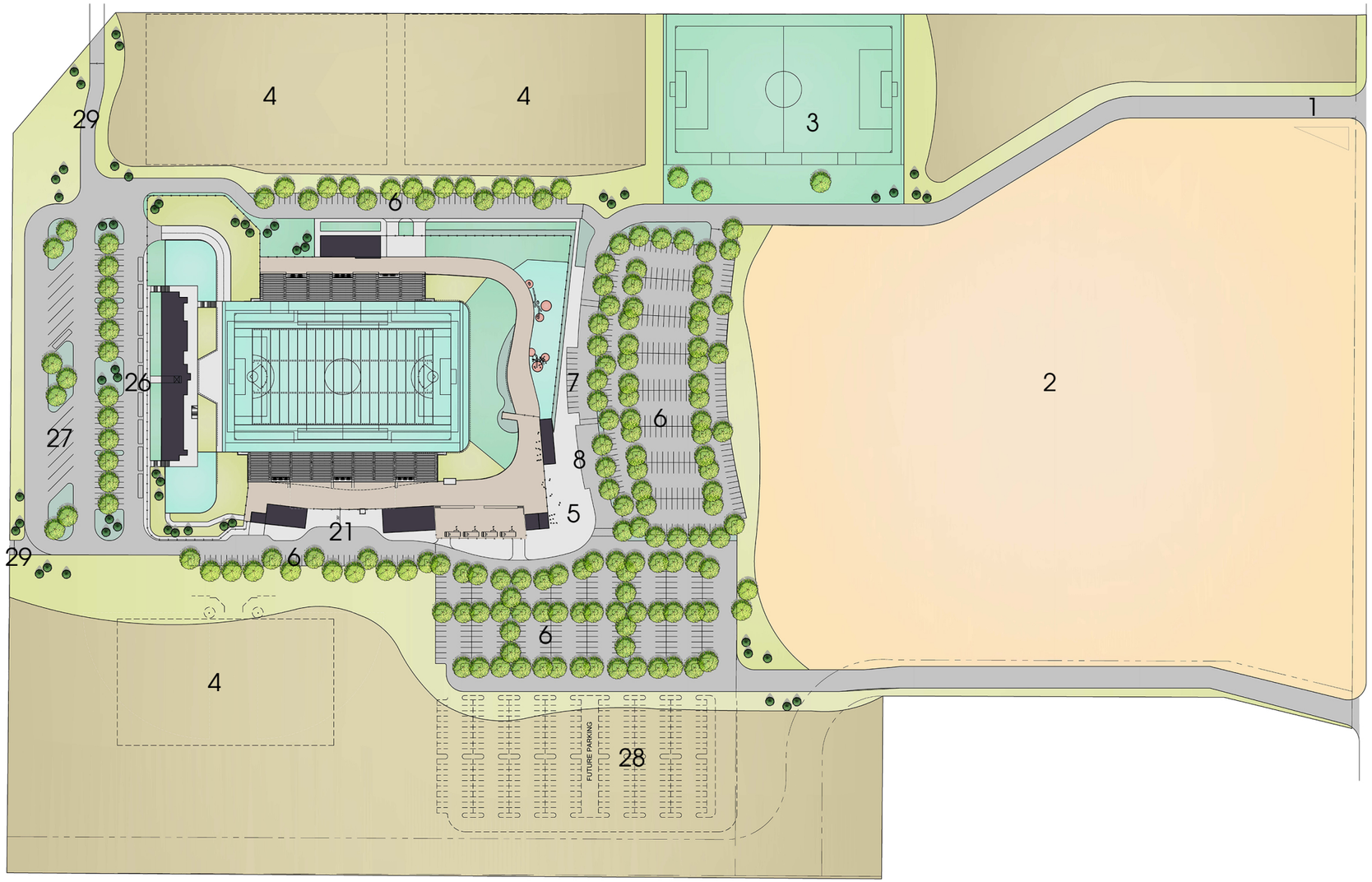
Institutional Design Standards Located in Residential Zones

Section 17C.110.550 Treatment of Blank Walls: The applicant is exploring the use of masonry detailing to address treatment of walls facing public portions of the project. Along with use of multiple buildings to help break up the massing.

Section 17C.110.555 Prominent Entrance: The entrance to the stadium is delineated by large entry signage/ billboard mechanism and lights.

Section 17C.110.560 Massing: The buildings massing will be scaled to pedestrian scale through masonry details, openings and canopies. The masonry base will be differentiated from the cap through roofing element and different materiality.

OVERALL SITE PLAN



LEGEND

1. STADIUM ENTRY DRIVE
2. NEW MIDDLE SCHOOL SITE
3. PLAY FIELDS
4. FUTURE PLAY FIELDS
5. ENTRY PLAZA
6. PARKING - SPECTATORS
7. PARKING - ADA
8. DROP OFF
9. TICKETING
10. CONCESSIONS
11. FOOD TRUCKS
12. BOOSTER CONCESSIONS
13. PLAYGROUND
14. SELFIE PLATFORM
15. SLOPED GRASS SEATING
16. COMPETITION PLAY FIELD
17. CONCOURSE
18. HOME STANDS
19. RESTROOMS
20. VISITOR STANDS
21. BAND/CHEER DROP OFF
22. MEDIA TRUCK
23. LOCKER ROOMS
24. TEAM WARM-UP
25. ELEVATOR/STORAGE ACCESS FROM FIELD
26. PLAYER/TEAM DROP OFF
27. PARKING - TEAM / EVENT STAFF
28. FUTURE PARKING
29. ACCESS TO MERKEL / BMX

