Spokane Design Review Board

Wednesday, August 26, 2020
5:30-8:00 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 – 7:30	**5)** Northeast Middle School Collaborative Workshop	
	• Staff Report..... 15-20 m	Taylor Berberich
	• Applicant Presentation..... 25 m	
	• Public Comments and Board Q & A ..... 20 m	
	• Board Discussion and Motion(s)..... 45 m	

Board Business:

7:30 – 8:00	**6)** Approve the 8/12/2020 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, September 09, 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: **146 347 4572** 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 FILE NO.DRB 2015

Northeast Middle School

1 - Program Review/Collaborative Workshop

Design Review Staff Report August 21, 2020

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicants:
Walt Hufffman, MMEC Architecture
walt@mmecarchitecture.com

ATTN: Greg Forsyth
Spokane Public Schools
gregoryf@SpokaneSchools.org

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

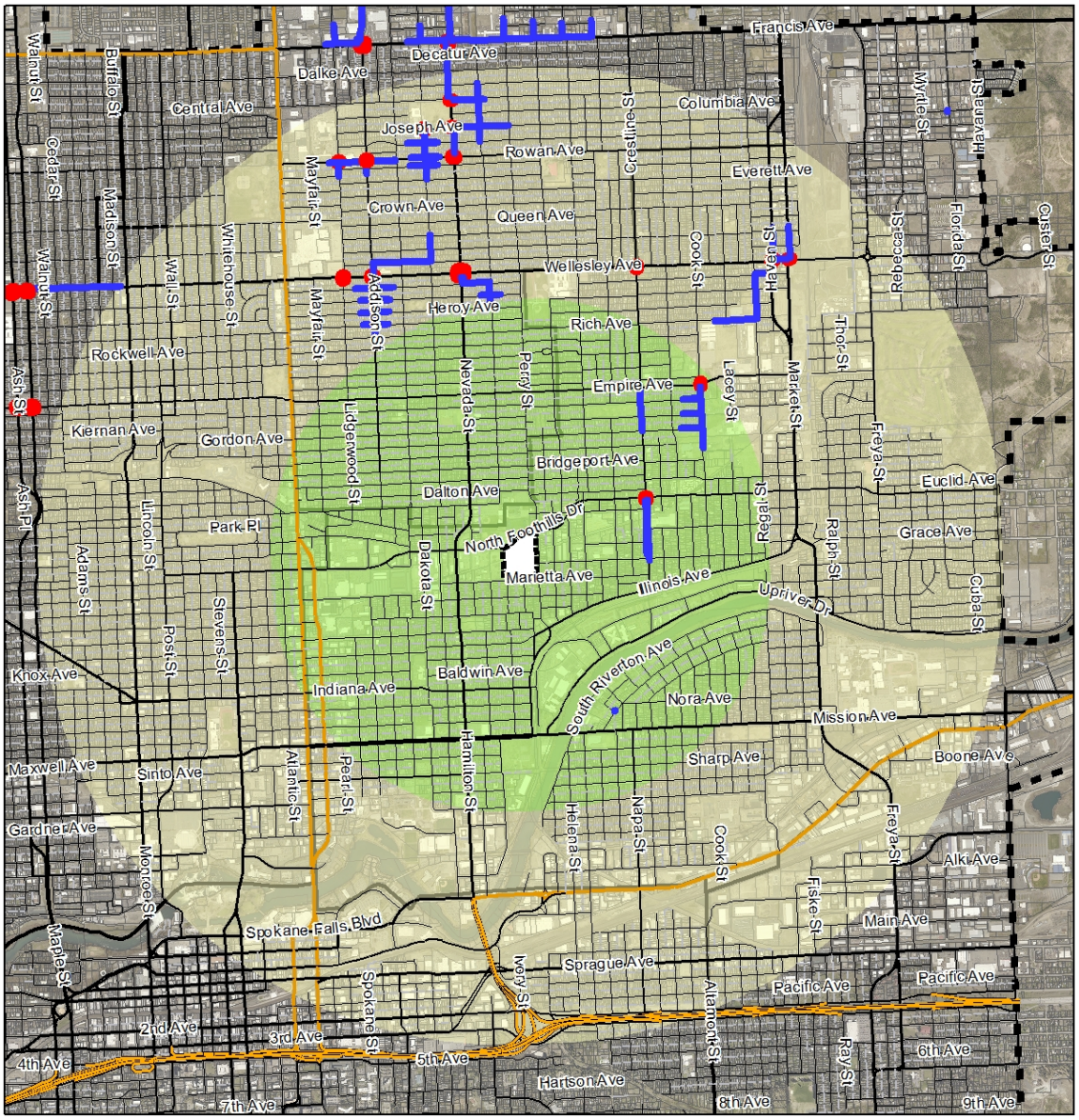
Under SMC **Section 17G.040.020 Design Review Board Authority**, all public projects or structures are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per Section 17G.040.080 **Design Review Board**

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

Project Description

Please see applicant's submittal information.

Greater Vicinity



NORTHEAST MIDDLE SCHOOL-GREATER VICINITY

0 0.25 0.5 1 1.5 2 Miles

N W E S

Legend

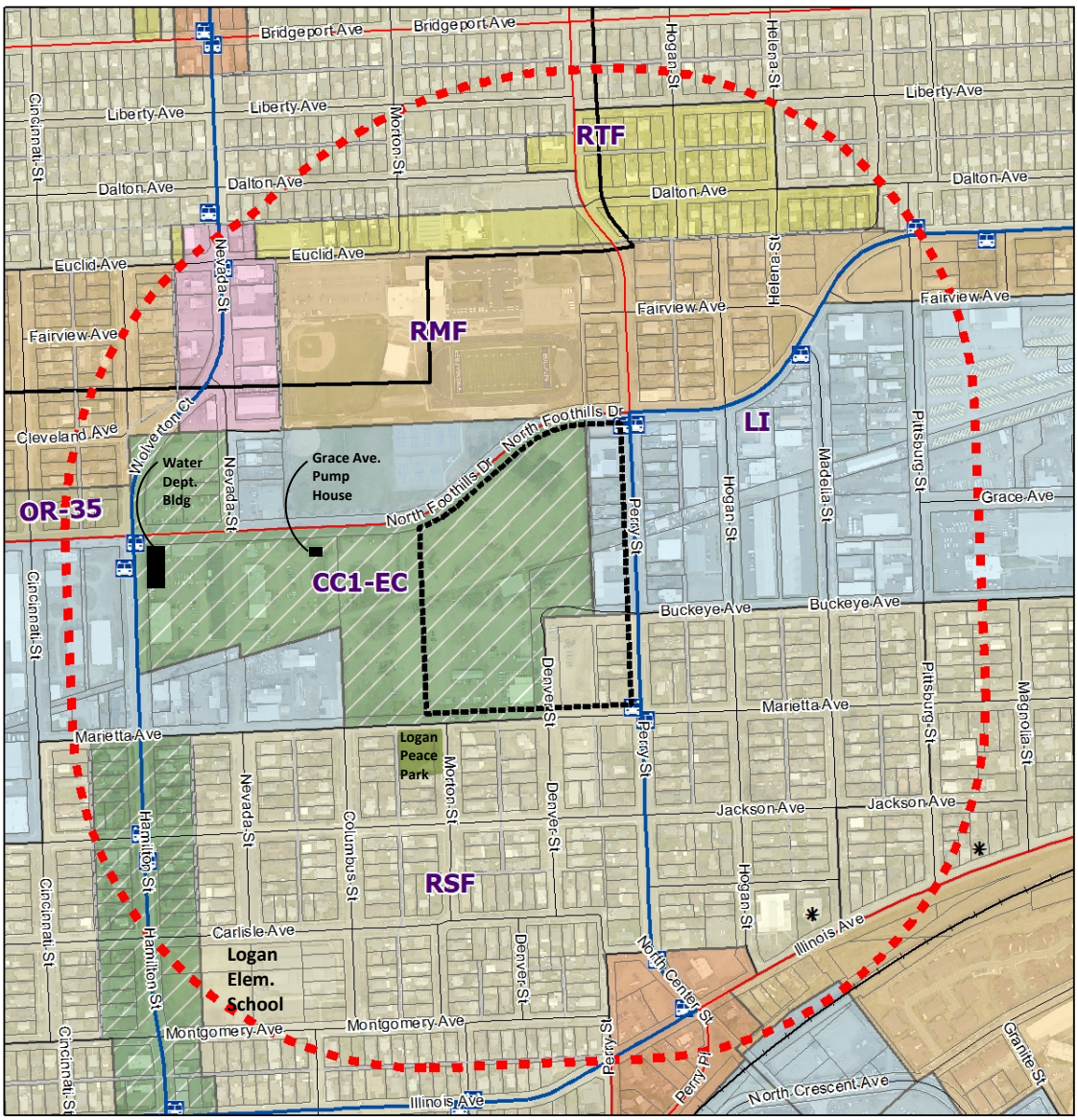
- Two Mile Radius
- One Mile Radius
- Site Boundary
- Preferred Walking Route
- Controlled Intersection

Road Class

- Freeway
- Freeway Ramp
- Highway
- Major Arterial
- Minor Arterial
- Collector
- Other Ramp
- Local Street

*Note: this map was generated by City of Spokane Staff to represent possible bussing and walking zones. Spokane School District has not finalized its Attendance Map to-date.

Location & Context



NORTHEAST MIDDLE SCHOOL- 1/4 MILE RADIUS

330 165 0 330 660 990 1,320 Feet

N W E S

Legend

- Quarter Mile Buffer
- Site Boundary

Zoning

- City Park
- Center and Corridor Type 1
- Community Business
- Light Industrial
- Neighborhood Retail
- Residential Multifamily
- Residential Single-Family
- Residential Two-Family

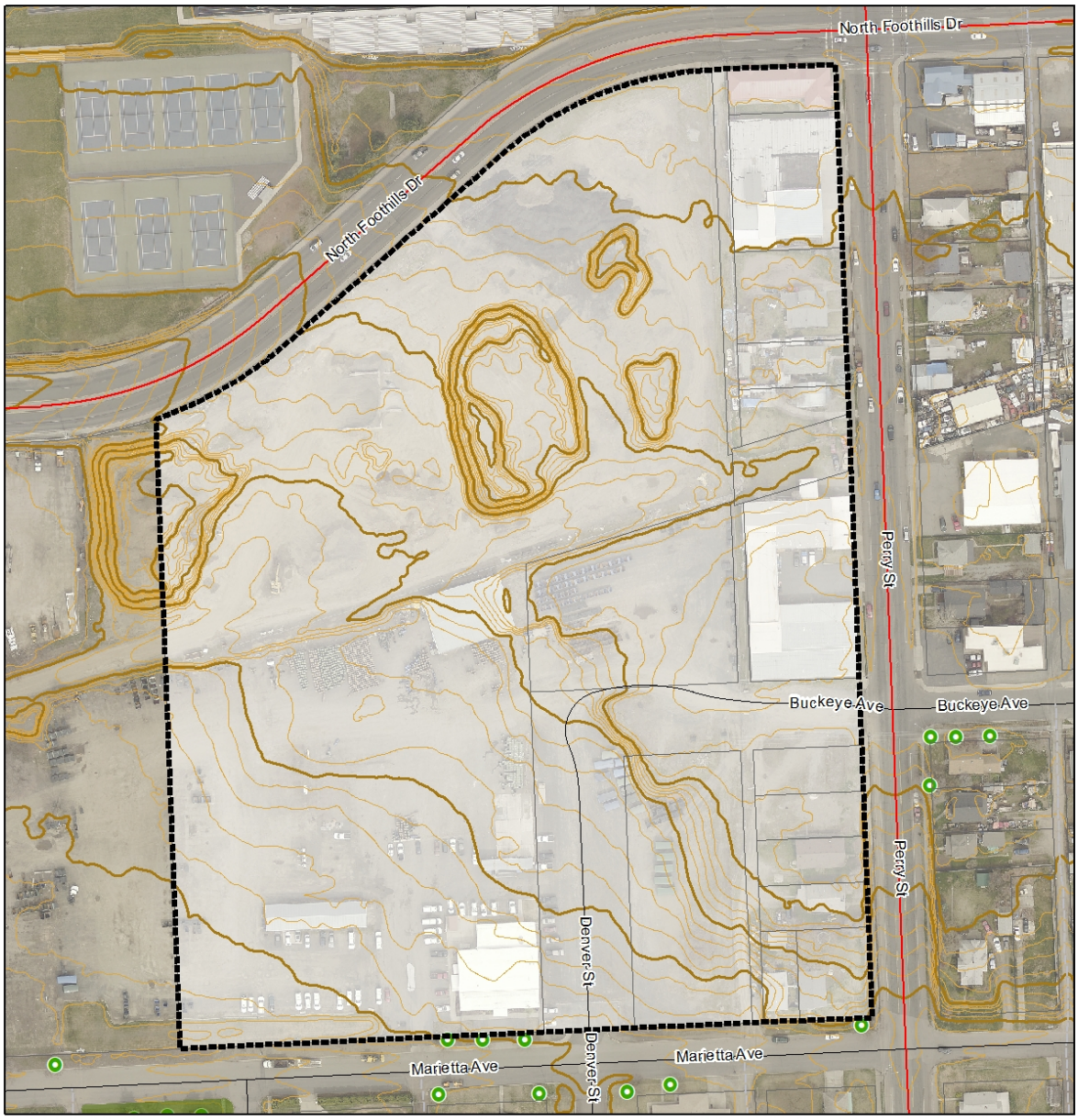
The site is located at 1250 E. North Foothills Drive in the Logan Neighborhood. The STA bus route 27 runs north south along Perry Street to the east of the site. The Gonzaga Prep School playfields are north of the site. Logan Peace Park is to the southwest of the site, with single family residences along the south

and southeast boundaries. A mix of commercial, residential, industrial, and municipal structures are along the east boundary.
The neighborhood has identified Jackson Avenue (one block to the south) as a priority traffic calming project. According to the traffic calming application, creating a greenway/bikeway along this street would resolve many neighborhood connectivity issues and allow for more walkability.

Two nearby structures have been identified as possibly contributory to a future historic district and eligible for the National Registry for Historic Places. The City of Spokane Water Department Maintenance Building (1934), is a one-story buff to red-colored brick industrial building designed in an Art Deco style.

The City of Spokane Grace Avenue Pump House (1950), is a variegated buff-colored brick industrial building designed in a classical and Art Moderne style incorporating glass block detailing.

Character Assets



NORTHEAST MIDDLE SCHOOL- SITE CONTEXT

Legend

- Site Boundary
- Tree Inventory
- Contour- Index
- Contour- Intermediate

100 50 0 100 200 300 400 Feet

N W E S

To make way for the school, all existing vegetation and structures will be removed. The site slopes 26 feet from northeast to southwest.

The Applicant has indicated that the intent of the design is to construct a "School in a Park" (submittal, pg. 3). In that Landscape firm's prepared Report of the Board of Park Commissioners (included in the Spokane Annual Report 1891-1913), the Olmstead Brothers make only one reference to park improvements in the Logan Neighborhood,

> *"Logan Playfield: This playfield adjoins Logan School. It will include blocks 4, 3 and 6 of Conlon's Addition, and 3, 4, 9 and 10 of Health's 5th Addition. It is important to have it as large as proposed, because it lies nearer the densely inhabited part of the city north of the river than any other contemplated playfield.*
>
> *It may even prove necessary to prohibit baseball on this playfield, in order that it may be used by as many children as possible. Adding 11.2 acres (including streets to be vacated) to the existing school lot, would make the total are of this playfield 12.7 acres." (Olmstead Brothers Report)*

The playfield referenced by the Olmstead Brothers was located less than ¼-mile to the southwest of the subject site. By 1958, the Logan Playfield had been reduced in size to approximately 1.5 acres of grass field and 0.4 acre of hardcourts (less than 2 acres in total). When the school district redeveloped Logan Elementary School it expanded the playfield to approximately 2.3 acres in size – now located on Hamilton Street, between Carlisle and Montgomery Avenues. The playfield is isolated from the surrounding residential neighborhood by an 8'-tall chain link fence, with tightly controlled access points. It has little connectivity or social relationship to the surrounding neighborhood.

The Logan Peace Park located across Marietta Avenue to the southwest of the subject site is less than ½-acre in size. Though the park has a play structure and a small hardcourt it has no accommodations for organized sports.

It should be noted that since the Olmstead Brothers Report, much of the proposed park and playfield needs for the Logan Neighborhood have been met with the 25.5 acre Mission Park and 3 acre Witter Aquatic Center – both located approximately 2/3 of a mile south of the subject site.

If there is an on-going desire to realize aspects of the Olmstead Brothers Report, that report also cited a number of other deficiencies in the urban design of the city (at that time). Chief among these is a lack of what was referred to as "Ornamental Plazas", to wit:

> *"The esthetic (sic) aspect of the city would be wonderfully increased if there could be accomplished several ornamental public squares…*
>
> *There should be other ornamental squares in various parts of the city about which land should be held for other public buildings, such as schools, fire engine houses, branch police stations, branch libraries, branch museums, branch street department houses and yards, etc. Such squares would also attract hotels, churches, clubs, theaters, charity buildings, social halls and the like." (Olmstead Brothers Report)*

As the report further clarifies, the spacing for such squares could be as dense as every ½-mile. The need for such ornamental squares in the most urban portions of the city is still of paramount interest.

While the City of Spokane Parks Department has not been involved in discussions with the School District about the proposed playfields, it has noted that if the playfields were subject to the terms of the existing Joint-Use Agreement between the City and the School District it would be in favor of the project (see exhibits). While the Logan Neighborhood does have a number of smaller parks, according to the level of service analysis conducted by the Parks Department the neighborhood around the subject site is deficient for larger parks located within a 10-minute walk service area. With the addition of the proposed playfields an additional 708 low-income households will have easier access to playfields (along with 175 more middle income households and 261 more high-income households).

Regulatory Analysis

Zoning Code Requirements

The site is zoned Centers and Corridors 1- Employment Center (CC1-EC) and Light Industrial (LI). 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 report.

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.124.500 Design Standards Implementation:

For the portion of the project that rests within a Residential zone, the Residential Institutional Design Standards found in SMC 17C.110.500 through SMC 17C.110.575 follow the Design Standards Administration criteria found in SMC 17C.110.015. For the portion of the project that rest within a Centers and Corridor zone, the design standards found in SMC 17C.122.060 "Attachment A" will be followed.

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.

Please note: Unlike Design Departure requests from design standards found in other zoning categories, for which a separate Land Use Application must be filed by the Applicant, Design Departures from design standards found in the Centers and Corridor zone can be processed through the regular design review process. The DRB's findings for such Design Departures must still follow the criteria found in SMC 17G.030.

Section 17C.122.060 Design Standards and Guidelines for Centers and Corridors:

The design standards found in SMC 17C.122.060, Design Guidelines Administration. All projects must address the pertinent design standards and guidelines. As stated in the Centers and Corridors Design Standards, "Some of the guidelines contained in this document use the word 'shall' while others use the word "should". Regardless of which term is used, each guideline must be addressed by an applicant. The City will expect to see how the design of a project has responded to every one of the guidelines. The "shall" statements, with such wording, are absolutely mandatory and offer relatively little flexibility unless choices are provided within the statement itself. All projects must include these elements as described. However, guidelines that use the word "should" are meant to be applied, but with some flexibility." An applicant may seek relief through chapter 17G.030 SMC, Design Departures, for those eligible standards and guidelines contained in the zoning code.

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 "superior in design quality" than what is required, and still meets the purpose of the standard (see SMC 17G.030.040 Decision Criteria)

Applicant's comments are provided in *italicized blue*, additional staff comments are in *italicized green*

- **Building Along Street: (**requirement**)**
  1. New development shall not have parking between buildings and the street and at least 30% of the frontage of the site shall consist of building facades. In shopping centers, buildings shall be placed along the sidewalk so that at least 15% of the frontage of the site consists of building façades.
  2. Buildings placed along sidewalks shall have windows and doors facing the street (see "Façade Transparency" and "Prominent Entrances") and shall incorporate other architectural features (see "Ground Level Details" and "Treatment of Blank Walls").

  The intent of the above listed (R) Requirements of SMC 17C.122.060 Buildings Along Street is, "To ensure that at least some part of the development of a site contributes to the liveliness of sidewalks along the street." As the development proposal does not meet this design standard a Design Departure will be required.

  Applicant Comment: The building and site program were developed based on SPS school standards and the site, pedestrian and vehicular circulation. A series of conceptual site plans were developed and it was determined that the best configuration provided for the building located in the middle of the site to facilitate:

  - *Grade transitions from the building to the remaining site. There is 26' of grade difference from Marietta to the corner of Foothills and Perry.*
  - *Parent drop off along Perry with access to the visitor parking lot.*
  - *Parent drop off along Marietta for easy access by/from the neighborhood to the east.*
  - *Main entry to the building from Perry with access from the visitor parking lot, student drop off and pedestrian access from the Logan neighborhood on the south and west as well as the Bemiss, Nevada Lidgerwood neighborhoods to the north.*
  - *Neighborhood access to the Community Outreach Center.*
  - *The west building entry provides student access from buses, pedestrian access from the NW corner entry and the southwest entry.*

  North Foothills Drive is a five-lane urban minor arterial that does not include parking or bicycle lanes. The current sidewalk is directly behind the curb. Based on the site analysis, vehicular circulation, building and site requirements, and discussions with the neighborhood, the design team and the district determined that the main entrance should be located on the east from Perry Street. Access and orientation to North Foothills was determined to be not viable due to safety concerns. The east building entry and plaza is envisioned to be a ceremonial space with access from the parking lot, student drop off and neighborhoods to the north and south. The CC1-EC zoned property on the west side of Perry Street is approximately 720'. The remaining site fronting Perry is zoned RSF. The entry and plaza are currently envisioned as fronting about 216' of Perry Street or approximately 30% of the frontage.

  The entry plaza is envisioned to incorporate accent paving, turf areas, landscape areas, seat walls, flag poles, bike racks and signage. Installation of art, interpretive information and additional signage may be considered as the design of the plaza continues to evolve. Building materials and details may be incorporated in the design of site elements in the plaza.

  We plan on proposing a design departure for the 30% requirement on North Foothills.

  Staff comments: The code's use of the term "frontage" when referring to building façades would indicate that for a façade to qualify as fronting a street it must be built to the setback in the highly urban Center and Corridor zone. Per SMC 17C.122.110 Setbacks and Required Sidewalk Width, this setback is 0' (or no less than 12' from the back of curb). The applicant must secure a Design Departure for the lack of a 30% building façade frontage along the Center and Corridor zoned portions of the site along Marietta Avenue, Perry Street, and North Foothills Drive.

  The Center and Corridor lineal frontage of these streets are (with required building façade frontages):

  - *Marietta Avenue: 450' (135' façade frontage requirement)*
  - *Perry Street: 705' (212' façade frontage requirement)*
  - *North Foothills Drive: 873' (262' façade frontage requirement)*

- **Buildings Along Intersection Corners**: (requirement)
  1. Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable.
  2. When there is more than one intersection corner on the site, the building shall be oriented to the corner with the highest category street. For example, the intersection of a principal arterial and a principal arterial would be preferred over the intersection of a principal arterial and a minor arterial.

  The intent of the above listed (R) Requirements of SMC 17C.122.060 Buildings Along Intersection Corners is, "To utilize building placement and massing along intersection corners to create an environment that frames the public realm and creates an urban street edge and contributes to the liveliness of sidewalks. To ensure that at least some part of the development of a site contributes to the liveliness of sidewalks along the street." As the development proposal does not meet this design standard a Design Departure will be required.

  Applicant Comment: Design team and the district recognize that the comprehensive plan and municipal code identify a requirement for development at the intersection of North Foothills are open to developing a 'plaza' type space at the SW corner of North Foothills and Perry in order to accomplish a number of city and district goals. These goals include:

  - *Creation of an 'urban edge' or urban space that contributes to the pedestrian environment and serves to somewhat mitigate the environment created by traffic on North Foothills.*
  - *Create an identity for the middle school's site that is recognizable on North Foothills.*
  - *Create a save crossing from the north with appropriately scaled waiting area for student crossings.*
  - *Provide public access to the softball and baseball fields for the neighborhoods on the north side of North Foothills.*

  It should be noted that the nature of a school building is very different than that a commercial building that might be oriented toward the corner.

  We suggest that development of this corner in a more urban character will serve as an example for future development of the SE corner of North Foothills. Location of the building entry from Perry Street creates safer and more convenient access for student drop off and pedestrian access from the neighborhoods to the south and east.

  We plan on proposing a design departure for the building orientation to the intersection corner.

- **Sidewalk Encroachments**: to ensure that there is a minimum clear, unobstructed walking route along sidewalks.
- **Lighting**: to ensure that site lighting contributes to the character of the site and does not disturb adjacent development.
- **Screening and Noise Control of Service Areas**: to reduce the impact of service, loading, and trash storage areas.
- **Ancillary Site Elements**: to make site elements compatible with each other.
- **Curb Cut Limitations**: to provide safe, convenient vehicular access without diminishing pedestrian safety.
- **Pedestrian Connections in Parking Lots:** to create a network of safe and attractive linkages for pedestrians.
- **Treatment of Blank Walls**: to ensure that buildings do not display blank, unattractive walls to the adjacent street or residential areas.
- **Façade Transparency:** to provide visual connection between activities inside and outside the building.

- **Massing:** (requirement) to reduce the apparent bulk of the buildings by providing a sense of "base" and "top" and provide buildings that frame and define the street and contributes to the quality of the public realm and pedestrian experience.
- **Roof Form:** (requirement) to ensure that roof lines present a distinct profile and appearance for the building and express the neighborhood character.
- **Pedestrian Oriented Signs:** to ensure that signs are interactive with people on foot.

City of Spokane Comprehensive Plan

Comprehensive Plan link

Note: The applicant has provided some comment to Comprehensive Plan citations, we've included these comments in *italicized blue*, additional staff comments are in *italicized green*

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.

Applicant Comment: While the CC1-EC zone doesn't expressly discuss school and park uses, the comprehensive plan does mention them.

LU 3.5 Mix of Uses in Centers notes that "New uses in Centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses."

Table LU 1 indicates that desirable mix of uses in centers, including neighborhood, district and employment center, would include 10% public use. "The 10 percent public use component is considered a goal and should include land devoted to parks, plazas, open space, and public facilities."

The school site includes approximately 13.9 acres of the CC1-EC zone. The school as proposed is consistent with the comprehensive plan desire for a mix of uses in districts to include parks, plazas, open spaces and public facilities.

Staff comment: There is a difference between the Land Use Category of "Center" (in the Comprehensive Plan) with the zoning category of Center and Corridor (CC1-EC zone, in the Unified Development Code). The Comprehensive Plan's use of the term Center refers to either a Neighborhood Center, District Center, or Employment Center – the locations of these Centers are listed in the Comprehensive Plan, and are:

- *Neighborhood Center: (Indian Trail and Barnes, South Perry, Grand Boulevard – 12th to 14th, Garland, West Broadway, Lincoln and Nevada, and Fort George Wright Drive and Government Way)*
- *District Center: (Shadle – Alberta and Wellesley, Lincoln Height – 29th & Regal, 57th & Regal, Grand District, Southgate, Five Mile – Francis & Ash, NorthTown – Division & Wellesley)*
- *Employment Center: East Sprague – Sprague & Napa, North Foothills Employment Center, Maxwell and Elm, Holy Family, North Nevada – Westview to Magnesium, and Trent & Hamilton)*

The subject site (including its expansion of the CC1-EC zone) is part of the North Foothills Employment Center. The total area of this Employment Center is 31.66 acres. Table LU 1 – Mix of Uses in Centers identifies a target land use mix for such a Center to be: 10% Public (or 3.17 acres), 30% Commercial/Office (or 9.50 acres), and 20% Higher-Density Housing (or 6.33 acres) with the remainder consisting of lower-intensity land uses. With the applicant's proposed development, 100% of the land area of the North Foothills Employment Center will consist of Public land uses – leaving no land available for either Higher-Density Housing or Commercial/Office uses. This deficit may be

corrected in the future with a more detailed city-approved sub-area planning process (similar to the planning efforts for the South University District Sub-Area, and the North Bank). Such a future effort may include an expansion of the Employment Center boundary to accommodate additional acreage to facilitate more employment and higher-intensity land uses.

The applicant's citation of Policy LU 3.5 and the mix of land uses in Table LU 1 would not indicate a support for the applicant's proposed development, as the project (even with the amount of playfields proposed) represent a move away of the ideal target of land use ratios, not a greater level of compliance with these ratios.

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

Note: The applicant has provided some comment to the Topics for Discussion, we've included these comments in *italicized blue*, with any additional staff comments in *italicized green*.

The Topics for Discussion have been divided into two categories, those that deal specifically with the required Design Departures and those that are more general in nature.

Design Departure Topics

Note: The Decision Criteria for Design Departures (SMC 17G.030.040 Decision Criteria) applies to the following Topics for Discussion. These criteria are:

A. Has the applicant's design team thoroughly examined how the Requirement (R) and/or Presumption (P) could be applied as written?
B. Does the proposal meet the intent and the general direction set forth by the Requirement (R) and/or Presumption (P) as written?
C. Is the specific change superior in design quality to that potentially achieved by the Requirement (R) and/or Presumption (P) as written?
D. Is the departure necessary to better address aspects of the site or its surroundings?
E. Is the proposed departure part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?
F. Has the applicant responded to the optional Considerations (C), if any, found within the design guideline? Including Considerations may assist in gaining acceptance for the plan.

1. **Given that the applicant is opting to convert the Light Industrial zoned portions of the site to a Center and Corridor zone (CC1-EC), and that this zone is one of the more urban of zones and Land Uses in the City of Spokane, what aspects of the proposed frontages of Marietta Drive, Perry Street, and North Foothills Drive are less than urban? What advice can be given to still meet the intent of the zone's design standard (for which a departure is being requested), and what might the Board's expectations be for a superior "urban" design for the alternative frontages?**

   Applicant Response (a reiteration of the applicant's response to the zoning analysis, above): The building and site program were developed based on SPS school standards and the site, pedestrian and vehicular circulation. A series of conceptual site plans were developed and presented in the DRB application. It was determined that the best configuration provided for the building located in the middle of the site to facilitate:

- *Grade transitions from the building to the remaining site. There is 26' of grade difference from Marietta to the corner of Foothills and Perry.*
- *Parent drop off along Perry with access to the visitor parking lot.*
- *Parent drop off along Marietta for easy access by from the neighborhood to the east.*
- *Main entry to the building from Perry with access from the visitor parking lot, student drop off and pedestrian access from the Logan neighborhood on the south and west as well as the Bemiss, Nevada Lidgerwood neighborhoods to the north.*
- *Neighborhood access to the Family Community Resource Center.*
- *The west building entry provides student access from buses, pedestrian access from the NW and SW corners.*

North Foothills Drive is a five-lane urban minor arterial that does not include parking or bicycle lanes. The current sidewalk is directly behind the curb. Based on the site analysis, vehicular circulation, building and site requirements, and discussions with the neighborhood, the design team and the district determined that the main entrance should be located on the east from Perry Street. Access and orientation to North Foothills was determined to be not viable due to safety concerns. The east building entry and plaza is envisioned to be a ceremonial space with access from the parking lot, student drop off and neighborhoods to the north and south. The CC1-EC zoned property on the west side of Perry Street is approximately 720'. The remaining site fronting Perry is zoned RSF. The entry and plaza are currently envisioned as fronting about 216' of Perry Street or approximately 30% of the frontage.

The entry plaza is envisioned to incorporate accent paving, turf areas, landscape areas, seat walls, flag poles, bike racks and signage. Installation of art, interpretive information and additional signage may be considered as the design of the plaza continues to evolve. Building materials and details may be incorporated in the design of site elements in the plaza.

Design team and the district recognize that the comprehensive plan and municipal code identify a requirement for development at the intersection of North Foothills are open to developing a 'plaza' type space at the SW corner of North Foothills and Perry in order to accomplish a number of city and district goals. These goals include:

Creation of an 'urban edge' or urban space that contributes to the pedestrian environment and serves to somewhat mitigate the environment created by traffic on North Foothills.

Create an identity for the middle school's site that is recognizable on North Foothills.

Create a save crossing from the north with appropriately scaled waiting area for student crossings.

Provide public access to the softball and baseball fields for the neighborhoods on the north side of North Foothills.

It should be noted that the nature of a school building is very different than that a commercial building that might be oriented toward the corner.

We suggest that development of this corner in a more urban character will serve as an example for future development of the SE corner of North Foothills. Location of the building entry from Perry Street creates safer and more convenient access for student drop off and pedestrian access from the neighborhoods to the south and east.

Staff comments: See comments in zoning analysis regarding the zone's Design Standard. It should be noted that the site's western portion does not front a street and no requirement for façade frontage (nor architectural program accommodations) along the west side of the building or site either contribute to, or deter from, the Design Departure.

2. **Given that the Center and Corridor zone's design criteria mandate that the intersection of Perry Street and North Foothills Drive receive the most urban treatment, with a building oriented to and engaging the intersection, what aspect of the proposed intersection treatment is less than urban? What advice can be given to still meet the intent of the zone's design standard (for which a departure is being requested), and what might the Board's expectations be for a superior "urban" design for an alternative treatment for the corner of the site nearest the intersection?**

Applicant Response (a reiteration of the applicant's response to the zoning analysis, above): Design team and the district recognize that the comprehensive plan and municipal code identify a requirement for development at the intersection of North Foothills (and) are open to developing a 'plaza' type space at the SW corner of North Foothills and Perry in order to accomplish a number of city and district goals. These goals include:

- *Creation of an 'urban edge' or urban space that contributes to the pedestrian environment and serves to somewhat mitigate the environment created by traffic on North Foothills.*
- *Create an identity for the middle school's site that is recognizable on North Foothills.*
- *Create a save (sic, "safe") crossing from the north with appropriately scaled waiting area for student crossings.*
- *Provide public access to the softball and baseball fields for the neighborhoods on the north side of North Foothills.*

It should be noted that the nature of a school building is very different than that (of) a commercial building that might be oriented toward the corner.

We suggest that development of this corner in a more urban character will serve as an example for future development of the SE corner of North Foothills (and Perry?). Location of the building entry from Perry Street creates safer and more convenient access for student drop off and pedestrian access from the neighborhoods to the south and east.

General Topics

3. **The applicant intends to more fully achieve one of the visions from the 1908 Olmsted Plan regarding playfields in the Logan neighborhood. Is there an opportunity to incorporate educational elements into the site, such as signage, artwork, etc., to celebrate the Olmsted Plan and the design's realization of the Plan's vision? As playfields on school grounds are typically fenced off from adjacent neighborhoods (with tightly controlled access points), how will such playfields become more fully integrated into the urban fabric of the neighborhood?**

Applicant Response: The design team and the district will review the opportunities for art, sign and other educational elements as the design of the main entry plaza progresses.

Generally will be an open campus similar to all new SPS middle schools. The grading, landscape and open playfields serve as a neighborhood amenity and buffer between the school and the adjacent single-family neighborhood to the south. The fencing plan currently includes the following:

- *Fencing along North Foothills and a short section along Perry for player/student safety and restraint of balls.*
- *Pedestrian access to the west entrance and gym is available from the NW corner from North Foothills and SW corner from Marietta.*
- *No fencing is anticipated from the entrance to the visitor (staff) parking lot to the corner of Perry and Marietta.*
- *Limited fencing is anticipated between the center of the multi-use field and Marietta on the south. Access to the lower fields will be available from the SW and SE corners of the site.*

Staff comments: It should be noted that the current vehicle drive curb-cut location for the Staff/Event Parking Lot & Bus Drop-off will likely shift to avoid conflicts with the N Morton Street & Mariette Avenue intersection. This could potentially impact the degree of integration of the Logan Peace Park with the project's south playfield & park-like improvements. Consideration should be given to how this integration should occur, and how this mitigation may benefit the alternative design needed to accommodate the Design Departure for the Marietta Avenue building façade frontage.

4. **There is approximately 600 lineal feet of parent drop off along the south side of the site (along Marietta Avenue), the closest of which is nearly 500 feet to the student entrance of the school. It can be assumed that students will likely cut directly north through/along the south playfield to shorten the walking distance. Is there an opportunity to provide a more direct walking path from the Marietta Avenue drop-off to the student entrances? Conversely, is there ***any*** need for dedicated parent drop-off along Marietta Avenue, given that the Applicant is also proposing a significant amount of parent drop-off parking along it 1,000 lineal feet of Perry Street frontage?**

   Applicant Response: There is approximately 18' of elevation change from Marietta to the main floor elevation of the school with student entrances on the west and east ends of the building. It is likely that students will cut through lower fields at times. It would be very difficult to provide an accessible route between Perry and the North-South walk along the driveway on the west without compromising the function of the multi-use field adjacent to Marietta.

   Dispersal of parent drop off to the greatest extent possible reduces traffic conflicts and impacts on the adjacent neighborhood. While Marietta would have student drop off, we would work with the city to appropriately sign it to allow parking.

   Staff comments: As a realignment of the curb-cut on Marietta Avenue to the Staff/Event Parking Lot & Bus Drop-off curb-cut is likely, there may also be a way to shift the street tree wells along Marietta to comport with the zone's 12'-wide sidewalk requirement. The applicant may be requesting to move the Perry St. street trees to the back of the sidewalk, but the Marietta Ave. street trees could remain in the standard location (back of curb) in order to allow this frontage to serve a transitional function with the residential uses along the south side of Marietta.

5. **The theme for the project is "A School in a Park" and the Applicant has indicated an intent to create park-like settings with "graceful and efficient planting transitions from the playfields to the building." Is there an opportunity to provide pedestrian connections from the school to the playfields, and throughout the park areas as well? How does this object-in-a-field design approach, often associated with sub-urban development patterns, comport with the intended urban expectations of the underlying zone and Land Use?**

   Applicant Response: Access to the fields is provided by the sidewalk along Perry and the sidewalk adjacent to the west driveway.

   Access to the multi-use fields is available from Marietta as well

   The school forms a hillside transition between Marietta and North Foothills, a vertical distance of 26'. Topography limits the opportunity for additional walks.

   As noted in the staff report, middle school students will likely cut across fields and we believe this traffic will be mostly dispersed between the east and west entries.

   There are no student entrances into the learning neighborhoods that frame the south side of the school and the experiential spaces on the north, only emergency exits. The addition of additional walks would not facilitate greater access and would result in reduced play space.

   The School in a Park design approach was born of the necessity to achieve a number of school district and community goals. These include:

   Middle school physical education and sports programming requires field space for soccer, football, track, baseball and softball as well as other activities. This results in open space that is typical of middle school development. Schools with this configuration and open space are typical in urban, suburban and rural environments.

   While the underlying zone and land use are heavily urban, we see in LU 3.5 Mix of Uses in Centers that integration of park, open space and public uses are encouraged to create a dynamic center.

   It is important to note that there is an existing single-family neighborhood to the south and the site plan as proposed provides a buffer between the school and the neighborhood as well as much needed large multi-use open space that does not require children to cross an arterial to access. (Mission Park / Mission Avenue).

Staff comments: Please refer to staff comments in the Comprehensive Plan analysis (above) regarding the Applicant's citation of policy LU 3.5 and land use mix target rations found in Table LU 1. The hoped-for land use dynamism cited by the Applicant by providing additional playfields in the North Foothills Employment Center does not comport with the goals of the Comprehensive Plan in the manner in which the Applicant has stated. This Topic for Discussion is offered to properly frame the differences between the Applicant's layout (low intensity, sub-urban in nature) – and the intent of the Comprehensive Plan and the Unified Development Code; which calls for a greater land use mix and urban intensity of design.

6. **Given the design departure discussion points listed in items 1 & 2, and the expressed desire of the Applicant to realize portions of the Olmstead Brothers Report, is it feasible to accommodate an Ornamental Square near the principal urban intersection of Perry Street and North Foothills Drive? Would the DRB find such a proposal an appropriate alternative design element; which would still be consistent with an urban site design?**

   Applicant Response: The intersection of Perry and North Foothills is an important part the school site. We look forward to collaborating on a concept.

7. **Adjacent to the west boundary of the site are two urban facilities that provide an architectural contribution to the neighborhood – the masonry Water Department buildings located at 1024 North Foothills Drive (*Grace Avenue Pump House, 1950*) and at 914 North Foothills Dr. (*Water Department Maintenance Building, 1934*). Does the DRB find these masonry Art Moderne/Art Deco buildings (or some architectural elements of these structures) worthy of emulating in the architecture of the proposed Middle School?**

   Applicant Response: We will review the existing utilities (buildings / structures?) and determine what is appropriate to incorporate.

Note

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

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan

Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Northeast Middle School

To: Walt Huffman
MMEC Architecture
1 N Monroe St
Spokane, WA 99201
walt@mmecarchitecture.com
Phone: 509-624-6800

From: Patty Kells, Facilitator
Phone: 509-625-6447

Project Name: Northeast Middle School
Permit No.: B20M0084PDEV
Site Address: 1250 E North Foothills Dr
Parcel No.: Multiple
Meeting Date: Thursday, July 23, 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, July 23, 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: 138,826sf middle school
B. Scope and Size: The scope of work is a new Middle School building with 2 floors and no basement. There are also accessory structures.The total area of the project is approximately 138,826 square feet. The occupancy is E. The facility will be of Type IIB construction.
C. Special Considerations: Conditional Use Permit, SEPA, Design Review and Street Vacation

D. Estimated Schedule: 2020-2021
E. Estimated Construction Cost: $42,000,000

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.

Donna deBit - Assistant Planner (509-625-6637):

1. Floor Area Ratio & Height:
    a. In the CC1-EC zones, the basic allowable FAR for non-residential uses is 0.5. The maximum FAR with the inclusion of the public amenities identified in 17C.122.090 is 3.0 for non-residential uses.
    b. The maximum allowable height in the CC1-EC zone is 150 ft.
2. Design Standards: 17C.122.060
   Please review the Initial Design Standards and Guidelines for Centers and Corridors; specifically. Façade Transparency and Prominent Entrances.
3. Development Standards for RSF zone:
    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
4. 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. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
2. The building will be required to be provided with fire sprinklers. (IFC 903)
3. Where the highest occupied floor level is more than 30 feet above the lowest level of Fire Department access, Class I standpipes are required in each stairwell (IFC 905 amended

by SMC 17F.080.030.B.11). Multiple standpipes in a building shall be connected to a common Fire Department connection (IFC 905 amended by SMC 17F.080.030.B.11) and no more than 150 feet from a fire hydrant along an acceptable path of travel (SMC 17F.080.310). A minimum of one outlet is required on the roof (IFC 905.4) or on the highest landing of an interior exit stairway with access to the roof compliant with IFC 1011.12.

4. An emergency voice/alarm system with central monitoring is required for this building (IFC 907 amended with SMC 17F.080.110).
5. Smoke and carbon monoxide detection is required in classrooms or in rooms that are a source of CO2.
6. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-initiating zone, as per Spokane Fire Department policy and as provided in the International Mechanical Code. The code requires duct detection only on return air.
7. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
8. 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.
9. 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.
10. Dust collection is noted to be provided. This will need to meet the Fire Code.
11. 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).
12. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
13. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

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

1. Please see the attached letter.

Section 2 – Comments Specific to the Site

Donna deBit - Assistant Planner II (509-625-6637):

1. **A Type II Conditional Use Permit for the new school, as a portion of the property is in the single-family zone.**
2. **Design Review will be required as part of the CUP. You will need to request a design departure for the CC design standards that you cannot meet.**
3. **SEPA is required.**
4. Landscaping and Sidewalks: This would apply along the frontage of N. Foothills. **All other frontage will be decided through design review to accommodate student pick up and drop off areas.**
    a. Separated sidewalks with planting zone are required.

b. Sidewalks shall be at least twelve feet wide and consist of a clear walking path at least eight feet wide (in addition to a planting zone for street trees per SMC 17C.200.050). 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. This landscape strip shall be located within the property line and may be combined with stormwater areas using LID standards.
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*).

5. Pedestrian Connections:
   a. Within parking lots containing more than 30 stalls, clearly defined pedestrian connections should be provided:
      - Between all public right-of-way and building entrances
      - Between parking lots and building entrances
   b. Pedestrian connections can be counted toward the amount of required landscaping.
   c. Pedestrian connections shall not be less than 5 feet wide.
   d. Pedestrian connections shall be clearly defined by at least two of the following:
      - 6 inch vertical curb.
      - Textured paving, including across vehicular lanes.
      - A continuous landscape area at a minimum of 3 feet wide on at least one side of the walkway.
   e. When there is a transit stop adjacent to the site, a pedestrian connection between the transit stops and building entrances, especially the prominent entrances, should be provided.
   f. Pedestrian connections should maximize directness of travel between pedestrian origin and destination.
6. 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 is 1 stall per 1,000 gross square feet of floor area.
      ii. Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.
7. Any new fencing will require a separate permit.
8. Refuse Screening: 17C.200.070
   a. All refuse containers must be kept on the property.
   b. All exterior refuse (including: garbage, recycling and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties, by using one of the following methods:
      i. Carts may be kept inside a structure and brought curbside on collection day.
      ii. An L1 visual screen.
      iii. A six-foot high solid masonry wall or sight-obscuring fence five feet inside the property line with an L2 see-through buffer between the fence and the property line.
      iv. A five-foot tall earth berm planted with L3 open area landscaping.
      v. Storage areas are not allowed within fifteen feet of a street lot line.

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

1. **A trip generation and distribution letter will be required for this project for review with the CUP and SEPA. Please submit turning movements for buses for the proposed driveway approaches**.
2. **The street vacation is on the City Council agenda for August 17th and if the resolution passes, will progress to a public hearing.**
3. **The driveway for the fire lane/bus loop must be completely off-set to the 'T' intersection of Marietta Ave and Morton St.**
4. Frontage improvements are required along all adjacent streets to include separated or proposed integral curb and sidewalk, street trees, driveway approaches, and wheelchair ramps on the northwest corner of Perry St and Marietta Ave and another on the northeast or southwest corner is required.
5. 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.
6. 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.
7. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to each intersecting street corners in both directions to verify there are no conflicts.
8. 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 reference 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.
9. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
10. All unsued driveways must be removed and replace with City standard curb and sidewalk. Any new or modified driveway access locations must be reviewed and approved by Traffic Engineering prior to permit issuance.
11. Regional pavement cut policy will be applicable. Confine illumination lighting to the site.
12. *"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 138,826sf Middle School proposed in the Northeast Service Area calculated at $63.78/student for 803.5 students. This fee must be paid with the other permit fees prior to issuance of the building permit. The following are credits will be given for previous uses and the estimated fee:

• 15,000sf of Warehouse ($.28/sf)		$4,200.00
• 12,820sf of Auto Shop ($1.48/sf)		$18,973.60
• 17,446sf of Manufacturing ($.64/sf)		$11,165.44
• Seven SFR ($683.28/ea)		$ 4,782.96
		$39,122.00
• New Middle School	-	$51,248.21
Estimated Total:		**$12,126.21 + $363.79 admin fee = $12,490.00**

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

STA provides service on Perry with route 27 that will serve the Middle School. The closest bus stops to the site are the northbound and southbound bus stop located on Perry at North Foothills Drive. As part of the frontage improvements please add an ADA Boarding and alighting pad to both stops and a shelter pad for the southbound bus stop. STA's bus stop standards are located here, https://www.spokanetransit.com/projects-plans/bus-stop-design-standards. Coordinate bus stop improvements with Tara Limon, tlimon@spokanetransit.com or (509) 343-1692.

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

1. According to our records, there have been a number of four inch sewer services extended to the property beginning in the 1930s which are not sufficient for this project. There is a 10 inch clay sewer main transitioning to a 12 inch concrete main transitioning to a 10 inch clay main in Perry adjacent to the site. All three sections were installed in 1936 and range between 9 and 13 feet in depth.
2. New commercial side sewers shall be PVC pipe at least six inches in diameter (including the property line to building extension from the stub if used), 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. The project property is located within the General Facilities Charge (GFC) Waiver Zone, so GFCs will not be assessed on new service connections.

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

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 7,750 GPM without automatic sprinklers throughout and requires eight fire hydrants. Site fire flow is 1,938 GPM with automatic sprinklers throughout and requires two fire hydrants.
2. 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
3. There are five existing fire hydrants in the area that meet some of the code requirements for this project. Additional fire hydrants will be required.
4. Site fire flow will be required to be maintained or provided during construction prior to the issuance of a building permit.
5. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
6. For 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).
7. 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.
8. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).

9. Streets with a minimum clear width less than 28 feet are required to be provided with “No Parking – Fire Lane” signs on both sides of the fire lane.
10. Streets with a minimum clear width less than 36 feet and greater than or equal to 28 feet are required to be provided with “No Parking – Fire Lane” signs on one side of the fire lane.
11. 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.
12. The proposal does not appear to meet the requirements for fire access as required in the Fire Code. Fire aerial access is not provided, and we are not able to get fire apparatus (or a fire hydrant) to within 165’ of all points around the building.
13. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
14. 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

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

1. There are multiple existing domestic water services running to these parcels. All existing galvanized services cannot be utilized for the project. If any existing services are not utilized, they must be disconnected at the main.
2. There is a 12-inch cast iron water distribution main in Perry St and a six-inch cast iron water distribution main located in Buckeye Ave available for the project.
3. A hydraulic model must be performed to prove that the design meets minimum standards and to show how this project affects our water system.
4. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
5. 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.
6. Calculated static water pressure is approximately 61 psi at the surrounding hydrants.
7. 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.

8. 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. Please show detailed dimensions of the roll off enclosure. The gate openings for each roll off container will have clear width minimum requirements of 12 feet 6 inches. Each roll off will also be required to have full length guide rails mounted securely into the concrete to guide the containers into place. Access to the refuse enclosure looks good.

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

1. Urban Forestry comments may provide comments at a later date.

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.

Zoning Design Standards analysis (provided by applicant) – *staff comments in blue*

The Middle School site is made up of 3 different zone categories, Centers and Corridors, Light Industrial and Single Family Residential. Below is a summary of the allowed uses.

Staff comment: With the proposed land use change, the site will be composed of only CC1-EC and RSF. The LI (Light Industrial) zoning category won't apply (nor will its design standards in SMC 17C.130.500 thru .540)

Section 17C.122T.001 Table 17C.122-1 Center and Corridor Zone Allowed Uses: Government, Public Service or Utility Structures, Social Services and Education.

Section 17C.130.100 Industrial Zones Primary Uses: Schools are permitted in a Light Industrial Zone.

Staff comment: See above.

Section 17C.110.100 Residential Zone Primary Uses: Schools are permitted through the conditional use review process. Spokane Public Schools will be applying for a CUP to address the portions of the building that fall under this zoning category within the site boundary.

Section 17C.110.223 Required Outdoor Areas: Due to the proximity to the residential neighborhood to the south of the NeMS site we understand that the idea of "required outdoor areas" in the residential zones for outdoor relaxation or recreation is critical. The concept of a school in a park helps to address this issue to incorporate a recreation and relaxing atmosphere that can be used by the entire neighborhood.

Staff comment: SMC 17C.110.223 Required Outdoor Areas does not apply to a School Use (note, the metrics for required outdoor areas are calculated by dwelling unit, see Table 17C.110-3).

Section 17C.110.515 Buildings Along Street: The main entrance is located on the east side of the building creating both a functional and ceremonial space for students dropped off by parents on Perry Street and visitors parking in the east parking lot. Bus drop off and the majority of the parking is located west of the building.

Staff comment: SMC 17C.110.515 Buildings Along Street only applies to the portion of the subject site located within the RSF zone. This area of zoning only extends from the centerline of Denver Street (to the west) and the centerline of Buckeye Avenue (to the north). The building's Primary Entry and the site's visitor parking are not located within the RSF zone.

Section 17C.110.520 Purpose and Design Standards: Site lighting will contribute to the character of the site and will not disturb adjacent development. Lighting will be provided within parking lots, along pedestrian walkways and accessible routes of travel.

Staff comment: Note the extents of the RSF zone as mentioned above. SMC 17C.110.520 Lighting only applies to the portions of the site located with the RSF zone.

Section 17C.110.525 Landscape Areas: The vision of a 'School in a Park' embraces the importance of the natural environment and the integration of the landscape areas in support of the outside – in approach. The overall landscape design will reflect and reinforce the building character shapes and forms. Outdoor open spaces will be designed to appropriately support the scale of the building and reinforce the sense of entry. Pedestrian circulation will create logical pathways that lead to building entrances and will be sized to facilitate efficient snow removal. As the design evolves, spaces for outdoor learning will be identified and defined.

The required building setbacks will be landscaped with a buffer. In particular, the west property boundary will be planted to screen the parking lot as well as define the western boundary of the site. Trees and low maintenance turf grass will be integrated into the land-scape. The parking lot will also meet the requirements for internal landscaping.

Staff comment: Note the extents of the RSF zone as mentioned above. SMC 17C.110.525 Landscape Areas only applies to those portions of the site zoned RSF. Landscape areas that "reinforcing the sense of entry" may not apply as the building's entry is not located in the RSF zone, the same holds for the west property boundary's landscaping and the off-street parking area located in the western portion of the site.

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

Staff comment: SMC 17C.200.050 Street Tree Requirements will apply.

Section 17C.110.545 Transition Between Institutional and Residential Development: The site design creates over four acres of open playfield and a park like environment that extends Logan Peace Park across Marietta onto the school site. The north and south fields create a visual and physical connection to the adjacent neighborhood. As the landscape matures, the school may eventually become secondary to the playfields in the minds of adjacent residents. Visual and physical linkages invite residents to enjoy the fields as well as encouraging 'eyes on the site'.

Staff comment: SMC 17C.110.545 Transition Between Institutional and Residential Development only applies to the architectural elements of an institutional building visible from the ground level of an adjacent single-family residential zone, it does not apply to landscaping treatments. The portions of the institutional building(s) visible from the ground floor of the RSF zoned properties across Perry Street and Marietta Avenue will either need to comply with Subsection B of the Design Standard, or a Design Departure will need to be secured.

Section 17C.120.580 Plazas and Other Open Spaces: The main entry plaza is configured to welcome students, parents and visitors to the school with clear visual and physical connections. The hardscape and landscape create transitional and ceremonial gathering spaces that offer seating and shade from maturing trees. The west plaza serves students arriving on foot and by bus. This active space incorporates basketball courts and age appropriate play equipment as well as ample seating for enjoying lunch or to just hang.

Staff comment: SMC 120.580 Commercial – Plazas and Other Open Space does not apply to this project – as this code provision only applies to commercially zoned properties.

General Staff comment: The following Institutional Design Standards contained in SMC 17C.110.500 thru .575 not mentioned in the applicant's design review submission still apply to the portion of the subject site that rests within the RSF zone.

- *SMC 17C.110.535 Curb Cut Limitations (if relevant)*
- *SMC 17C.110.540 Pedestrian Connections in Parking Lots (if relevant)*
- *SMC 17C.110.550 Treatment of Blank Wall*
- *SMC 17C.110.560 Massing*
- *SMC 17C.110.565 Roof Form*
- *SMC 17C.110.575 Screening*

Section 17C.122.060 Design Standards and Guidelines for Centers and Corridors

The design team will be addressing all of the design standards as they progress through the project. Below is a summary of The Standard and Guidelines for All Centers and Corridors indicates on pages 4-21.

P.4 BUILDINGS ALONG STREET Requirement (R)

Per the guidelines, there is no parking separating the school from Perry. The primary elements of the school along Perry are the main entrance, framed by the administration suite and the Community Outreach Center. All three elements will have significant areas of glass. The prominent entry will lead students into the school commons, which will have glass to allow for daylight and views. See Section on 17C.110.515 Buildings along Street above.

> *Staff comment: The (R) Requirement of SMC 17C.122.060 Buildings Along Street stipulates that "at least 30% of the frontage of the site shall consist of building facades". As the development proposal does not meet this design standard* ***a Design Departure will be required****.*

P.5 BUILDINGS ALONG INTERSECTION CORNERS Requirement (R)

Per the guidelines, setbacks that accommodate landscaped activity areas and clear view triangles are provided at both intersections. The shape of the school gives it a strong orientation to both intersections, with the Administration Suite oriented toward the most active intersection at North Foothills and Perry. To facilitate safe student access for pedestrians or from parent lanes along Perry and Marietta, the school is placed with the main entrance midway between the intersections on the most level length of Perry.

> *Staff comment: The (R) Requirement of SMC 17C.122.060 Buildings Along Intersection Corners stipulates that the proposed building orient to the intersection of North Foothills Drive (an Urban Minor Arterial) and Perry Street (a Major Urban Collector Arterial). While landscaped setbacks and clear view triangles are acceptable open space encroachments in this urban street edge, since the proposed design does not bring the building up to this intersection corner the development proposal does not meet this design standard and* ***a Design Departure will be required****.*

P.6 SIDEWALK ENCROACHMENTS

None anticipated

P.7 LIGHTING

The lighting planned for the school will be compatible with the character of the site. Parking lots and Emergency lighting will be provided per the typical Spokane Public School standards. The design team will pay close attention to off-site glare and shielding techniques in addition to the height of fixtures.

> *Staff comment: As this is not a design standard for which a departure can be granted, the 16' height for pedestrian walk way light and 24' maximum height for parking lot lights must be adhered to.*

P.8 SCREENING AND NOISE CONTROL OF SERVICE AREAS

The design team (including acoustical engineer) will explore ways of reducing the impacts of service, loading, and trash storage areas. All service, loading, and trash collection areas will be screened by decorative walls of masonry, or metal panel that is complimentary to the materials used on the building. All service areas are facing away from residential areas.

> *Staff comment: The Landscape and Screening requirements of service area stipulated in SMC 17C.200 (L2) apply to the project.*

P.9 ANCILLARY SITE ELEMENTS

Requirements will be met

P.10 CURB CUT LIMITATIONS

Curb cuts will meet city standards, bus traffic and parent traffic will be separated to provide a safe environment for vehicles and pedestrians.

Staff comment: As this is not a design standard for which a departure can be granted, this design criteria must be adhered to.

P.11 PEDESTRIAN CONNECTIONS IN PARKING LOTS

The design will meet City standards and ADA standards to provide pedestrian traffic with a safe and attractive connection to the building. Entrances for students, staff and public will be prominent and scaled appropriately.

Staff comment: As this is not a design standard for which a departure can be granted, this design criteria must be adhered to.

P. 12 DRIVE THROUGH LANES

There will be no drive through lanes between the school and any surrounding street.

P. 13 TRANSITION BETWEEN COMMERCIAL AND RESIDENTIAL DEVELOPMENT Requirement (R)

On the south at the closest point, the school is 300' from the nearest home in the RSF zone across Marietta, separated by a park like playfield. Visible from the ground level of those homes, the playfield will be shaped by a landscaped bowl in the hillside. Visible to the RSF zone south of Buckeye across Perry, the school presents welcoming single story forms, an entry canopy, plentiful glass and a landscaped student plaza.

Staff comment: SMC 17C.122.060 Transition Between Commercial and Residential Development only applies to the architectural elements of any proposed building visible from the ground level of an adjacent single-family residential zone, it does not apply to landscaping treatments. The portions of the institutional building(s) visible from the ground floor of the RSF zoned properties across Perry Street and Marietta Avenue will either need to comply with "guideline" criteria of the Design Standard, or a Design Departure will need to be secured.

P.14 TREATMENT OF BLANK WALLS

A combination of brick, masonry, metal panel, glass and thoughtful landscaping allows the design team to create interesting architectural treatment on all walls facing streets and adjacent residential neighborhoods. At this time, it is anticipated that the design of the school will include from the guidelines: a) brick masonry; e) a projecting metal entry canopy; l) lighting fixtures; n) windows; o) signage; p) other architectural elements not listed that meet the intent.

Staff comment SMC 17C.122.060 Treatment of Blank Walls only requires that four of the listed design elements be incorporated in the portions of walls oriented to adjacent streets or residential areas. It should be noted that windows are not a listed element (unless they are intended to meet the "other architectural element not listed" criteria), and that signage must meet the criteria identified in the Pedestrian Oriented Signs subsection.

P.15 PROMINENT ENTRANCES

Per the guidelines, the principle entry to the school will be marked by: a) human scale detailing superior to applied ornamentation around the door and b) an entrance that is recessed more than 3' on the Administration Suite side and that protrudes more than 3' on the Community Outreach Center side, and a canopy extending more than 5'. Per the guidelines, it is anticipated that the entrance will be designed around a collection of elements that include a canopy, landscaped plaza, lighting and special paving.

P.16 FAÇADE TRANCPARENCY

The guidelines are written to residential, commercial or mixed use. However, all elements of the school will require some degree of daylighting through ground level or clerestory windows. The entry, Community Outreach Center and administration suite will require windows to function well.

> *Staff comment: As the building use is institutional (and neither residential, commercial, nor mixed use in nature) this design criteria appears not to apply to the project.*
>
> *General Staff comment: The remaining non-discretionary design criteria listed in SMC 17C.122.060 (Materials, Screening Rooftop Equipment, Curb Cuts, Streetscape Elements, Pedestrian Oriented Signs, Integration With Architecture (signage), Creative Graphic Design (signage), Unique Landmark Signs (if applicable), and Ground Signs) shall apply to the project.*
>
> *The following discretionary design standards will either need to be followed, or a Design Departure will be required.*
>
> - *SMC 17C. 122.060 Massing*
> - *SMC 17C.122.060 Roof Form*

STAFF SUMMARY

The submitted development proposal appears to require ***Design Departures*** *for:*

- ***Buildings Along Street*** *(SMC 17C.122.060, Attachment A, pg. 4), and*
- ***Buildings Along Intersection Corners*** *(SMC 17C.122.060 Attachment A, pg. 5)*

Additional building design information will be required to determine if Design Departures will be needed for the Massing and Roof Form design standards listed in Attachment A. Also, additional building design information will be required to determine if Design Departures will be needed for the following portions of the building located within the RSF zone:

- *SMC 17C.110.535 Curb Cut Limitations (if relevant)*
- *SMC 17C.110.540 Pedestrian Connections in Parking Lots (if relevant)*
- *SMC 17C.110.545 Transition Between Institutional and Residential Development*
- *SMC 17C.110.550 Treatment of Blank Wall*
- *SMC 17C.110.560 Massing*
- *SMC 17C.110.565 Roof Form*
- *SMC 17C.110.575 Screening*

It should be noted that two of the most urban zoning categories in the City of Spokane are those that cover the Downtown and those that cover Centers & Corridors. References to a design that contemplates a "School in a Park" where the building is pulled back from the street edge may work against the underlying premise of the Center & Corridor code provision for an Urban Street Edge. Sports Fields and Open Space play areas & plazas are still urban elements, but are intended to be behind and subservient

to the principal building on the site. This is why the Buildings Along Streets (30% minimum frontage along streets) and Buildings Along Intersection Corners (anchoring the corner with a building) are written as they are.

An applicant requesting a Design Departure must demonstrate that their alternative design meets the intent of the code provision (see above), and is superior in design quality to a design that met the standard(s).

As Design Departures will be needed for the above-listed design standards, the applicant should review the administrative procedures for Design Departures found in SMC 17G.030 – special attention should be given to the decision criteria that the Design Review Board will follow. These criteria can be found in SMC 17G.030.040 Decision Criteria.

Agenda Sheet for City Council Meeting of: 05/11/2020		Date Rec'd	4/29/2020
		Clerk's File #	RES 2020-0029
		Renews #	
Submitting Dept	PLANNING	Cross Ref #	
Contact Name/Phone	TIRRELL BLACK 6185	Project #	
Contact E-Mail	TBLACK@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Resolutions	Requisition #	
Agenda Item Name	0650- RESOLUTION CC3 OVERLAY		

Agenda Wording

A RESOLUTION directing City of Planning Services Department to conduct an abbreviated subarea planning process in an area adjacent to the North Foothills Center, as shown on the land use plan map, for the purposes of undertaking the

Summary (Background)

Council may authorize a process to consider amendments to the zoning map per SMC 17A.040.040; additionally, SMC 17G.020 allows council to initiate subarea planning actions with the adoption of a public participation plan.

Fiscal Impact	Grant related? NO Public Works? NO	Budget Account
Neutral	$	#
Select	$	#
Select	$	#
Select	$	#

Approvals		Council Notifications	
Dept Head	MEULER, LOUIS	Study Session\Other	April 16, 2020
Division Director	CORTRIGHT, CARLY	Council Sponsor	CM Burke/CM Cathcart
Finance	ORLOB, KIMBERLY	Distribution List	
Legal	PICCOLO, MIKE	tblack@spokanecity.org	
For the Mayor	ORMSBY, MICHAEL	lmeuler@spokanecity.org	
Additional Approvals		jrichman@spokanecity.org	
Purchasing		jchurchill@spokanecity.org	

ADOPTED BY
SPOKANE CITY COUNCIL:
May 11, 2020
Terri L. Pfister
CITY CLERK

RESOLUTION NO. 2020-0029

A RESOLUTION directing City of Spokane Neighborhood and Planning Services Department staff to conduct an abbreviated subarea planning process in an area adjacent to the North Foothills Employment Center, as designated on the land use plan map, for the purposes of undertaking the addition of CC-3 (Centers and Corridors Type 3) Zoning Overlay.

WHEREAS, Spokane's City Council may authorize a process to consider amendments to the zoning map per SMC 17A.040.040;

WHEREAS, Spokane's Municipal Code lays out a process for subarea planning which closely meets a zoning overlay adoption in SMC 17G.020 and allows council to initiate such subarea planning actions with the adoption of a public participation plan per SMC 17G.020.025(B)(3); and

WHEREAS, City of Spokane Planning Staff have been approached by two agencies who own property in the North Foothills area and have aggregated property in this area and have engaged in recent real estate transactions with the city to support their activities; and

WHEREAS, one such agency is Catholic Charities of Eastern Washington who with city and state support is endeavoring to build Gonzaga Haven, a publicly financed affordable housing community to serve families; and

WHEREAS, the other such agency is Spokane Public Schools District 81, in response to the McCleary Ruling, has been directed to expand its physical capacity for the education of children and has identified the need to provide more locations for middle school instruction and has identified a site in the North Foothills area for a Northside Middle School; and

WHEREAS, both of these proposals are adjacent to an area zoned CC1-EC (Centers and Corridors, Type1, Employment Center) and desire the expansion of the CC3 Overlay onto areas zoned LI (Light Industrial) which allows for more flexible development options and does not amend the existing Land Use Plan Map in the City's Comprehensive Plan or the Zoning Map; and

WHEREAS, CC3 Overlay is described in SMC 17C.122.020, Types of Centers/Corridors; CC3-Overlay Zone is applied as an additional zoning overlay and does not necessitate changing the base zoning or the Comprehensive Plan Land Use Plan Map designation for the area; and

WHEREAS, the City's Comprehensive Plan, Chapter 3, Land Use, *Goal 3.4, Planning for Centers and Corridors* describes a subarea planning process as the process designated to amend zoning surrounding an area designated on the Land Use Plan Map as a center; and

WHEREAS, On March 24, 2020, Governor Jay Inslee issued Emergency Proclamation 20-25 ("Stay Home – Stay Healthy") and Emergency Proclamation 20-28 (prohibiting in-person meetings at physical locations through at least April 23, 2020, and prohibiting public agencies from taking action on matters unless such matters are necessary and routine or are matters necessary to respond to the COVID-19 outbreak) requiring all people in Washington State to immediately cease leaving their home or place of residence except to conduct or participate in essential activities and/or for employment in essential business services; and

WHEREAS, pursuant to a March 25, 2020 Memorandum, Governor Jay Inslee issued guidance to the effect that certain construction activities qualified as essential including construction to further a public purpose related to a public entity or governmental function or facility, including but not limited to publicly financed low-income housing; and

WHEREAS, the Washington State Legislature has recognized that a housing shortage is currently in existence and has provided funding and direction for cities to undertake activities to increase residential capacity in E2SHB 1923 (2019) and SB 2343 (2020); and

WHEREAS, in light of the yet unknown but predicted strains on the economy by the COVID-19 response, the provision for housing services and the provision of education services will continue to be utmost importance to the community; and

WHEREAS, a Map of the subject area, the proposed CC3-Overlay Expansion, and notification area is attached as Exhibit A; and

WHEREAS, a Public Participation Plan is attached as Exhibit B; and

WHEREAS, as prescribe in SMC 04.12.010, this Resolution does not represent a recommendation of the City Council or Plan Commission regarding a legislative action to adopt changes to the Spokane Municipal Code or the text or maps of the Comprehensive Plan;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL that staff are directed to engage in limited subarea planning around the North Foothills center.

ADOPTED by the City Council this 11th day of May, 2020.

City Clerk

Approved as to form:

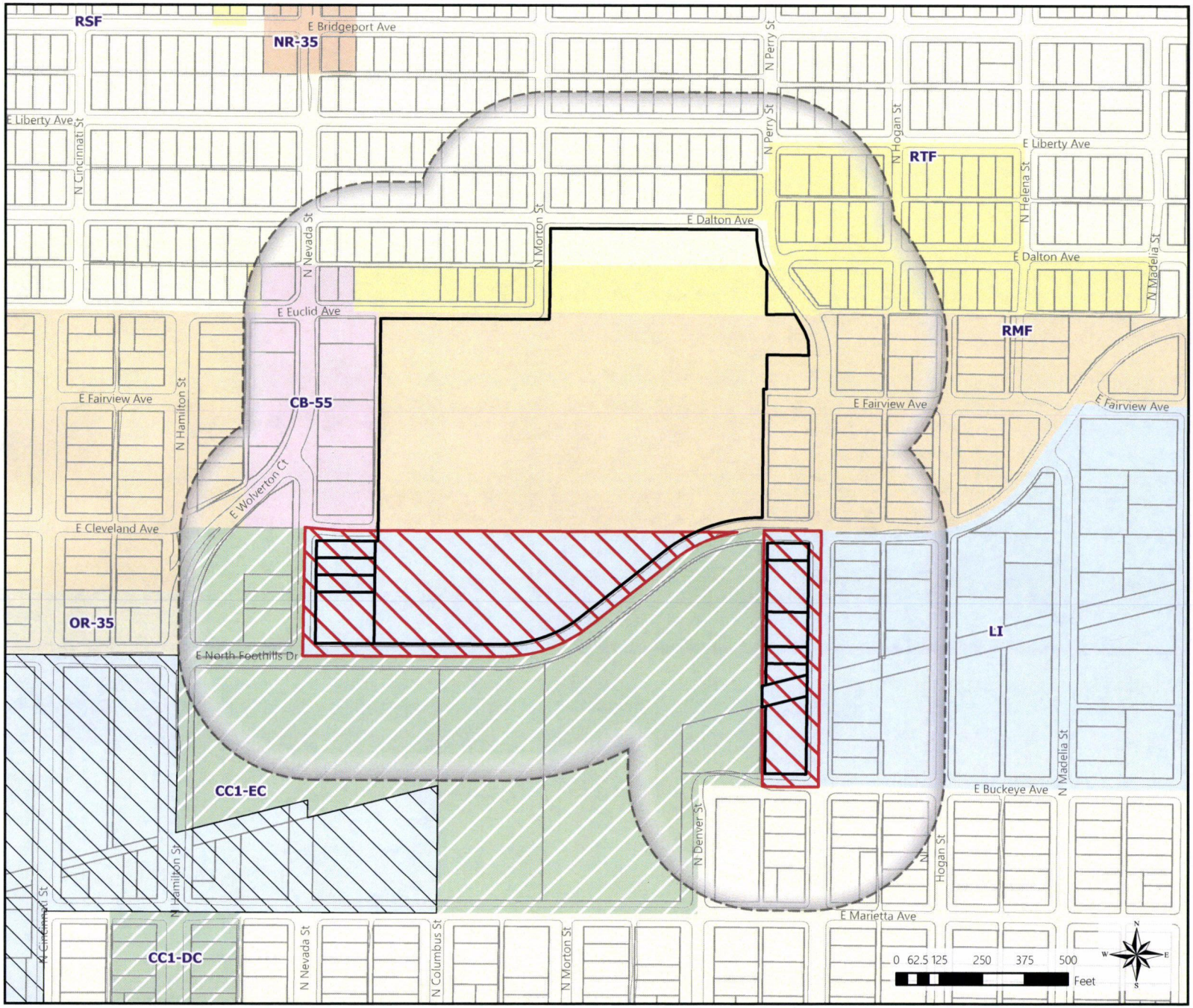
~~Assistant~~ City Attorney

Proposed Overlay and Typical Notification Area

Abbreviated Subarea Planning--CC3 Overlay--North Foothills Employment Center

Drawing Date: 4/6/2020

Drawing Scale: 1:5,000



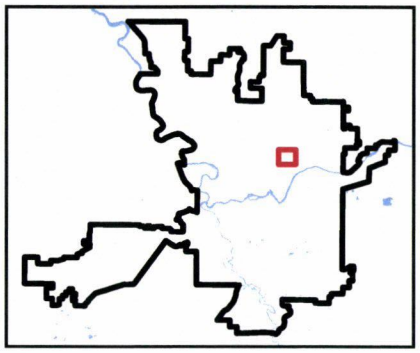
LEGEND

- Proposed CC3 Overlay
- Affected Parcels
- 400-Foot Notification Area
- Other Parcels

CURRENT ZONING

- Center and Corridor Type 1
- Community Business
- Light Industrial
- Neighborhood Retail
- Office Retail
- Residential Multifamily
- Residential Single-Family
- Residential Two-Family
- CC3 Overlay

PROJECT LOCATION



Drawn by Kevin Freibott
Department of Neighborhood and Planning Services

Exhibit B

City of Spokane
Public Participation Plan
Abbreviated Subarea Planning in the North Foothills Area (2020)

Introduction

Through Resolution the City Council has directed Planning Staff to undertake an expedited subarea planning process in the vicinity of the North Foothills Employment Center as designated on the Land Use Plan Map for the purposes of exploring expanding CC-3 Zoning Overlay to permit more development flexibility in this area.

This Public Participation Plan describes the steps that the City will take to provide opportunities for public engagement and public comment. This plan recognizes that current guidelines for social distancing and conducting business during Covid-19 response will continue to evolve. This plan is a working document and will be adjusted as needed to provide for the greatest and broadest public participation.

1.0 Public Participation Goals

The overall goal of the City of Spokane's Public Participation Plan is to make the planning process accessible, inclusive, and engaging to stakeholders and all members of the public. Spokane Municipal Code Section 17G.020.080 Public Participation Program provides these goals for public participation:

- broad dissemination of proposals and alternatives;
- opportunity for written comments;
- public meetings after effective notice;
- provision for open discussion;
- communication programs;
- information services; and
- consideration of and response to public comments

2.0 Public Participation Opportunities

The City of Spokane is committed to providing multiple opportunities for public participation throughout the process. The City of Spokane will use a variety of communication tools to inform the public and encourage their participation.

2.1 Website

The City of Spokane will create a project webpage for the abbreviated North Foothills Subarea Plan where interested parties can access status updates, draft documents, official notices, minutes and other project information. The webpage will be the primary repository of all information related to the Periodic Review process. The page will include who to contact for more information and an email link for questions and comments.

2.2 Mailed Notice

A mailed notice to property owners, taxpayers, and residents within 400-feet of the proposal will be notified by US Postal Service mailing. This will provide information about the proposal, a map, the SEPA status, a contact person at the city, a project website address for obtaining more information.

2.3 Email Communication

An email list of interested parties will be created, advertised and maintained by the City of Spokane. The list will be used to notify interested parties regarding Periodic Review progress and participation opportunities. Interested parties will be added to the list by contacting the Planning Department.

2.4 Open House (in person and/or online format)

The City will hold an Open House either in person or virtually to allow interested persons the opportunity to discuss the proposal.

2.5 Plan Commission and City Council

The Plan Commission will be the primary forum for review and recommendations to the City Council. Interested parties are encouraged to attend and provide comments during the Plan Commission deliberations and public hearings. Official notices will be published as established in the City of Spokane policy. The public will also have an opportunity attend a public hearing with the City Council prior to the City considering adoption of this proposal.

2.6 Comment

Interested parties will be encouraged to provide comments to the City of Spokane by letter or email. All comments will be provided to the Plan Commission and City Council following the public hearing process.

3.0 Public Participation Timeline

The following is a general timeline including anticipated public participation opportunities. A detailed timeline will be posted and kept updated on the project webpage.

Figure 1. City of Spokane Public Outreach Timeline for CC3 Overlay – timeline may be adjusted for Stay Home, Stay Health Proclamation

5.0 Public Comment Periods and Hearings

The Plan Commission will conduct a public comment period and at least one public hearing to solicit input on the Periodic Review. Mailed notice will provide the date and time of the Plan Commission Public Hearing. Public notice of all hearings will state who is holding the comment period and/or hearing, the date and time, and the location of any public hearing. Notices will be published per official policy and comply with all other legal requirements such as the Americans with Disabilities Act. The City Council will hold one public hearing for the purpose of considering this item.

Contacts

The contact for the City of Spokane CC3 Overlay is: Tirrell Black, AICP, Principal Planner,
City of Spokane, 808 W. Spokane Falls Blvd., Spokane, WA 99201 tblack@spokanecity.org (509) 625-6500

(end)

Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route ALL requests to the Finance Department for signature.
3. If request is greater than $100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:	**Type of expenditure:** Goods ◯ Services ◯
Department: **Approving Supervisor:**	
Amount of Proposed Expenditure: **Funding Source:** **Please verify correct funding sources. Please indicate breakdown if more than one funding source.**	
Why is this expenditure necessary now? **What are the impacts if expenses are deferred?** **What alternative resources have been considered?** **Description of the goods or service and any additional information?**	
Person Submitting Form/Contact:	
FINANCE SIGNATURE: _____	**CITY ADMINISTRATOR SIGNATURE:** _____

Berberich, Taylor

From: Hamad, Nicholas
Sent: Wednesday, August 19, 2020 12:19 PM
To: Gunderson, Dean; Jones, Garrett
Cc: Berberich, Taylor
Subject: RE: Logan Neighborhood - park space need?
Attachments: Joint-Use Agreement.pdf; Pages from Spokane Analysis Map Drafts_200420.pdf; Nearby Large Neighborhood Parks_Existing.pdf; Nearby Large Neighborhood Parks_Proposed.pdf

Hi Dean,

Regarding School Design
Park staff have not been engaged in the design of the Northeast middle school.

Regarding Scheduling and Joint Facility Use:
Park staff has been involved in the recent update and adoption of the joint-use agreement between SD81 and Spokane Parks. I have attached that agreement to this email.
If you'd like additional information regarding scheduling, please contact Jennifer Papich, Recreation director for Spokane Parks.

Regarding Applicable Park Service Levels and Park Needs
Attached are:

- a pdf of our initial draft geographical level of service analysis for city park lands
- (2) project impact reports for larger community parks nearby the proposed development.
    - 1 shows existing service areas (including avista upriver park)
    - 1 shows increased service area as a result of the development.
- Details below.

The pdf of our initial draft geographical level of service analysis for city park lands which includes both a ¼ mi service and ½ mi service radius as shaded area. The ½ mi service radius is our current standard for park distribution citywide as it represents the area within a 10 minute walk of a give park property. The proposed school site is noted on this map as well.

You can see that from a geographical distribution standard, there is not a need for additional public park lands in the immediate vicinity of the school site. There is also a neighborhood park (logan peace park), immediately south of Marietta and directly adjacent the proposed project area.

That said, the parks nearby the proposed 'school in a park' are primarily small 'neighborhood parks' constructed with a combination of City and HUD (CDBG) funds suitable for individual and small group use, often featuring small open spaces, a sport court, small playground area, picnic tables, and sometimes a picnic shelter. These spaces do not provide large enough open spaces suitable for field sports, ballfields, medium to large gatherings, neighborhood events, etc. (we are indeed missing the 'logan playfield').

The closest nearby larger 'neighborhood parks' which do provide for these playfield and larger community activities are Mission Park, BA Clark, or Hays parks - All of which are well outside the walkable service area of the proposed facility. So there is a niche that can be filled by the school district proposal if they provide area for field sports, ballfields, medium to large gatherings or other neighborhood events.

As you can see from comparing the two project impact reports (existing v proposed), there is a notable increase in public access to large community park amenities as a result of the proposal. You will also notice this improvement in park service would affect a lower income demographic within the city. **Assuming the proposed design remains open to the public for the above mentioned activities during non-school or non-organized event times per the existing joint-use agreement, Parks is very much supportive of the 'school in a park' proposal.**

Let me know if you need any additional information.

Nick Hamad | Landscape Architect | City of Spokane Parks & Recreation |
Desk: 509.363.5452| Cell: 509.724.3639 | SpokaneParks.org

From: Gunderson, Dean <dgunderson@spokanecity.org>
Sent: Wednesday, August 19, 2020 8:54 AM
To: Jones, Garrett <gjones@spokanecity.org>; Hamad, Nicholas <nhamad@spokanecity.org>
Cc: Berberich, Taylor <tberberich@spokanecity.org>
Subject: Logan Neighborhood - park space need?

Nick and Garret,

We're gearing up the design review for the Northeast Middle School – to be located on Perry Street between North Foothills Drive and Marietta Avenue (northeast from Logan Peace Park).

The applicant team is proposing a "School in a Park" theme for their project, with a track field along the Marietta Ave. frontage and ballfields near the North Foothills Drive & Perry Street intersection. They've also cited the Olmstead Brothers Plan in their justification.

As there has been a lot of parkland constructed & reconfigured in the neighborhood since 1908, is there any more contemporary park planning efforts for the neighborhood that may be more pertinent for a Middle School development in 2020?

We noted that the OBP made mention of the Logan Playfield – which was to have been an 11 acre playfield adjacent to Logan Elementary (about a ¼-mile from the Middle School site), but it was significantly reduced over the decades to less than 2 acres as part of the school grounds proper. The school grounds were subsequently expanded when Logan Elementary was redeveloped as a Rainbow School to a little over 2 acres – but Mission Park and Witter Aquatic Center (totaling over 26 acres) was also built in the neighborhood after the OBP. Also, Avista is planning on redeveloping a portion of their river frontage into a linear park.

School playfields are often segregated from surrounding neighborhoods with access-controlled fences, but there has been some discussion between the city and the School District about softening these borders with the new Middle Schools.

Has the Northeast Middle School site been a collaboration between the Parks Department and the District? Is there anything you can share that would help the Design Review Board?

Thanks!
Dean

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

AGENDA SHEET FOR PARK BOARD MEETING OF: July 11, 2019

CITY OF SPOKANE PARKS & RECREATION

Submitting Division	Contact Person	Phone No.
Parks & Recreation	Jennifer Papich	509-363-5420

Department: ☐ Finance ☐ Operations ☑ Recreation/Golf ☐ Riverfront Park

Committee: ☐ Finance ☐ Golf ☐ Land ☑ Recreation ☐ Riverfront ☐ UFTC

Type of contract: ☐ New ☐ Renewal ☐ Amendment ☐ Extension ☑ Other

Beginning date: 01/01/2020 Expiration date: _____ Open ended ☑

CLERKS' FILE OPR 2019-0534
RENEWAL
CROSS REF
ENG
BID
REQUISITION

AGENDA WORDING:

Joint Use Agreement with Spokane Public Schools and Parks and Recreation

RECEIVED
NOV 05 2019
CITY CLERK'S OFFICE

BACKGROUND:
(Attach additional sheet if necessary)

Revision of this Agreement to accurately reflect current practices taking place between the School District and Parks and Recreation. Adding emphasis on frequent communication and creating consistent and uniformed terms throughout the agreement that are the same for both parties.

RECOMMENDATION:

Parks and Recreation is proposing the approval of the revised Joint Use Agreement between Parks and Recreation and Spokane Public Schools.