STADIUM PLAN

LEGEND

1. STADIUM ENTRY DRIVE
2. NEW MIDDLE SCHOOL SITE
3. PLAY FIELDS
4. FUTURE PLAY FIELDS
5. ENTRY PLAZA
6. PARKING - SPECTATORS
7. PARKING - ADA
8. DROP OFF
9. TICKETING
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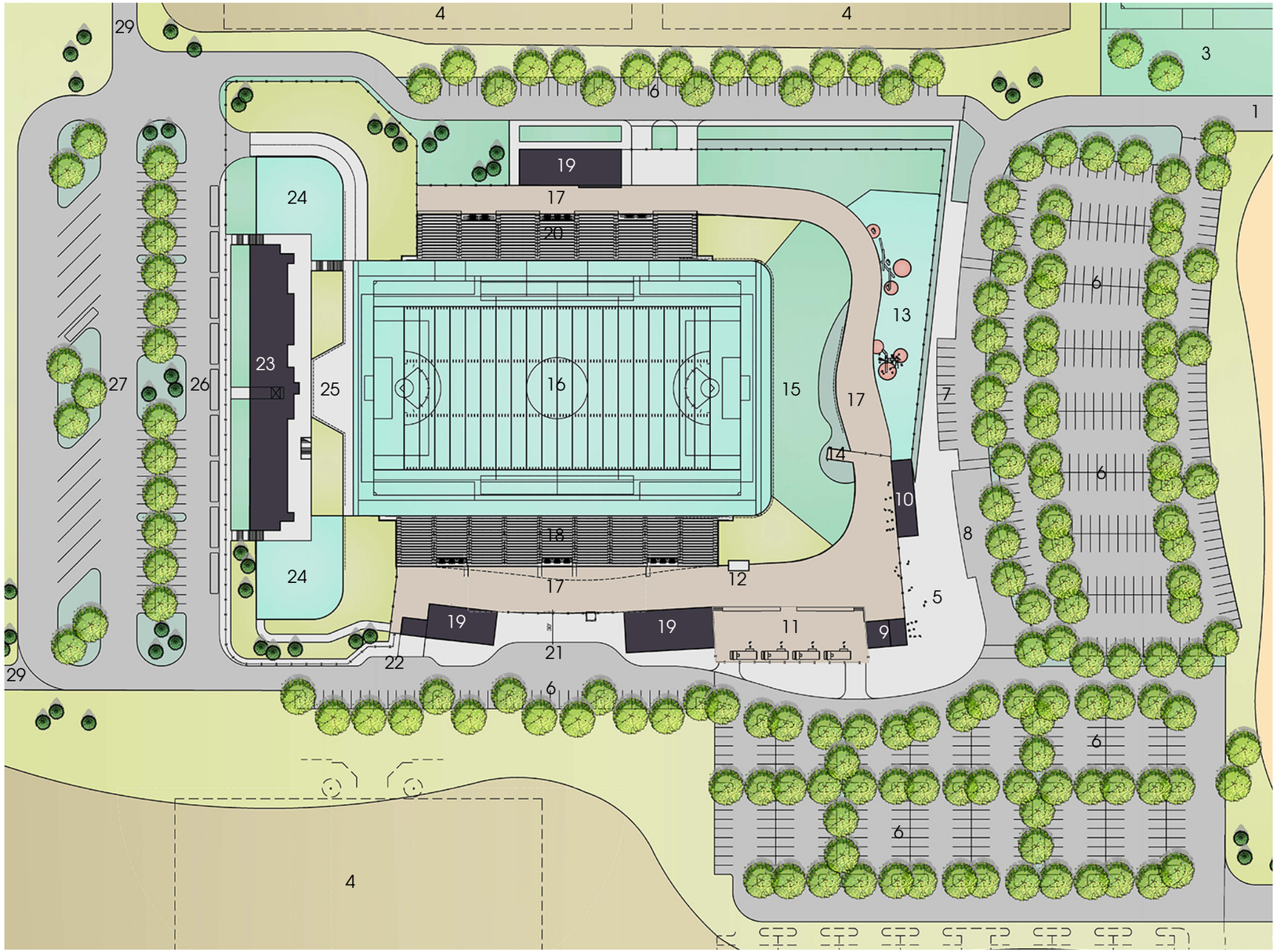