ATTACHMENTS: Include in packets. See back of Agenda Sheet for specific supporting document requirements.

Copy of the Joint Use Agreement

SIGNATURES:

Requester - Jennifer Papich Dept. Manager Jennifer Papich Interim Director of Parks & Rec – Garrett Jones

Parks Accounting – Megan Qureshi Legal Dept. – Pat Dalton

DISTRIBUTION:

Parks: Accounting _____
Parks: Pamela Clarke _____
Budget Manager: _____
Requester: Jennifer Papich _____

PARK BOARD ACTION: APPROVED BY SPOKANE PARK BOARD

President

July 11, 2019

Fiscal Impact	Budget Account
Expenditure:	
Revenue:	

☐ Existing vendor ☐ New vendor – If so, please include vendor packet ☐

Supporting documents:

☐ Quotes/Solicitation (RFP, RFQ, RFB)

☐ Contractor is on the City's A&E Roster City of Spokane

☐ Spokane Business registration expiration date: _____

☐ W-9 (for new contractors/consultants/vendors)

☐ ACH Forms (for new contractors/consultants/vendors)

☐ Insurance Certificate (minimum $1 million in General Liability)

Joint Use Agreement

INTERLOCAL AGREEMENT BETWEEN
SPOKANE PUBLIC SCHOOLS AND
CITY OF SPOKANE PARKS AND RECREATION DEPARTMENT
REGARDING JOINT USE OF FACILITIES

1. **Parties.** This Agreement is entered into by and between Spokane Public Schools, legally referenced as Spokane School District No. 81 ("District"), a Washington state municipal corporation, whose address is 200 North Bernard Street, Spokane, WA 99201, and the City of Spokane Parks and Recreation Department ("City"), a municipal corporation of the State of Washington, whose address is 808 West Spokane Falls Boulevard, Spokane, WA 99201.

2. **Authority and Purpose.** The Revised Code of Washington, Chapter 39.34, recognizes and authorizes local government units to make agreements for joint performance of functions and activities which they have the authority to perform.

The intent of this Agreement is to promote maximum public utilization of public facilities and grounds owned by the City and District within the ability of their available budgets and legal restrictions in order to best accommodate their respective activity programs and for provision of adequate facilities for the leisure, enrichment and well-being of the community; thus minimizing the economic waste of providing duplicate land and facilities at the expense of the common taxpayer.

This purpose includes coordinated planning for new acquisitions and facilities, particularly in the area of schools and parks.

3. **Administration.** The parties acknowledge that regular ongoing communication is vital to the success of the collaboration and administration of this Agreement. This joint undertaking shall be conducted by the parties according to the terms of this Agreement and jointly administered by the District Superintendent or designee and the Director of Parks and Recreation or designee. The following joint meetings of the parties shall occur throughout the term of this Agreement:

3.1 **Meetings.** District and City staff involved with the direct provision of services will meet a minimum of three times a year, in person, to address issues regarding delivery of services under this Agreement.

3.2 **Coordinator of Services.** Each party hereby designates the following persons to be its Coordinator of Services:

District: Associate Superintendent, School Support Services (509-354-7272)

City: Director of Parks and Recreation (509-625-6204)

The parties agree that Coordinator of Staff duties can be delegated to staff as appropriate by notice in writing to the other party.

4. **Duration.** This Agreement shall remain in force upon execution and filing through August 31, 2119, with automatic annual renewals thereafter from September 1st through August 31st unless terminated earlier as provided for in Section 12 below.

5. Definitions.

5.1 **"Campus Schools"** shall mean schools which are located adjacent to City park property and utilize City park property for regular school activities. The following is a list of "Campus Schools" including but not limited to:

Schools/Parks
Bemiss/Courtland Park
Finch/Audubon Park
Grant/Grant Park
Hamblen/Hamblen Park
Indian Trail/Indian Trail Park
Madison/Franklin Park
Garry Middle/Nevada Park
Shadle Park High/Shadle Park

5.2 **"City Facilities"** shall mean those park and recreation open spaces and facilities on City property which includes: ball fields, tennis courts, swimming pools/splash pads, golf courses and conservation lands. Riverfront Park facilities are based on availability and include open spaces and the North Bank and Forestry Shelters. Current policy is available on the City website at www.spokaneparks.org.

5.3 **"Class I Organization Sanctioned School Sponsored Activities"** shall mean those activities defined in Section III. A. 2. a., School District Procedure 4260 as now or hereafter amended. Current Policy/Procedure 4260 (Use of School Facilities) is available on the District website at www.spokaneschools.org.

5.4 **"Direct Cost"** shall mean costs incurred solely as a result of the other party's specific use of a facility or grounds such as labor, supervision or custodial costs, equipment maintenance costs.

5.5 **"District Facilities"** shall refer to both "School Grounds" and "School Buildings".

5.6 **"Exhibits"** shall include the following:

A. Joint Use Scheduling Procedures
B. SPRD/SPS Annual August Meeting Agenda
C. GSL Golf Joint Use Agreement Protocol
D. Shared Maintenance of Grounds at Designated Location Drawings

5.7 **"Joint Use Partner"** shall mean any entity that has a reciprocal agreement with either party to this Agreement.

5.8 **"School Buildings"** shall refer to the physical school building including the gyms, the multi-purpose rooms, the classrooms, libraries, auditoriums, conference rooms, kitchens and cafeterias.

5.9 **"School Grounds"** shall refer to grounds, tennis courts, and playfields owned by the District.

6. Priority of Use.

6.1 First Priority Use. The Property owner has first priority for scheduling their facilities.

6.2 Second Priority Use. Second priority is given to the joint use partner under this agreement as described in **Exhibit A and B.**

6.3 Limitation. Each entity reserves the right to limit Joint Use to no more than fifty percent (50%) of an area (e.g., room or field) at any given facility per week. Specific time adjustments may be made by mutual agreement of the parties. Late submissions of requests may result in denial of such requests.

6.4 Third and Lower Priority Use. Shall be at the discretion of the entity.

7. Use of Facilities.

7.1 Usage and Facility Availability. District Facilities available for use are primarily elementary and middle schools; high schools gyms may be requested but availability is extremely limited. During the usual and regular school year, all City property adjacent to a District school site, and all other City park property not adjacent, but which is used by District for school activities as allowed by this Agreement, shall be considered to be operated and controlled by the District for purposes of RCW 28A.635.020 until 5 p.m. or at such time each day when the school activity is completed. Additional details are available in **Exhibit A** to this Agreement.

7.2 Scheduling.

7.2.1 Scheduling of School Buildings. Scheduling shall be in accordance with the details identified in **Exhibit A**: "Schools/Park & Recreation Scheduling Procedures" as mutually agreed upon between the parties. Site approval is needed for scheduling high school gyms, multi-purpose rooms and auditoriums. Nutrition Services approval is required for kitchens.

7.2.2 Scheduling Fields and Other Facilities. Scheduling shall be in accordance with the details identified in **Exhibits A, B, and C** as mutually agreed upon between the parties.

7.2.3 Non-school Day and Holiday Use. Either party can request use of the other party's facilities for non-school days and holiday use in the same manner as above providing the user shall pay all Direct Costs incurred by the facility owner.

7.2.4 Cancellation. Either party will provide minimum notice as provided for in **Exhibit A**. Alternate sites will be provided as available. If no alternate site is available, the cancelled party will be afforded a make-up day

7.2.5 Play Equipment Availability. Play equipment on parks adjacent to Campus Schools will be available to the public during school hours except where the District desires exclusive use. When exclusive use is desired, the District shall either post notice of the District's exclusive use in the Park or otherwise provide notice to the public of the District's exclusive use.

8. **Shared Maintenance.**

8.1 Grounds Maintenance. The District and City shall share ground maintenance at Bemiss, Cooper, Finch, Grant, Indian Trail, Madison, Garry, and Shadle Schools in accordance with **Exhibit D**.

8.2 Facility Improvement Requests. Any requests by District to modify or improve City Facilities shall be submitted to the City's Director of Parks and Recreation for advance approval. This would include cutting and removing sod, relocation of backstops, installation of batting cages, buildings and other improvements.

9. **Rights and Responsibilities of Both Parties.**

9.1 Compliance with Rules and Laws. The parties shall comply with all applicable laws, ordinances and regulations as well as applicable local policies and procedures. The District is a tobacco free, drug free, and weapon free environment. Employees, patrons and agents of the parties who use or participate in activities pursuant to this Agreement shall conform to the policies applicable to the host party at all times.

9.2 Supervision and Inspection.

9.2.1 With regard to any programs or activities engaged in under this Agreement, neither party shall have supervisory responsibility over the other party's programs, activities, employees, agents, representatives, volunteers, guests, licensees, invitees. Any party has the right to withhold use of facilities under this Agreement until that party is provided a written statement to its satisfaction designating who is supervising a program or activity along with the details of supervision for a program or activity.

9.2.2 Each party is solely responsible for inspecting the other party's facilities or property prior to use to identify any defects or hazards therein or thereupon which may render the facilities or property not reasonably safe for the intended use. Upon identifying any such unsafe defects or hazards, the party shall refrain from using the facilities or real property until the defects or hazards are brought to the attention of the owning party and are removed, repaired, or otherwise made safe by the owning party.

9.3 Fees, Maintenance and Custodial Service.

9.3.1 No fees except for Direct Costs shall be charged the other party for use of District and City Facilities.

9.3.2 Routine maintenance of the properties shall be the responsibility of the owning party. Pre-game dragging, in-field watering or lining, etc. will be the responsibility of the using party. In no circumstances shall any entity other than the equipment owner or owner's vendor make repairs or alterations to the owning party's equipment.

9.3.3 Custodial services shall be provided by the owner of the facility, except in instances where other specific arrangements are agreed to in writing. Maintenance and custodial costs shall be borne by using party only when such maintenance involves extra costs to the owning party.

9.4 **Utilities.** The party owning the facility shall furnish all necessary utilities.

9.5 **Equipment and Supplies.**

9.5.1 The equipment used during and for all programs and activities conducted under the terms of this Agreement shall, for the most part, be furnished by the party who owns the property, except consumable equipment and supplies shall be provided by the using party. District-owned or City-owned equipment which is not easily moved (for example, tumbling mats, volleyball standards, baseball bases, field liners, permanently mounted time clocks), may be used by the using party. The using party shall be responsible for any damage to the equipment (other than normal wear and tear) and shall repair or replace the equipment so that it is returned to a condition as good as or better than the condition prior to damage.

9.5.2 Regardless of which party has furnished equipment or supplies, the using party shall be solely responsible for inspecting all such equipment and supplies prior to usage and is solely responsible for assuring that the equipment and supplies are in reasonably safe condition and appropriate for intended use.

9.5.3 The using party is solely responsible for inspecting the other party's facilities or real property to identify any defects or hazards therein or thereupon which may render the facilities or real property not reasonably safe for the using party's intended usage. Upon identifying any such unreasonably unsafe defects or hazards, the using party shall refrain from using the facilities or real property until the defects or hazards are brought to the attention of the owning party by the using party, and are removed, repaired, or otherwise made safe by the owning party.

9.6 **Manner of Financing, Budgeting, and Billing.** One objective of this Agreement is to minimize billings and rental agreements between the parties; however, if it is more convenient for the using party to pay incurred cost for specific events/use, that party may do so at its option. The annual cost of such events/use shall be based upon a general rule of 'Direct Cost'. This requires that each party maintain sufficient records to determine the Direct Cost that was incurred by and due to each party's use of facilities during the previous year. Direct Cost shall include direct incremental costs such as labor, supervision, custodial, maintenance, utilities, or a percentage of total use times the total costs. Items such as depreciation, debt retirement, normal wear and tear, and utilities that will occur regardless of use by the other party, may not be included as a cost to the using party. Usages which will create Direct Cost will be identified, costs estimated, and notification given to the user at the time of reservation.

9.7 **No Dual Employment.** Nothing contained in this Agreement, or related documents shall be construed as creating any form of an employment relationship between the parties, or the agents, officers, volunteers or employees of the parties. The officers, agents, employees or volunteers of each party shall not be entitled to any rights or privileges of employment with the other party. Each party assumes exclusive responsibility for any and all actions, rights and obligations of its respective officers, agents, employees or volunteers.

9.8 **Nondiscrimination.** No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration of or in connection with this Agreement because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation, national origin, honorably discharged

veteran or military status, the presence of any sensory, mental or physical disability, or use of a service animal by a person with disabilities.

9.9 ADA Requirements. Each party is responsible for its own facilities' compliance with ADA requirements. If the District receives an accommodation request relating to use of a City facility, it will notify the City of the request, and vice versa. The parties will cooperate to respond to and resolve any accessibility complaints.

9.10 Damage to Property. When either party to this Agreement shall use, operate, occupy, or have the care, custody, or control of any facility owned by the other party, the party using the facility or grounds shall bear any risk, loss, or damage to the facility or grounds being used up to the amount of damage.

10. Assignment/Binding Effect. Performance of any or all aspects of this Agreement may not be assigned without written authorization by all the parties. Likewise, neither party may assign its respective rights to any claims or actions arising out of or relating to this Agreement without written authorization.

11. Integration/Modification/Supersession. This Agreement constitutes the entire and exclusive agreement between the parties regarding this matter and no deviations from its terms shall be allowed unless a formal, written, mutual amendment occurs between the parties. No modification of this Agreement shall be valid unless the written modification is first provided via certified mail or personal delivery to each of the parties listed in Section 12.2 of this Agreement. Actual receipt by either party constitutes compliance with the requirement to send by certified mail or personal delivery. This Agreement shall specifically supersede the Joint Use Agreement entered into between Spokane School District No. 81 and the City of Spokane on August 27, 1997. Albi Stadium shall not be considered property subject to this Agreement under the August 27, 1997 Joint Use Agreement, or any other prior joint use agreements previously entered into between the District and the City.

12. Termination/Written Notice.

12.1 Termination. This Agreement may be terminated with one hundred eight (180) days written notice by either party for a material breach of this Agreement. In its written notice of termination, the terminating party shall provide the basis for the material breach. The non-terminating party shall have the opportunity to rectify the material breach within the 180 day time period. The parties shall engage in the mandatory dispute resolution provision in Section 12 of this Agreement prior to termination of the Agreement.

12.2 Recipients of Termination Notices. Notice shall be sent to the parties as follows:

District:
Office of School Support Services
Associate Superintendent, School Support Services
Spokane Public Schools
200 North Bernard Street
Spokane, WA 99201-0282

City:
Spokane Parks and Recreation Department Director
City Hall
808 West Spokane Falls Boulevard
Spokane, WA 99201-3317

12.3 **Financial Crisis.** In the event of a financial crisis, declared by resolution of the governing body of either party, that party reserves the right to terminate this Agreement upon one hundred eighty (180) day notice to the other party.

13. **Mandatory Dispute Resolution.** In the event that a dispute shall arise regarding the terms, conditions, or breach of this Agreement, the parties shall, as a condition precedent to taking any action, mediate the dispute using the services of a mutually agreed upon independent mediator. The parties shall equally split the expenses of the mediator and the facility for the mediation. Each party shall otherwise pay its own expenses.

14. **Governing Law/Venue.** The terms of this Agreement shall be governed by the laws of the State of Washington. In the event that legal action is commenced to resolve a dispute arising out of this Agreement, the venue of such action shall be in Spokane County, Washington.

15. **Exhibits. Exhibits A – D** attached hereto are a part of this Agreement.

16. **Authority to Sign and Obligate.** The undersigned represent and warrant that they are authorized to enter into this Agreement on behalf of the parties.

17. **Effective Date of Agreement.** This Agreement shall not become effective unless and until it is properly executed by the parties and all filing requirements are met.

18. **RCW 39.34 Required Clauses.**

18.1 **Purpose.** See Section 2 above.

18.2 **Duration.** See Section 4 above.

18.3 **Organization of Separate Entity and Its Powers.** No new or separate legal or administrative entity is created to administer the provisions of this Agreement.

18.4 **Administration.** See Section 3 above.

18.5 **Responsibilities.** See provisions herein.

18.6 **Agreement to be Filed.** The City shall file this Agreement with its City Clerk and file it with the Spokane County Auditor or place it on its web site or other electronically retrievable public source in accordance with state law. The District shall file this Agreement with the Spokane County Auditor or place it on its web site or other electronically retrievable public source.

18.7 **Financing.** Each party shall be responsible for the financing of its contractual obligations under its normal budgetary process.

18.8 **Termination.** See Section 12 above.

18.9 **Property Upon Termination.** Title to all property acquired by any party in the performance of this Agreement shall remain with the acquiring party upon termination of the Agreement. Jointly acquired property shall be divided in proportion to the percentage share of each party contributing to its acquisition.

SPOKANE PUBLIC SCHOOLS

Dr. Linda McDermott
Associate Superintendent, School Support Services

7/17/2019
Date

CITY OF SPOKANE PARKS AND RECREATION DEPARTMENT

Garrett Jones
Director

07/15/19
Date

Attest:

City Clerk

Approved as to form:

Assistant City Attorney

EXHIBIT A

Spokane Public Schools (SPS)
Spokane Parks & Recreation Department (SPRD) Joint Use of Facilities

Scheduling Procedures

I. SPS/SPRD Scheduling Procedures for Joint Use

The SPS/SPRD Joint Use agreement is a partnership between SPS and SPRD to allow reciprocal use of facilities owned by both parties.

II. Authorization Protocol

a. SPRD Director of Recreation or designated staff are authorized to make requests on behalf of SPRD or approve requests.
b. SPS staff authorized to make requests on behalf of SPS or approve requests from SPRD are the Event Services Team or designated staff.

III. SPS and SPRD Facilities & Availability

a. Property owner has first priority for scheduling their facilities. Second priority is given to the joint use partner under this agreement.
b. *During the academic school year*, sites having Express After-School Child Care programs are available at 6:15 pm in the multipurpose rooms and 6:00 pm in the gyms (if the gym and multi-purpose room are separate from each other.) All other sites are available at 5:15 pm. Express site information is available online at: http://spokaneschools.org
c. The latest that an activity at an SPS Facility can be scheduled to end is 9:30 pm unless otherwise approved by SPS Event Services. The latest that an activity can be schedules at an SPRD Facility is 11:00pm.
d. SPRD may request building use on a non-student day however use may be limited to custodial staffing hours. If the event is outside of regular custodial hours direct costs will apply. In general, custodial coverage is available until 3:00 pm on non-student days; after 3:00 pm on non-student days a fee for custodial services is charged.

IV. Required Time Line

There will be a required annual meeting no later than the first week of August to establish deadlines for the year. An agenda with required topics is included as **Exhibit C**.

V. Facility Use Cancellations or Changes

a. Cancellation and changes of scheduled events must be communicated to the facility owner at least three (3) working days prior to the event.
b. In the event of a scheduling conflict, the facility owner must notify the user and relocate or reschedule the cancelled event. Cancellation for a conflict should be communicated at least five (5) days prior to an event.
c. For SPS facilities changes to scheduled events shall be submitted through e-mail to the Event Services Team at eventservices@spokaneschools.org. In the event of a later cancellation a call must be made to Event Services at 354-7167.
d. For SPRD facilities changes to scheduled events shall be submitted through e-mail to the scheduler at athleticfieldallocations@spokanecity.org.
e. If schools are closed due to weather all scheduled usage is cancelled.

VI. Scheduling

a. SPS programs to take priority in SPS facilities and SPRD programs to take priority in SPRD facilities.
b. SPS shall be responsible for scheduling all high school, middle school and Libby fields; however, Garry Middle School fields on SPRD property are scheduled by SPS until 5:00 pm on school days. Scheduling after 5:00 pm on a school day and non-school days is through SPRD.

c. SPRD shall schedule all remaining fields within the City including elementary fields after **6:00 pm** during the school year at Express sites and after **5:15 pm** at all sites that do not have after-school programs.

d. When scheduling a continuing event, at least one make-up day shall be designated in case of cancellation.

VII. Field Playability

a. Each party will reserve the right to limit the amount of scheduled and non-scheduled play on athletic fields on an annual basis to prevent excessive damage to turf.

b. Field Closure -- During periods of inclement weather, field maintenance, or scheduled improvements, field closures may be required.

c. Closures may also result from poor playing conditions or damage. Notice of field closure will be sent by email.

d. If a field is closed, no practice, games or other organized use will be allowed.

VIII. Field Use General Rules and Regulations

a. The rules and regulations are in place to preserve the integrity of the fields for the best interests of all users. Both parties reserve the right to immediately terminate the use of fields and agrees to immediately vacate the premises upon notification of termination for failure to adhere to the rules and regulations. Failure to comply with these rules and regulations may jeopardize future use of fields and facilities.

b. Rules for use will be reviewed annually at the August meeting.

IX. Fees.

a. There will be no rental fees between the parties.

b. There will be charges for direct costs outside of regular custodial hours.

c. Additional fees for equipment replacement, extraordinary maintenance costs, or other infrequently occurring costs we be funded as mutually agreed upon.

X. Sign-up Process to be Eligible to Use Facilities

Rules for facility usage must be completed by the requestor prior to the scheduled start date. In order to gain access to facilities instructors/coaches are required to have a copy of their signed documents available while utilizing the facilities. Without these documents instructors/coaches may not be allowed access into the facility.

EXHIBIT B
SPRD/SPS Annual August Meeting
Agenda

Meeting to be held no later than the first week of August year

1. Update contact list
2. Review school calendar
3. Discuss needs of each program and problems solve any challenges
4. Review deadlines for priority submission of schedules
5. Review scheduling details
6. Review rules for use and process for collection of signed rules
7. Review current rate schedules for direct costs
8. Facility/field projects that impact availability
9. Discuss any program changes that may impact other programs
10. Changes to facility/program hours
11. Equipment, maintenance and other needs
12. Discuss any operational changes or concerns
13. Other

Agenda meeting notes to be distributed to all meeting participants by e-mail and retained as documentation of operating protocols.

Exhibit C
GSL Golf Joint Use Agreement Language

SPS has five (5) high school golf teams that use four (4) City golf courses.

The City has agreed to:

1. Provide at no cost to SPS eight (8) practice tee times per school per week on the two (2) days specified by the City with four (4) practice tee times per school per day. The total quantity of tee times include both the boys and girls teams.
2. Provide at no cost to SPS three (3} events annually: two (2) during the regular season and one (1) during the post season. In addition, there will be one paid post-season event with date and course to be negotiated between Parties.
3. Finalize the SPS team schedules designating the specific dates for receipt by SPS no later than January 31 of each year.
4. Reschedule events canceled due to weather whenever feasible. This shall be a communication between the high school golf coach and the course pro directly.
5. WIAA and GSL Event charges will be the current junior golf rate (e.g., **2019** rate of $13.00 per round, per participant; 80 golfers on Day 1 and 40 golfers on Day 2).

SPS has agreed to:

1. Have golf coaches be responsible for setting up and using the eight (8) tee times as assigned with no more than four (4) players per tee time.
2. Have golf teams pay for range balls used in practice.
3. Have the golf teams help clean up/pick up balls on range or perform other necessary jobs the golf professional deems appropriate.
4. Submit schedule requests to the City not later than June 1 5 of each year. See note above- Pros and Courses have said that they are not able to create a schedule prior to the fall.
5. S) Abide by the latest version of the attached Parks & Recreation Board adopted High School Golf Rules.
6. Make every effort to make the public, parents and constituents aware of the benefits SPS students are receiving from the donations of the course professional and from the golf division under the umbrella of our Joint Use Agreement with the City Parks and Recreation Department.
    a. SPS provide SPRD an outlined plan as to how they intend on sharing this message
    b. Encourage school booster clubs who hold annual golf tournaments to support the City courses.
7. For WIAA Event Practice Rounds charges will be the current junior golf rate (e.g., 2012 rate of $13 per round) per participant and the adult golf rate (e.g., 2012 rate of $25 per round) per coach. Any additional event activities such as a barbecue at the course following practice rounds for players and coaches shall be charged over and above the course fees.

EXHIBIT D

Shared Maintenance of Grounds at Designated Locations Drawings

For:

Bemiss Elementary School

Cooper Elementary School

Finch Elementary School

Grant Elementary School

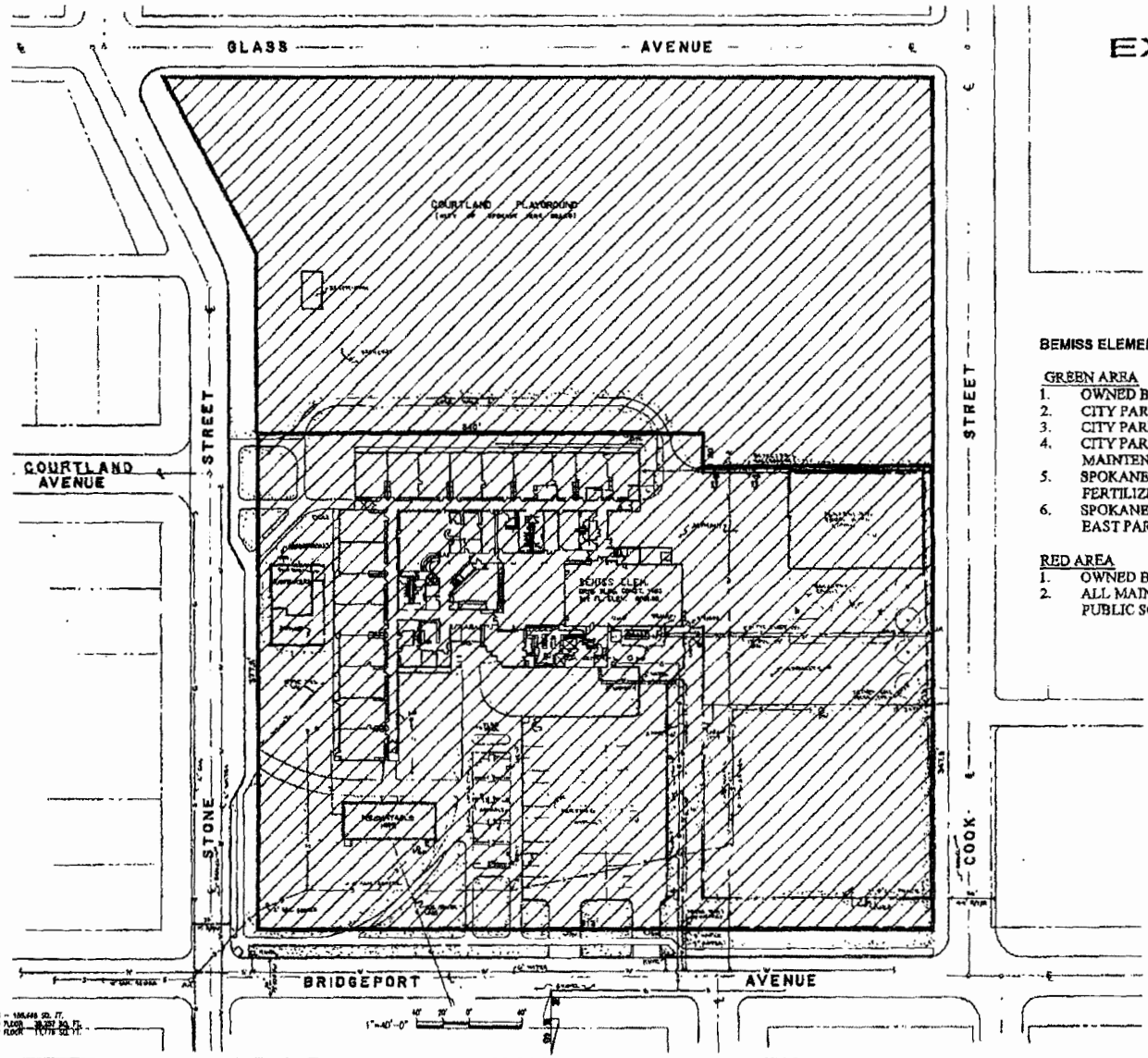
Indian Trail Elementary School

Madison Elementary School

Garry Middle School

Shadle Park High School

EXHIBIT D



BEMISS ELEMENTARY

GREEN ARRA
1. OWNED BY PARKS DEPARTMENT
2. CITY PARKS MAINTAINS IRRIGATION
3. CITY PARKS REMOVES GRAFFITI
4. CITY PARKS PROVIDES TREE & SHRUB MAINTENANCE
5. SPOKANE PUBLIC SCHOOLS MOWS AND FERTILIZES
6. SPOKANE PUBLIC SCHOOLS SNOW PLOWS EAST PARKING LOT

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

Spokane Public Schools

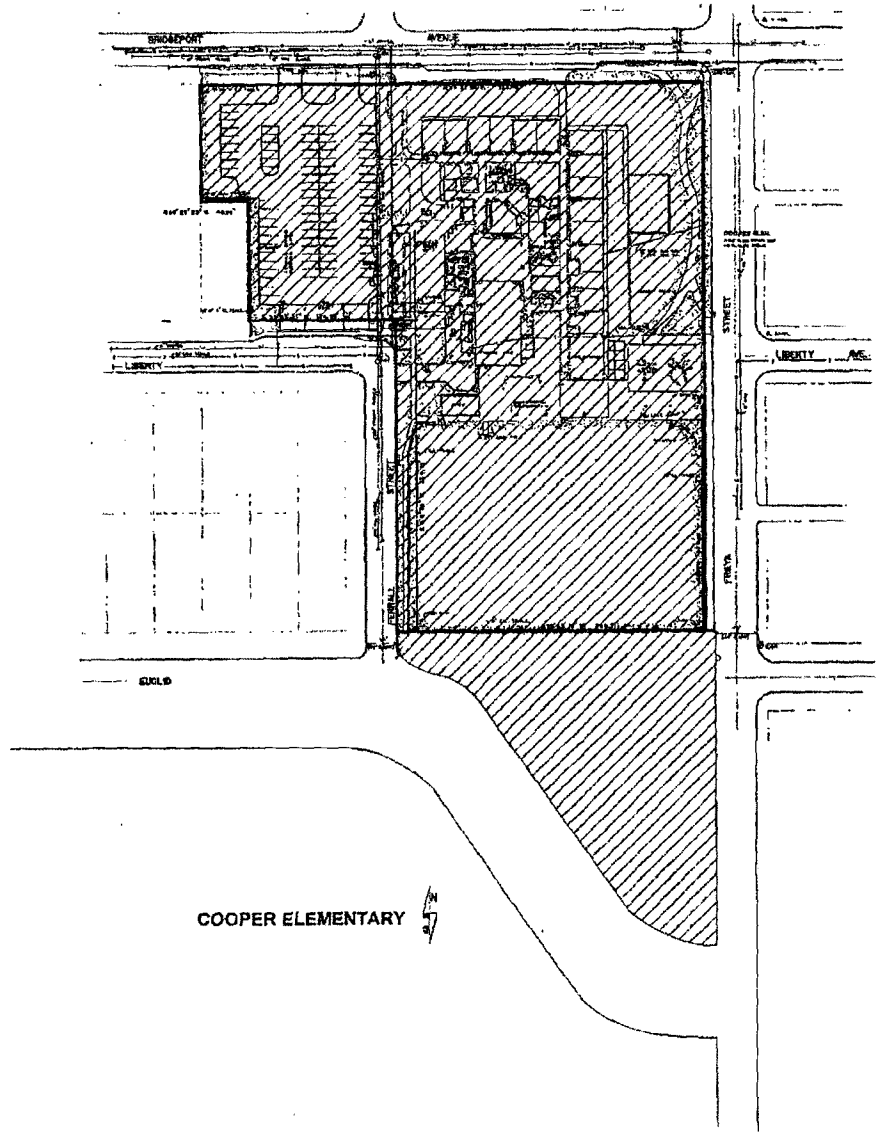
BEMISS ELEMENTARY SITE PLAN

2323 EAST BRIDGEPORT AVE., SPOKANE, WA.

PROJ NO.
DATE
PLOT SCALE
DRAWN
CHECKED
REVIEWED
REVISION

SITE PLAN

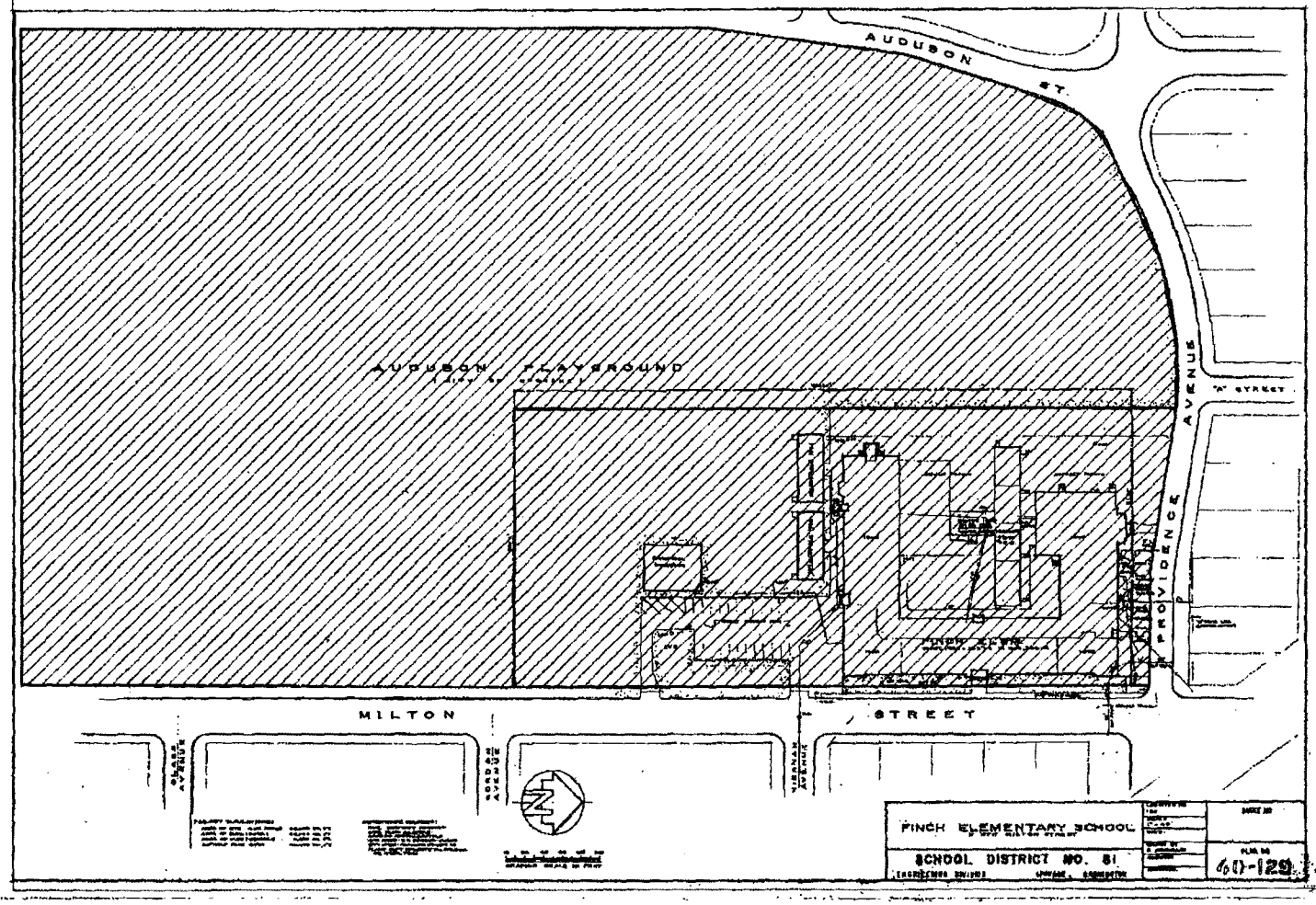
DRAWING NO.
40-111



COOPER ELEMENTARY

BLUE AREA
1. OWNED BY STREET DEPARTMENT
2. MOWING , SNOW REMOVAL AND FERTILIZING DONE BY SPOKANE PUBLIC SCHOOLS
3. IRRIGATION BY CITY STREET DEPARTMENT

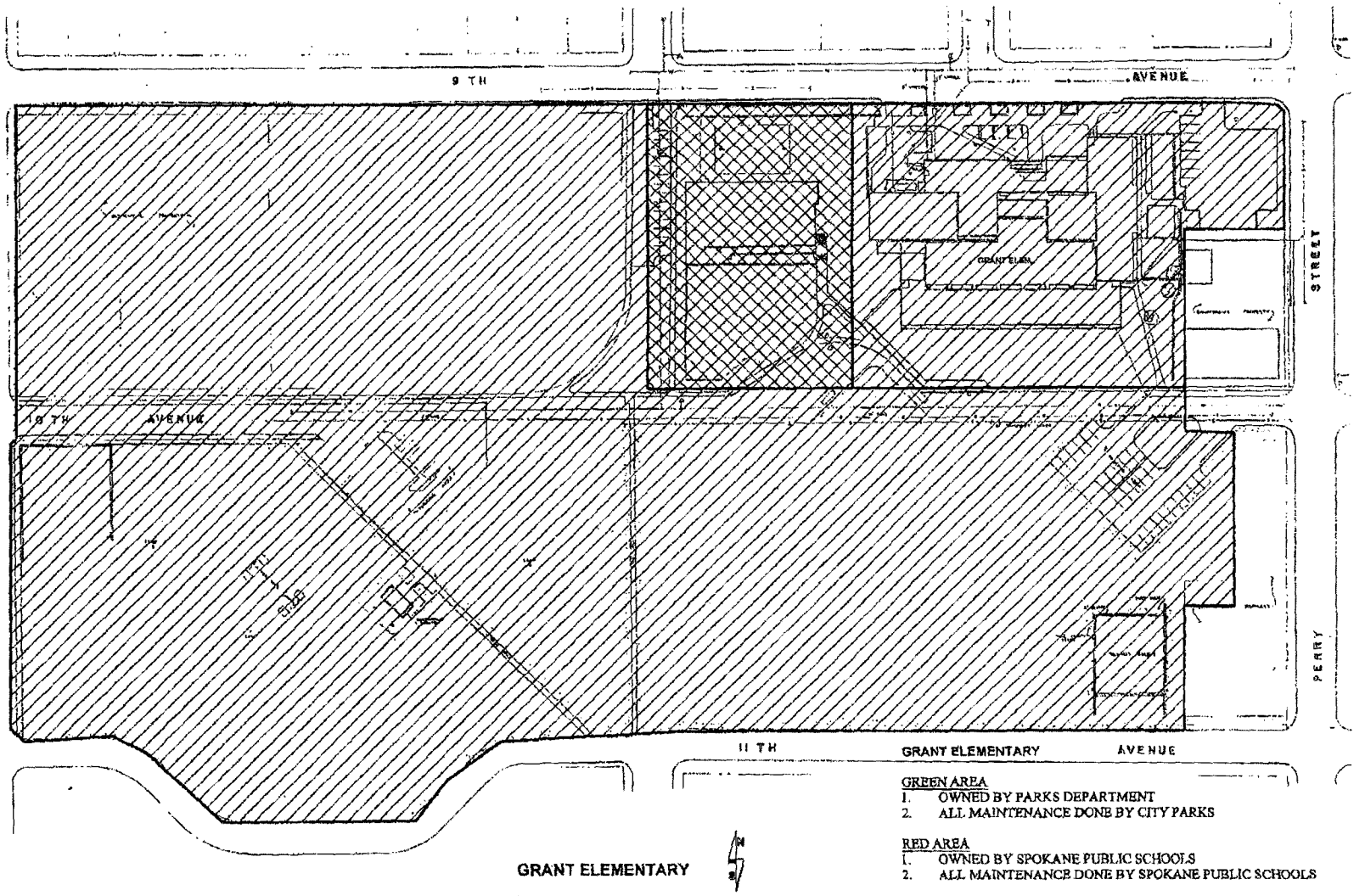
RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS



FINCH ELEMENTARY

GREEN AREA
1. OWNED BY PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY PARKS DEPARTMENT
3. SPOKANE PUBLIC SCHOOLS SHALL PROVIDE SEASONAL MARKINGS FOR THE RUNNING TRACK

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS



GREEN AREA
1. OWNED BY PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY CITY PARKS