RENDERINGS FIELD VIEW

RENDERINGS OVERLOOK

RENDERINGS CONCOURSE - VIEW TO NORTH

RENDERINGS CONCOURSE - VIEW TO WEST

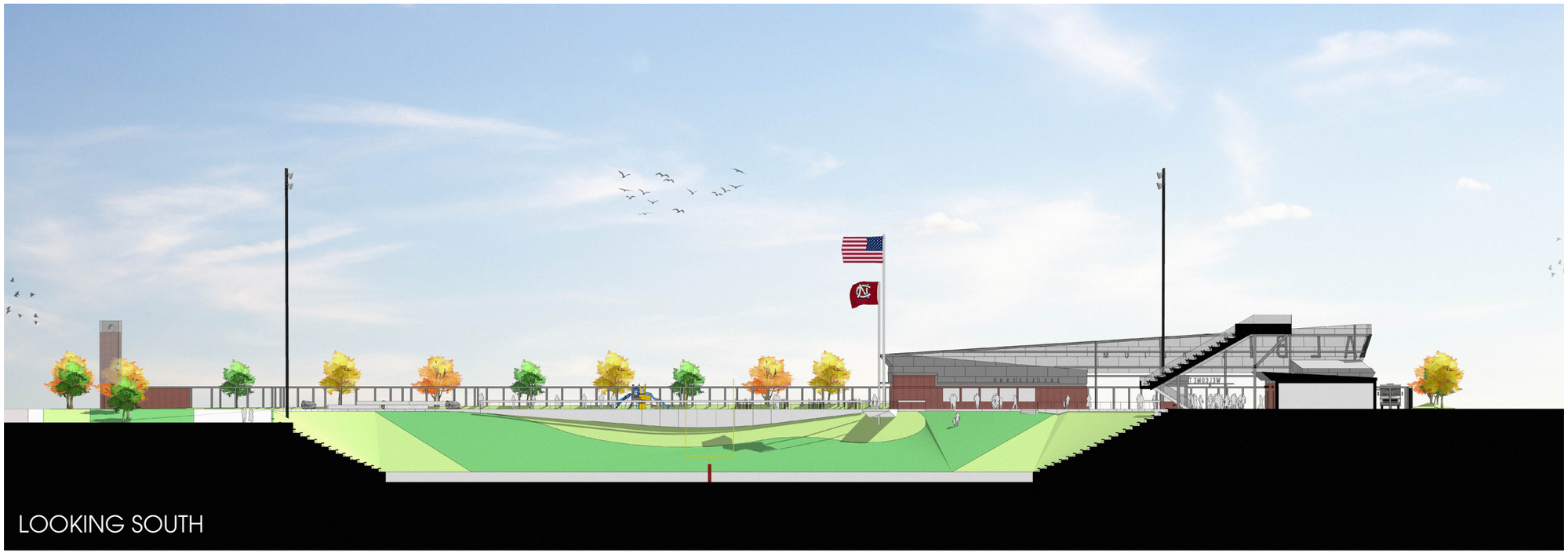
ELEVATIONS NORTH & EAST ELEVATIONS

EAST

NORTH

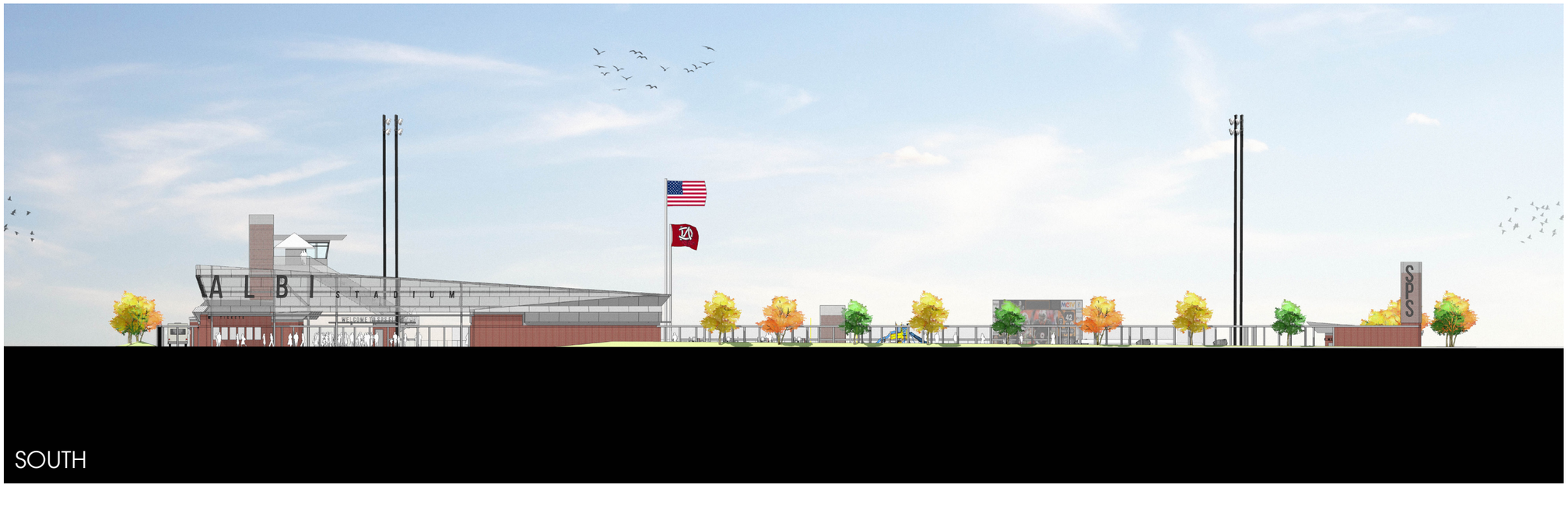
SECTIONS LOOKING WEST & SOUTH

LOOKING WEST



LOOKING SOUTH

ELEVATIONS SOUTH & WEST ELEVATIONS



SOUTH

WEST

SECTIONS LOOKING EAST & NORTH

DESIGN REVIEW BOARD SUBMITTAL
JUNE 17, 2020

NORTHWEST MIDDLE SCHOOL
SPOKANE PUBLIC SCHOOLS

Spokane Public Schools
excellence for everyone

NAC ARCHITECTURE

PROJECT SUMMARY

DEVELOPMENT OBJECTIVES:

Middle School Goals: In 2018, Spokane voters approved a $495 million bond to build six new middle schools in the Spokane Public School (SPS) district. Subsequent to the bond approval, SPS facilitated a middle school planning process that included a community forum to establish goals for a refreshed middle school experience. Over 120 people representing school administrators, teachers, staff, parents, and students, community leaders, and architects participated in the two day event. Through the community forum process, the following design principles were identified:

- Community
- Connectivity
- Creative Curiosity/Variety
- Multiplicity
- Plugged/Unplugged
- Inside/Outside
- Comfort
- Center

Northwest Middle School (NWMS) is one of the new middle schools to be developed under the 2018 bond designed to meet the above goals of the Community Forum. It has been nearly three decades since Spokane Public Schools has built a new school on a previously undeveloped site. Construction of the school will occur in tandem with the renovation of Joe Albi Stadium that adjoins the NWMS site. Construction of NWMS is scheduled to be complete in August 2022.

DESIGN GOALS:

While all of the six new middle schools will be of a similar size with similar programs, an important SPS goal is that each school is designed to meet the unique needs of the individual schools' community and culture. Since this project is not a renovation of an existing school with an existing culture, NWMS's design and planning group is uniquely tasked with guiding the vision and mission for the school's future culture and goals. During the pre-design/educational specification phase of NWMS's process, the following goals and cultural principles were identified:

- Focus on creating a community center both for the students and the community surrounding the school.
- Create academic neighborhoods that foster student to student, student to teacher and teacher to teacher engagement and connectivity.
- Provide flexible learning spaces beyond classrooms to promote student collaboration, project-based learning and self-directed learning.
- Reduce travel time and distances between classes.
- Promote student choice and student owned spaces.
- Create an environment that is bright, warm and inclusive.
- Long term adaptability to allow this facility to serve and adjust to future yet-to-be defined needs.

Program: The NWMS program contains 46 teaching spaces. These spaces vary from general classrooms, flex classrooms, and science rooms to Career & Technical Education (CTE) classrooms, an art room, gyms and fitness rooms, performing arts classrooms, and a learning commons (library). The building program also includes offices for administrative, counselors and itinerants, a student commons and kitchen for preparation, serving and eating meals, and a Community & Family Resource Center to help the school connect families to community support services. The total building area is targeted at 135,000 gross square feet and will optimally serve 750 students.

Building Site: The site for the new NWMS is located north of Wellesley Avenue, between Independence Drive and North Hartley Street and south of Joe Albi Stadium. The surrounding site conditions are as follows:

- North: Joe Albi Stadium and associated parking. The site slopes gently from the north to the south. When the construction of the Albi site is complete, the large landscape berms will have been cleared away and will offer more direct views from the middle school to the stadium.
- East: The Mann-Grandstaff VA Medical Center is located directly to the east and is a campus that includes single and multi-story buildings and associated parking lots.
- South: The backyards and garage entrances to 1-story single family residences line the south side of Wellesley.
- West: The beautiful, tall pine trees and park-like setting of the Fairmount Memorial Park is located directly to the west. Ball & Dodd Funeral Home and Sunset Chapel is located in the southwest corner near the intersection of Wellesley and Hartley.

The existing site is generally a gently sloping, open field that had been used as overflow parking for the stadium in the past.

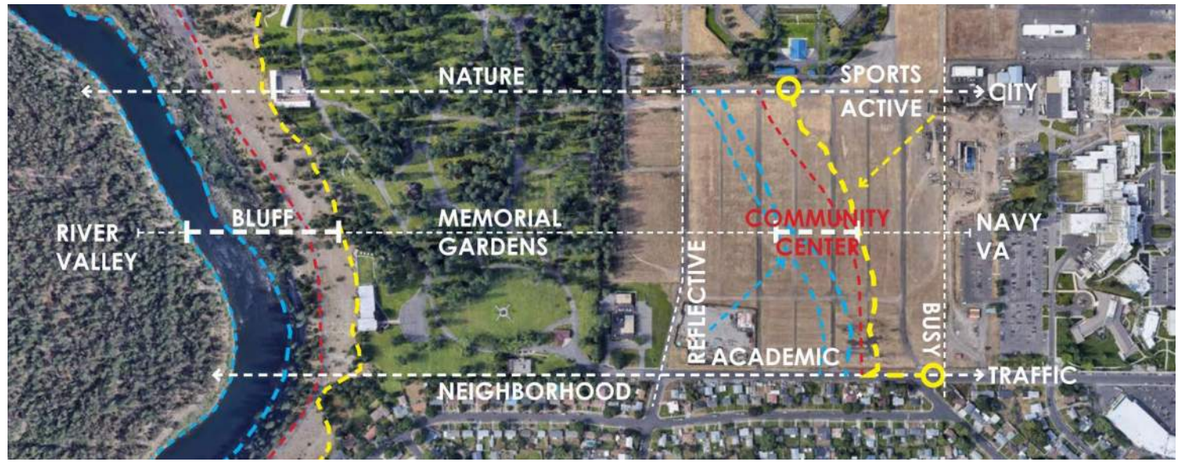
PROJECT SUMMARY

The design team has proposed using the Spokane River Valley as an inspirational concept for the NWMS. The River Valley serves as a community amenity for both urban and rural communities, where natural space is contained by the eastern and western ridges. These two ridges are reinterpreted as the main containment edges for the center of the school. In the NWMS, the Nutritional Commons becomes the River Valley with the elective teaching/learning spaces as the containment ridges. Like the River Valley, the NWMS becomes a community center for the surrounding neighborhoods.

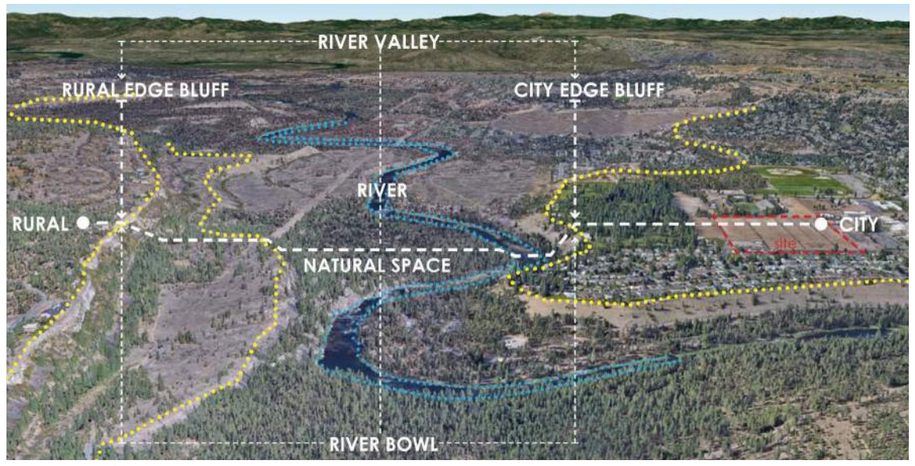
Site Design: The building is positioned on the southwest side of the site and will be constructed in conjunction with the Joe Albi Stadium. Positioning the school to the southwest better engages the building with the neighborhood and views to the River Valley. The east side of the school will be predominately landscaped areas and sports fields. Visitor parking and parent drop-off is located to the south, and staff parking is located to the east of the school. A bus and fire lane wraps around the staff parking to the east. A student promenade located between the visitor parking lot and the bus lane will connect the building main student entry, located on the west side of the building, to Wellesley Ave. From this student entrance, one flows directly into the Commons where the building's interior expands into a large double volume space. In similarity as how the River Valley expands when one approaches it from the eastern bluff. The NWMS "front door" is located separately on Wellesley Ave. Here visitors will enter the building during the school day via a secure vestibule. The schools administrative front door is located strategically between the student and public front door entrances for optimum supervision and control. An after-hours/events entry that leads to the gymnasium is locate on the west side of the school with easy access to the parking lot. Athletic fields will be developed immediately west and north of the school. Building services and a utility yard will all be located on the north side of the building.

Building Design: The exterior design of the building continues the River Valley inspiration. The very large building mass is primarily organized by the "Western Ridge" element which houses the school core programs, and where the "Academic Neighborhoods" stem from, aiming towards the west for views. The secondary "Eastern Ridge" element contains more administrative related programs acting as the community outreach edge. In conjunction they form the "River Valley" or center of the school. Building materials are still being developed, but the exterior is seen as predominantly varied colors of masonry. A predominant roof with clear-story windows over the Commons is representative of the River Valley's firmament, which brings light and warmth to the interior's center. The one-story section of the building towards the south relates to the single story residences along Wellesley Ave.

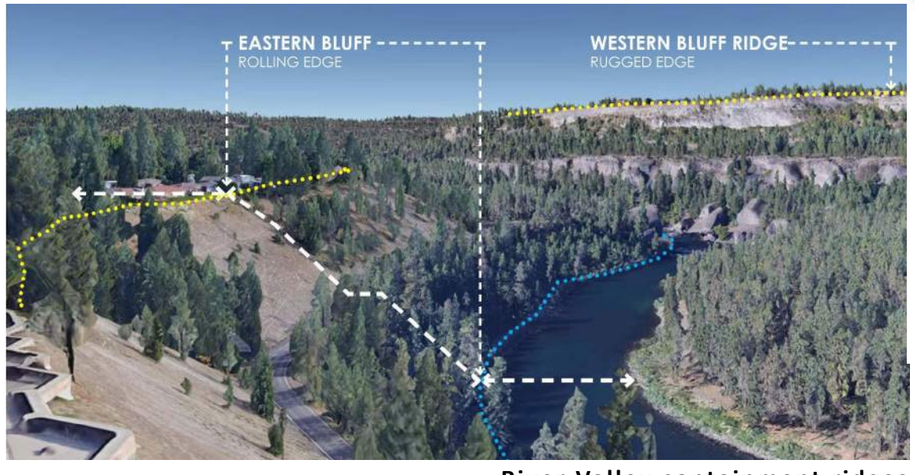
River Valley



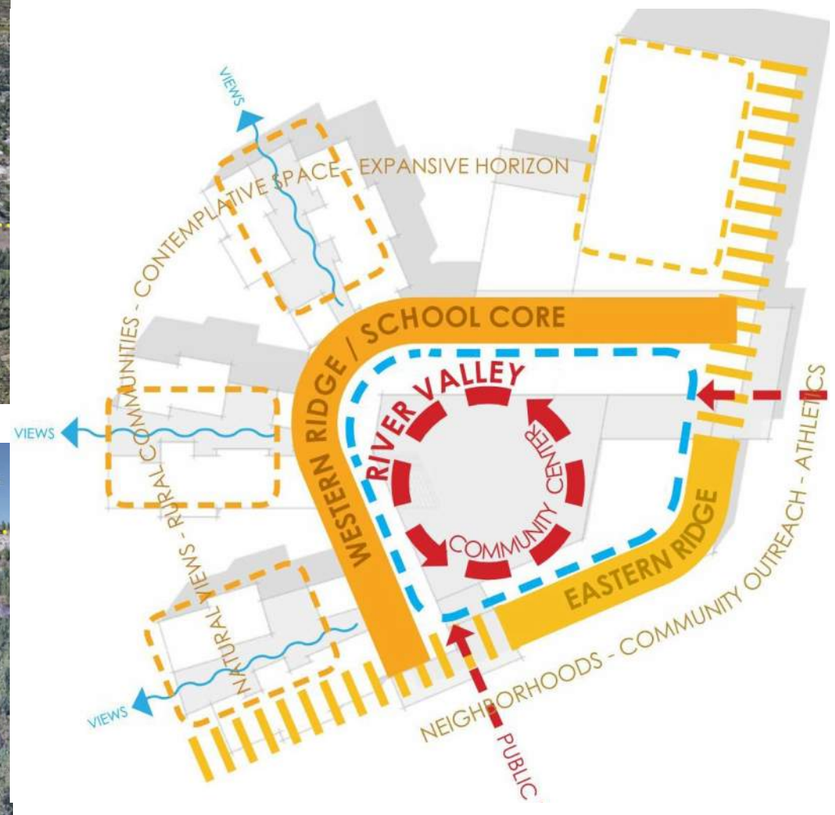
Projection of the River Valley's edge contours into the site