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

RED / GREEN AREA
1. PROPERTY OWNED BY PARKS DEPT. PLAYGROUND EQUIPMENT MAINTAINED BY SCHOOL DISTRICT

Spokane Public Schools

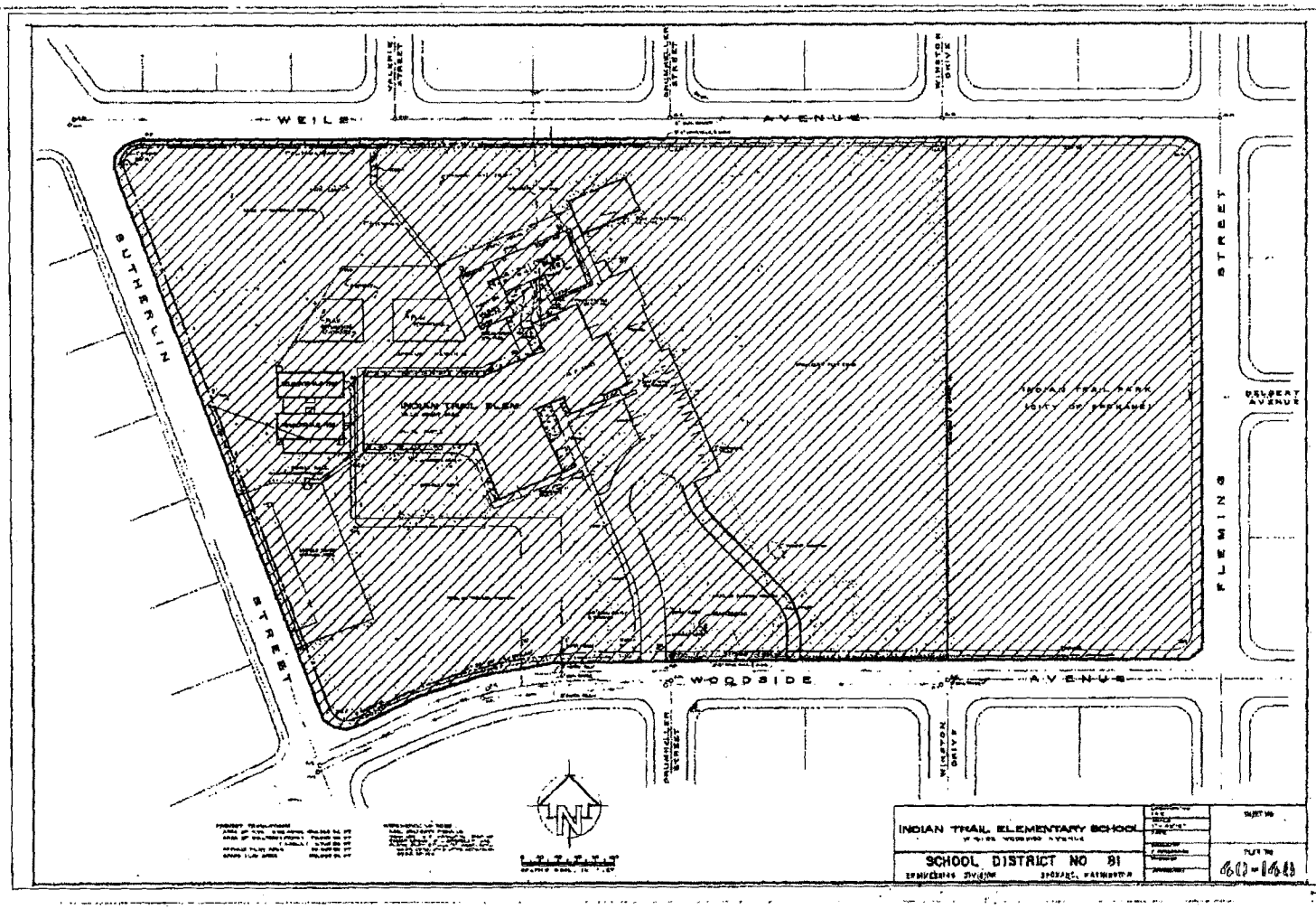
GRANT ELEMENTARY SITE PLAN

2121 EAST THURSTON AVE., SPOKANE, WA.

PROJ. NO.
DATE
PLOT SCALE
DRAWN
CHECKED
REVIEWED
RELEASED

SITE PLAN

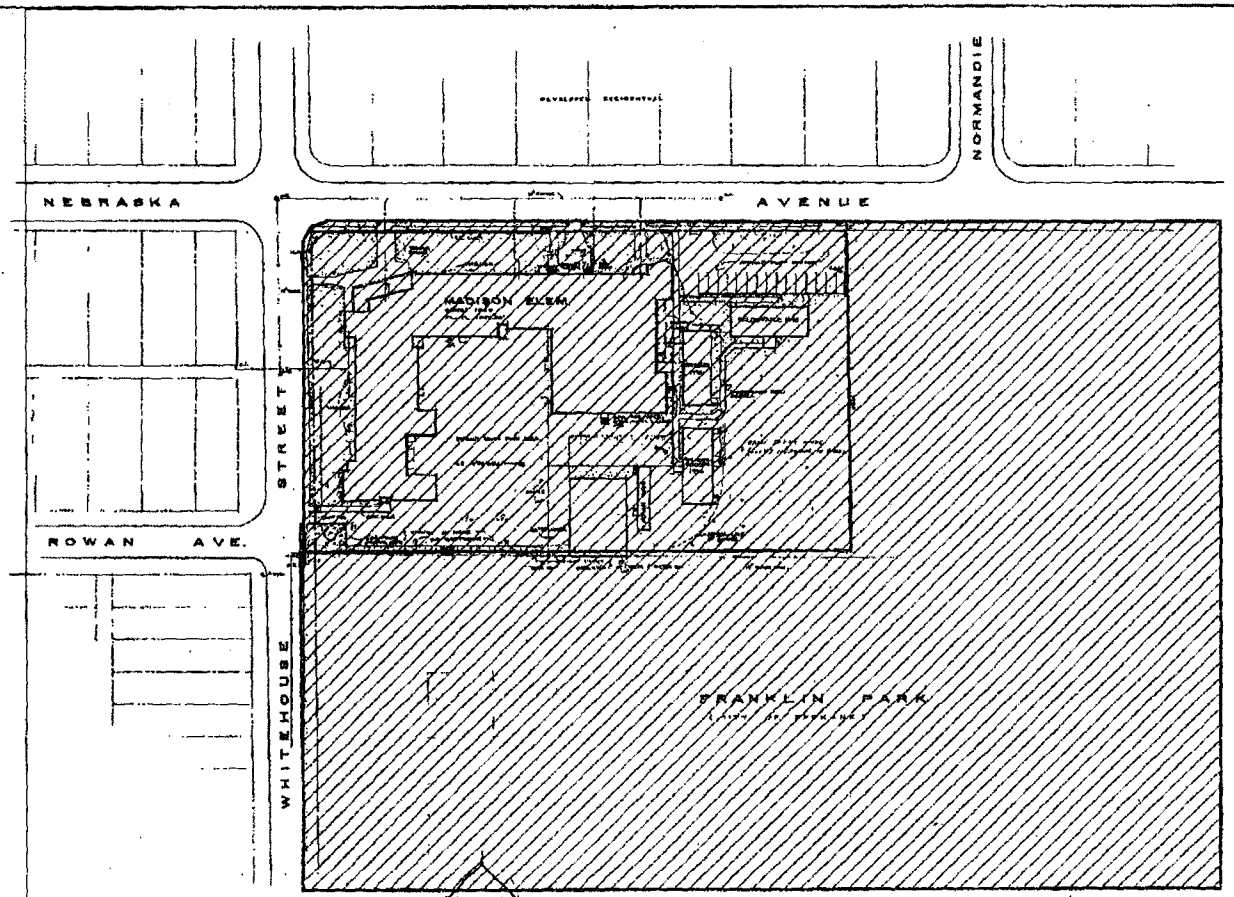
DRAWING NO.
40-137



INDIAN TRAIL ELEMENTARY

GREEN AREA
1. OWNED BY PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY PARKS DEPARTMENT

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

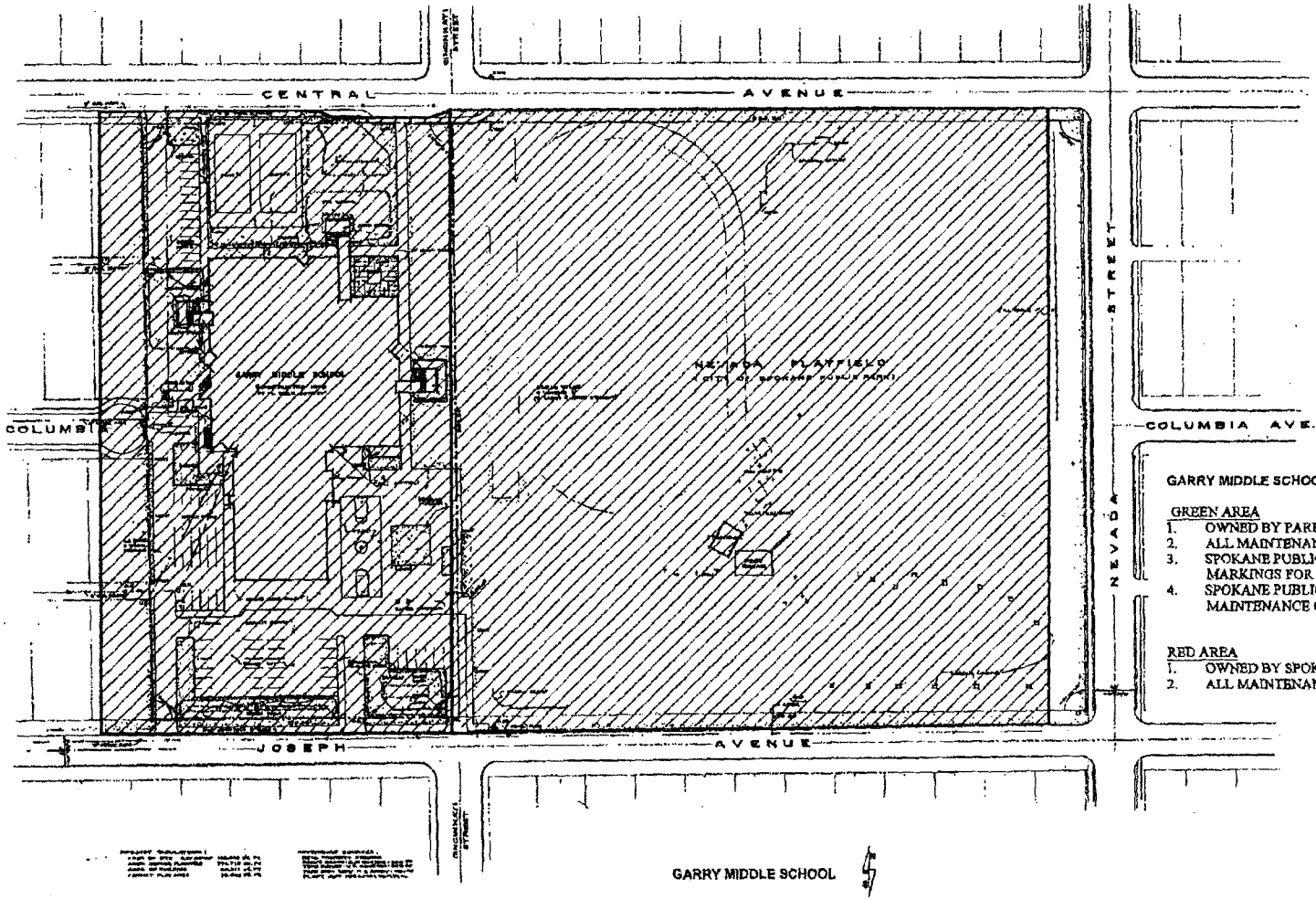


MADISON ELEMENTARY

GREEN AREA
1. OWNED BY PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY PARKS DEPARTMENT

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

MADISON ELEMENTARY SCHOOL (DAVIS SITE - 1970)		
SCHOOL DISTRICT NO. 81		60-167

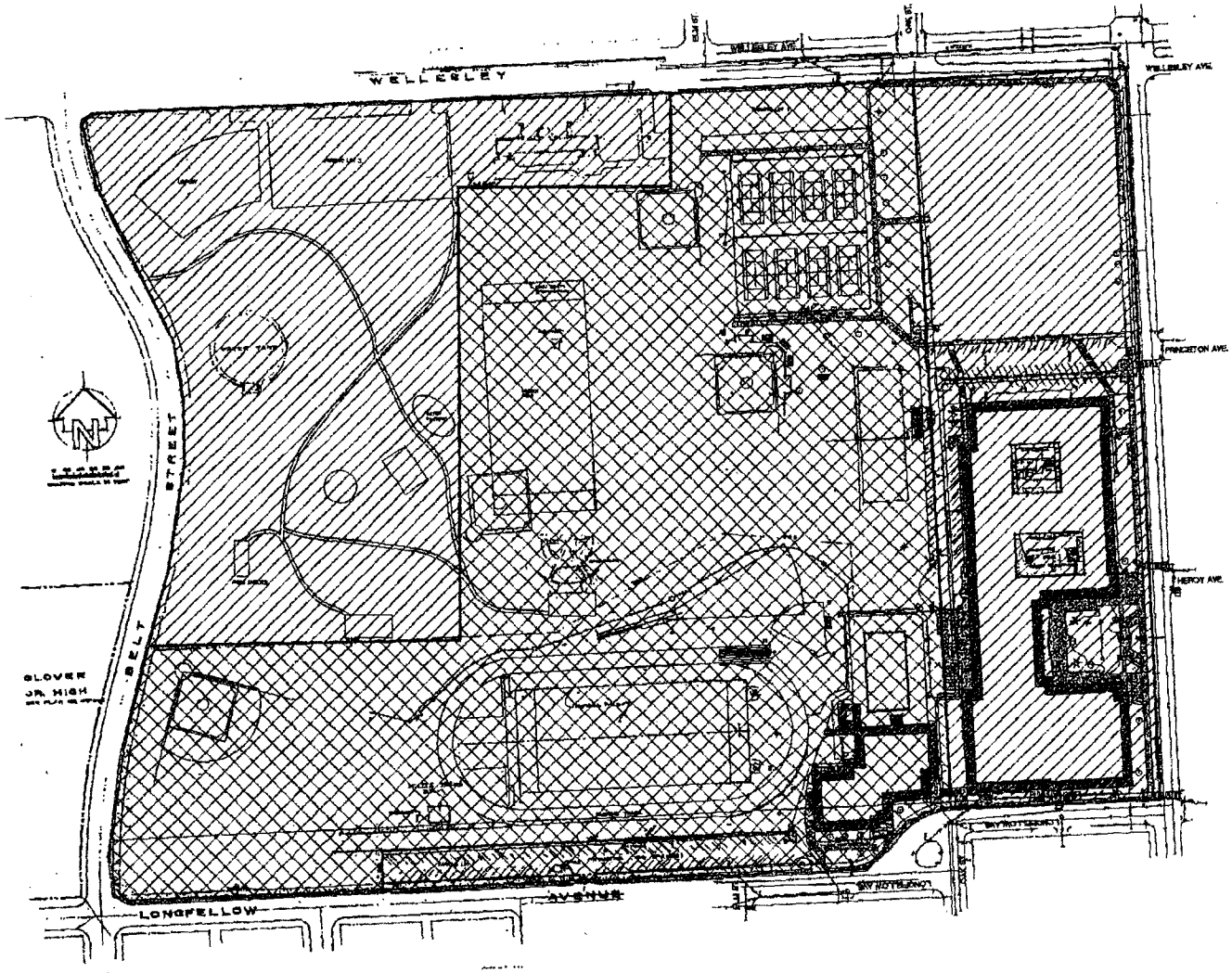


GARRY MIDDLE SCHOOL

GREEN AREA
1. OWNED BY PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY PARKS DEPARTMENT
3. SPOKANE PUBLIC SCHOOLS SHALL PROVIDE SEASONAL MARKINGS FOR THE RUNNING TRACK FOOTBALL LINES
4. SPOKANE PUBLIC SCHOOLS DOES MINOR FIELD MAINTENANCE ON THE TWO WEST BALL FIELDS

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

GARRY MIDDLE SCHOOL



SHADLE PARK HIGH SCHOOL

SHADLE PARK HIGH SCHOOL

GREEN AREA
1. OWNED BY PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY PARKS DEPARTMENT

RED /GREEN AREA
1. LEASED FROM PARKS DEPARTMENT
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

RED AREA
1. OWNED BY SPOKANE PUBLIC SCHOOLS
2. ALL MAINTENANCE DONE BY SPOKANE PUBLIC SCHOOLS

10-Minute Walk Impact Report

The Trust for Public Land

August 19, 2020

Project Areas

Mission Park, Hays Park, Corbin Park, B.A. Clark Park, Avista Upriver Park

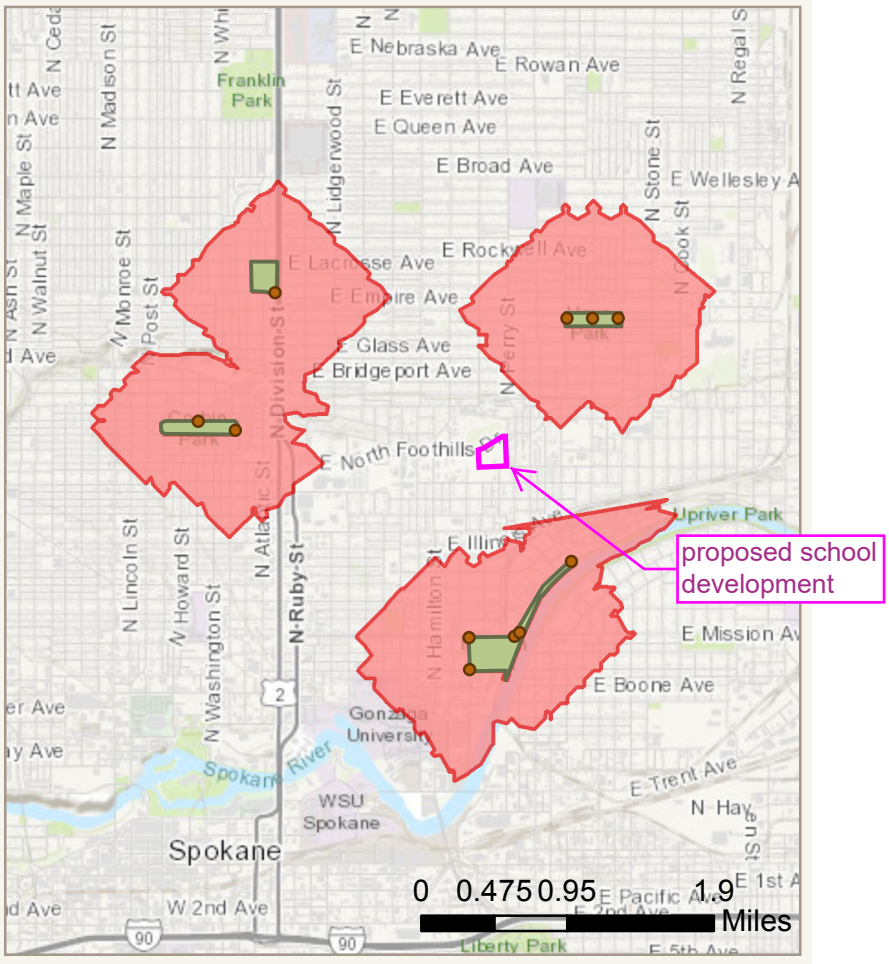
All statistical results are aggregated for the listed project areas and their service areas. Service areas are based on 10-minute (1/2 mile) walk times from project access points defined for each project area and based on the walkable road network. **Accuracy of demographic calculation diminishes outside of cities, where population served may be underestimated.**

For TPL staff only: Acres listed for Land Protection Projects are official from Finance, while Park Development Project acres are estimated based on GIS calculations.

Area Statistics	Value
Project Area Count	5.00
Project Acres	55.90
Service Area Acres	1344.17

Map Legend

- Access Points
- User-Defined Project Boundary
- 10-minute walk service areas

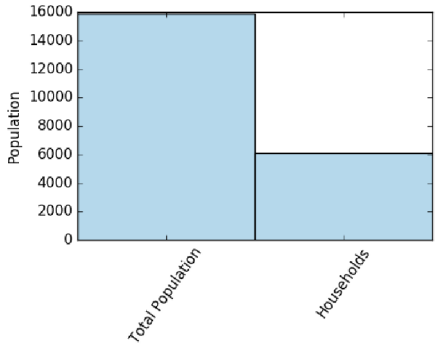


10-Minute Walk Impact Report

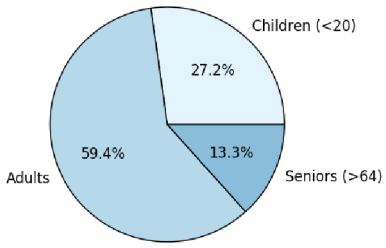
The Trust for Public Land

August 19, 2020

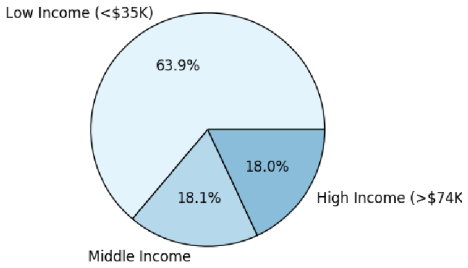
Population	Served
Total Population	15,901
Households	6,096



Age	Served	Percent
Children (less than age 20)	4,331	27.24
Adults (age 20 to age 64)	9,448	59.42
Seniors (age 65 and up)	2,120	13.33

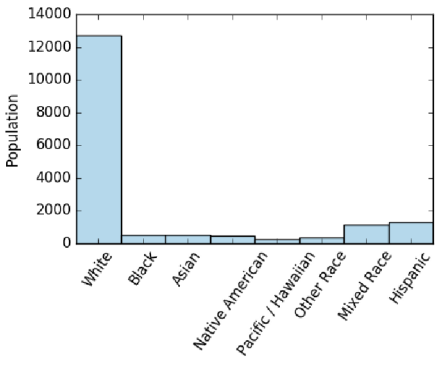


Income	Served	Percent
Low (less than $35,000)	3,893	63.86
Middle (from $35,000 to $75,000)	1,103	18.09
High ($75,000 and up)	1,099	18.03



Race/Ethnicity	Served	Percent
White	12,700	79.87
Black	507	3.19
Asian	516	3.25
Native American	474	2.98
Pacific / Hawaiian	238	1.50
Other Race	349	2.19
Mixed Race	1,117	7.02
Hispanic *	1,295	8.14

* US Census captures Hispanic origin separate from race



Demographic Information is derived from ESRI 2019 Demographic Forecast Block Groups data.

10-Minute Walk Impact Report

The Trust for Public Land

August 19, 2020

Project Areas

Mission Park, Hays Park, Corbin Park, B.A. Clark Park, Avista Upriver Park, Proposed School Development

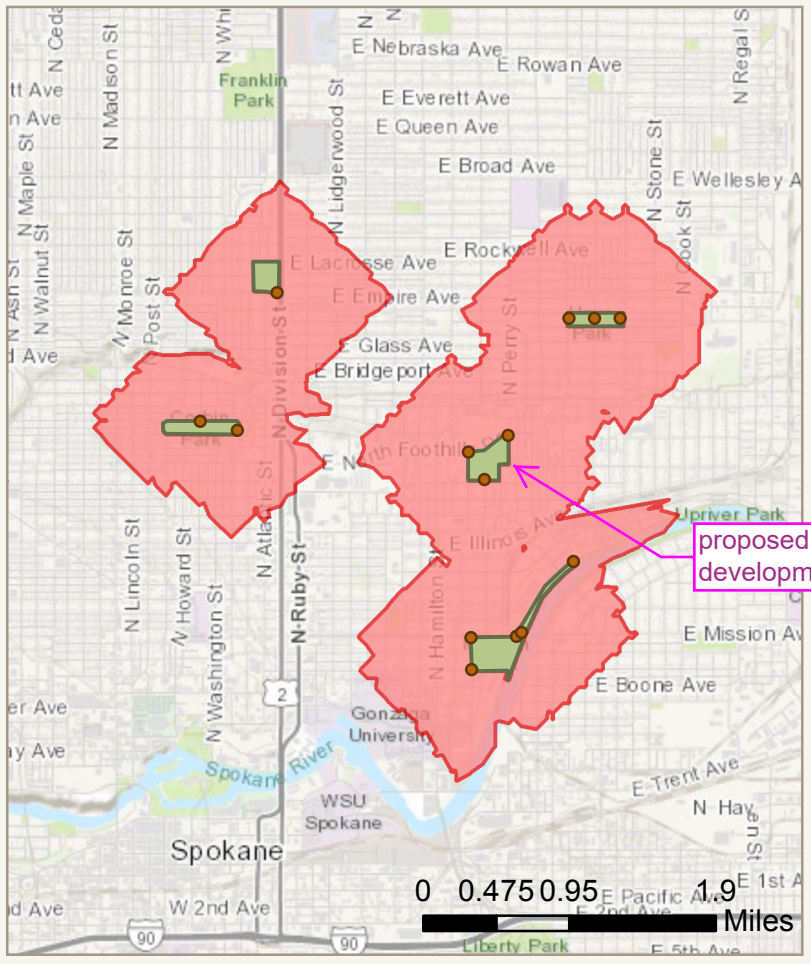
All statistical results are aggregated for the listed project areas and their service areas. Service areas are based on 10-minute (1/2 mile) walk times from project access points defined for each project area and based on the walkable road network. **Accuracy of demographic calculation diminishes outside of cities, where population served may be underestimated.**

For TPL staff only: Acres listed for Land Protection Projects are official from Finance, while Park Development Project acres are estimated based on GIS calculations.

Area Statistics	Value
Project Area Count	6.00
Project Acres	71.45
Service Area Acres	1630.64

Map Legend

- Access Points
- User-Defined Project Boundary
- 10-minute walk service areas

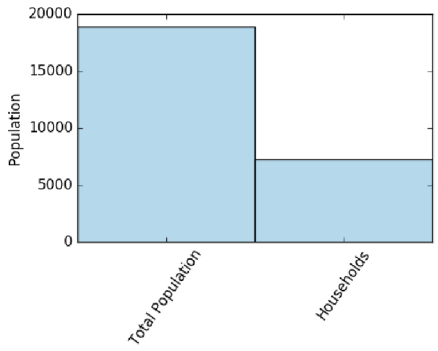


10-Minute Walk Impact Report

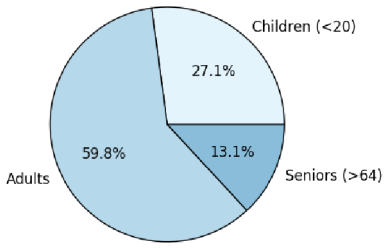
The Trust for Public Land

August 19, 2020

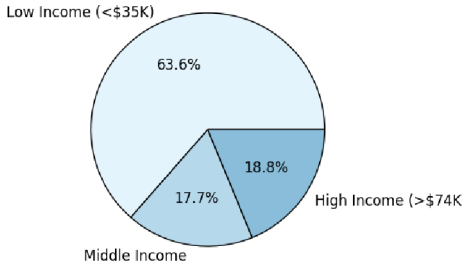
Population	Served
Total Population	18,856
Households	7,238



Age	Served	Percent
Children (less than age 20)	5,116	27.13
Adults (age 20 to age 64)	11,273	59.78
Seniors (age 65 and up)	2,469	13.09

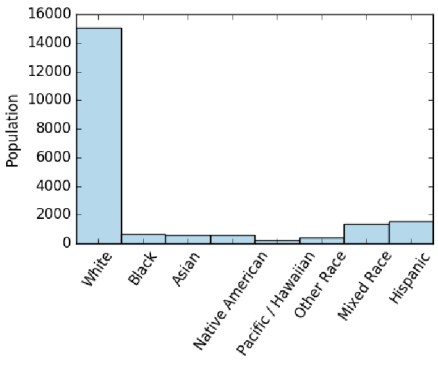


Income	Served	Percent
Low (less than $35,000)	4,601	63.57
Middle (from $35,000 to $75,000)	1,278	17.66
High ($75,000 and up)	1,360	18.79

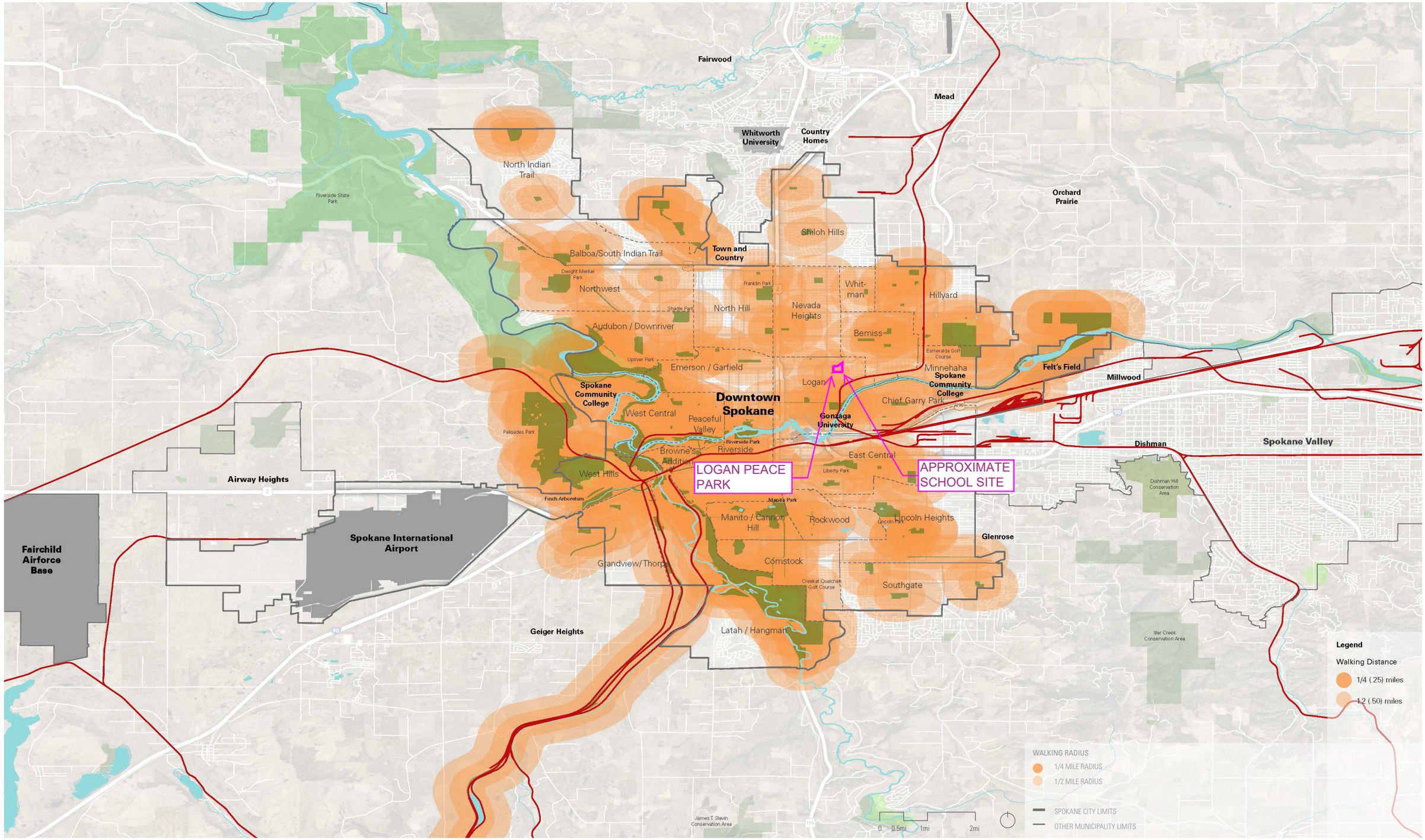


Race/Ethnicity	Served	Percent
White	15,056	79.85
Black	626	3.32
Asian	600	3.18
Native American	575	3.05
Pacific / Hawaiian	261	1.38
Other Race	402	2.13
Mixed Race	1,337	7.09
Hispanic *	1,515	8.03

* US Census captures Hispanic origin separate from race



Demographic Information is derived from ESRI 2019 Demographic Forecast Block Groups data.



PARK ACCESSIBILITY (WALK RADIUS)

SPOKANE PARKS AND PUBLIC OPEN SPACES MASTER PLAN

DESIGNWORKSHOP

APRIL 20. 2020

2020 Neighborhood Council Traffic Calming & School Safety Issue Identification Form

Submissions open January 1st, 2020 | Form due ON or BEFORE April 1st, 2020

Instructions

Please refer to the Traffic Calming website (https://my.spokanecity.org/neighborhoods/programs/traffic-calming/) to familiarize yourself with the program and this process. This form shall include pictures, maps and any other information that will help illustrate the issue you are identifying.

All traffic issues will be subject to review by City of Spokane staff and are subject to engineering standards.

Each neighborhood council may submit up to two priorities and any other identified issues (including school-related) in ONE form.

Submission: Fill out the form electronically and email the completed PDF to Annica Eagle, aeagle@spokanecity.org.

Form Completion Date (mm/dd/yyyy): / /

Council District: 1 ◉ 2 ○ 3 ○

Neighborhood Council: Logan

Neighborhood Applicant Contact Information

Name:_____ Phone:_____

Address:_____ City:_____ State:_____

Zip:_____ Email:_____

Neighborhood Approval

Approval and signature of the Neighborhood Council chairperson is required as well as an attached copy of approved minutes of the Neighborhood Council meeting identifying the formal approval, along with the counted votes (number of Yay and Nay votes).

Neighborhood Chair Contact Information

Name: _____

Phone: _____ Email: _____

BORDERING NEIGHBORHOOD? Attach copy of approved minutes of the bordering Neighborhood Council identifying the formal approval of the submitted project, along with the counted votes (number of Yay and Nay votes).

If the issue falls on the boundary between your neighborhood and another neighborhood, please inform the neighborhood chair to receive acceptance from their Neighborhood Council:

Bordering Neighborhood: _____ Bordering Chair: _____

Phone: _____ Email: _____

Issue Identification

Rank your neighborhood's top two identified issues as 'Project Priority 1' and 'Project Priority 2.' Use the 'Other Identified Issues' space as an opportunity to list the other issues your neighborhood has identified (preferably ranked).

Each potential issue/project shall identify the location and surrounding significant features such as schools, STA stops, and pedestrian generators (shopping center, park, library, etc.).

Each potential issue/project shall be described as to why it is an issue and why it is important to the neighborhood (example: missing sidewalks along block "x," dangerous intersection where pedestrians frequently cross, etc.). ***Please highlight and label school-safety and safe routes to school-related issues.***

A detailed site map of where issue is located is required. ATTACHMENTS ARE ENCOURAGED

For further questions about Traffic Calming/School Safety or the submission process, please contact Annica Eagle, 509.625.6156, aeagle@spokanecity.org.

Project Priority 1

Create an east-west neighborhood greenway on Jackson Ave that would continue west into the Emerson-Garfield neighborhood via Montgomery Ave.

This would resolve multiple issues cited by neighborhood residents:
1) Provide better walking/cycling access to Yoke's Fresh Market (high-demand amenity)
2) Provide better walking/cycling access to Logan Elementary
3) Provide a safe crossing of Hamilton in the existing 1/2 mile gap between Illinois and North Foothills
4) Provide a safe crossing that is more accessible to people using mobility devices than Illinois or North Foothills (due to a lack of sidewalks and/or curb cuts in places, accessing either of these signalized intersections can be difficult if not impossible)
5) Create natural traffic calming on Hamilton by breaking up the "speedway" vibe along this streatch of Hamilton
6) Provide safe and accessible access to the Jackson/Hamilton bus stops
7) Improve cycling connectivity between the northern Logan and Emerson-Garfield neighborhoods
8) Provide an east-west companion to the new north-south Cincinnati Greenway
9) Traffic calm the currently overbuilt (excessively wide) Montgomery Ave

We would like the city to evaluate the general route, provide recommendations for specific treatments, and confer with the Logan and Emerson-Garfield neighborhoods before implementation, however we are currently imagining the route would:
- Connect to a future north-south greenway that would lead to Bemiss and Whitman (perhaps via Pittsburg)
- Cross Hamilton at Jackson with a HAWK signal (as proposed by Gonzaga University engineering students)
- Jog from Jackson to Montgomery (perhaps via Astor)
- Continue along Montgomery as a two-way (northside?) protected bike lane OR as a shared facility with significant traffic calming on Montgomery to reduce current automotive volumes
- Cross Ruby and Division via the existing traffic signals on Montgomery
- Continue to the western edge of Emerson-Garfield (perhaps via the existing RRFB at Monroe, and the existing pedestrian crossing island at Adams and Northwest Blvd to continue west on Knox or another street)

Project Priority 2

Restripe North Foothills Dr from two automotive lanes in each direction to one automotive lane in each direction with a center turn lane and striped bike lanes (i.e. continuing the current striping configuration on Buckeye Ave).

This would resolve multiple issues cited by neighborhood residents:
1) Provide traffic calming (especially speed reduction) on North Foothills
2) Reduce vehicle vs vehicle crashes (especially rear-ends and side-swipes) on North Foothills
3) Improve left turning movements (especially in and out of Yoke's Fresh Market)
4) Create a designated right-of way for people biking (closing existing gap between Buckeye bike lanes and Mayfair/Lidgerwood/Addison bikeway and improving cycling access to Yoke's)
5) Create a buffer between automotive traffic and pedestrian traffic (current sidewalks are narrow and not detached)
6) Improve pedestrian and cycling crossings of North Foothills (currently a 0.6 mile gap between the signals at Ruby and Hamilton) by eliminating the "double threat" crossing risk
7) Pave the way for future improvements such as pedstrian refuge islands at high-demand crossing sites

Other Identified Issues

Top Five Other Traffic Calming Issues:
(Ranked by neighborhood council member preference at the March 2020 meeting)
1) [Tie] Extend the Cincinnati Greenway north of North Foothills Dr into the Nevada Heights neighborhood via Cincinnati Ave
   - Cincinnati Ave accesses parks and schools, and features many blocks of sidewalk gaps. A no-frills neighborhood greenway would greatly enhance walking and cycling connectivity.
1) [Tie] Neighborhood-wide: provide safe and accessible ped/bike crossings at every bus stop
   - Several of our bus stops are on streets that are difficult to cross without a signal (e.g. Division/Ruby, Hamilton/Nevada), reducing their accessibility and thus usefulness as resources.
3) Neighborhood-wide: ensure proper sweeping, snow removal, and other maintenance on sidewalks and trails, especially along commercial corridors and arterial streets
   - Neighbors complained of poor maintenance along walkways and bikeways, especially relating to a general lack of snow clearing on the Hamilton and Division commerical corridors.
4) [Tie] Improve and enhance the pedestrian environment along and across Mission Ave, with special emphasis on the Mission and Hamilton intersection
   - We would like improved safety, ease, comfort, and clarity of pedestrian movement along Mission, particularly at Hamilton near Safeway. 24/7 pedestrian recall was specifically requested.
4) [Tie] Convert the existing painted bike lanes on Illinois Ave to protected bike facilities or a multi-use path that connects to the Cincinnati Greenway
   - The existing southside parking lane is rarely utilized, and cyclists shy away from the existing doorzone bike lanes. Given the sweeping city views along the bluff, this would be an excellent location for some type of physically-protected walking and cycling facility.

Next Five Priority Traffic Calming Issues (Unranked):
(Identified at a transportation-specific Logan Neighborhood Council meeting on Feb 11, 2020)
- Create a low-stress east-west bikeway on Sinto/Sharp Ave that would continue west into the North Bank neighborhood via Boone Ave
  - This is already being proposed as an addition to the Comprehensive Plan
- Create a protected bike lane on Spokane Falls Blvd including a safe, comfortable, and clearly-marked ped/bike route to the University District Gateway Bridge and Trent Bridge
- Install ped/bike crossing improvements at Cincinnati and Indiana
  - This would enhance the safety and comfort of Cincinnati Greenway users
- Improve sidewalk conditions & walkability along the Nevada/Hamilton corridor, with special emphasis on addressing blocks where the sidewalk is narrow and not separated from automotive traffic
- Extend bicycle facilities on Crestline south to Illinois Ave (via bike lanes or a traffic-calmed and signed shared environment)

All Other Identified Traffic Calming Issues (Unranked, listed by category):

Greenways:
- Create an east-west greenway between North Foothills and Empire (perhaps on Euclid or a street in the Nevada Heights neighborhood)
- Create a north-south greenway along the Division/Ruby St corridor (perhaps on Atlantic Ave in the Emerson-Garfield neighborhood, or on Astor or Lidgerwood in the Logan neighborhood)
- Create a north-south greenway between Hamilton/Nevada and Crestline Ave that would connect from Illinois Ave to the proposed Pittsburg Greenway (perhaps on Pittsburg itself)

Right-sizing streets:
- Perry St (Illinois to Euclid): convert from three lanes to two (Average Daily Traffic: 4567)
- Perry St (Mission - Illinois); convert from four lanes to two or three (ADT: 8148 - 9742)
- Indiana Ave (Lidgerwood - Division): convert to three lanes (ADT: 10,378)

Ped/bike crossing improvements:
- Division & Euclid
- Division & Cleveland; Ruby & Cleveland
- Division & North Foothills; Ruby & North Foothills
- Division & Jackson; Ruby & Jackson
- Division & Spokane Falls
- Yoke's Fresh Market & North Foothills
- Cincinnati & Illinois
- Cincinnati & Spokane Falls
- Nevada & Euclid
- Hamilton & North Foothills
- Columbus & Mission

Issues along arterial streets:
- Division / Ruby (Spokane Falls - Euclid): sidewalk gaps, crosswalk gaps, sidewalk too narrow and too close to moving traffic
- Indiana (Division - Perry - Centennial Trail): eliminate bike lane gap, replace painted bike lane with protected bike lanes, connect to the Centennial Trail
- Sharp (Lidgerwood - Cincinnati): replace door-zone bike lanes with protected bike lanes
- Sharp (Cincinnati - Mission Park): eliminate bike lane gap with protected bike lanes or a neighborhood greenway

Other:
- Provide ped/bike connectivity through North Foothills corridor superblocks
- Provide ped/bike connectivity through Division corridor superblocks & offset intersections
- Implement pedestrian leading intervals and pedestrian recall at all signalized crossings
- Make traffic signals detect bicycles at all signalized intersections not on timers
- 20mph on local streets
- 20mph on collector/arterial streets
- Clearly-marked, fully paved access to the North Bank Trail from Pearl, Lidgerwood, and/or Astor Ave through the western side of the Gonzaga Campus
- Astor (Sharp - Carlisle): exceptionally wide local street, potential for better use than asphalt (e.g linear park, street trees, housing)
- ADA-compliant detached sidewalks, curb cuts, and crossings on all collector & arterial streets
- Sidewalks on all local streets
- ADA-compliant detached sidewalks, curb cuts, and crossings on all local streets
- Safe and accessible crossings at every legal intersection
- Dedicated crossing (e.g. bridge or tunnel) for the Centennial Trail across Mission Ave
- Replace Mission Ave bridge

Planned Bicycle Improvements in the CC3 Overlay in the North Foothills Area

Two primary bicycle routes, North Foothills Drive and Perry Street, are identified by the City of Spokane's Bicycle Master Plan in the proposed CC3 Overlay Zone. As part of the Bicycle Master Plan, these routes are adopted into the City's Comprehensive Plan. In addition, the City's Bicycle Advisory Board has commented on proposed street vacations within the overlay zone. Recent student and neighborhood-level projects have also recommended additional bikeway improvements for consideration within the zone.