River Valley section



River Valley containment ridges



NWMS inspirational ordering diagram, River valley

NTS

N

NORTHWEST MIDDLE SCHOOL
SPOKANE PUBLIC SCHOOLS

DESIGN REVIEW BOARD SUBMITTAL
JUNE 17, 2020

Spokane Public Schools
excellence for everyone

NAC ARCHITECTURE

ADDRESS NEIGHBORHOOD PLAN, COMPREHENSIVE PLAN, AND DESIGN GUIDELINES:

Residential Zone Design Standards SMC Section 17C.110:

Section 17C.110.515 Buildings along Street: A clear view corridor to the buildings' two entrances is maintained from the corner as one approaches the site. The parking lots are separated from the sidewalk with a planting buffer. The two main parking lots are also separated from each other to provide an inviting landscaped area for pedestrians to navigate from the street. All parking is designed with a single drive aisle to reduce the visual impact of over 120 parking spaces on the site. The building's main entry is facing the street and will include windows and doors.

Section 17C.110.520 Lighting: Lighting will be included in the parking lot, along pedestrian walkways and accessible routes of travel in accordance with these requirements. We intend to pursue a unified lighting concept with the Albi Stadium site.

Section 17C.110.525 Landscape Areas: The required building setbacks will be landscaped with an L3 buffer. The parking lot will also meet the requirements for internal landscaping. We intend to apply a unified landscape concept to the entire NWMS and Albi Stadium site.

Section 17C.110.530 Street Trees: Street trees will be provided to meet the requirements of 17C.200 SMC.

Section 17C.110.535 Curb Cut Limitations: No vehicle curb cuts will exceed 30 feet and the sidewalk pattern will continue across all curb cuts in accordance with these standards. The adjacent development at Joe Albi Stadium will share driveways with NWMS.

Section 17C.110.540 Pedestrian Connections in Parking Lots: Minimum 5 feet wide pedestrian connections will be provided from the Wellesley right-of-way to the parking lot and through the parking lot to the main building entrance. The pedestrian connections will be clearly defined per the requirement of this section.

Section 17C.110.545 Transition between Institutional and Residential Development: The exterior of NWMS Middle School is designed to include a large number of windows along both the ground and upper floors; and includes a variety of exterior materials and colors, as well as, additional architectural detailing of the exterior and entry canopies for added interest as required by this section.

Section 17C.110.550 Treatment of Blank Walls: There are no blank walls without windows adjacent to the streets.

Section 17C.110.555 Prominent Entrances: The entrances to the building are each delineated by large storefront and door entrance systems with an overhead canopy for weather protection.

Section 17C.110.560 Massing: See explanation of proposed design concept in the Project Summary and illustration of the concept included herein. Further development of the building is needed to finalize the understanding of this design concept.

Section 17C.110.565 Roof Form: The roof design relates to the design concept of the River Valley ridge as it steps along the elevation with varied parapet heights.

Section 17C.120.560 Roof Expression: The roof design relates to the design concept of the River Valley ridge as it steps along the elevation with varied parapet heights.

Section 17C.120.570 Treating Blank Walls: There are no blank walls without windows adjacent to the streets.

Section 17C.120.580 Plazas and Other Open Spaces: An active student plaza with seating and play equipment that also acts as a community amenity will be located near the main school entrance.

Section 17C.120.580.B, Items 1&2: NW Middle School will have an entrance plaza between the main entry and the student entry that will be a minimum of 1,350 square feet to meet this prescription.

Section 17C.120.580.B, Item 3: Landscape will include pedestrian scale accent lighting, seating and a play structure designed to meet the interests of middle school students.

City of Spokane Comprehensive Plan, (Adopted June, 2017)

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.

Discussion: The new school will meet the school district and community's new vision for the middle school experience, be more sustainable, and accommodate updated teaching technology. The design team is working with the City to update necessary service systems to accommo date this development, as needed.

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.

Discussion: The school is designed to foster connections to the families and the community it serves and includes a Family and Community Resource Center for this purpose. The school's location near the west end of Wellesley will invigorate the neighborhood and fill in a currently empty field with community amenities.

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.

Discussion: The intent of the design is to create a place that interacts with the outdoor athletic fields and brings the exterior daylighting and landscaping to the interior of the building via clerestory windows and an exterior courtyard while creating a safe and secure learning environment for students and teachers.

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

Discussion: The school is being built on the site adjacent to Joe Albi Stadium. The design of both facilities will enhance the connection between the two and the community surrounding both.

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

Discussion: Bus drop-off and pick-up will occur interior to the site rather than on the street, therefore reducing possible street congestion. The new parking lot entrances are strategically located on either end of the site mitigating their impact on the surroundings, and also provides better access to the athletic fields for after school and weekend events. The loading and service area is located on the north side of the building where it won't be seen from Wellesley.

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.

Discussion: The NWMS site is centrally located within the Northwest Neighborhood. It is close to the designated Shadle Center and Shadle High School.

LU 6.4 City and School Cooperation: Continue the cooperative relationship between the city and school officials.

Discussion: The Northwest Middle School building site was created out of a cooperative relationship between the city and the school district. The design team is conscientiously looking at how NWMS and Albi Stadium integrate with the Merkel Sports complex.

LU 6.6 Shared Facilities: Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.

Discussion: The school sports facilities and the community resource room is intended to be available for use by community members. The playfields, play structure, outdoor basketball hoops and outdoor plazas are also intended to become community amenities.

LU 6.9 Facility Compatibility with Neighborhood: Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

Discussion: The intent is that the building will enliven and enhance the neighborhood.

Shadle Area Neigbhorhood Plan Goals (Audubon-Downriver & Northwest Neighborhoods), published October 2019

“This plan is a result of the cooperative effort by the neighborhood councils to reflect the residents’ desires for walkability, public safety, beautification, economic development, neighborhood connectivity, and the preservation of neighborhood character” - Shade Neighborhood Plan

Goal 1: Keep the place safe

Discussion: The NWMS will increase the density of community-use buildings around the central core of Shadle area and will provide opportunities for neighborhood residents to socialize and celebrate the community experience. The improvements to the streetscape along Wellesley and Hartley will provide safer, more walkable and bikeable travel options.

Goal 2: Embrace and enhance characterisitics that shape Shadle’s identity

Discussion: NWMS building design strives to add to the unique identity and neighborhood atmosphere of the Shadle area by embracing and drawing inspiration from the local context. NWMS’s design concept of an urban fabric edge along the river valley will ultimately help create appealing building facades and character-filled landscaping.

Goal 3: Recognize the Shadle area as a center of local and regional importance

Discussion: Incorporating a new middle school into the Shade area will increase the area’s connections to other areas in Spokane and it will become a destination for education, socializing, sports, and play.