Bicycle Master Plan

The Bicycle Master Plan identifies two primary bike routes through the proposed overlay zone, on North Foothills Drive and on Perry Street. Both routes are identified as medium-traffic shared streets for biking. This classification indicates desirable routes for transportation connectivity by bicycle, in shared vehicular traffic lanes with medium traffic volumes and speeds.

Figure 1: Bicycle Master Plan in Study Area

6-Year Streets Plan Projects:

The City of Spokane's 6-Year Streets Plan includes the following projects in the study area:

Hamilton Street Corridor Enhancement Project – 2019 – 2021

- Full-Depth Reconstruction
- Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements and to improve coordination and traffic flow.

Perry Street Arterial Maintenance – Illinois to Bridgeport - 2023

- Asphalt Grind and Overlay

Figure 2: 6-Year Comprehensive Streets Plan Projects, 2021-2026

Additional Public Comments and Feedback:

Recent feedback from City boards, student design projects, and neighborhood councils have identified additional considerations for bicycle routes and connectivity in the study area. These recommendations are worth noting but have not been adopted by the City as policy or in City plans.

Bicycle Advisory Board Feedback

In reviewing the proposed vacation of Nevada Street north of North Foothills Drive, the Bicycle Advisory Board recommended maintaining on-street bicycle facilities or a 12-foot wide, publicly accessible shared use path connect north-south through the vacated portion of Nevada Street. These provisions seek to maintain connectivity between neighborhoods northwest of this street segment to the bicycle route on North Foothills Drive. The board also recommended maintaining public access to the gate at the end of Cleveland Avenue on the west side of Gonzaga Prep's playfields. The board passed a motion in support of these recommendations.

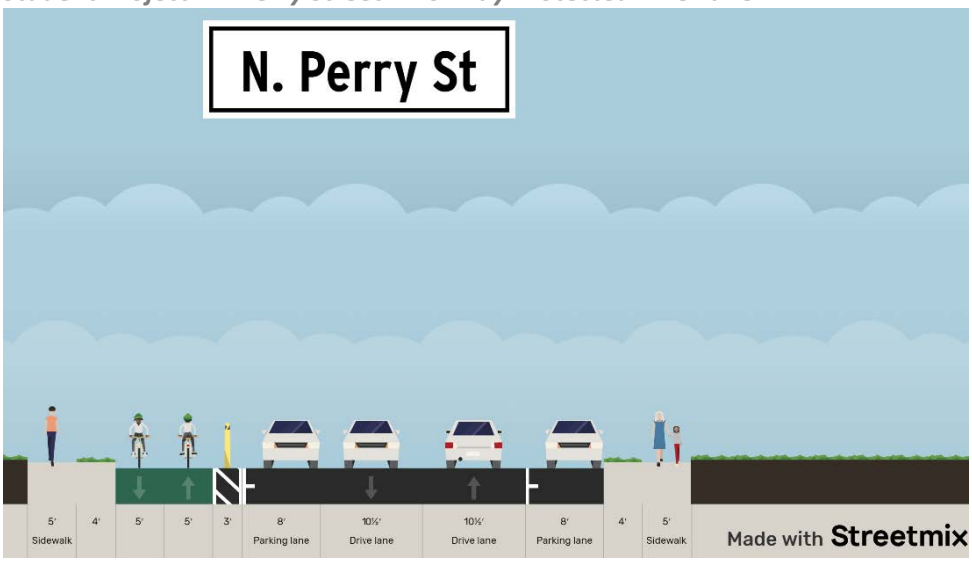
Gonzaga Senior Design Studio 2020 – Project Concepts, Northeast Spokane Active Transportation

In the 2019-2020 school year, a senior design studio in civil engineering at Gonzaga University studied active transportation improvements for Northeast Spokane. The team conducted an analysis of Northeast Spokane road segments, scoring each street segment in the area based on measures of safety, equity and connectivity. Key traffic characteristics such as crash rates, traffic volumes and speeds factored into this scoring process. Based on this analysis, four focus projects were selected.

Two of these projects pass through the proposed CC3 Overlay Zone, on North Foothills Drive and on Perry Street. Both projects included layouts for protected bike lanes on these streets, shown below. These layouts are informed by guidance from the Federal Highway Administration and the National Association of City Transportation Officials, as well as by Dutch design practice based on a month-long engineering study-abroad course in the Netherlands taken by the team in summer 2019. Additional feedback on these designs was provided by the Logan Neighborhood Council and the Spokane Active Transportation advocacy group, SpokAT.

Student Project 1 – North Foothills Drive Protected Bike Lanes*

Student Project 2 – Perry Street Two-Way Protected Bike Lane



*These student projects are conceptual only and have not been adopted as City policy.

Logan Neighborhood Council Traffic Calming Proposal

In the 2020 Traffic Calming application cycle, the Logan Neighborhood Council identified bike lanes on North Foothills Drive as their Priority 2 traffic calming project, as follows:

> *"Restripe North Foothills Dr from two automotive lanes in each direction to one automotive lane in each direction with a center turn lane and striped bike lanes (i.e. continuing the current striping configuration on Buckeye Ave). This would resolve multiple issues cited by neighborhood residents: 1) Provide traffic calming (especially speed reduction) on North Foothills 2) Reduce vehicle vs vehicle crashes (especially rear-ends and side-swipes) on North Foothills 3) Improve left turning movements (especially in and out of Yoke's Fresh Market) 4) Create a designated right-of way for people biking (closing existing gap between Buckeye bike lanes and Mayfair/Lidgerwood/Addison bikeway and improving cycling access to Yoke's) 5) Create a buffer between automotive traffic and pedestrian traffic (current sidewalks are narrow and not detached) 6) Improve pedestrian and cycling crossings of North Foothills (currently a 0.6 mile gap between the signals at Ruby and Hamilton) by eliminating the "double threat" crossing risk 7) Pave the way for future improvements such as pedestrian (sic) refuge islands at high-demand crossing sites."*

Summary

The Bicycle Master Plan identifies these streets as medium-traffic shared routes providing bicycle connectivity to destinations in the neighborhood. Although the Bicycle Master Plan does not recommend new bikeway facilities for these routes at this time, amendments to the plan may be considered at a future time based on recent feedback and following additional public process.

Active Transportation
Intervention

Colin Quinn-Hurst
City of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201

Dear Mr. Quinn-Hurst,

We are pleased to enclose our final project report on the analysis and evaluation of active transportation in Northeast Spokane.

This report details the research previously performed on the existing conditions of active transportation facilities in Northeast Spokane, as well as various initiatives and projects related to active transportation in the area. This information was used to locate areas of possible need for improvement, as well as the development of a decision matrix to analyze project locations and the sites that were selected following this analysis. The decision matrix weighted each location based on equity, safety, and connectivity in order to select our top four project areas of importance. The four locations of interest were researched, surveyed, and redesigned using traffic calming solutions, reallocation of roadway space, and safety improvements. Short-term and long-term solutions were then designed for each of these locations along with rough construction cost estimates for the short-term designs, in hopes they could be used by the City of Spokane. In addition, this report includes our final schedule that was used for the project along with the team's hourly contributions.

Please contact any of the team members with your questions or concerns about anything provided within the report. We look forward to hearing your final feedback on our project.

Thank you for your help, time, and consideration,

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Olivia Ramirez
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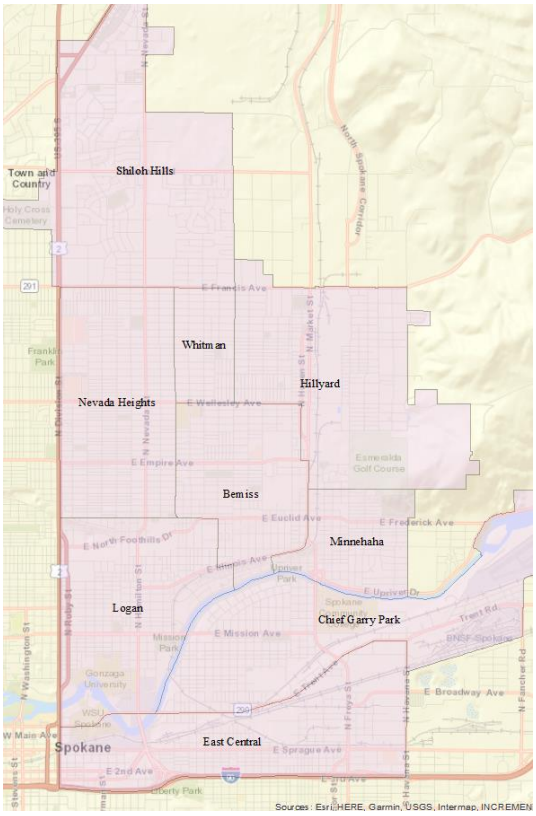
Active Transportation for Northeastern Spokane: Project Plan

CENG – 21



City of Spokane

Published April 27, 2020

Executive Summary

This project report outlines our team's plan to promote and improve active transportation in Northeast Spokane through improved facilities and infrastructure. We first assessed the needs of Northeast Spokane by completing extensive research on current and planned infrastructure in order to identify locations that would most benefit from improvements and investment. At the same time, we conducted extensive community outreach efforts in order to hear about the needs of the community from people rather than from statistics. Following the research and outreach, a decision matrix was developed, and a list of eighteen project proposals were evaluated through this decision matrix. The matrix highlighted locations where projects would improve neighborhood connectivity and safety and were responsive to social equity deficiencies. With the results from the decision matrix in hand, four projects were selected by the group. Going forward, solutions and improvements at the four identified locations have been designed. Designs were evaluated for construction costs and sustainability and presented before community stake holders for feedback and revision.

Contents

Project Description

The City of Spokane is the second largest city in the state of Washington and can be found on the east side of the state below in Figure 1. In Spokane, the Office of Planning and Development Services is responsible for planning and ensuring the implementation of improvements that are consistent with neighborhood and citywide goals. The City of Spokane, its Office of Planning and Development Services and the city's Pedestrian and Bicycle Planner Colin Quinn-Hurst have requested Active Transportation Intervention (ATI) to identify challenges and infrastructure barriers to "active transportation" in Northeast Spokane and to develop solutions for the highest priority areas that are identified.

Figure 1 – Regional map of Spokane within the Pacific Northwest. (Source: WSDOT GeoPortal)

Within the scope of this report, active transportation refers predominately to walking and bicycling transportation modes, but can in theory be extended to traditional scooters, electric scooters, skateboards, and first-mile and last-mile connections. The Rails-to-Trails Conservancy & Partnership for Active Transportation identifies four primary benefits of active transportation. The first is that active transportation promotes healthier activities. "By making walking and biking safe and convenient, we can make it much easier for people to build routine physical activity into their daily lives" (Partnership for Active Transportation 2019). Second, active transportation promotes a healthier environment. Air pollution and smog in cities contributes greatly to global warming and replacing automobile trips with active trips can contribute to reducing this pollution. Third, active transportation promotes healthier local economies by "creating dynamic, connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism and encourages corporate investment that attracts a talented, highly educated workforce" (Partnership…2019). Lastly, active transportation facilities are more equitable across the population by providing access to people who are "unable to drive like children, the elderly, the visually impaired or otherwise physically challenged, those with lower incomes, and those who simply choose to not have access to a car" (Partnership…2019).

The project is limited to Northeast Spokane. As defined by the Gonzaga University Center for Community Engagement's (CCE) 2018-2019 Listening Project, this region consists of the neighborhoods of Bemiss, Chief Garry Park, Hillyard, Logan, Minnehaha, Nevada Heights, Whitman, and parts of East Central and Shiloh Hills (Figure 2). Specifically, the southern border of our analysis is Interstate 90 through the East Central neighborhood. According to background data provided by CCE for the Listening

Project, Northeast Spokane is 76% white, 8% Native American or Native Alaskan, 8% Hispanic, 5% black, and 4% Asian or Pacific Islander. It is estimated 37% of residents make less than $50,000 per year, and 54% of residents have children living in the household.

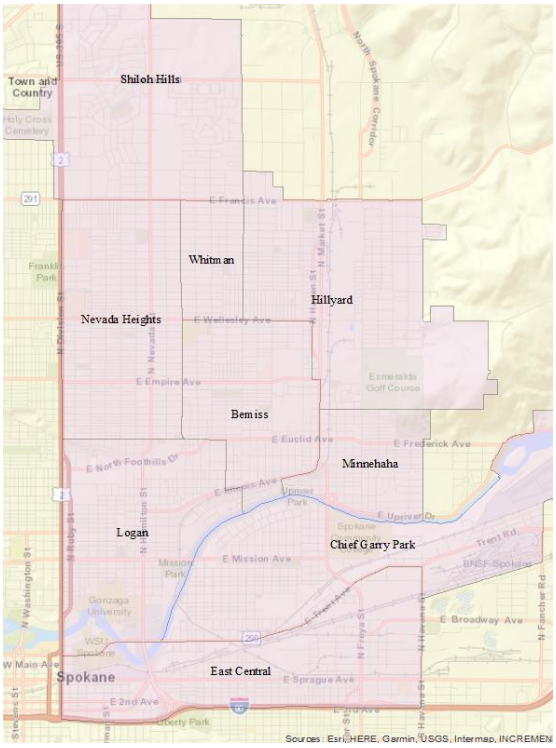


Figure 2 – City of Spokane GIS map illustrating the neighborhood borders studied in the Northeast Listening Project

The first half of the project consists of community-based project identification. Rather than designing the solutions that ATI thinks best, we seek to determine the needs, wants, and desires of the residents of Northeast Spokane. A key component of this fact-finding mission is the Northeast Listening Project performed by Gonzaga University's Center for Community Engagement during the 2018-2019 academic year. Another important data source is the Washington Department of Transportation's (WSDOT) planning efforts in Northeast Spokane around the design of the North Spokane Corridor and the associated Children of the Sun Trail. These planning efforts have done significant outreach to the Northeast Spokane neighborhoods that will provide addition insight into community needs. Other sources for project identification include outreach to the Walking School Bus program in neighborhood elementary schools, attendance at various community meetings, and analyses of crash data, and walkability and bike-ability measures.

From the results of this research, the second half of the project consists of designing short- and long-term solutions to the identified challenges related to active transportation.

Project Goals

The goal of the project is to promote and enhance the safety of active transportation in Northeast Spokane through improved infrastructure. The team plans to achieve this by first studying the transportation needs and desires of the residents of Northeast Spokane. With the results of this research in mind, design solutions are determined to the address the identified challenges. In order to improve active transportation infrastructure facilities in Northeast Spokane, the group focuses on three specific pieces of the infrastructure: safety, equity, and connectivity.

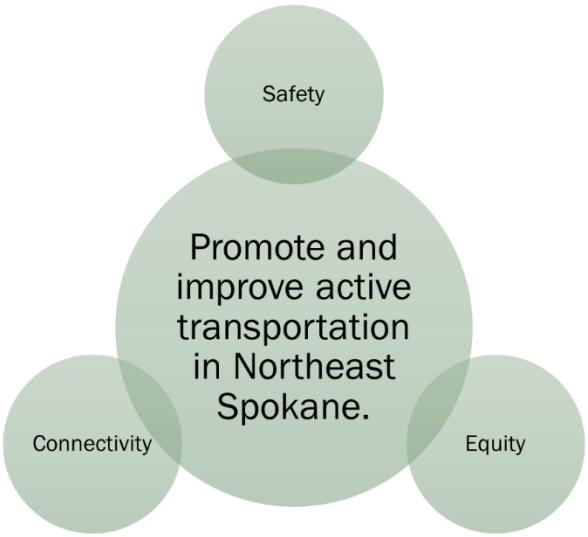


Figure 3 – Project goals and sub-goals

The most important component of improved active transportation facilities is safety. If active transportation facilities are unsafe or feel unsafe to those using them, they will not be utilized by constituents, and the subsequent benefits of active transportation infrastructure will not be realized. For this reason, safety must be at the forefront of active transportation design. Second, improved active transportation facilities have the ability to greatly increase social equity in Northeast Spokane. Because owning and using cars is not a possibility for some residents or represents a financial hardship for others, infrastructure and facilities that allow people to move around the neighborhood and access school and employment without a personal vehicle would be of great benefit. For this reason, improvements specifically in underserved communities will be prioritized. Lastly, connectivity to existing active transportation facilities and to the city's and the region's broader transportation infrastructure will allow and encourage the new active transportation facilities to flourish. Bike paths and sidewalks with no destination will not be used. In turn, the benefits of active transportation will not be realized.

Requirements, Constraints, and Deliverables

Sponsor Requirements and Requests

The sponsor, Colin Quinn-Hurst from the City of Spokane, has requested a study on active transportation in Northeast Spokane. This study aims to detail the challenges of implementing active transportation in Northeast Spokane, identifying areas with the highest potential to benefit from improvements in active transportation infrastructure, and to provide locations for improvements to address these identified challenges. One of the requirements of this project is to provide street recommendations to better support active transportation. The designs that this project seeks to provide will aid the work of Colin Quinn-Hurst, and the research provided will be easily applicable to promoting the improvement of the active transportation system in Spokane.

Constraints

This project has three primary restrictions: the modes of transportation studied, the cost of potential solutions, and the geographical location of the study area. This project will focus on active transportation, including modes of transportation suitable for bike lanes and sidewalks. This limits the scope of the project, excluding vehicle travel such as using cars and buses except where they interact with bicycle and pedestrian facilities, such as first-mile and last-mile walking and biking connections to transit. This project also aims to provide feasible solutions to active transportation issues. The team will make efforts to provide solutions that are affordable and realistic to maximize their potential for implementation. Lastly the geographic scope of the project is limited to Northeast Spokane including the nine Spokane neighborhoods identified in Section 1.

Major Deliverables

The two major deliverables of this project are the Final Project Status Report and the Final Report. The Final Project Status Report is the first deliverable and was submitted on November 20th and included all progress on the project up to the submittal date. The Final Report will be submitted digitally on EduSourced by April 29th and will include the full project report. The final report will be a written report on the existing Spokane active transportation systems in Northeast Spokane, an analysis of the issues of this current system, and proposed design solutions to these issues. The team will submit all deliverables digitally on EduSourced. Additionally, GIS maps and data will be provided to the client at the time of the Final Report.

Codes and Regulations

In order to ensure the design recommendations our team develops are up to design standards of Spokane and Washington State, the City of Spokane Street Development Standards and WSDOT Design Manual Chapters 1520 and 1515 will be used. Other resources the Active Transportation team will utilize for design recommendations include the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities, 4th Edition,* the National Association of City Transportation Officials (NACTO) *Urban Bikeways Design Guide* and the Federal Highway Administration (FHWA) *Separated Bike Land Planning and Design Guide*. Proposed modifications to City of Spokane Street Development Standards will also be referenced. When designing sidewalks and pedestrian areas, we will refer to the NACTO *Urban Design Guide* for recommendations.

Work Completed

To break down the workload throughout the year, ATI has split up our year into 4 major tasks, each with its own subtasks. Task 1 was completing project research and learning on Northeast Spokane. Task 2 was to use information from our research and learning in order to select 15-20 preliminary project locations and create a decision matrix to narrow down 4 final project locations. Finally, after narrowing down the projects, our team began on Task 3 using Streetmix and Civil3D to create new street designs. These designs were presented to community members to receive feedback and revisions were made based on their suggestions. Then cost estimates for each project were made using the refined designs. After the design work was completed, our team worked on Task 4, which included a sustainability assessment focusing on environmental, economic, and social sustainability. Below, Figure 4 shows how these steps followed one another.

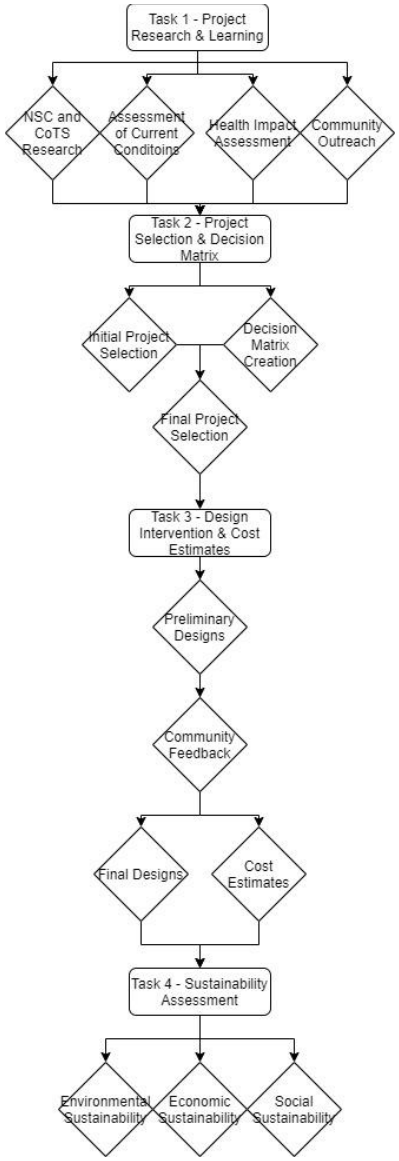


Figure 4 – Flow chart of completed work

Task 1: Project Research and Learning

Data Analysis of Safety, Connectivity, and Equity Conditions in Northeast Spokane

One important facet of this project was taking inventory of the current conditions within Northeast Spokane. Our team has compiled maps using data from the City of Spokane as well as refined maps created by the Bike Network Infrastructure senior design team from the 2018-2019 school year. These were used heavily in the selection process to determine which areas in Northeast Spokane could most use improved active transportation infrastructure. Further discussion of how this research helped with project selection, and with building our decision matrix is covered in Task 2 – Project Selection and Decision Matrix Creation.

Safety

When looking at areas that could use safety improvements to infrastructure, our team looked at both nominative and substantive safety. Nominative safety deals with how well infrastructure complies with safety design standards. Areas where nominative safety of infrastructure could be improved are visible where more crashes occur, or where there is not proper infrastructure for bicyclists and pedestrians. Substantive safety on the other hand, deals with how safe an area feels to be in. For pedestrians and bicyclists, this can be impacted by things like sidewalk width, traffic speed and volume, intersection width, etc.

The City of Spokane has provided us with data from 2014-2018 on all recorded collisions between vehicles and bicyclists or pedestrians. Table 1 below breaks down the amount of crashes in each year to bicyclists and pedestrians within the Northeast Spokane boundaries showing an average of 30 bicycle and 50 pedestrian crashes per year.

Table 1 – Bicycle and pedestrian crashes in Northeast Spokane 2014-2018

Year	Bicycle Crashes	Pedestrian Crashes	Total
2014	30	49	79
2015	34	49	83
2016	35	57	92
2017	24	47	71
2018	27	52	79
Total	**150**	**254**	**404**

This data can be seen spatially in Figure 5 below where all pedestrian and bicycle crashes are shown as point data. Because some data points overlap due to occurring at the same location, Figure 6 shows a heat map of the crash data which helps highlight which areas have higher or lower crash density.

From these two maps, there is a clear correlation between collision density and major arterials. On Figure 6, it is easy to identify N. Division St, E. Mission Ave, N. Hamilton St, and others by the high density of crashes in the area. For project selection, highlighting these areas assisted our team in

selecting locations where improving infrastructure could make active transportation nominatively safer for bikers and pedestrians. This is further discussed later in our overview of Task 2.

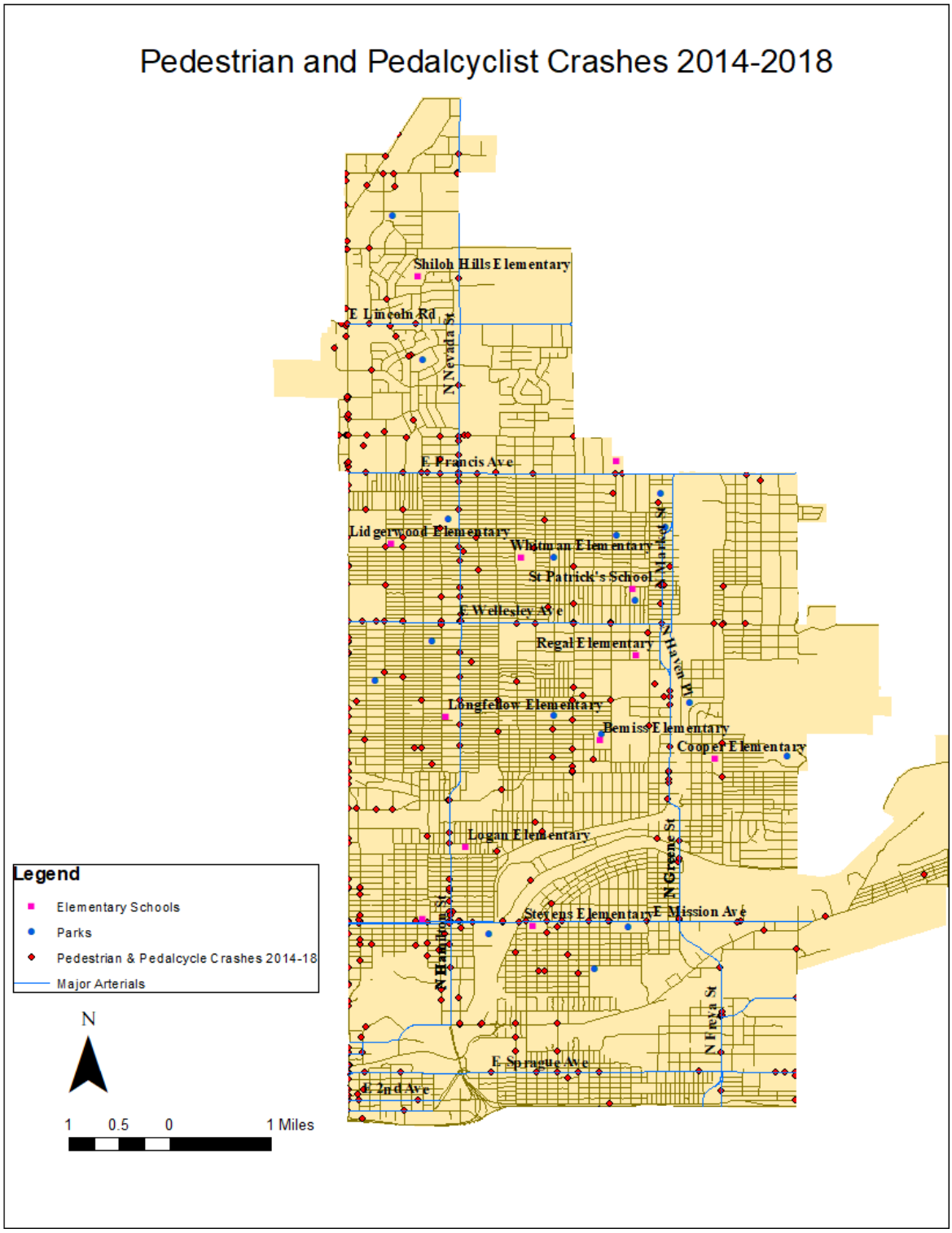


Figure 5 – Pedestrian and Pedalcyclist Crashes 2014-2018

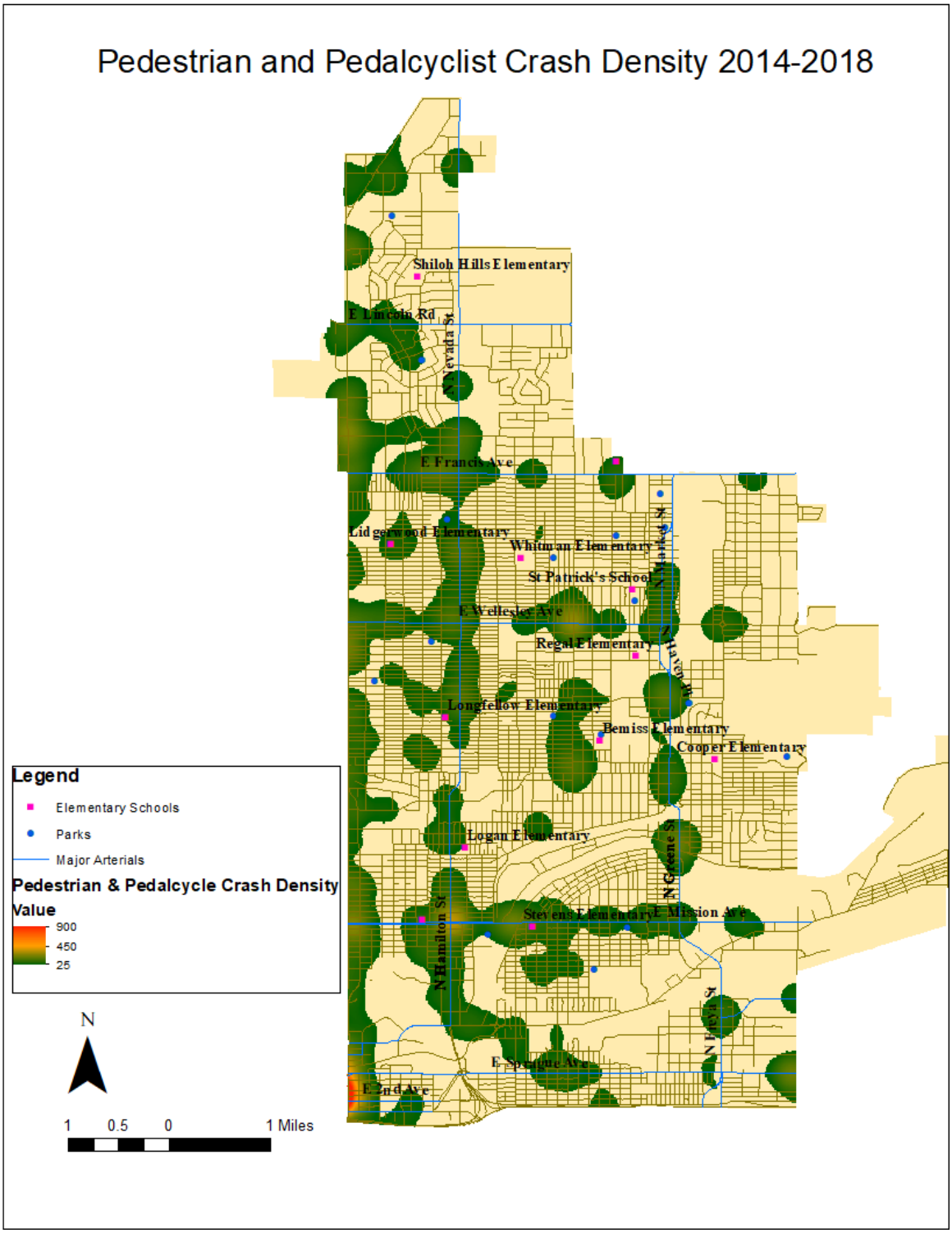


Figure 6 – Pedestrian and Pedalcyclist Crash Heatmap

Bicycle Level of Service (BLOS) has also been used in order to help map the biking conditions on roadways in Northeast Spokane. BLOS is a mathematical method which calculates numerical scores on roadways which correlate to an A, B, C, D, E, or F rating correlating to a cyclist's perception of the roadway environment, with A being the best and F the worst. BLOS can be heavily influenced by vehicle volumes (especially high volumes of heavy vehicles or trucks), vehicle speeds, and cyclists' operating space (Huff, 2014). The Bicycle Network Integration senior design team had created BLOS maps for all of Spokane, which we have refined to fit the Northeast Spokane boundaries. Roadways with BLOS scores of level C and worse are ones which can be considered unsafe substantively for cyclists. Figure 7 shows the BLOS map of Northeast Spokane. When identifying locations with substantive safety issues, this map has helped ATI highlight some of the major arterials that have high stress levels, and therefor feel unsafe for cyclists or pedestrians to use.

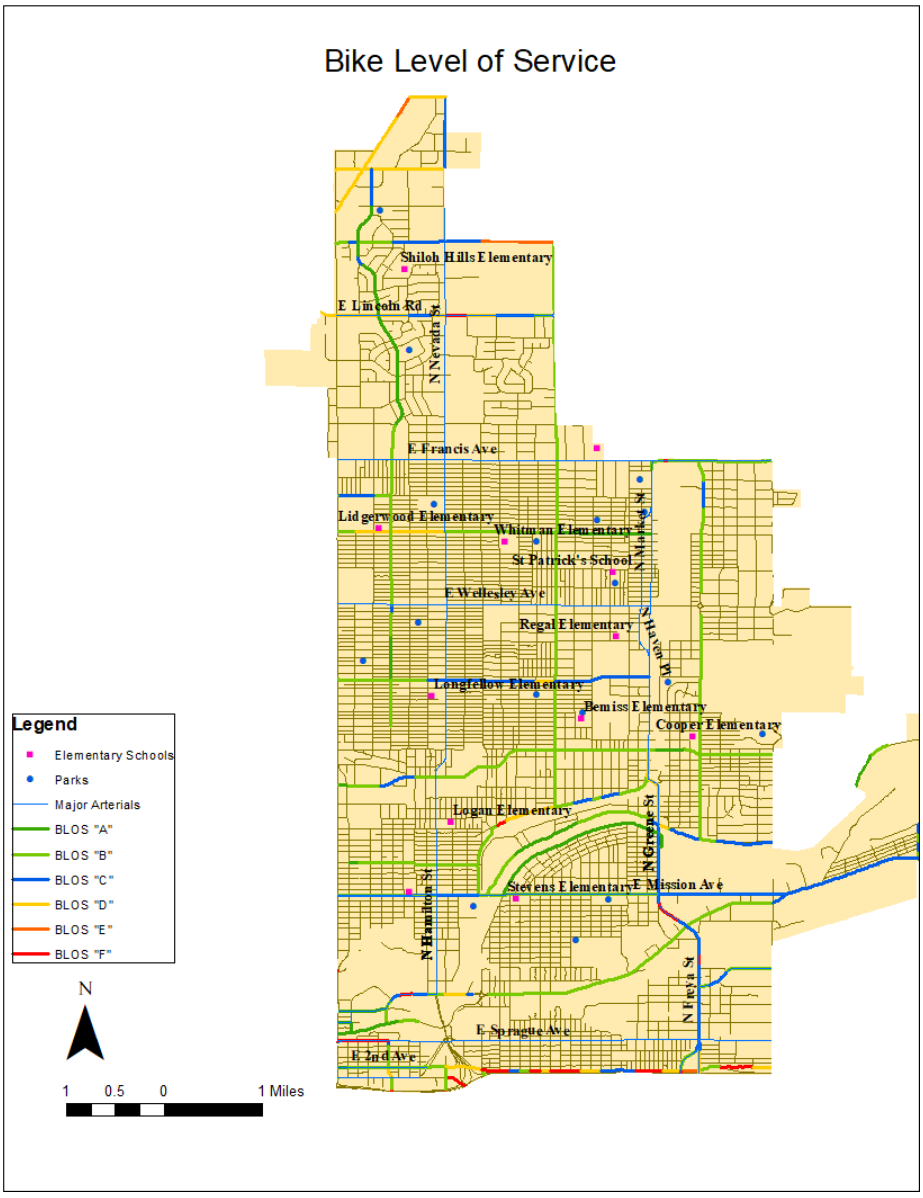


Figure 7 – Bicycle Level of Service in Northeast Spokane

Connectivity

The next step in analyzing the current conditions of Northeast Spokane was to assess how well-connected parts of Northeast Spokane are for active transportation users. The first way ATI approached this was through finding out what bicycle infrastructure is currently in place or planned in Northeast Spokane. In conjunction with looking specifically at infrastructure, our team refined the bike-ability maps created by the 2018-19 Bicycle Network Integration team. Lastly, through community feedback our team identified elementary schools and parks as some important locations that Northeast Spokane residents would like to be better connected to. Addressing infrastructure, bike-ability, and locations close to parks or elementary schools has allowed ATI to identify potential areas where connectivity can be improved for Northeast Spokane.

Shown in Figure 8 and Figure 9, the City of Spokane has provided ATI with their bike network master plan containing what current bicycle infrastructure is in place, as well as future planned infrastructure. In our assessment of connectivity, these maps allow our team to identify areas where there are gaps in infrastructure, as were infrastructure improvements may be needed. For instance, places with difficult connections, or no bicycle infrastructure could be of interest to ATI for developing new infrastructure. Areas with moderate to high traffic may also be of interest as improvements to infrastructure could promote bicyclists and pedestrians to use those roads. Further information of how bicycle infrastructure was used to identify and assess project locations is discussed in Task 2.

Another major development in Northeast Spokane infrastructure that will impact the connectivity of active transportation is the North Spokane Corridor and Children of The Sun trail. However, because this is such a large development it has received its own section of our Project Research and Learning.

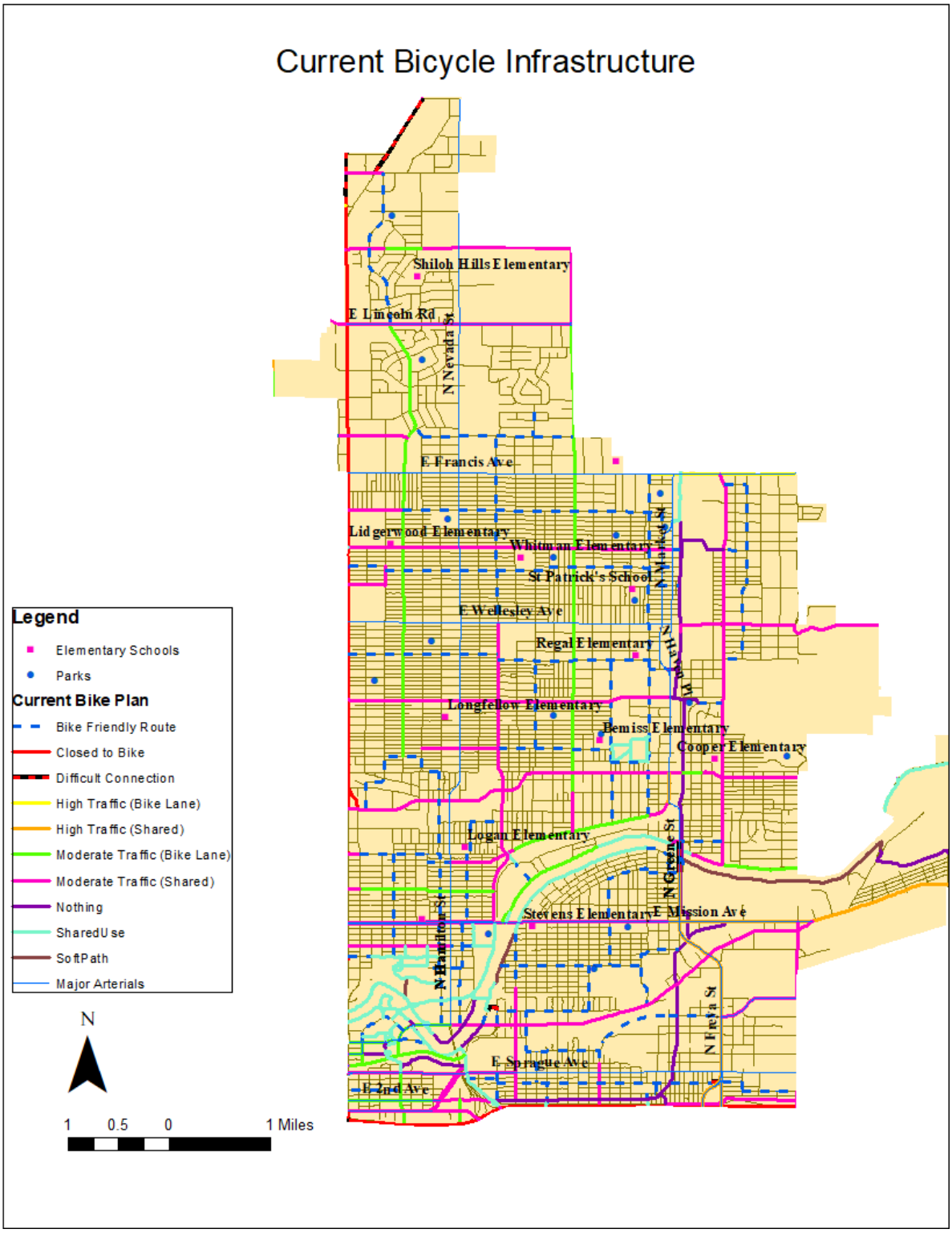


Figure 8 – Current Bicycle Infrastructure in Northeast Spokane

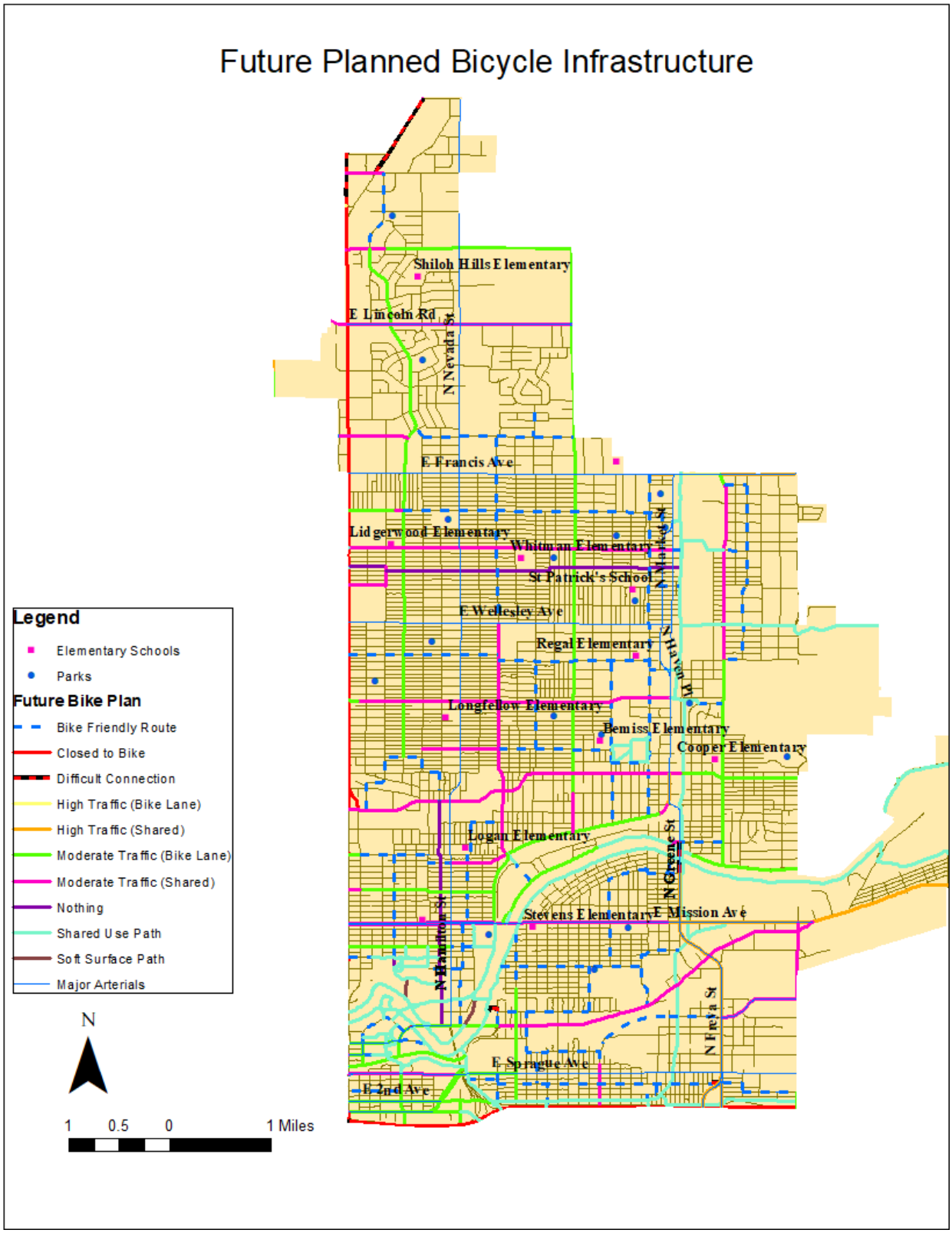


Figure 9 – Planned Bicycle infrastructure in Northeast Spokane

Along with the current and planned bicycle infrastructure in Northeast Spokane, maps showing bike-ability will be used to help visualize where there are connectivity issues. Bike-ability is a way of analyzing bike comfort based on access to important destinations. Areas with high bike-ability have many destinations nearby that are easily accessible, while low bike-ability areas have few destinations or high stress barriers between origins and destinations (Lowry et al, 2012). The Bike Network Integration senior design team created bike-ability maps using the all of Spokane shown in Figure 10 below. This map shows the connectivity for each location to nearby destinations. For instance, an area within a yellow grid is one where only 25-39% of destinations can be reached via bicycle because of high stress intersections or street segments in the way. This will greatly help our team with assessing areas within Northeast Spokane could use improved active transportation infrastructure in order to allow for better connectivity.

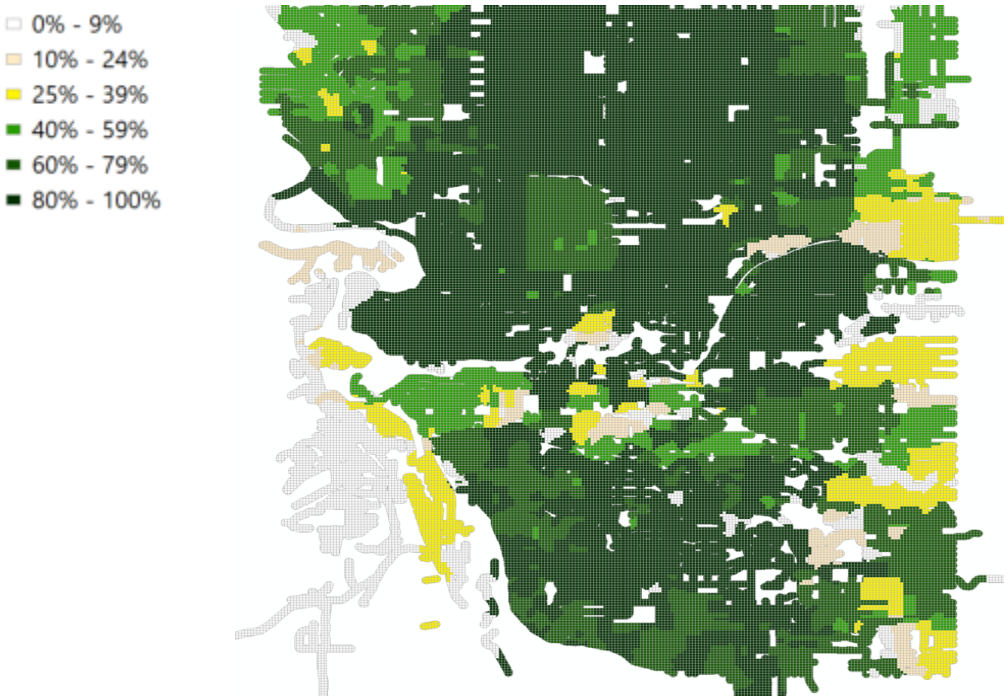


Figure 10 – Bike-ability map of Spokane

Along with the final output of bike-ability shown in the figure above which helps highlight regions of low connectivity, our team has also clipped down the stress levels on specific street segments and intersections below in Figure 11 and Figure 12. These maps were part of the tool which helped create the finalized bike-ability map, and it will greatly help our team narrow down which specific intersections or street segments within Northeast Spokane are acting as barriers to connectivity.

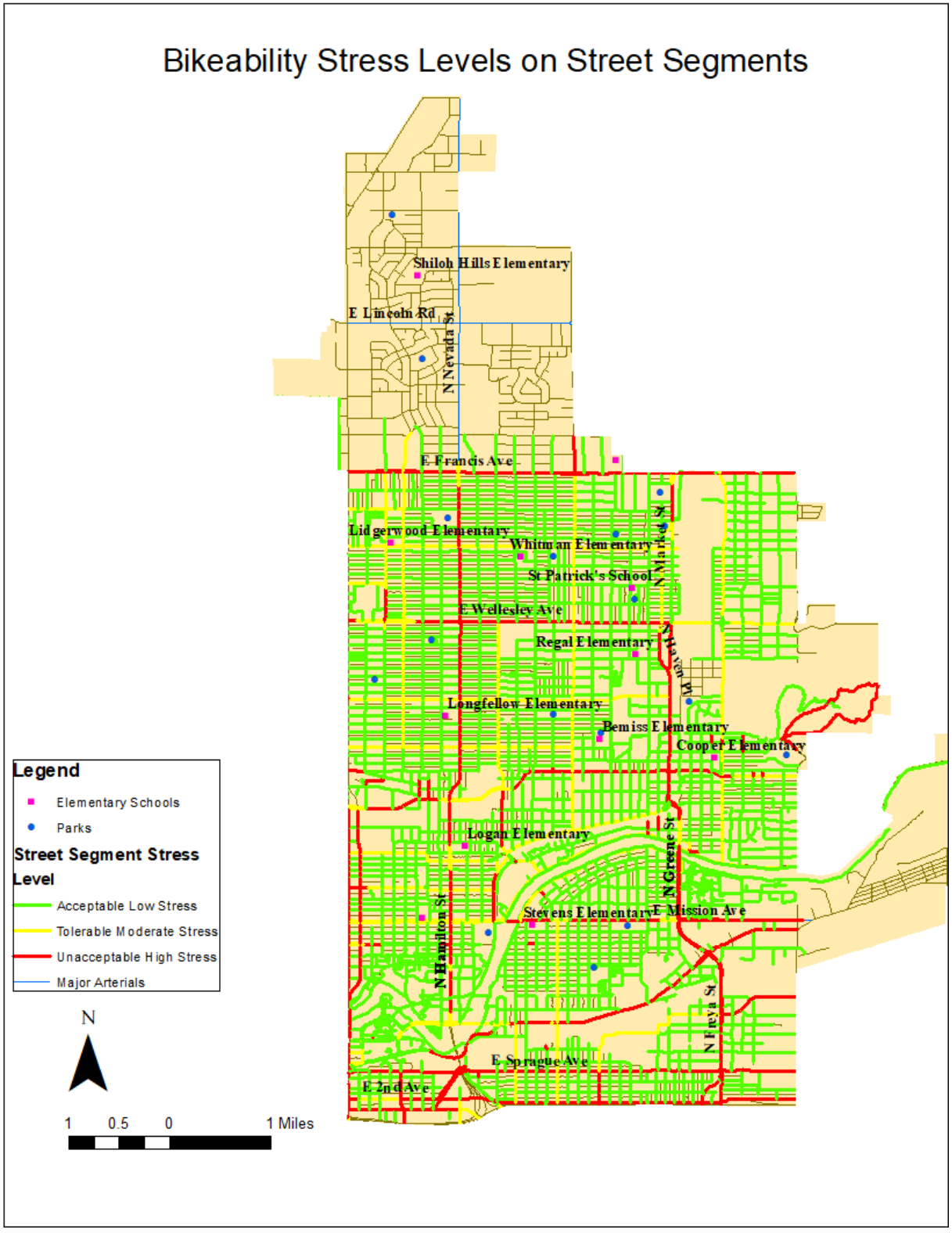


Figure 11 – Bike-ability Stress Levels on Streets in Northeast Spokane

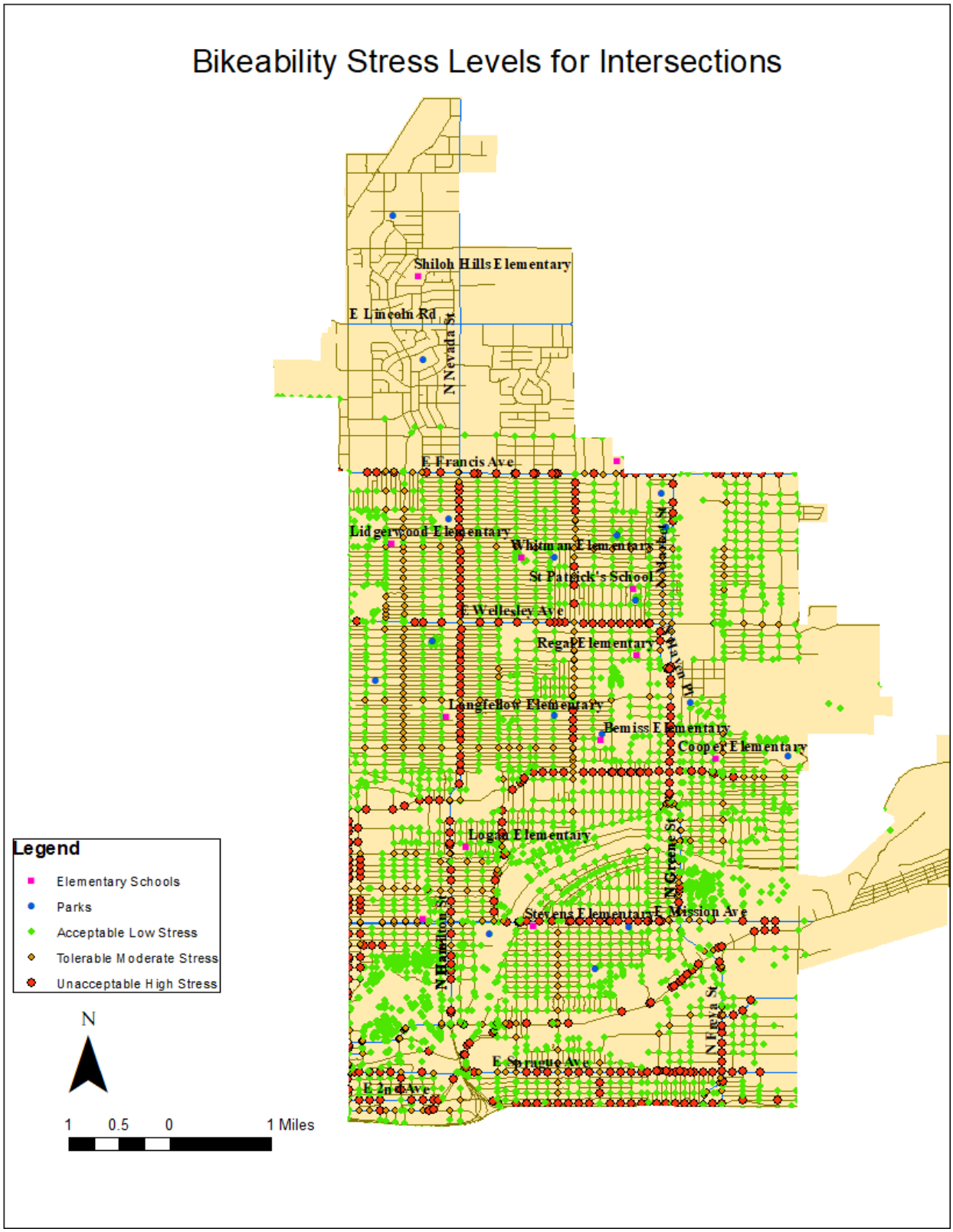


Figure 12 – Bike-ability Stress Levels for Intersections in Northeast Spokane

The following map shown in Figure 13 has been used to help our team evaluate potential connectivity benefits that could arise from active transportation implementation in Northeast Spokane. This will be done by first highlighting areas of importance to the Northeast community, like schools and parks. Along with this, our team has been working, and will continue to work extensively on community outreach, which will be discussed further in the *Community Outreach* section of the report. By working in conjunction with the community, our goal is to receive feedback about where the Northeast community believes better active transportation infrastructure is needed.

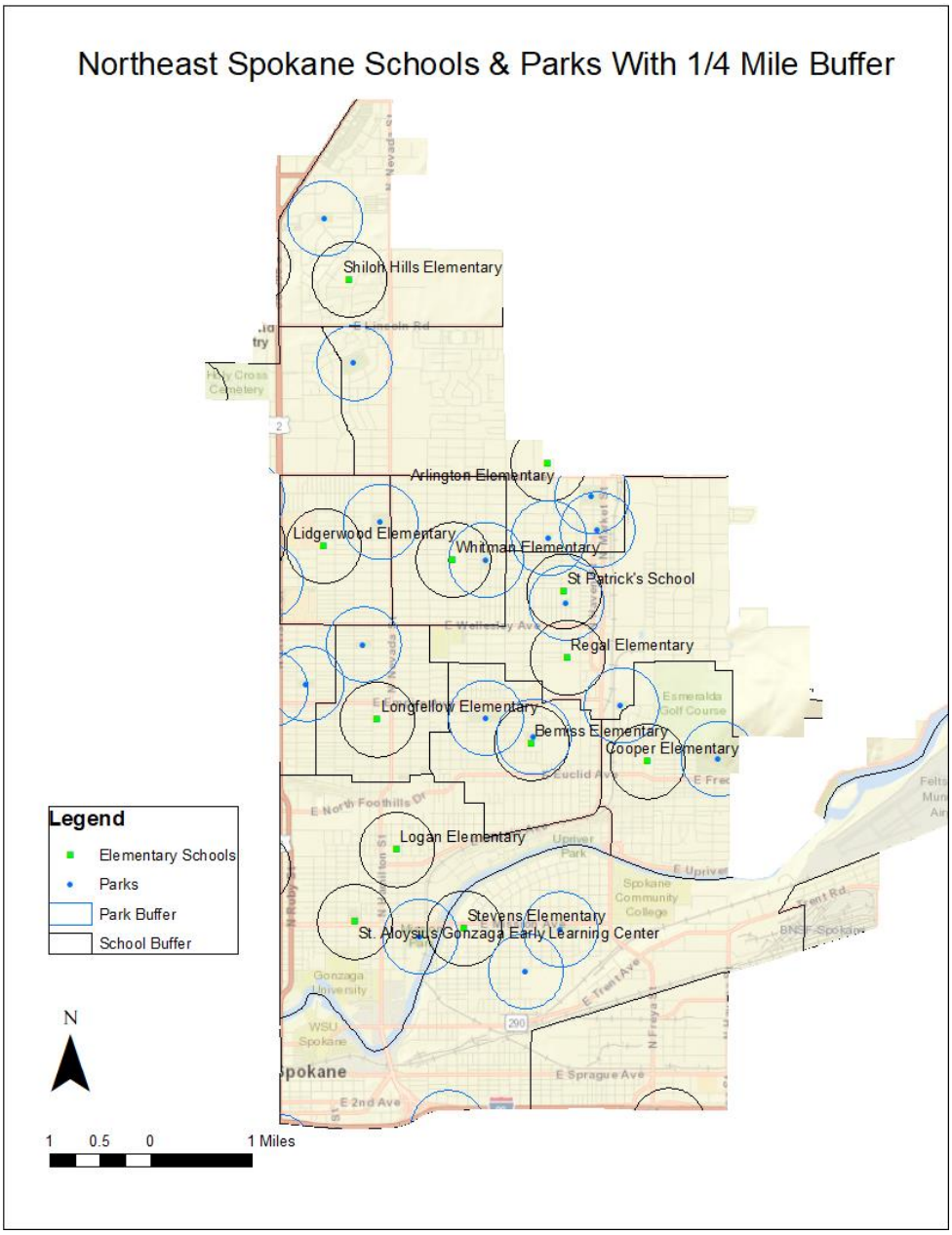


Figure 13 – Schools and Parks in Northeast Spokane

Equity

The third sub-goal towards promoting active transportation in Northeast Spokane is equity. Public infrastructure projects throughout the United States have a long history of privileging certain communities at the expense of others. In addition, projects frequently address needs as seen through the eyes of traffic engineers who may not live in the affected area, rather than addressing projects identified by community members and stakeholders. To address this, our research took into consideration measures of equity in order to prioritize projects that would serve traditionally underserved communities.

To assess equity concerns in Northeast Spokane, census data aggregated by the Spokane Regional Transportation Council (SRTC) was used. The SRTC published a series of GIS maps that illustrate and detail equity disparities throughout the region. Each of the eighteen project proposals was evaluated using the statistical data of that project location's census tract. The final results provided insight into which projects would serve the least equitable neighborhoods in Northeast Spokane.

Figure 14 below illustrates the SRTC Social Equity Mapping Tool and how it was used to determine a site location's equity statistics.

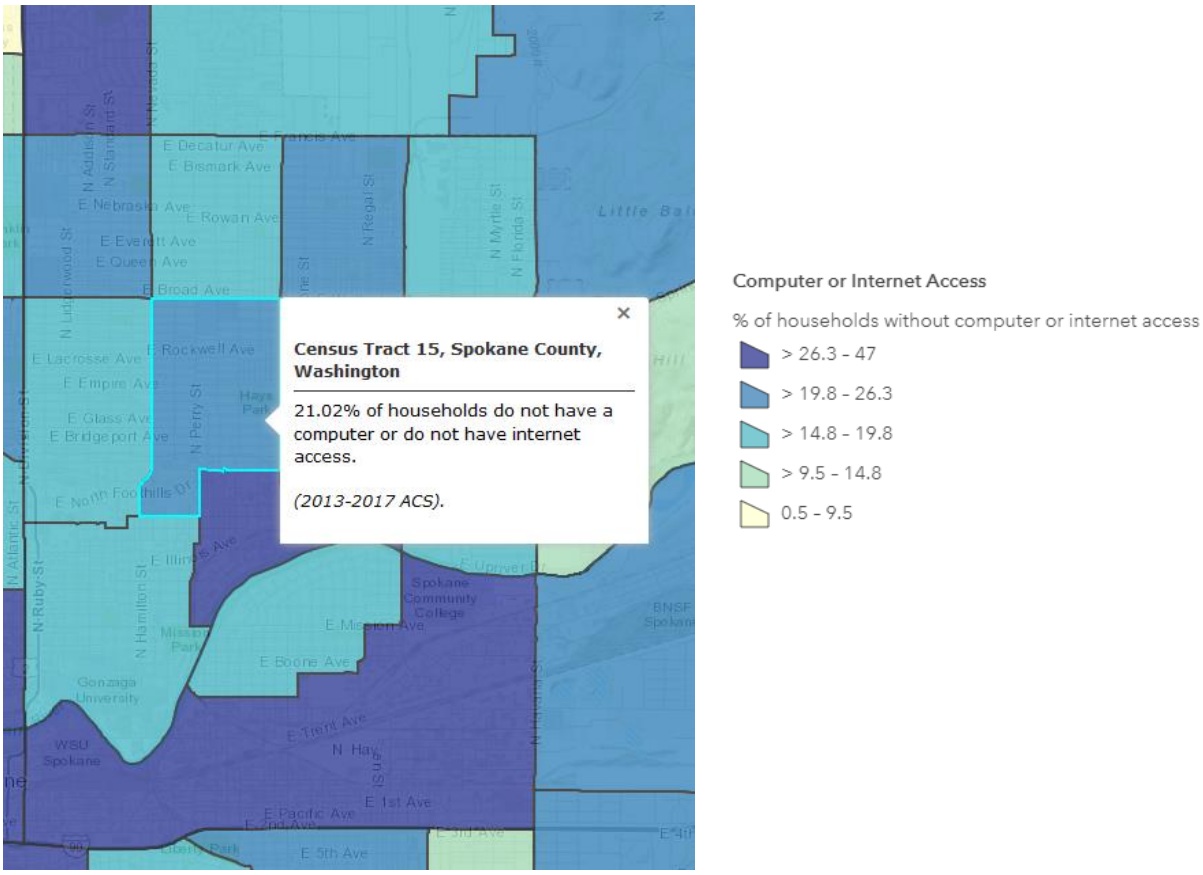


Figure 14 – An example of SRTC mapping tool

Children of the Sun Trail and North Spokane Corridor Research

The road infrastructure in the city of Spokane is constantly evolving. An ongoing road infrastructure project in the City of Spokane has been the construction of the North Spokane Corridor, a freeway connecting the south end of I-90, west of the existing Thor/Freya Interchange, to route US 2 at Farewell Road and US 395 on the north end of Wandermere (WSDOT 2019b). The North Spokane Corridor will promote active transportation in addition to motorist connectivity with the parallel Children of the Sun Trail. The Children of the Sun Trail is a multi-use pedestrian/biking trail that is currently under construction in conjunction with the North Spokane Corridor. Please refer Figure 15 below for the design layout and note that the linework south of the Spokane River is preliminary.

The construction of the Children of the Sun Trail is relevant to our Active Transportation improvement project in the Northeast Spokane region because it directly affects the current and future active transportation connectivity throughout the region. In addition, the project has undertaken extensive public outreach efforts during the design of this project, providing this project with a tremendous amount of public feedback and data on community and neighborhood priorities.

According to the Washington Department of Transportation, WSDOT, the trail is to provide connectivity to destinations, safety and protection, comfort, accessibility, and enjoyment, as well as recreation and wellness for the citizens of Spokane. The trail features trail head shelters with bike facilities, a single track adjacent to multi-use trail, pump track, trail information kiosk, stormwater facilities, a skyway, resting areas, and safe crossings. The goal is to make a comfortable and safe trail that contains multiple seating options, pedestrian-scale lighting, landscaping that provides shade, integration of building facades and interiors, sustainability, as well as attractive and inviting aesthetics (WSDOT 2018b). The Children of the Sun Trail will redesign, protect, connect, and enhance the environment from I-90 to Columbia Ave to Mission Ave to Sprague Ave and back to I-90. This will hopefully promote and greatly improve the use of active transportation in Spokane.

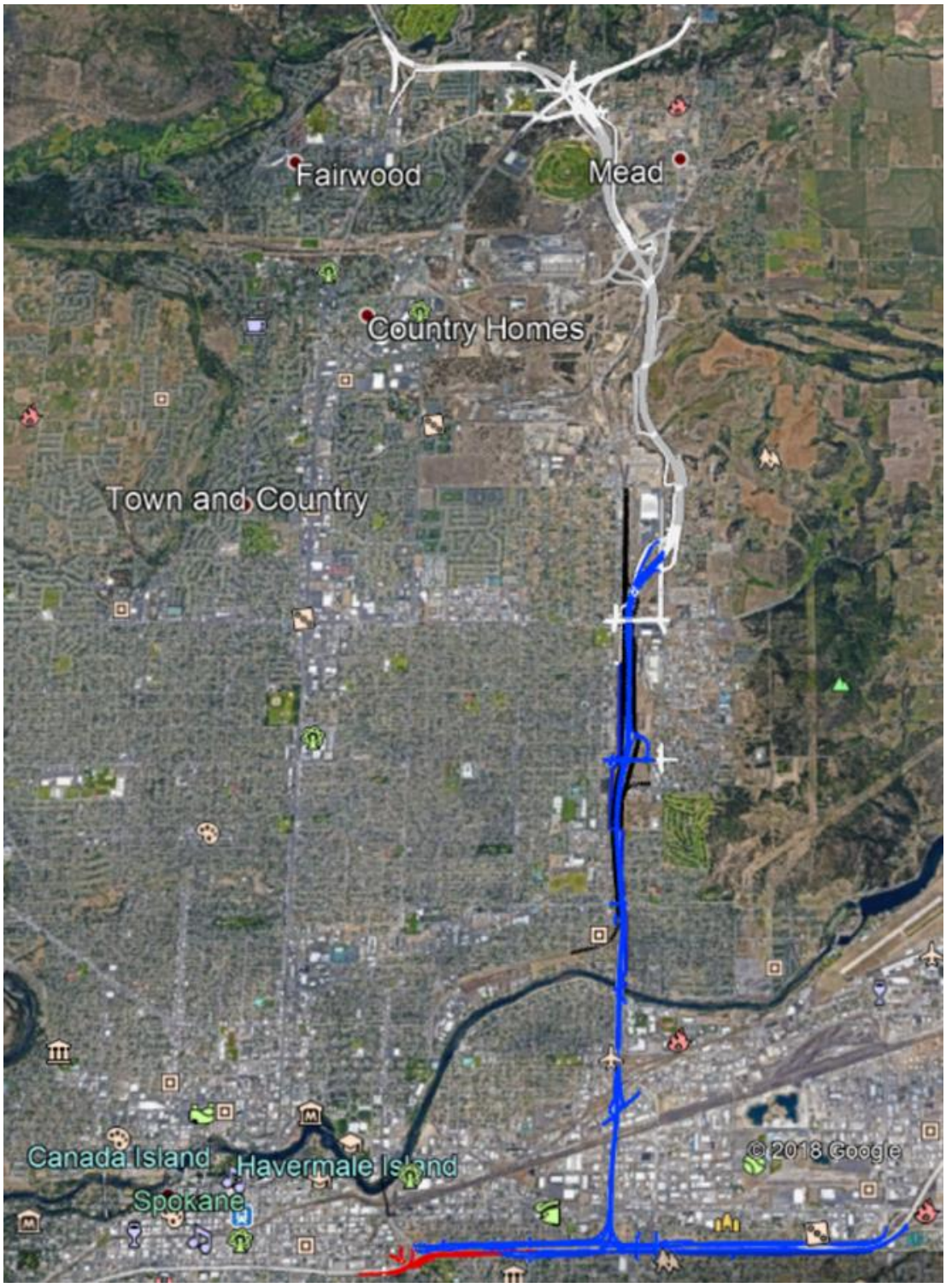


Figure 15 – North Spokane Corridor design linework courtesy of WSDOT Eastern Region Active Transportation Coordinator (Source: Jerry Compton)

Figure 16 – 2018 map of North Spokane Corridor and Children of the Sun Trail access points and construction progress (Source: WSDOT 2018a)

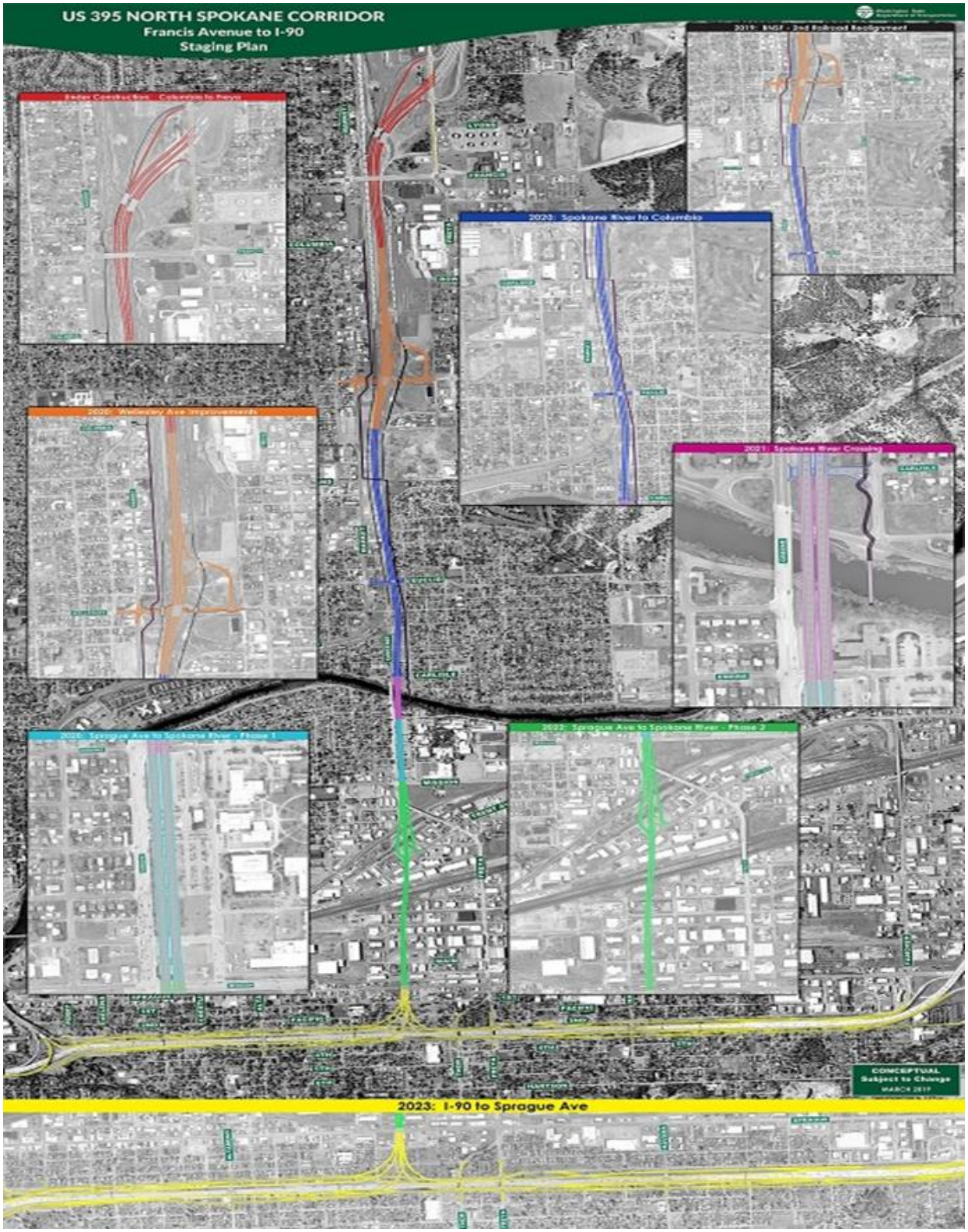


Figure 17 – Map of the North Spokane Corridor construction staging plan from Frances Avenue to I-90 (Source: WSDOT 2019c)

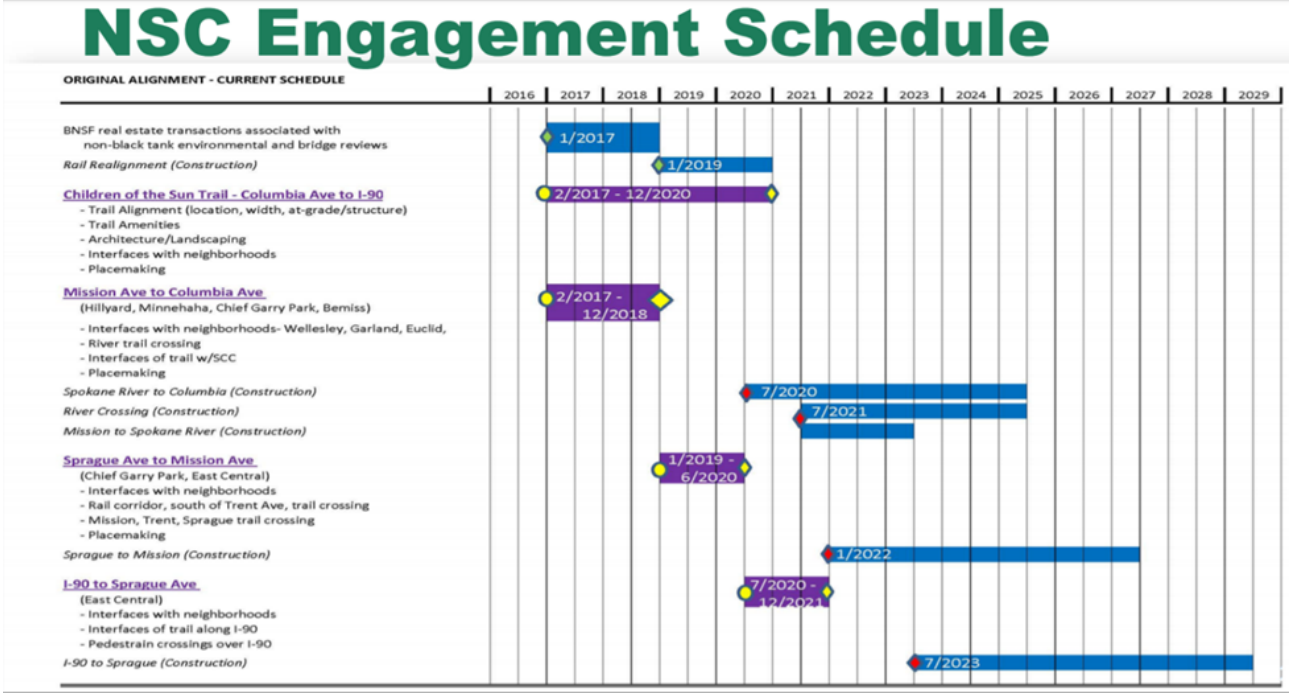


Figure 18 – North Spokane Corridor project 2017-2029 Engagement Schedule (Source: WSDOT 2018b)

The first segment of the Children of the Sun trail and North Spokane Corridor was opened in 2009 from Lincoln Road to Farwell Road. The trail now spans from northwest of Farwell Road to just south of Francis Ave. The open portion of the trail is shown as the white segment in Figure 15and the yellow boxed section in Figure 16. Figure 17 is a map of the North Spokane Corridor and Children of the Sun Trail 2018 construction progress and open trail access points. The official kickoff meeting for the current North Spokane Corridor and Children of the Sun project was held in July of 2017. The next milestone, the Wellesley Avenue Interchange is expected to start in 2020 and be complete by late 2022. The Wellesley Ave construction phase is shown as the orange segment in Figure XX. Northeast Spokane connections, spanning down to the Spokane River, is projected to be completed mid-2023, shown as the purple, cyan, and green segments in Figure 17. The purple represents the Spokane River crossing projected to begin in 2021, the cyan segment represents phase one of construction from Sprague Ave to the Spokane River projected to start in 2020, and the green portion represents phase two of Sprague Ave to the Spokane river construction projected to commence in 2022. The entire project has been projected to be completed by 2029. Please refer to Figure 18 for the North Spokane Corridor project engagement schedule as of 2018. Note that this engagement schedule has been delayed and WSDOT has yet to release an updated schedule.

Figure 19 – Map of roads impacted by the US 395 North Spokane Corridor construction (Source: WSDOT 2019d)

Figure 20 – Railroad crossing at East Cleveland Avenue as of 2019

Figure 21 – Crossing at East Jackson Avenue and North Greene Street as of 2019

These trail access points as well as concerns of connectivity disadvantages both during and after construction have been noted and are planned to be addressed in phase two of the project. The Children of the Sun Trail planned access points will be addressed in the decision matrix the same as access points to existing trails because these areas will soon become high frequency areas for modes of active transportation. The trail construction will also remain a focus of our community outreach efforts in order to identify concerns within the Spokane community.

There will be connectivity benefits and disadvantages that arise with the construction of the North Spokane Corridor. The construction of the Children of the Sun Trail is expected to provide increased connectivity throughout Spokane neighborhoods, across the river, and the Centennial Trail alongside the corridor. Although the construction of the Corridor and Children of the Sun Trail will increase connectivity, it will also cause connectivity issues. Construction of the corridor will cause temporary and permanent street closures. Some street closures include a long-term temporary closure of Wellesley Ave between Market St. and Freya St, shown as red and orange sections in Figure 19 and projected to last three years, as well as various permanent street closures from Carlisle Ave to Wellesley Ave. Figure 20 shows the railroad crossing at East Cleveland Ave, and Figure 21 shows the crossing at East Jackson Ave and North Greene Street, as of 2019; both crossings will be permanently closed with the Corridor construction. The Corridor continues to run adjacent to the railroad tracks in this segment until the railroad crossing on North Greene Street, at which the Corridor will continue straight and be constructed over the Spokane River.

Figure 22 – July 2019 North Spokane Corridor and Children of the Sun Trail Charrette Route Results (Source: WSDOT 2019a)

In addition to street closures, construction will also affect Elementary and Middle School students who live on the opposite side of the corridor and need to walk to school. A few examples include areas such as Regal Elementary, Shaw Middle, Cooper Elementary and Bemiss Elementary; where the schools reside close to the planned Corridor route. Regal Elementary and Shaw Middle School both lie just east of the planned corridor route, students who live to the west of the corridor will experience connectivity issues. Cooper Elementary School resides just west of the corridor and will have the same problems for students living east of the corridor construction. A similar connectivity issue will arise regarding access to neighborhood parks. These connectivity issues relating to schools and parks are apparent in Figure 22. According to Jerry Compton, WSDOT Eastern Region Active Transportation Coordinator, the prime contractor will be responsible for facilitating pedestrians and bicyclists around the construction areas during construction. Jerry Compton also stated that access points for active transportation east-west connectivity after construction will be available on Upriver Drive, Carlisle Ave, Euclid Ave, the trail overpass on Garland Ave, and Wellesley Ave.

Spokane Regional Health District Health Impact Assessments

A health impact assessment (HIA) is a document that outlines and highlights the health impacts of a project (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011). A HIA brings health goals to the forefront of projects and helps to promote health-focused designs which is important since the promotion of health is not always the main goal nor the main expertise of the decision-makers. A HIA is the missing component in many projects that will add this awareness, consideration, and knowledge about health to the project. It provides important health information to stakeholders and project decision makers. A HIA is in part a literature review and includes extensive research on the potential health effects of the analyzed project. Community outreach such as visiting classrooms and talking with students, and sending out surveys to residents and business, also plays a large part in creating HIAs. A HIA also includes design recommendations to mitigate any potential adverse health effects. A HIA covers many topics from the social, environmental, and physical impacts of the project. Each issue is researched and evaluated for the specific study area. Then using this research, the design recommendations are presented in the final HIA. As students researching active transportation in our project, HIA are good resources on the impact on health that different Spokane projects have. We have provided information on the recently completed Spokane University District Bridge HIA and an in-progress Shaw Campus HIA. Amber Lenhart from the Spokane Health District has been our contact for health impact assessment information and is currently involved in creating the Shaw Campus HIA.

The Spokane University District Pedestrian/Bicycle Bridge HIA looked at the bridge, its potential impacts on the University District and provided recommended design solutions for the noted problems. This bridge displayed in Figure 23 and Figure 24 below, helps to connect the University District to Downton Spokane.

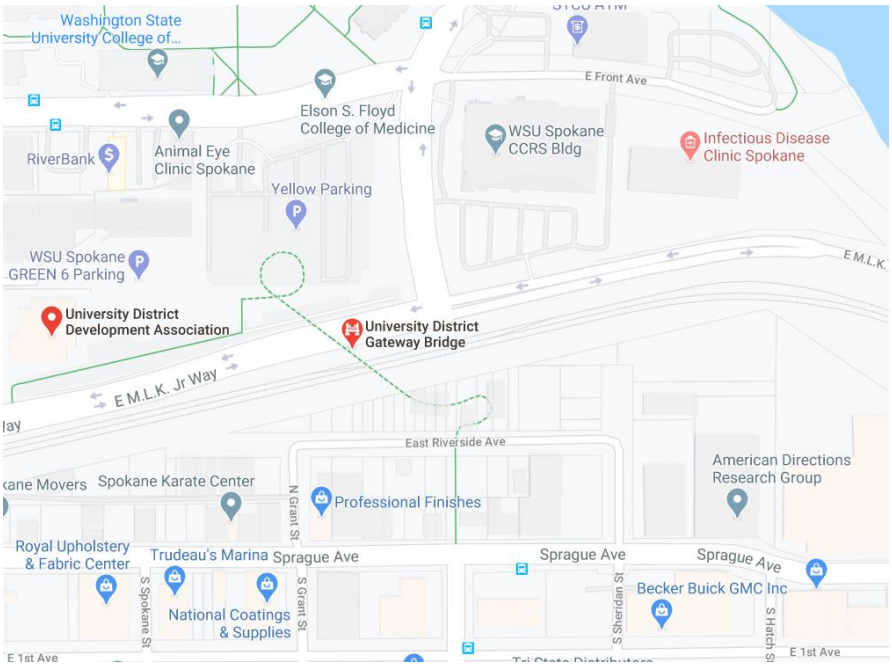


Figure 23: Map of University District Bridge

Figure 24: University District Bridge plan

The University Bridge HIA identified six main potential impacts of the bridge: physical activity, perceived safety, physical safety, air pollution, social capital, and economic development. The University Bridge HIA first laid out concrete arguments on the health benefits of physical activity. It then used this argument to make the case for a bridge design that will promote physical activity recommending design additions such as pavement lighting and green spaces. The HIA states that in studies done by the Task Force on Community Preventative Services there was a 35 percent overall median increase in physical activity when the area had "sidewalk continuity, enhanced street landscaping, improved street lighting or infrastructure projects that increase the ease and safety of street crossing, traffic calming, or enhanced landscaping features" (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011).