Goal 4: Welcome a diverse group of new residents as the areas grows and allow existing residents to remain in the neighborhood.

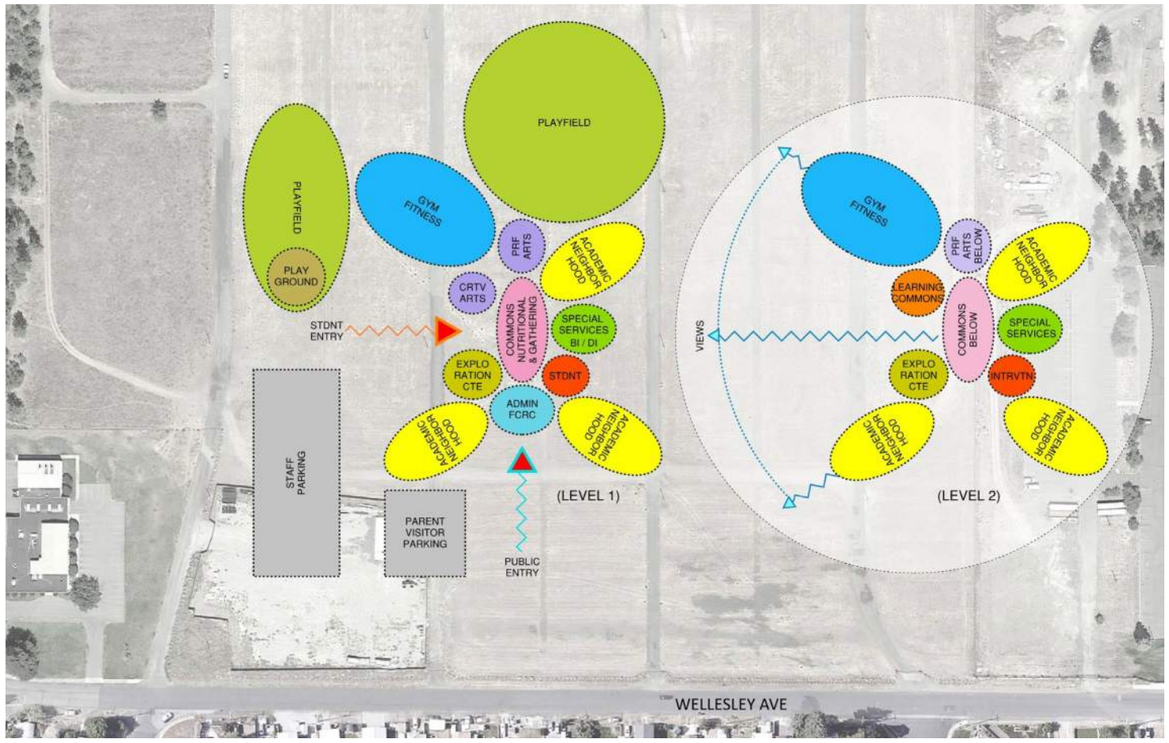
Discussion: As a school and community building, NWMS will help enrich shared spaces and encourage interactions among people living in or visiting Shadle. Families of all ages are welcome to participate in school and community-building events, as well as enjoy the outdoor fields and playground areas.

Goal 5: Provide a diversity of uses that serve the shopping, educational, social, and recreational needs of nearby residents.

Discussion: The addition of a new middle school will increase the diversity of institutional and recreational elements available in the area. It will also add fresh energy to the west end of Wellesley Avenue and enliven the current open field to the south of Joe Albi Stadium.

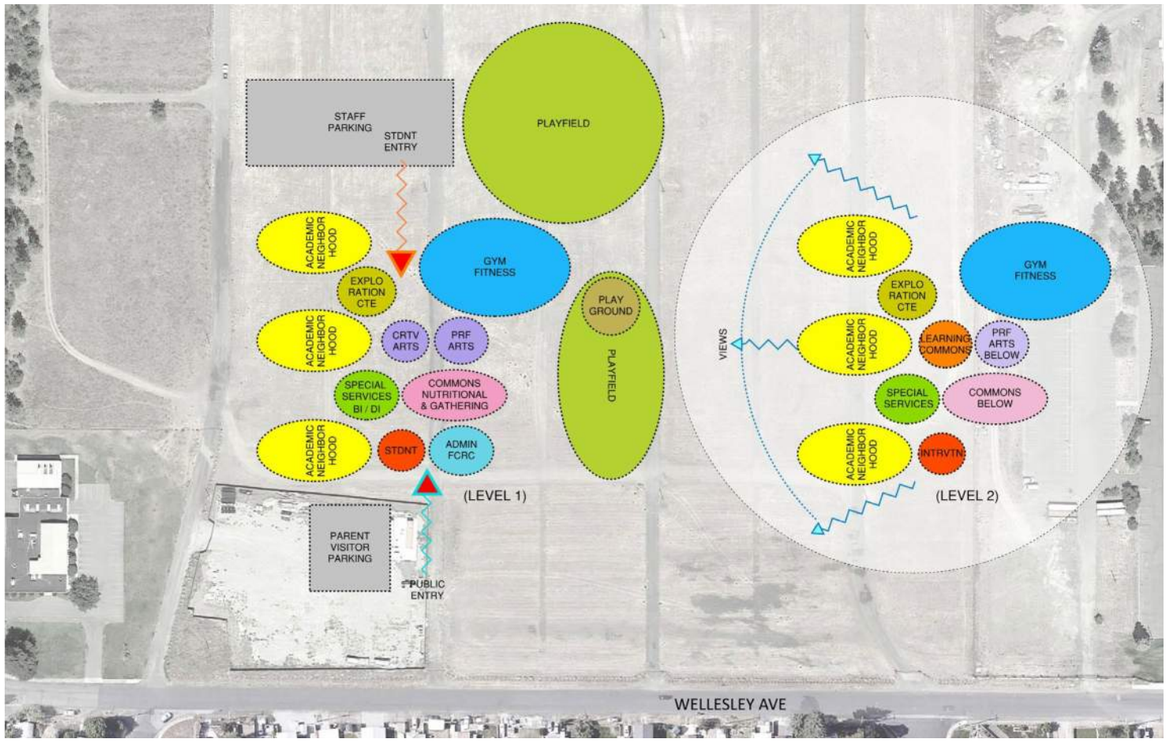
PROJECT SUMMARY - DESIGN EVOLUTION

The primary question of building organization was how would the building be orientated to address entry, playfields, the surrounding neighborhood and views. Several adjacency options were studied with SPS. Shown below and on the following pages are a few samples of the various conceptual milestone diagrams that were studied.