The second impact that the University Bridge HIA stated was perceived safety. The HIA cited studies that show "that perceived lack of safety leads to decreased physical activity in low-income populations" (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011). The HIA then argues for the design of the bridge to promote a feeling of safety by again providing ample lighting, removing any vandalism, and providing emergency phones.

The third impact the University District addresses is physical safety. Areas with low physical safety such as a high rate of collisions between bicycles and vehicles are bound to deter people from using the areas. The University Bridge HIA recommends features that will promote pedestrian and bicyclist safety. For this it recommends features such as sidewalks stating that "the presence of a sidewalk or pathway on both sides of the street corresponds to approximately an 88 percent reduction in 'walking along road' pedestrian crashes" (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011). Additionally, the University Bridge HIA cites the danger of suicides on the bridge and recommends suicide deterrents on the bridge.

The next impact that the University Bridge HIA discusses is air pollution. This HIA states two facts; that traffic is a large contributor to air pollution and that increased air pollution causes many respiratory issues and contributes to climate change (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011). The University Bridge HIA continues to state that the university bridge has potential to decrease air pollution from CO2 emissions from vehicles by increasing the pedestrian levels in the area. To encourage this increase in pedestrians the HIA recommends features on the bridges such as free bicycles used as incentives to encourage reduced vehicle use, a bicycle sharing program, reduced parking availability, reliable bus services, and lastly maps and way finders for pedestrians.

The fifth impact of that the University Bridge HIA is social capital, which is defined as “the social connectedness of a community” (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011). The HIA stated the importance of social capital as the importance of social support which can strengthen people’s ability to cope and reduces negative behaviors in a community (Spokane University District Pedestrian/Bicycle Bridge HIA Team 2011). This social capital was assessed in the university district community by conducting surveys that evaluated the levels of support in the area. The HIA suggested green spaces as a way to improve this social capital.

Lastly the University Bridge HIA looked at economic development in the area. This was evaluated by looking at the housing and land costs in the area and infrastructure development. The HIA stated that the bridge will increase the housing costs in the area and increase the commercial activity in the area. It recommends features such as mixed-use zoning, green spaces and sidewalk repairs to promote economic development in the university district.

The Shaw Campus HIA is currently in-progress and is being created by the Spokane Health District and Amber Lenhart. This Shaw Campus HIA will be looking specifically at the impacts on the physical health of the students of the campus from their safety and health commuting to the school to the food access and education. This HIA is currently in the assessment phase. Lenhart has done work with the local students, asking for the opinions of a sixth grade classroom on what they want in the new Shaw Campus. This Shaw Campus HIA is set to be completed in sometime in the Spring of 2020.

The new Shaw Campus includes the Hillyard Library, Shaw Middle School, the Northeast Community center and the On-Track Academy as shown in Figure 25 below.

The current plan is to add connectivity to these four entities and to create a campus. The highest trafficked street in the Shaw Campus area is Cook St. which also separates the middle school from the library, and the community center. The location makes Cook St. ideal for traffic calming measures. The architecture group in charge of the Shaw Campus designs, Integrus, is incorporating traffic calming into their current plans for the campus. They are also planning on adding an internal bus loop, and bike racks throughout the campus. Additional concerns for this campus are the parking lots and safety for the middle school students. Looking at these plans for a shared use path on Cook St., we as a team want to ensure that it will be connected to other parts of Northeast Spokane. Our research on the Children of the Sun from the previous section will be used in helping to identify potential connections between the updated Cook St. and the new trail. Connecting these two projects will help to create a more accessible Northeast Spokane.

Researching both the HIAs and updates to Shaw Campus brings crucial information to this project that can be used in determining which areas of Northeast Spokane can be connected and improved. We will additionally incorporate this knowledge into the decision matrix to widen its scope. The HIAs also provide information on good design options that we can draw inspiration from when we start the design process.

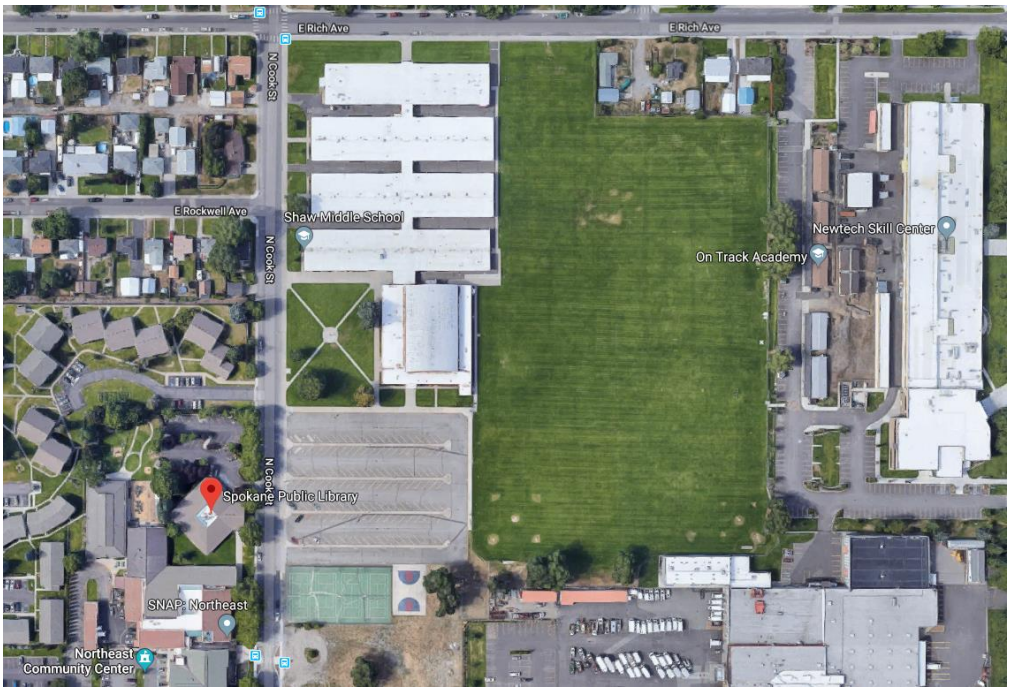


Figure 25 – Map of Shaw Campus in Spokane, Washington (Google Maps 2019)

Community Outreach

Extensive community outreach was conducted in order to ensure that projects were responsive to actual needs identified by community stakeholders rather than needs as perceived by engineers with little to no experience in that community. The community stakeholders that we partnered with were the Walking School Bus programs at Logan and Bemiss elementary schools, the City of Spokane's Spokane Falls Pop-Up Cycle Track group, and Gonzaga University's Northeast Listening Project. These partnerships helped us to focus our projects and design solutions on the actual needs of the communities in Northeast Spokane.

Walking School Bus

The Walking School Bus (WSB) program consists of groups of "route leaders" and volunteers at elementary schools throughout Spokane who walk children to school each day. In the Spokane School District, children living within a one-mile radius of their school do not have access to bus service. For young children and those children who live far from school but not far enough to receive bus service, this can make getting to school difficult. The WSB program helps alleviate some of these difficulties by providing a safe way for kids to get to school. Parents can sign their children up for the program and get them on a "route." Each day, the route leader and volunteers walk the route, picking up the children along the way.

ATI walked with the WSB along the three routes that serve Logan Elementary. While walking the routes, attention was paid to sidewalk conditions, crosswalk conditions, and the presence of any bike paths or routes. In addition, a survey was sent to the route leaders at Bemiss Elementary and Logan Elementary, in which they were asked the following questions:

1. What are some challenges or inconveniences you face while walking children to school? If there is a specific place (block or intersection) that is difficult, what is the challenge and where is it? (Some examples might include cars driving too fast, insufficient crosswalk markings, busy streets, streets without sidewalks, etc.)
2. Do you have any suggestions for addressing these challenges? What have you seen elsewhere that might work in NE Spokane? What changes or improvements might make parents feel more comfortable about letting their children walk to school alone?
3. Do you have any suggestions for bike paths, bike routes, or on-street bike lanes? Where might cycling infrastructure be most used by children getting to school?
4. Other thoughts or recommendations?

In response to the first question, the route leaders all mentioned that sections of their routes without sidewalks were the most difficult because it forces them to walk with a group of children in the middle of the street. They also all mentioned that crossing and walking along arterials is challenging and uncomfortable with groups of children. Specifically, vehicles traveling fast, heavy traffic, and inadequate or insufficient crossings add to the stress of walking to school. Respondents also provided specific roads or intersections that they found challenging. The Logan Elementary route leaders mentioned that sidewalks were missing along parts of Baldwin, crossing Hamilton at Illinois was difficult due to the short signal timing, crossing Perry at Jackson was difficult due to cars not stopping for them (Figure 26), and

the intersection at Standard and Jackson had poor sight lines. The Bemiss Elementary route leaders mentioned that there are no sidewalks on parts of Garland and Grace, crossing empire at Pittsburg is difficult because Empire has a lot of traffic and there are no crosswalks, the intersection of Pittsburg and Courtland is challenging because there are no crosswalks, and that the intersection of Euclid and Crestline is challenging because of the volume of traffic.

Figure 26 – View from WSB route. Crossing Perry is challenging due to fast traveling cars on the wide roadway and a lack of crossings and signage. In addition, neighborhood streets without sidewalks create a less inviting environment for pedestrians and a more dangerous environment for children.

In response to the second question, leaders mentioned implementing certain solutions found near Gonzaga's campus throughout Northeast Spokane. Specifically mentioned were crosswalks like those on Sharp after it was reconstructed, which feature "bump-outs" that reduce the distance pedestrians need to travel, encourage vehicles to slow down, and provide better sight lines. Also mentioned was the rectangular rapid flash beacon (RRFB) at Hamilton and Desmet. In addition, they suggested better signage to remind drivers that children are present in the neighborhood and to slow down. Places that they mentioned implementing solutions like these were on Montgomery on the south side of Logan Elementary, Hamilton to the east of Logan Elementary, and the intersections identified in the first response.

Responses to the third question were split between those who said that bike infrastructure would benefit children in Northeast Spokane and those who said that it was unnecessary and would not be of much benefit to the children. Those opposed noted that the cost of bicycles could be out of reach for many families in Northeast Spokane, and that many children in the area do not know how to ride

bicycles. They also mentioned that they viewed cycling along their walking routes as dangerous and not something that they would encourage elementary school aged children to do. Those in favor mentioned that while very few children bike to school currently, better infrastructure and routing would likely encourage higher ridership. Specifically, cycling routes along Perry, Hamilton, Cincinnati, Illinois and Jackson were mentioned as good places for cycling facilities.

Spokane Falls Boulevard Pop-Up Cycle Track

The Spokane Falls Boulevard pop-up cycle track took place from October 5 to October 11 and ran from Hamilton to Sherman. The cycle track was a city sponsored experimentation using tactical urbanism. Tactical urbanism is "an approach to neighborhood building that uses short-term, low-cost, and scalable interventions to try new ideas to existing problems." Cycle tracks are typically two-way bicycle paths that are separated from regular traffic, which is intended to increase safety and comfort while cycling. Figure 27 below illustrates what the cycle track looked like and how it operated.

Figure 27 - A slide from a city presentation demonstrating what the cycle track looked like

The Spokane Falls Boulevard pop-up cycle track took place from October 5 to October 11 and ran from Hamilton to Sherman. The cycle track was a city sponsored experimentation using tactical urbanism. Tactical urbanism is "an approach to neighborhood building that uses short-term, low-cost, and scalable interventions to try new ideas to existing problems." Cycle tracks are typically two-way bicycle paths that are separated from regular traffic. This type of facility is supposed to be safer and more comfortable for cyclists. Testing one in Spokane with tactical urbanism allowed the City to gauge public reaction and feedback.

Ridership was not significantly different over the week with the cycle track set up, but that may be due in part to the inclement weather during that time and because it was only set up for a week and was not a permanent fixture. Of those surveyed on the cycle track, more than half identified as regular commuters, while another quarter identified as occasional commuters. Because nearly eighty percent of respondents were bike commuters, their responses are likely skewed to some degree from the general

public. When asked how safe they felt cycling under normal conditions in Spokane, the respondents were almost equally split between feeling somewhat safe and somewhat unsafe. While riding the cycle track, however, more than ninety percent of respondents stated that they felt either very safe or somewhat safe. In addition, eighty-four percent of respondents stated that more protected bike lanes would make them more likely to become a bike commuter. These responses indicate that at least among currently active cyclists, improved cycling facilities would be positive and worthwhile.

Northeast Listening Project

The Northeast Listening Project was conducted by Gonzaga University's Center for Community Engagement (CCE). This project interviewed hundreds of residents and stakeholders from throughout Northeast Spokane and asked them about their perceptions of the region's strengths and weaknesses. Nearly a third of respondents identified components of their community's transportation facilities or infrastructure as challenges or weaknesses. While analyzing these responses, certain trends related to transportation came up repeatedly including traffic calming, access, lighting, and equity for those with disabilities.

Task 2: Project Selection & Decision Matrix Creation

Preliminary Project Selection

Following the completion of Task 1, our team's next step was to identify potential project locations within Northeast Spokane which we believed active transportation infrastructure could be improved. These locations were selected based on the analytical data shown on the GIS maps we created, research into future infrastructure and developments in Northeast Spokane, as well as feedback we received through community outreach. Along with our project selections, ATI met with Colin Quinn-Hurst to identify any project areas he believed were overlooked or had good potential. In the end, 18 preliminary locations were identified, these can be seen in Figure 28 below and short descriptions are listed in Table 2.

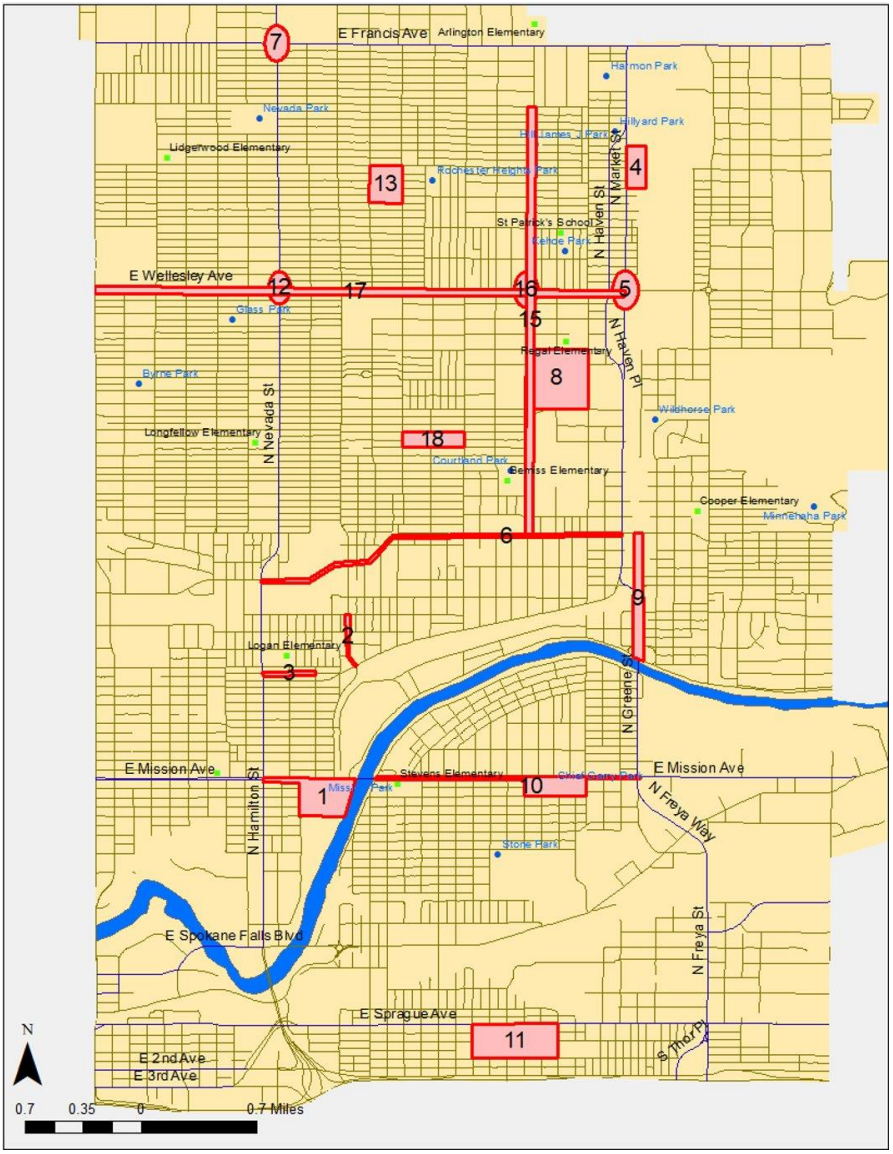


Figure 28: Preliminary Project Site Selection

Table 2: Preliminary Project Site Selection

Project No.	Site
1	**Mission Park/ Mission & Hamilton Cross Street**
2	**Perry St. Crosswalk**
3	**Hamilton pedestrian crossing to Logan Elementary**
4	**Downtown Hilliard to Children of the Sun Trail**
5	**Wellesley Ave. connection to COTS**
6	**N. Foothills/Euclid From Hamilton to Market St.**
7	**Francis/ Nevada Intersection**
8	**Shaw Campus**
9	**Euclid/ Upriver/ Carlisle East-West access through North Spokane Corridor**
10	**Chief Garry Park**
11	**Sprague development**
12	**Nevada & Wellesley**
13	**Whitman Elementary**
14	**Illinois by Logan Elementary**
15	**Cook Street**
16	**Cook and Wellesley Intersection**
17	**Wellesley from Division to Market**
18	**Gordon Ave or Providence Ave to Hays Park**

Decision Matrix

After finalizing the 18 potential project locations ATI began developing a decision matrix to score and rank each of the selected locations on the criteria of connectivity, safety, and equity. The goal of this decision matrix was to narrow down 4-6 projects our team could develop design interventions for. Each criterion is further broken down below.

Connectivity

Most of the criteria for the connectivity section of our matrix were scored based on a mile proximity to places of interest to the community; such as parks, needs and community institutions, schools, commercial areas, existing transportation facilities, trail access points, and future populated intersections due to North Spokane Corridor construction closures and detours. Another piece of criteria included if the possible project was in a half mile proximity to an existing Walking School Bus route, which was measured out of a possible 5 points. Possible project proximity to parks, needs and community institutions, schools, commercial areas, existing transportation facilities, and trail access points were each measured on a scale with a possible 0-10 points correlating to be within a mile distance, with areas in closer proximity representing higher need, therefore scoring higher in the matrix. The proximity to future populated intersections due to North Spokane Corridor construction closures and detours was measured on a scale with a possible 0-5 points correlating to be within a mile distance. These proximity distances were mapped using Google Earth Pro. Three other pieces of criteria were

based on walk scores, transit scores, and bike-ability data. The walk and transit scores were gathered using the free walkability and transit analysis provided by the private company Walk Score. Walk scores are scored 0-24, for very car dependent areas, 25-49 for car dependent areas, 50-69 for somewhat walkable areas, 50-89 for very walkable areas, and 90-100 for a “walker's paradise.” This was translated into the decision matrix to be scored out of 10 points and calculated by dividing the walk score by 10 and subtracting it from 10, so that areas with lower walk scores represented higher need and scored higher in the matrix. Transit scores are scored 0-24, for areas with minimal transit, 25-49 for areas with some transit, 50-69 for areas with good transit, 50-89 for areas with excellent transit, and 90-100 for a “rider's paradise.” This was translated into the decision matrix as out of 10 possible points the same as walk scores; calculated by dividing the transit score by 10 and subtracting it from 10, so areas with lower transit scores, representing a higher need, received a higher score in the matrix. The last piece of criteria was based on the bike-ability data, based a measure of connectivity for bikers, that was gathered and reported in last year’s project report using the research of Dr. Lowry from the University of Idaho. The output graph that was analyzed is shown above as Figure 11 on page 14. The graph areas were sorted on a percentage basis and were translated into the matrix so areas with a higher percentage of bike-ability, meaning a higher likelihood of potential cyclists can reach important destinations, scored lower on the matrix while areas with lower percentages scored higher out of a possible 10 points because this represents a higher need for bicycle infrastructure to reduce stress for bikers and allow for them to safely reach their destination. This criterion totaled to a possible 100 points.

Safety

The safety category for the matrix was separated into two sections, “Existing Features” and “Traffic Statistics”. The Existing Features section evaluated the project location’s safety based on the roadway features. Out of the nine features stated, four were scored based on existence of the feature. These features receive zero points when the feature is missing and full points when the project area has the features, include existing curbs, marked crosswalks, sidewalks on both sides of the street, and medians. The other five features are scored on a three-point scale, which enabled the scoring to assess project areas with minimal but not high features that aid the safety of the location. These features include street lighting, wide sidewalks, bicycle infrastructure, intersection visibility, and functional classification.

The second section, Traffic Statistics, has a total of six statistical data groups. One of these data groups, bicyclist fatalities, is a negligible group as it did not warrant points on any of the project areas. Similarly, pedestrian fatalities only resulted in a score for one project area, Chief Garry Park. The pedestrian fatality data was found using a map from Smart Growth America which provides the location of every reported vehicle pedestrian fatality.

Equity

To assess equity concerns in Northeast Spokane, census data aggregated by the Spokane Regional Transportation Council (SRTC) was used. The SRTC published a series of GIS maps that illustrate and detail equity disparities throughout the region. Each of the eighteen project proposals was evaluated using the statistical data of that project location’s census tract. The final results provided insight into which projects would serve the least equitable neighborhoods in Northeast Spokane.

The data used to evaluate the project locations consisted of three primary sets: vulnerable populations, education barriers, and health barriers. The first set, vulnerable populations, consisted of the

percentage of individuals living below the poverty level, the percentage of minority population, the percentage of those who do not speak English "very well," the percentage of the population over 65 years, the percentage of the population under 10 years, and the percentage of the "civilian non-institutionalized population who have a disability. These six sets of data accounted for sixty percent of the total equity score.

The second set, education barriers, consisted of the percent of the population 25 years and older without a high school diploma or equivalent degree, and the percentage of households without computer or internet access. These two sets of data accounted for twenty percent of the total equity score.

The final set, health barriers, consisted of the life expectancy at birth and the percentage of civilian noninstitutionalized population that are uninsured. These two sets of data accounted for twenty percent of the total equity score.

Figure 29 – an example of SRTC mapping tool below illustrates the SRTC Social Equity Mapping Tool and how it was used to determine a site location's equity statistics.

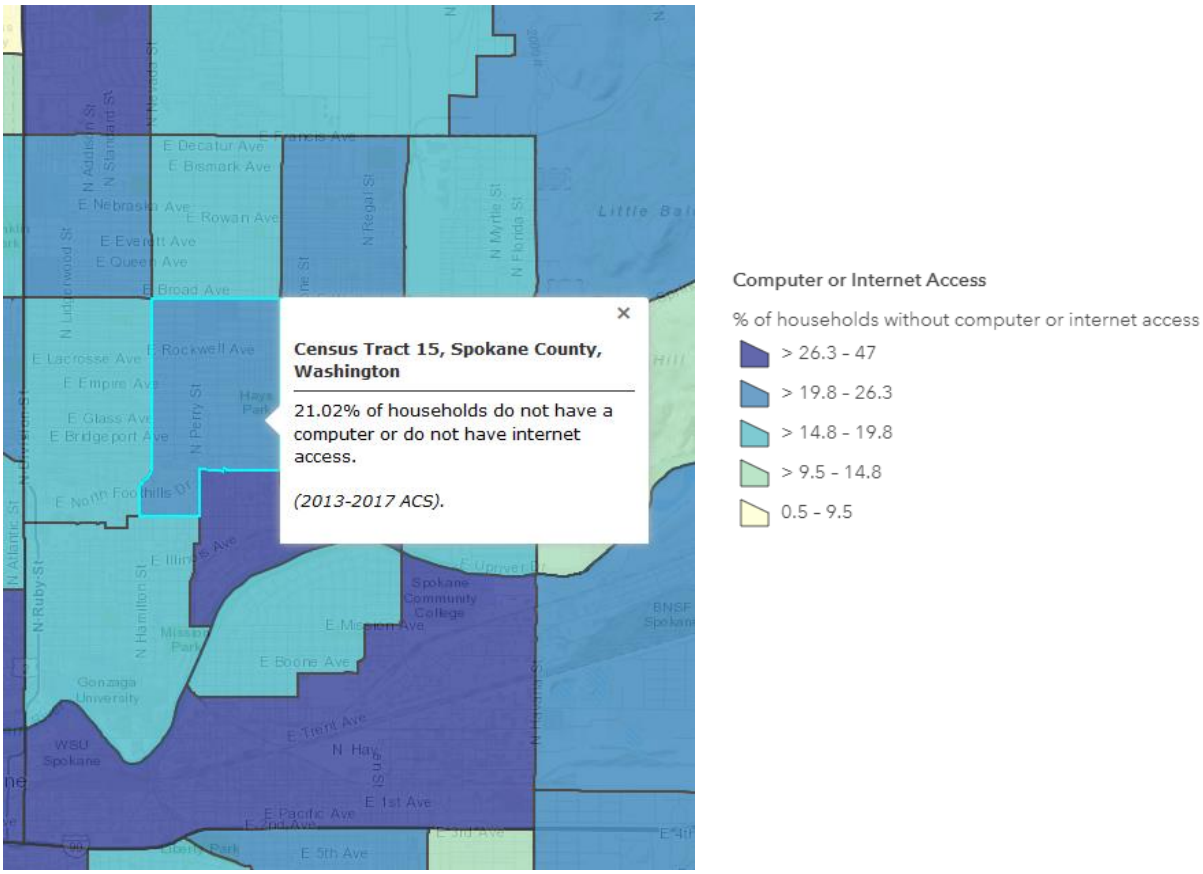


Figure 29 – an example of SRTC mapping tool

Results

After building the decision matrix, our team scored each possible project location and analyzed the data using Microsoft Excel. To keep scoring consistent ATI assigned one person to score safety, one to score,

equity, and one to score connectivity for all 18 preliminary locations. The safety, connectivity, and equity scores for each location are shown in Table 3 below. Locations that scored highest in for each criterion are indicated by darker shading. In Table 3 it is noticeable that on average equity scores were higher than both connectivity and safety. In an attempt to reduce scoring biases and to make sure that each criterion was being weighted the same ATI decided to rank each location based on their scores. The highest score in each criterion was given a rank of 1 (high priority) and the lowest score a rank of 18 (low priority). Next, the average rank was taken for each site in order to bring the highest priority project sites to the top. The compiled ranks, and averages are shown below in Table 4Table 3.

Table 3: Project Scoring

Project Number	Site	Safety Score	Equity Score	Connectivity Score
1	**Mission Park/ Mission & Hamilton Cross Street**	34	58	66
2	**Perry St. Crosswalk**	47	72	64
3	**Hamilton pedestrian crossing to Logan Elementary**	46	58	69
4	**Downtown Hilliard to Children of the Sun Trail**	33	72	63
5	**Wellesley Ave. connection to COTS**	54	77	69
6	**N. Foothills/Euclid From Hamilton to Market St.**	35	86	63
7	**Francis/ Nevada Intersection**	40	79	54
8	**Shaw Campus**	32	86	66
9	**Euclid/ Upriver/ Carlisle East-West access through North Spokane Corridor**	62	81	65
10	**Chief Garry Park**	66	80	66
11	**Sprague development**	31	70	52
12	**Nevada & Wellesley**	44	74	55
13	**Whitman Elementary**	33	76	56
14	**Illinois by Logan Elementary**	34	58	64
15	**Cook Street**	29	86	63
16	**Cook and Wellesley Intersection**	59	81	62
17	**Wellesley from Division to Market**	34	75	57
18	**Gordon Ave or Providence Ave to Hays Park**	44	79	59

Table 4: Project Ranking

Project Number	Site Description	Safety Rank	Equity Rank	Connectivity Rank	Average Rank
9	**Euclid/ Upriver/ Carlisle East-West access through North Spokane Corridor**	2	4	6	4
10	**Chief Garry Park**	1	6	5	4
5	**Wellesley Ave. connection to COTS**	3	9	2	5
8	**Shaw Campus**	15	1	3	6
6	**N. Foothills/Euclid From Hamilton to Market St.**	10	2	9	7
16	**Cook and Wellesley Intersection**	4	5	12	7
3	**Hamilton pedestrian crossing to Logan Elementary**	5	16	1	7
2	**Perry St. Crosswalk**	6	13	8	9
18	**Gordon Ave or Providence Ave to Hays Park**	8	7	13	9
15	**Cook Street**	18	3	10	10
1	**Mission Park/ Mission & Hamilton Cross Street**	11	17	4	11
7	**Francis/ Nevada Intersection**	9	8	17	11
12	**Nevada & Wellesley**	7	12	16	12
17	**Wellesley from Division to Market**	12	11	14	12
4	**Downtown Hilliard to Children of the Sun Trail**	13	14	11	13
13	**Whitman Elementary**	14	10	15	13
14	**Illinois by Logan Elementary**	17	18	7	14
11	**Sprague development**	16	15	18	16

Final Location Selection:

Once all locations were given an average rank, ATI met with Collin Quinn-Hurst in order to discuss and receive feedback on the results. While meeting with Mr. Quinn-Hurst our team discovered a few project sites had infrastructure plans which were further along than our team initially knew about. Because of this, projects 9, 5, and 3 were no longer viable for this project even though they had been some of the highest-ranking projects. Additionally, ATI and Colin decided that it would be best to combine projects 8, and 16 because they were in such close proximity. The final four projects are shown below in Figure 30, project 1 is N. Foothills/Euclid from Hamilton St. to Market, project 2 is Perry St. near Logan Elementary, project 3 is Chief Garry Park and Mission Ave, and project 4 is a combination of Shaw Campus and the Cook/Wellesley intersection.

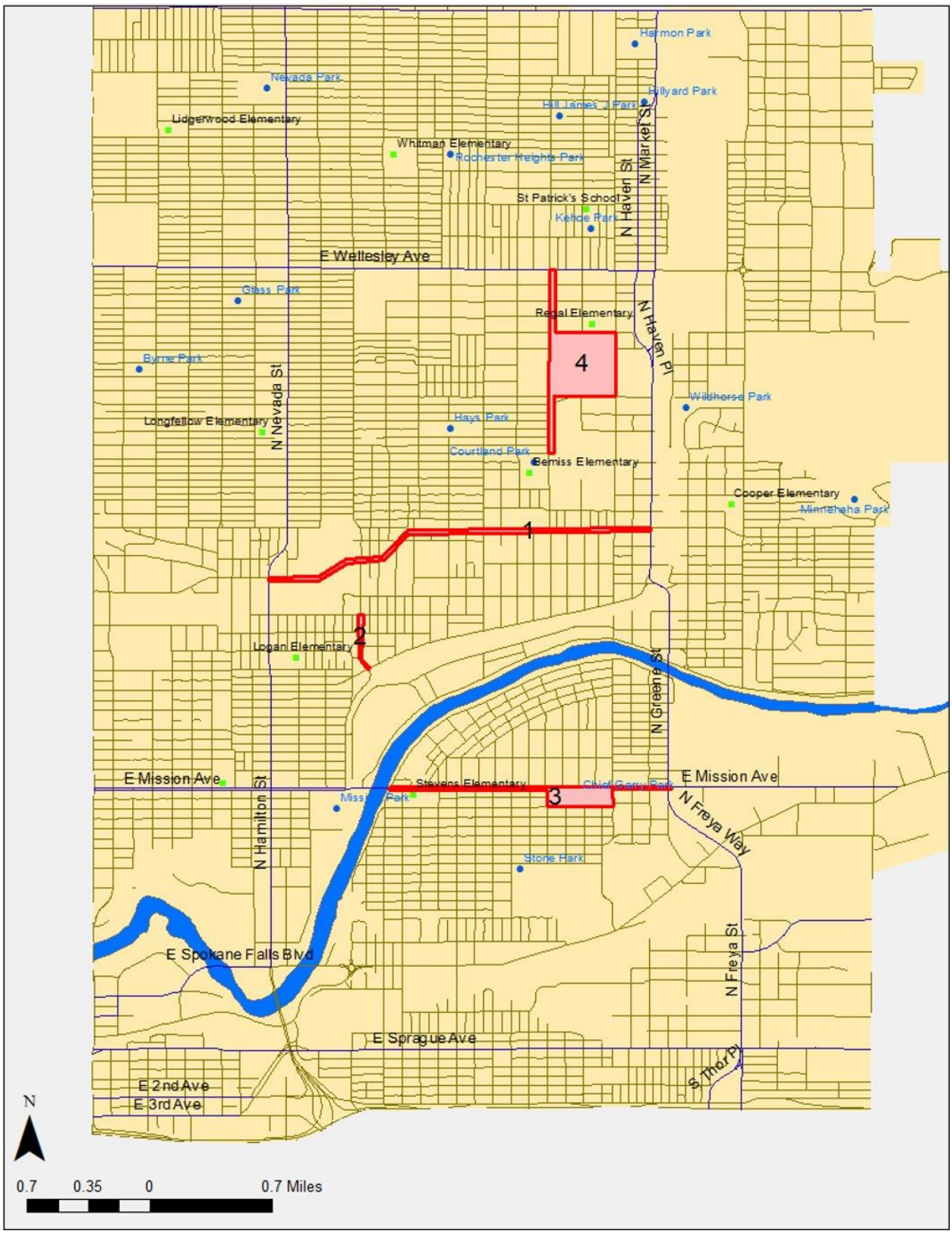


Figure 30: Final Project Selection

Task 3 – Project Designs

Project Research

To begin the design process for each project location, ATI first conducted more detailed research on the individual project locations. This included researching both current and future planned infrastructure along road segments, diving into specific crash data from 2009 to 2019, as well as breaking down how each project scored on the decision matrix.

PROJECT BACKGROUND SUMMARIES HERE

N. Perry St. from E. North Foothills Drive to E. Illinois Ave.

The N. Perry St. project presents the perfect opportunity to promote active transportation by adding proper bicycle infrastructure and crosswalks to an area identified as having a high need in the Equity and Connectivity portions of the decision matrix. By reallocating the roadway space and adding bicycle infrastructure on Perry, bicyclists will be able to easily connect a from a trail head that connects to the Centennial Trail, to the future bicycle infrastructure that is currently being planned, possibly on E. Jackson Ave and possibly on E. North Foothills Drive; allowing bicyclists to connect to the future Children of the Sun trail. Also, with plans for the construction of a new Middle School north of the project area, in addition to the existing parks, schools, and commercial areas around the project site; N. Perry St proves to be an area of high importance for the addition of active transportation infrastructure. Please refer Figure 31 below for a map of the project area.

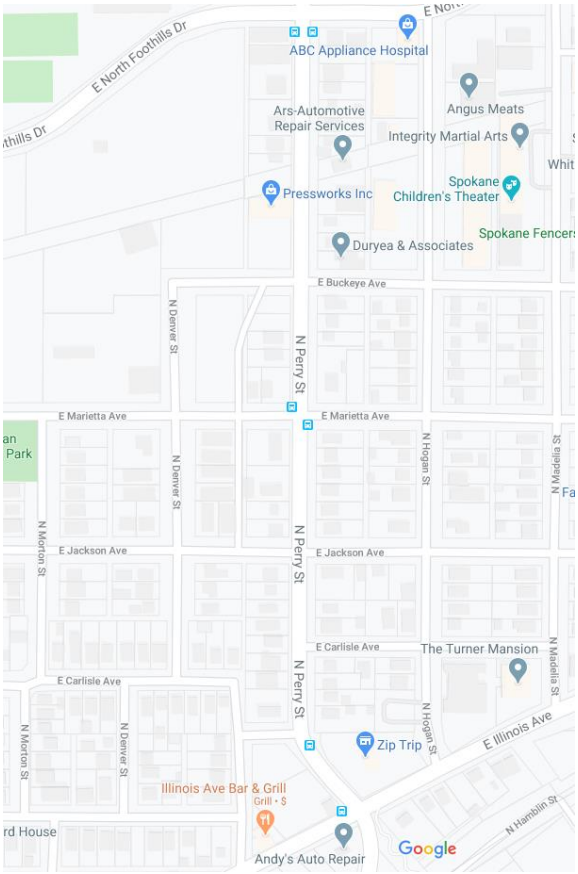


Figure 31: N. Perry St. Project Area (From E. North Foothills Drive to E. Illinois Ave)

Decision Matrix Results:

The results from the decision matrix were assessed first to recognize the need of the project area. The total scores and ranks corresponding to the N. Perry St. project are shown in Table 5 below. As shown, this project scored high in both the connectivity and safety sections of our decision matrix. The criteria that really scored high included the project's lower walk score, close proximity to places of communal interests, skinny sidewalks, high street segment stress level, and lack of bicycle infrastructure. In addition, the project is also an equitable place of interest, despite having a lower rank than the other projects, the matrix results show this project as an area of poverty with minorities, seniors, youth, and disabled. This proves the need for easy to use active transportation infrastructure that will benefit those vulnerable populations in the area and provide them connectivity to places and trails of interest in the community.

Table 5: Decision Matrix Results for N. Perry St. Project

	Equity	Safety	Connectivity
Score	72	47	64
Rank	13	6	8

Measurements and Existing Infrastructure:

By visiting the project site with a measuring wheel and performing extensive research on the project area, the existing conditions for the project site were able to be determined. The curb to curb length heading south on N. Perry St. after E. Montgomery Ave. and just before the intersection at E. Illinois Ave. is 40 feet, the curb to curb length elsewhere is 50 feet with 5 foot sidewalks, an 11 foot center turn lane, and 8 foot parking lanes. Please refer to Figure 32 below for the existing layout of the roadway between E. Montgomery Ave and E. North Foothills Drive.

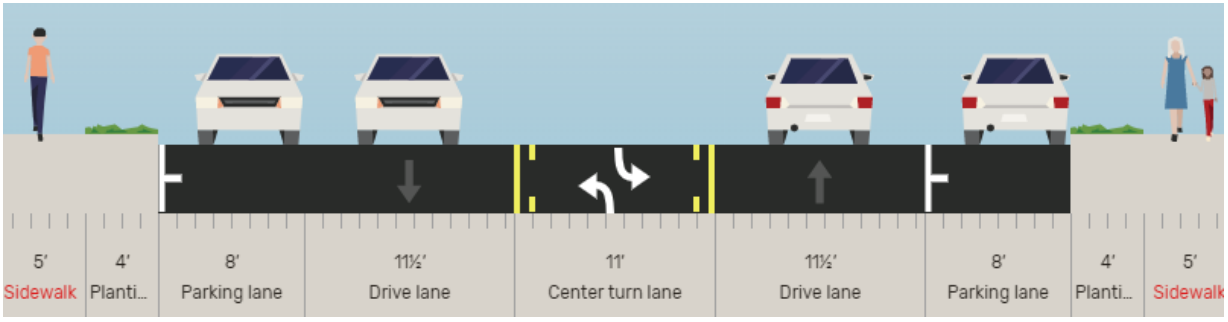


Figure 32: N. Perry St. Existing Roadway sketched with StreetMix

Traffic Conditions and Crash Data:

Crash data was also pulled for the project area for the years 2009 to 2019, which found 74 total crashes have occurred in the area, with 3 crashes involving a pedestrian and one involving a bicyclist. These pedestrian and cyclist crashes have been outlined on the project area in Figure 33 below. These crashes

brought the intersections of E. Illinois Ave, E. Jackson Ave, and E. Marietta Ave as having a possible need for better crosswalks.

Figure 33: Crashes Involving Pedestrians and Cyclists from 2009 to 2019 within the N. Perry St. Project Area

As for traffic conditions, the Average Daily Traffic of N. Perry St. is about 4,600 vehicles per day. This was gathered from the City of Spokane 2019 Traffic Flow Map, the project area is shown on the map below inf Figure 34 This low average daily traffic proves that the center turn lane is unnecessary and the roadway space should be reallocated. Please refer to Figure 34 below for the ADT on N. Perry St. within the bounds of the project.

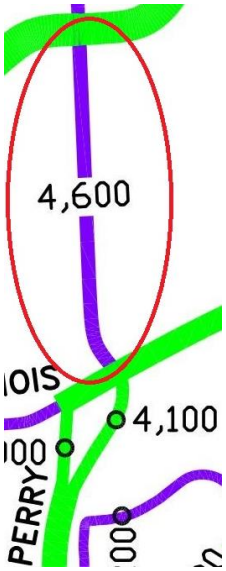


Figure 34: N. Perry St. Project Average Daily Traffic (City of Spokane 2019 Traffic Flow Map)

N. Perry St. was identified as a problematic roadway by the Logan Elementary Walking School Bus volunteers because there is only a single marked crosswalk, on E. Jackson Ave, within a five-block radius on Perry. Additionally, drivers tend not yield to pedestrians because the signage is hidden behind trees and since the roadway is 50 feet, it is extremely difficult to cross the wide roadway in the morning with drivers of low compliance, a crosswalk that is not completely visible, and a group of young children. This is what identified the need from a road diet that eliminates the center turn lane and reduces the width of the driving lanes. This leaves plenty of room for a protected two-way cycle track on the west side of the roadway. A two-way cycle track on the west side of the roadway would be beneficial in provided connectivity to Logan Elementary School, Gonzaga Preparatory School, Logan Peace Park, and the commercial Logan area to the west of the project.

North Foothills & Euclid Ave from Hamilton Ave to Market St.

The North Foothills and Euclid Ave project presents a unique opportunity to connect to the Children of the Sun Trail and provide East-West connection along a major road in Northeast Spokane. To begin designing, first some more detailed research on the project area was necessary.