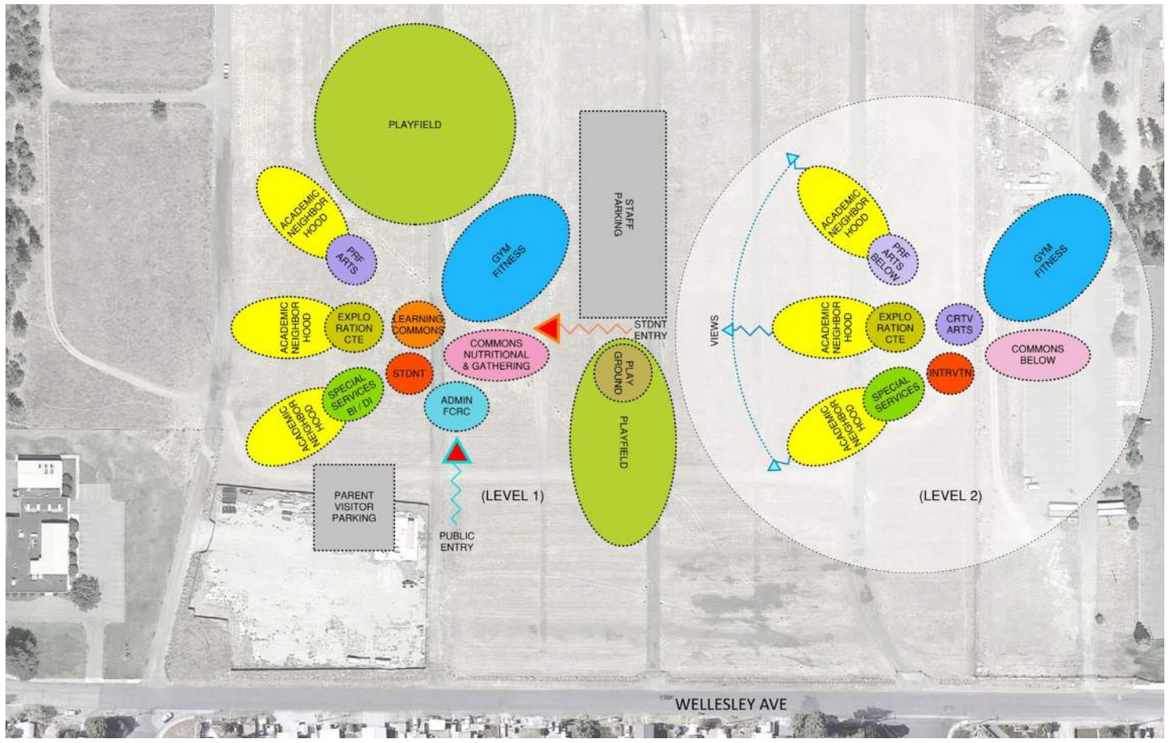
CONCEPT: Balance

Centrally focused concept that emphasizes the Commons as the student center. Main public entry towards Wellesley Ave and student entry to the west. Although the centrally focused scheme produced many positive relationships, the academic neighborhoods did not enjoy the views of the River Valley and the western student entry was not visible from the community. The central Commons was a significant attribute of this diagram that SPS chose to develop further as a very positive student centric design.



CONCEPT: Front Porch

Linear Scheme that established a clear distinction between academics or private functions of the school from the public or community part of the school. Although the views towards the River Valley were achieved in this diagram, it created segregated relationships that were seen as a negative aspect by SPS. However the extroverted nature of the common spaces within this scheme was a positive discovery within this iteration.

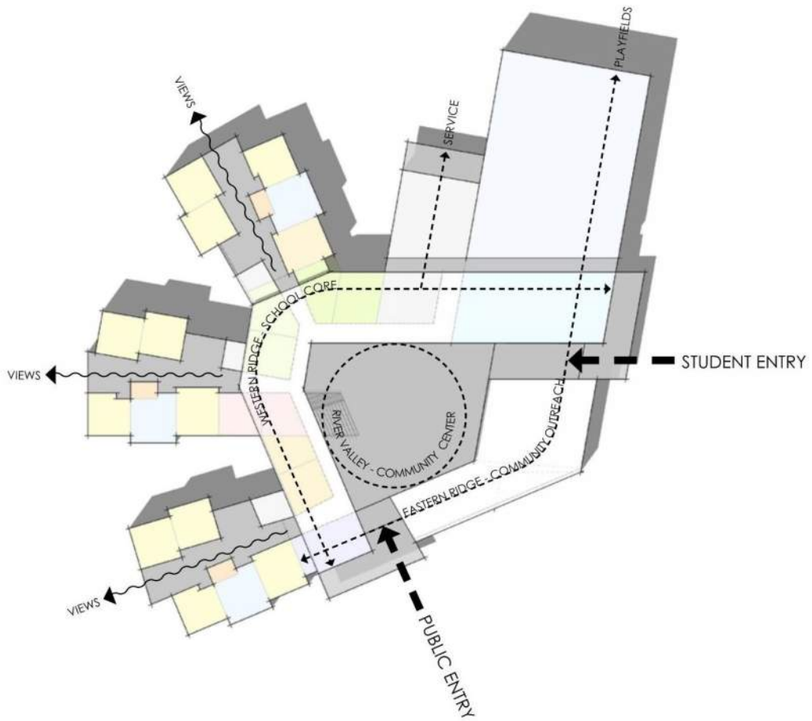


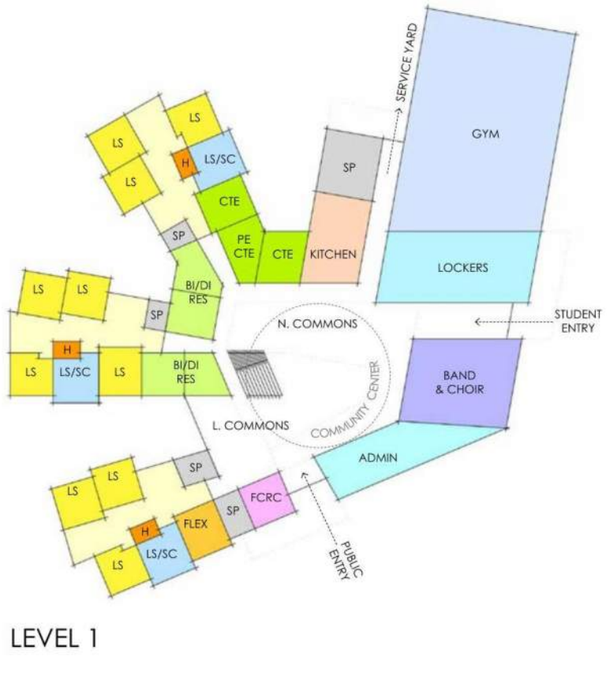
CONCEPT: Community Hub

As a hybrid between the previous two diagrams this scheme explored the views of the River Valley for the academic neighborhoods but in a more centrally oriented diagram. Both public and student entries have visibility from the community, but the student centric design of the first scheme was lost and the balanced relationships of the central Commons were missing for SPS.

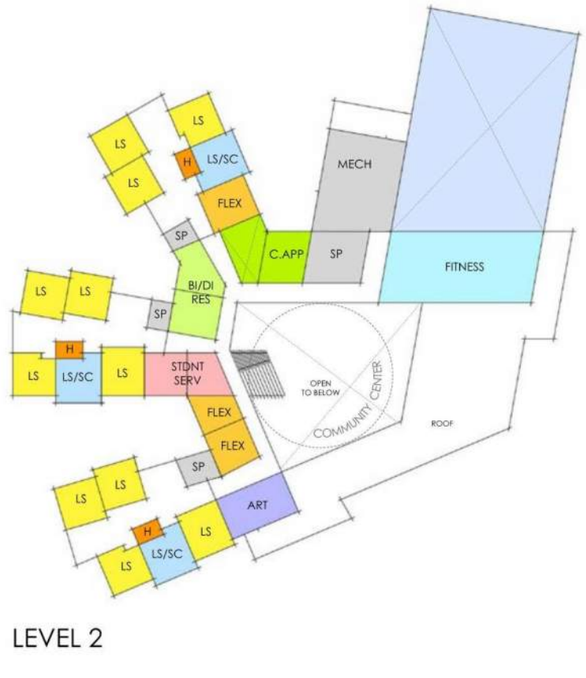
CONCEPT: Balance 2.0

Drawing from all previous schemes and as a further refined iteration, this scheme strongly commits to the central Commons for a strong central school community. All programs within the school have a presence to the student Commons but at the same time this option addresses the views and entry requirements for SPS. Views of the River Valley are controlled by the academic neighborhoods and the center is exposed at the entries for a community oriented diagram.





LEVEL 1



LEVEL 2

REFINEMENT: Community Center

The inspirational Concept of the River Valley influences the previous adjacency diagram and the elements of the “Western Ridge”, “Eastern Ridge”, and the “River Valley” coalesce incorporating the SPS middle school design principles of the “School Core”, “Community Outreach” and “Community Center” respectively.

The intent of the diagram is for the nutrition commons to be the student center, inspired by the River Valley, as a community amenity with a strong presence as a destination and community outreach. This is the conceptual diagram that has continued to be iterated upon with further development of the massing and floorplans.

CONTEXT ANALYSIS

NWMS is located in the Audubon/Downriver neighborhood in the northwest quadrant of Spokane. It is immediately south of Joe Albi Stadium and the Dwight Merkel Sports Complex. It is East of the Fairmount Memorial Gardens and West of the Veterans Administration. Its is bounded by Wellesley Ave to the south.

The site slopes gently down to the southwest and it is bordered by the distinct green edge of the Fairmount Memorial Gardens to the west.

Primary views into the site are from the east and south. Views out of the site are to the west and south toward the Spokane River Valley and the surrounding rimrock.

View of site from Wellesley Ave, looking W

View from SE corner, looking NW

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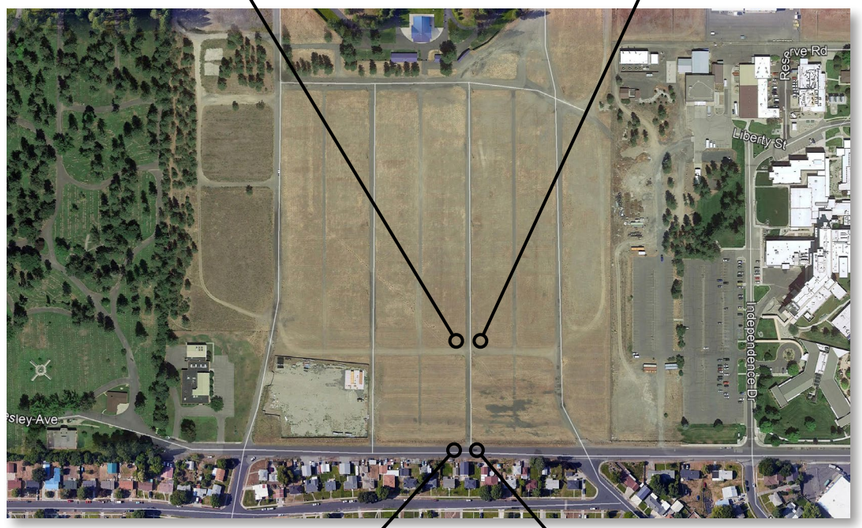
CONTEXT ANALYSIS: ADJACENT PROPERTIES & STREETSCAPES

View to West -
Eastern green edge of Fairmount Memorial Gardens

View to N -
Looking toward Joe Albi Stadium

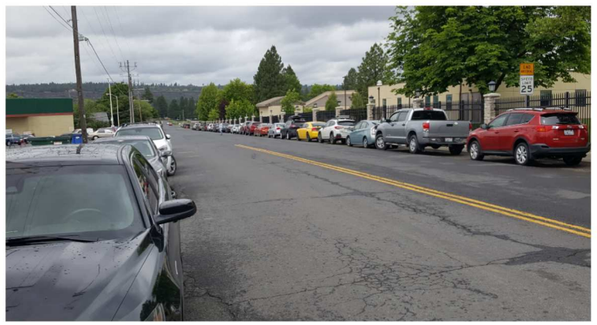


View to West -
Existing grade at Wellesley Ave, south of NWMS site

View to East -
Near entry of new school

Site Approach: Southwest corner of Wellesley & Assembly; Fieldhouse Pizza & Pub, Daily Habit Espresso, Veterans Thrift Store, Outlaw BBQ

Site Approach: Northwest corner of Wellesley & Assembly; VA Medical Center



Site Approach: Looking northwest on Wellesley

Site Approach: Looking northwest on Wellesley

Site Approach: Looking west on the north side of Wellesley

Site Approach: Looking southwest on Wellesley

Site Approach: Looking west on Wellesley & Royal Court

Streetscape: Typical garages & back-yards on south side of Wellesley

Streetscape: Typical garages & back-yards on south side of Wellesley

Streetscape: Ball & Dodd Funeral Home west of site

SITE ANALYSIS: SITE PHOTOS

Southeast corner of site looking northwest

Southeast corner of the site looking west

Southeast corner of the site looking north towards Joe Albi Stadium

Southeast corner of the site looking southwest at typical residential area, (mostly garages and back-yards).

Approximate building entry plaza looking north towards Joe Albi Stadium

Approximate building entry plaza looking northwest

Approximate building entry plaza looking east towards the Veterans Medical Center

Approximate building entry plaza looking southeast towards Wellesley

Approximate building entry plaza looking west towards the west ridge of the river valley

The river valley looking northwest from Fairmount Memorial Gardens

The river valley from Fairmount Memorial Gardens

The river valley and Riverside State Park from Fairmount Memorial Gardens

CONCEPT SITE PLAN

Large Context Landscape Plan

Site Plan

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SPOKANE PUBLIC SCHOOLS

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CONCEPT FLOOR PLANS

Main Floor Plan

Upper Floor Plan

CONCEPT RENDERINGS

Southeast Aerial View

CONCEPT MASSING RENDERINGS

South View from Wellesley Ave at Main Entry

East View from Student Plaza toward Student Entry

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CONCEPT MASSING RENDERINGS

Southeast View from Wellesley Ave at Pedestrian Promenade

Southwest View from Wellesley Ave