Decision Matrix Results:

To analyze the needs of this project location, the decision matrix results were first assessed. The total scores and ranks assigned to this project are shown in Table 6 below. As shown, this project scored and ranked highest in the equity section and scored/ranked relatively average in both the connectivity and safety sections of our decision matrix. Some areas in equity which especially stood out were the high scoring among vulnerable populations, especially youths and disabled people. Providing easy to use active transportation infrastructure for these vulnerable populations became a priority because of this. In the safety section of the matrix, this project did not score many points on existing features because there are sidewalks, a few crosswalks, and street lighting along the roadway corridor. However, it was also analyzed to be a high stress area according to both bike-ability, and bicycle level of service (BLOS) meaning that infrastructure changes could improve substantive safety.

Table 6: North Foothills and Euclid Ave from Hamilton to Market St Decision Matrix Results

	Equity	Safety	Connectivity
Score	86	35	63.3
Rank	2	10	9

Measurements and Existing Infrastructure:

Along the North Foothills and Euclid Ave roadway corridor there are two different types of street segments. From Hamilton to Perry, the street is 60’ wide with 5’ sidewalks on either side. There are two lanes of traffic in each direction with one middle turning lane. This is shown in Figure 35 below. After Perry St. the roadway narrows to 43’ with 6’ sidewalks on either side. Each direction still has two lanes of traffic, however there is no longer a middle turn lane. Figure 36 below shows part of this street segment taken from google earth.

Figure 35: North Foothills Street View Hamilton to Perry

Figure 36: North Foothills/Euclid Ave Street View Perry to Crestline

One challenge to implementing bicycle infrastructure along this roadway will be catering to the already existing infrastructure. The #27 bus route goes through this area between Perry St. and Crestline and has 2 bus stops along the corridor. Because of this, having a center turn lane, or space for busses to pull off to the side of the road

Traffic Conditions and Crash Data:

Figure 37 below shows the 2018 ADT along North Foothills and Euclid Ave. Along this segment of road the average daily traffic ranges from 10,600 to 11,800 vehicles. According to the FWHA roads with ATDs between 10,000 and 15,000 vehicles are good candidates for road diets as the road would still have the capacity to handle vehicle traffic while allowing the extra space to be used for other road users.

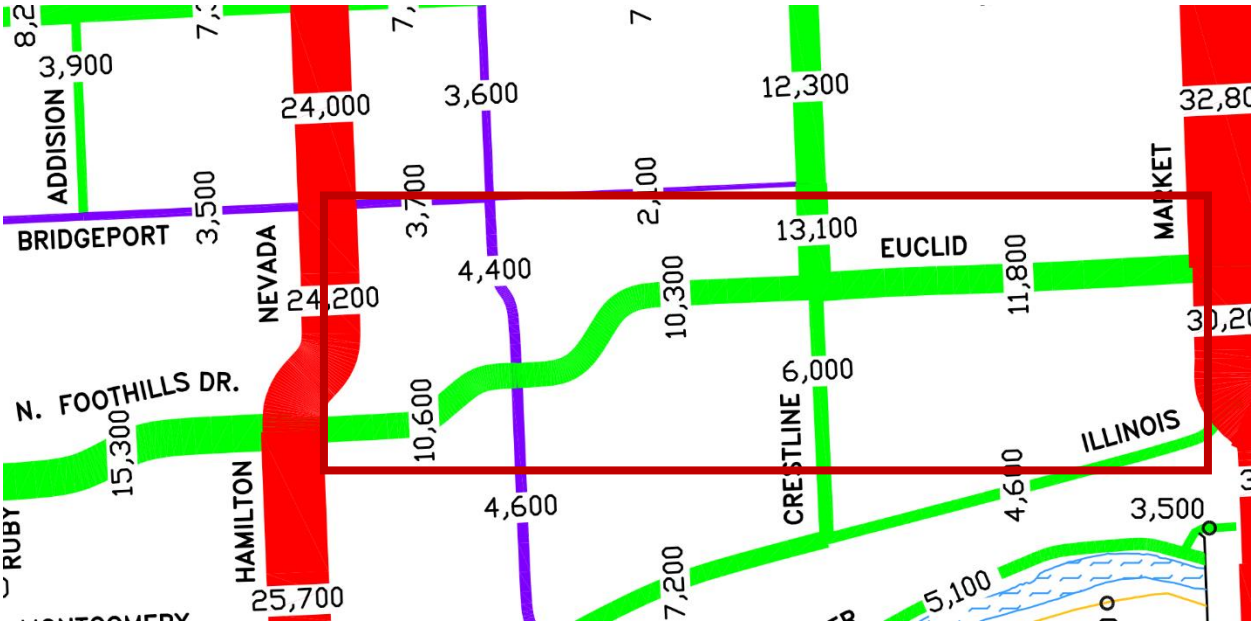


Figure 37: N. Foothills and Euclid ADT

Along with this traffic data, crash data from 2010 to 2019 was analyzed to help assess what the causes of pedestrian or bicyclist collisions were. Over the 10 years which this crash data covered, there were eight bicyclist and four pedestrian related crashes, this data is shown in Table 7 below. Of these crashes, seven were in the lane of primary traffic, four were at intersections, and one was outside the shoulder of the roadway. Along with this, four of the bicyclists involved collisions involved children or teens under 18 years old. This provides good reasoning to implement design on the roadway which is usable for all ages as it is clear children are also using the roadway.

Table 7: Crash Data North Foothills/Euclid 2010-2019

	Pedestrian	Bicyclist	Total
Crashes	4	8	12

N. Cook St. from E. Rich Ave to E. Wellesley Ave.

The N Cook St. project is just adjacent to Shaw Campus. As Spokane has plans for the section of N Cook St. that runs by Shaw Campus to traffic calm and provide better spaces for pedestrians and bicyclists, this project plan seeks to continue this effort and to connect Shaw Campus to more of the surrounding suburban area. This design plan seeks to redesign the section of N. Cook St. into a bike boulevard. This will promote active transportation by providing bicyclists safer and easier access to the Shaw Campus and the surrounding areas. The project spans through five intersections running north of Shaw Campus: E Rich Ave, E Longfellow Ave, E Heroy Ave, Hoffman Ave, and E Wellesley Ave. Figure 38 below, from Google Maps, displays the full project area enclosed in the red rectangle.

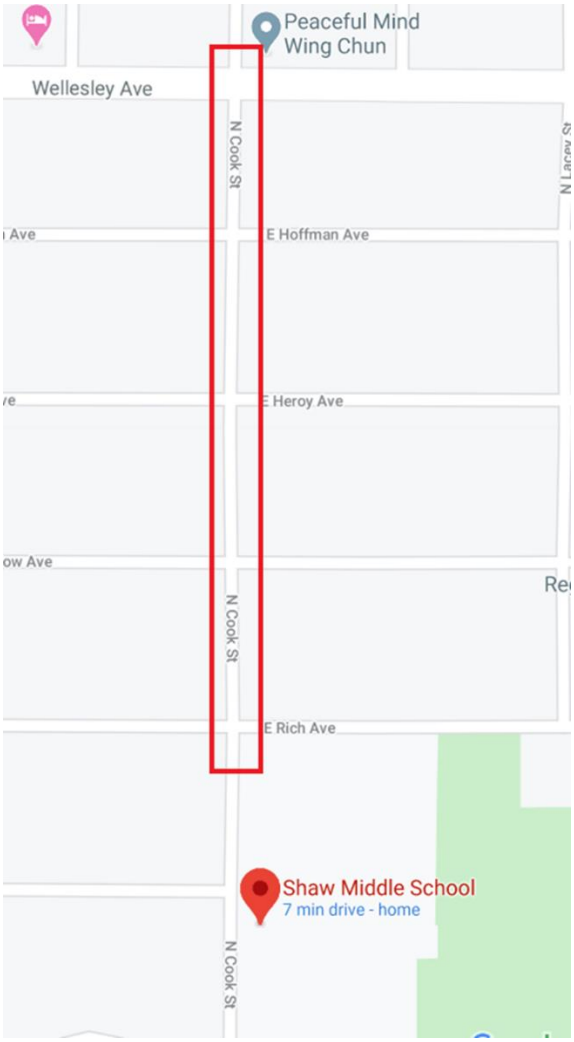


Figure 38: N Cook St project area

Decision Matrix Results:

This project location contains two projects scored on the matrix, Shaw Campus, and the Cook St. and Wellesley intersection. Shaw Campus scored highest on equity due to high scores in poverty, non-English speakers, youth, GED rate and computer/internet access. The Cook and Wellesley intersection had the third highest overall safety score and tied for second highest equity score. This project location

scored high on safety due to the high pedestrian and crash levels, unacceptable stress levels, and high scores on lighting, width of sidewalks, marked crosswalks, bicycle infrastructure, sidewalks on both sides, and lack of median. It scored high in equity due to the high rates of youth, non-English speakers, poverty, and barriers including GED rates, and computer/Internet access. This section also had connectivity issues such as a bike-ability of only 25% and a transit score of 34 out of 100.

Table 8 - Decision Matrix Results

		Safety	Equity	Connectivity
Shaw Campus	Score	32	86	66
	Rank	15	1	3
Cook and Wellesley Intersection	Score	59	81	62
	Rank	4	5	12

Measurements and Existing Infrastructure:
The project area includes four similar intersections on N Cook: Rich, Longfellow, Heroy, and Hoffman. These four intersections are all lower speed suburban intersections. Figure 39 below, from Google Maps and of the Cook and Longfellow intersection, is an example of these four intersections.

Figure 39: Cook/Longfellow existing intersection

N Cook St is a two-lane road with parking on both sides. The curb to curb measurement for Cook St in the project is 35 ft. There are currently no lane markings or parking lane markings on the Cook St project segment. There are also no marked crosswalks except for at the Cook/Rich intersection. The edge of the lawn to the sidewalk measure around 10ft. The lawn to lawn measurements are 60 ft wide.

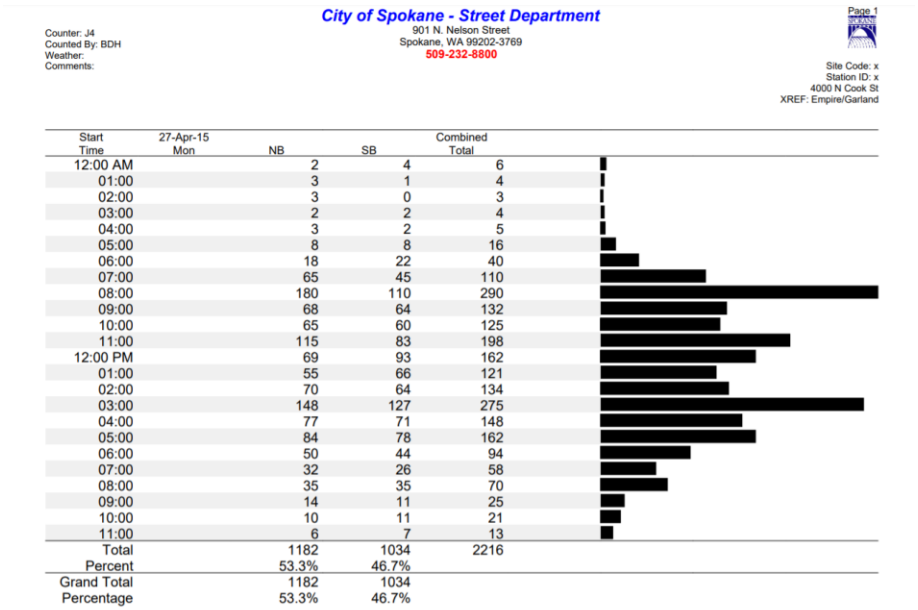
The last intersection, which has more traffic than the other four, is Wellesley and is displayed in Figure 40 below.

Figure 40: Cook/Wellesley intersection

Wellesley is a two-way four lane street with no parking. Each lane measures about 10 ft. As previously stated, the Cook/Wellesley intersection is not marked. All street measurements were taken from Google Earth.

Traffic Conditions and Crash Data:

A traffic study conducted by the City of Spokane taken on 4000 N Cook St, shown in Figure 41 below, is used to estimate the traffic counts for the N Cook project. As shown in the figure, this project has an ADT of around 2216 vehicles.



City of Spokane - Street Department
901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

Counter: J4
Counted By: BDH
Weather:
Comments:

Page 1

Site Code: x
Station ID: x
4000 N Cook St
XREF: Empire/Garland

Start Time	27-Apr-15 Mon	NB	SB	Combined Total
12:00 AM		2	4	6
01:00		3	1	4
02:00		3	0	3
03:00		2	2	4
04:00		3	2	5
05:00		8	8	16
06:00		18	22	40
07:00		65	45	110
08:00		180	110	290
09:00		68	64	132
10:00		65	60	125
11:00		115	83	198
12:00 PM		69	93	162
01:00		55	66	121
02:00		70	64	134
03:00		148	127	275
04:00		77	71	148
05:00		84	78	162
06:00		50	44	94
07:00		32	26	58
08:00		35	35	70
09:00		14	11	25
10:00		10	11	21
11:00		6	7	13
Total		1182	1034	2216
Percent		53.3%	46.7%	
Grand Total		1182	1034	
Percentage		53.3%	46.7%	

Figure 41: Traffic study for N Cook St from City of Spokane

This ADT and the speed limit of 25 mph, when evaluated using Figure 42 below from the Bikeway Selection Guide from the US Department of Transportation can be used to determine the bikeway suitable for this project. This selection guide points to a bike boulevard for this roadway.

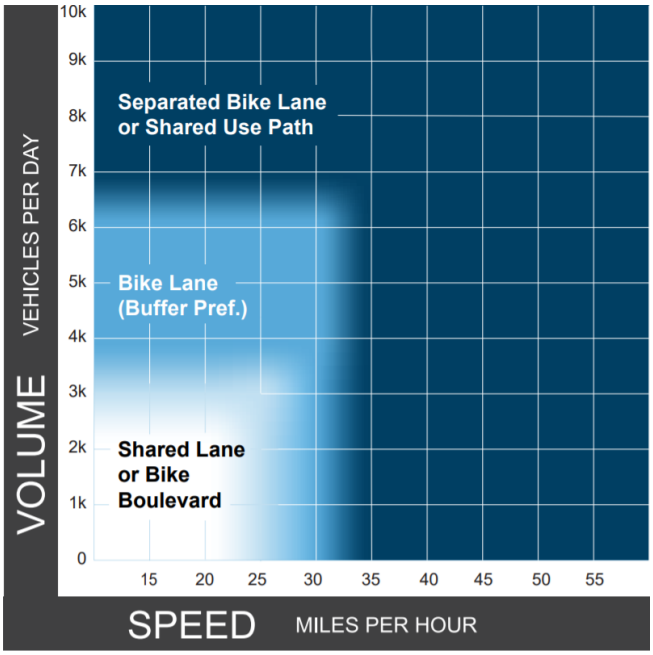


Figure 42: Bikeway selection chart from the Bikeway Selection Guide

Crash data collected from 2009 to 2019 displays that the project area had a total of 42 crashes. Out of these crashes none involved bicyclists, and 3 involved pedestrians. 22 of the total crashes were no injury crashes.

Mission Avenue between Spokane River and Greene Street

Mission Avenue through the Chief Gary Park Neighborhood is home to the neighborhood's schools, business and cultural assets. Stevens Elementary and the Spokane Community College serve as book ends. Chief Gary Park sits between the two commercial districts in the neighborhood and attracts visitors from across the city. Currently, the road functions primarily as a facility for people moving through the neighborhood. Serving local users from the neighborhood itself is a secondary concern. As a result, there are very limited options for non-automobile users like pedestrians and cyclists. Figure 43 below illustrates the project boundaries.

Figure 43 - Project area (Google Maps)

Decision Matrix Results:

Table 9 below summarizes the project's decision matrix results.

Table 9 - Decision Matrix Results

	Equity	Safety	Connectivity
Score	66	80	66
Rank	6	1	5

In total, the Chief Gary Park project tied for first in the decision matrix, indicated the highest need of all the examined potential project sights. In particular, the safety score was the highest, indicating that the existing facility did not meet even basic needs of multimodal users and suggested high rates of crashes and other conflicts. The high equity score indicates that the neighborhood is home to a diverse population, many of whom are members of traditionally marginalized groups. In addition, median income in the neighborhood is lower than elsewhere in the reason, indicating lower levels of investment in the neighborhood. Lastly, connectivity scored high because of the project location's proximity to community and cultural assets like schools, parks, and local businesses.

Measurements and Existing Infrastructure:

As built, the roadway consists of four 10-foot lanes, two in each direction. Sidewalks are consistently 5 feet wide, but the total width of the right-of-way varies throughout the road section from 55 feet next to the park to over 80 feet as the road approaches Greene St. The figure below illustrates a typical cross section of the road, as it is currently configured.

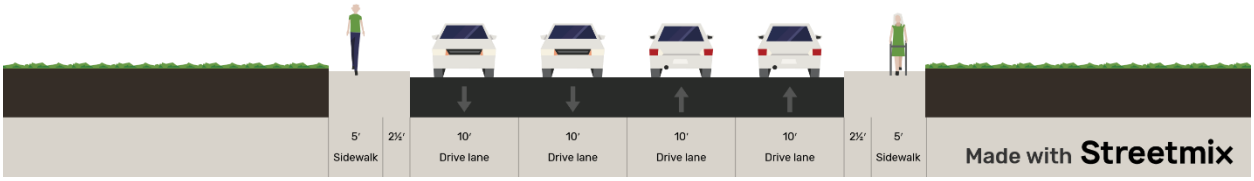


Figure 44 - Existing conditions on Mission Ave

This generally narrow right of way will make a redesign more challenging and controversial because any additional space given to active transportation users will be at the expense of vehicle traffic. As built there is no cycling infrastructure in any form, and narrow sidewalks are often not separated by any buffer from the road way. There are only four marked crosswalks across the street, one adjacent to Stevens Elementary, one at the intersection with Napa, and one on each end of the park.

Traffic Conditions and Crash Data:
When this project began, the most recent data from the City of Spokane's 2018 Traffic Flow Map indicated an AADT of 15,500 vehicles west of Napa and 12,700 vehicles east of Napa. After completion of the majority of the design work, the City released the 2019 Traffic Flow Map. In this years data, which updated traffic counts in the Northeast quarter of the city, there was an AADT of 19,600 vehicles west of Napa and 14,300 vehicles east of Napa. The implications of this significant increase will be discussed further later in the design section of the report.

According to data from the City between 2009 and 2019, there were 325 crashes along this stretch of Mission Avenue. The graph below shows the crash volume at each of the intersections over that 10-year time span.

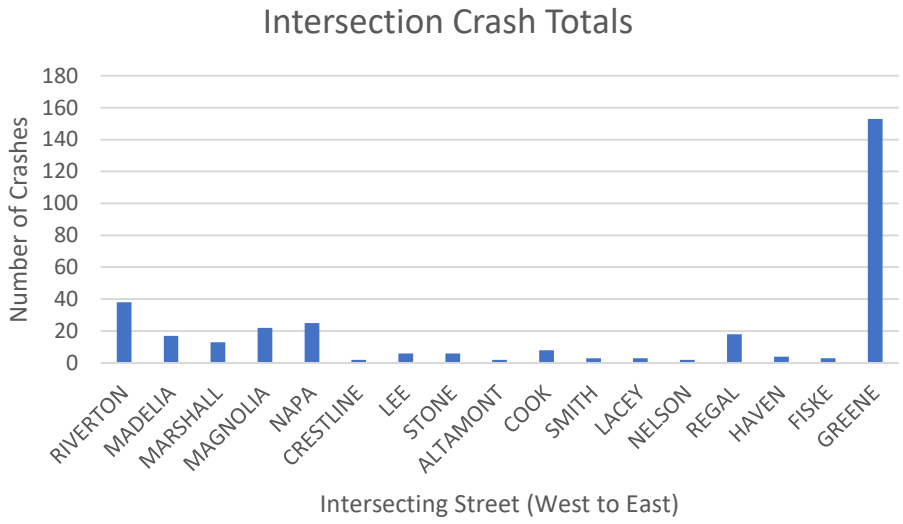


Figure 45 - Crash totals at intersections (west to east) through the project area

Traffic volumes are higher west of Napa, so the higher volumes there have a similar crash rate despite higher total crashes. That section is, however, adjacent to Stevens elementary, so safety improvements there are necessary. Riverton appears to be a problematic intersection, but one that has been addressed recently by the city installing a median that cannot be crossed by turning or thru vehicles. The intersection at Regal is problematic because it is one of the few crosswalk locations currently on the street, so safety improvements will be considered there. Lastly, the intersection at Greene sees significantly more traffic in both directions than anywhere else along the stretch of Mission. However, the high crash volume and crash rate indicate that serious measures are needed. Despite high crash volumes throughout, there has only been one fatality and five serious injuries along the stretch over the 10-year span.

Plans and Specifications

Following more detailed research on each project location, ATI began working on the design process. The NAACTO Urban Bikeway Design Guide and Urban Street Design Guide were used as guides for these designs, which were checked with the City of Spokane Standard Plans to ensure the designs were up to code. ATI also received guidance from Dr. Rhonda Young and Colin Quinn-Hurst on designs. Both short-term and long-term designs were created for each project. The intent of short-term designs was to show how active transportation infrastructure could be implemented without needing to change the existing curb work. These short-term designs mostly utilized repainting the roadways, and in some cases adding planters or bollards, in order to repurpose the street segments to be more pedestrian and bicyclist oriented without the potentially expensive and complicated process of curb work.

The designs were first created in StreetMix to show cross sectional dimensions of proposed roadway changes. Afterwards ATI created drawing in AutoCAD Civil 3D to show in more detail how these changes would look on a map of Spokane.

N. Perry St. from E. North Foothills Drive to E. Illinois Ave.

This project was split into two sections, the first being where the curb to curb length is a constant 50 feet between E. Montgomery Ave and E. North Foothills Drive. Figure 46 below represents the proposed roadway allocation design from the southbound perspective, for the roadway segment starting at E. North Foothills Drive heading south to E. Montgomery Ave. This represents the short-term design for the section, with the existing curbs and sidewalks, 8 foot parking lanes on either side of the roadway, 10.5 foot travel lanes, with the addition of a 3 foot buffer with bollards for a protected 10 foot total two-way cycle track on the west side of the roadway. The design for the long-term includes 6-foot sidewalks and additional street lighting. Please note the center turn lane was removed in this design and the driving lanes were reduced by a foot to make space for protected bicycle infrastructure.

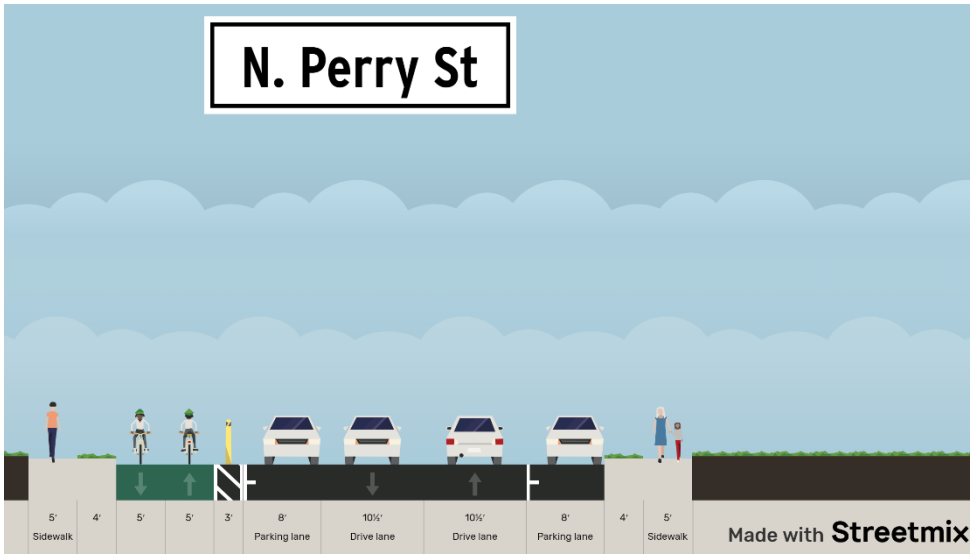


Figure 46: N. Perry St. Spatial Allocation Designed with Streetmix

The following figures below show designs of the project area in Civil3D. Figure 47 represents the general layout of N. Perry St. south of E. North Foothills Drive. The green represents bicycle lanes, white represent driving lanes, yellow indicated parking lanes, cyan indicated vacant roadway space, black represents a buffer, and darker blue indicating turning lanes. Parking lanes are to be mimicked in their same existing location along the roadway and the buffer should be marked in areas where traffic may

need to turn through the bicycle lanes. Please note that lane widths are consistent with those designed with Streetmix in Figure 46 above.

Figure 47: General Layout of N. Perry St. Project South of E. North Foothills Drive Designed using Civil3D

The first intersection of interest is where N. Perry St. crosses E. Marietta Ave. In 2009 a vehicle heading straight hit a pedestrian crossing the road at this intersection. This intersection is unmarked and very difficult to cross, therefore Figure 48 below represents where a suggested marked crosswalk should be placed, on the intersections of N. Perry St. and E. Marietta Ave.

Figure 48: N. Perry St. Project Suggested Marked Crosswalk at the Intersection of E. Marietta Ave in Civil3D

The following figure represents the next intersection of interest within the project area, at E. Jackson Ave. In 2010 a cyclist was hit by a vehicle at this intersection. There is also a possibility of a City project on E. Jackson Ave, to make the roadway more cyclist friendly and increase the connectivity to the Children of the Sun Trail. Due to this, in addition to the currently hidden signage effecting Logan Elementary Walking School Bus Routes, an RFB crosswalk has been proposed at this intersection for the long-term design. For the short-term, this crosswalk needs to be remarked and have more visible signage.

Figure 49: N. Perry St. Project Suggested RFB Crosswalk at the Intersection of E. Jackson Ave in Civil3D

The next figure represents the short-term design suggestion for north of the intersection at E. Illinois Ave. Note that the red square in the figure represents where a marked crosswalk should be placed for bicyclists heading northbound to be able to cross the street and access the cycle track. The red circles indicate where yield to bicyclist signage should be installed. Southbound right-hand turning traffic merges with the southbound bicycle lane for 50 feet, ending about 75 feet before the intersection. This is marked by spaced out green squares, where the drive lane splits into turn lanes, the left-turn lane is marked with a darker blue than the right-turn lane. This design maintains the bicycle lane until the intersection where the bicyclists turn with traffic.

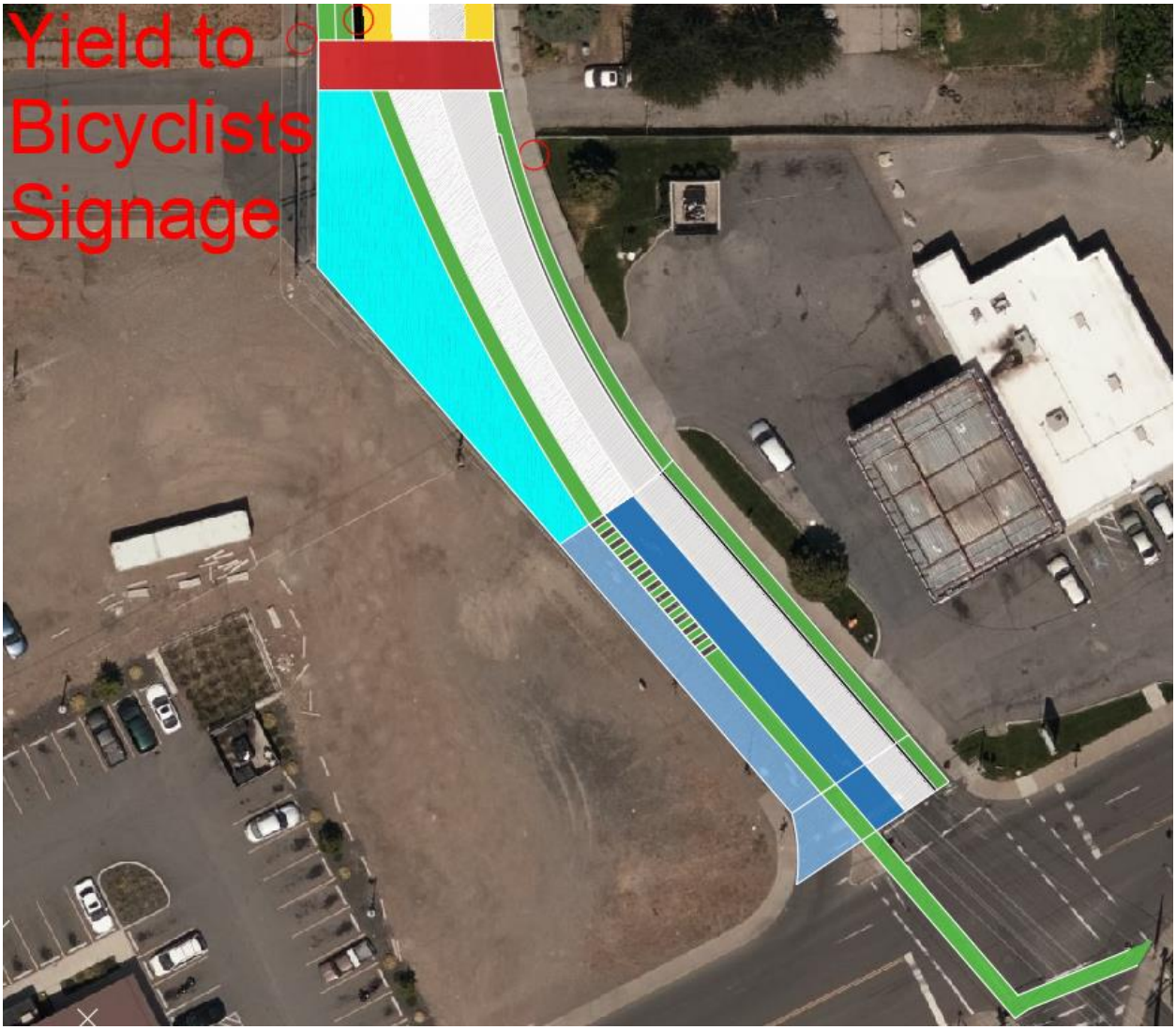


Figure 50: N. Perry St. Project Civil3D Short-Term Design for E. Illinois Ave Intersection

The last two figures, merged into one, Figure 51 represent the long-term design suggestion for the intersection at E. Illinois Ave, with the cycle track remaining two lanes and always protected on the west side of the street. For this long-term design to be implemented, the island curb that separates the right-turn lane must be removed. A bicycle signal for the cycle track must also be placed, most likely a push button for convenience, one at the northwest end of the E. Illinois Ave intersection and one at the southeast end of the intersection for easy two-way cyclist trail head access.

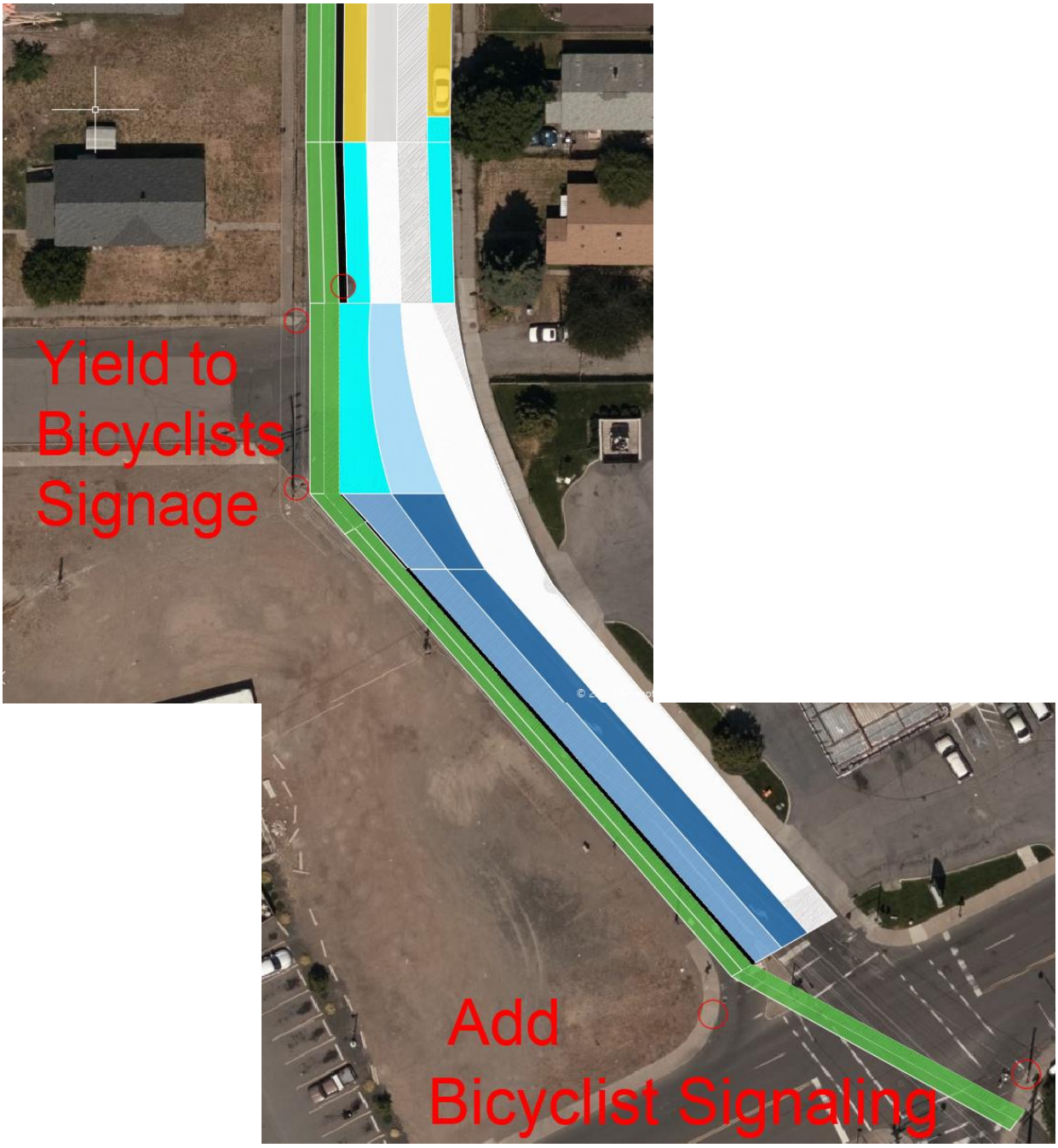


Figure 51 - N. Perry St. Project Civil3D Long-Term Design for E. Illinois Ave Intersection

North Foothills & Euclid Ave from Hamilton Ave to Market St.

This project was split into three main segments as the curb to curb width changes and as it crosses busy intersections. The first segment is on N. Foothills from Hamilton to Perry St. In this section, the curb to curb width is 60 feet and the sidewalks on either side are an additional 5 feet each. Figure 52 and Figure 53 below shows the short-term designs that could implement a 5 to 3 road diet on North Foothills. This design would paint out 3-foot curb extensions, followed by a 6-foot bike lane, and 3-foot buffer between the bike lane and vehicle traffic on either side. For the Civil3D drawings, the blue represents painted curb extensions, green represents bike lanes, red represents buffers with vertical elements (i.e. bollards or planters), orange represents buffers without vertical elements for driveways and intersections, white represents through lanes, and yellow represents center turn lanes.

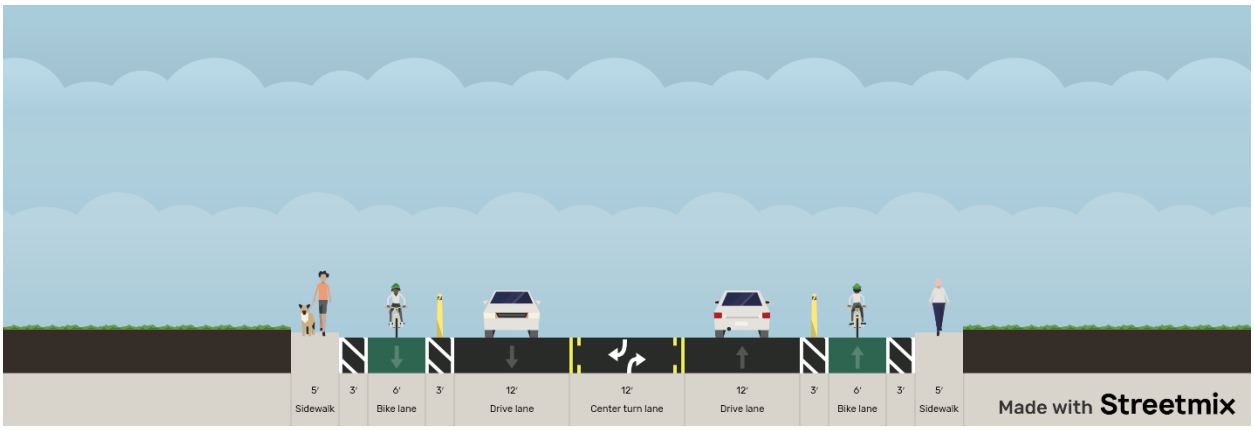


Figure 52: North Foothills Hamilton To Perry StreetMix

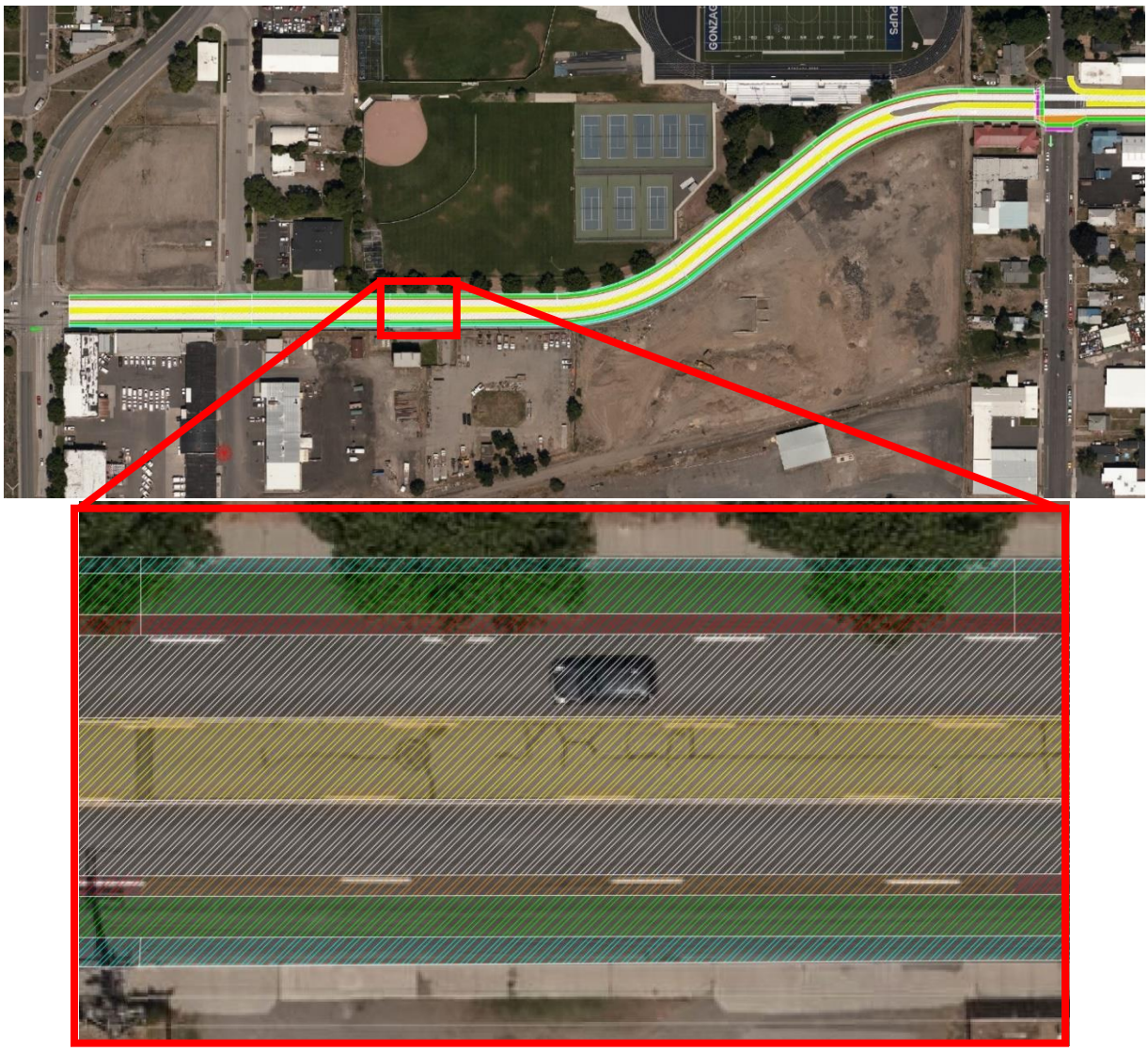


Figure 53: North Foothills Hamilton to Perry Civil3D

At the end of this first segment is the first major intersection at Perry St, after Perry, the road narrows from 60 feet to just 43 feet curb to curb. This narrower road does not allow space for 6-foot bike lanes on either side of the road, which is the desirable minimum width for curbside bike lanes according to AASHTO's urban bikeway design guide. However, a two-way cycle track can be as narrow as 8 feet wide (4 feet each direction). Therefore, it was decided to implement a two-way cycle track from Perry St. onward. Figure 54 below shows how the two directional bike lanes merge into a two-way cycle track at the Perry St. intersection. The crosswalk on the western side would be split into an 8-foot wide bicycle crosswalk (green) and 6-foot wide pedestrian crosswalk (pink). Cyclists heading west on the two-way cycle track would cross at this point in order to get to the north side of the intersection. On the south side of the intersection, the two-way cycle track shifts over into the crosswalk which is split into an 8-foot bicycle crosswalk (green) and 6-foot pedestrian crosswalk (pink). This allows for 12 feet of space where cars turning right at the intersection could begin to get perpendicular before crossing the cycle

track, which has shown to improve safety and compliance. At this intersection there is also opportunity for cyclists to turn off onto Perry St. where another project is being proposed by ATI.

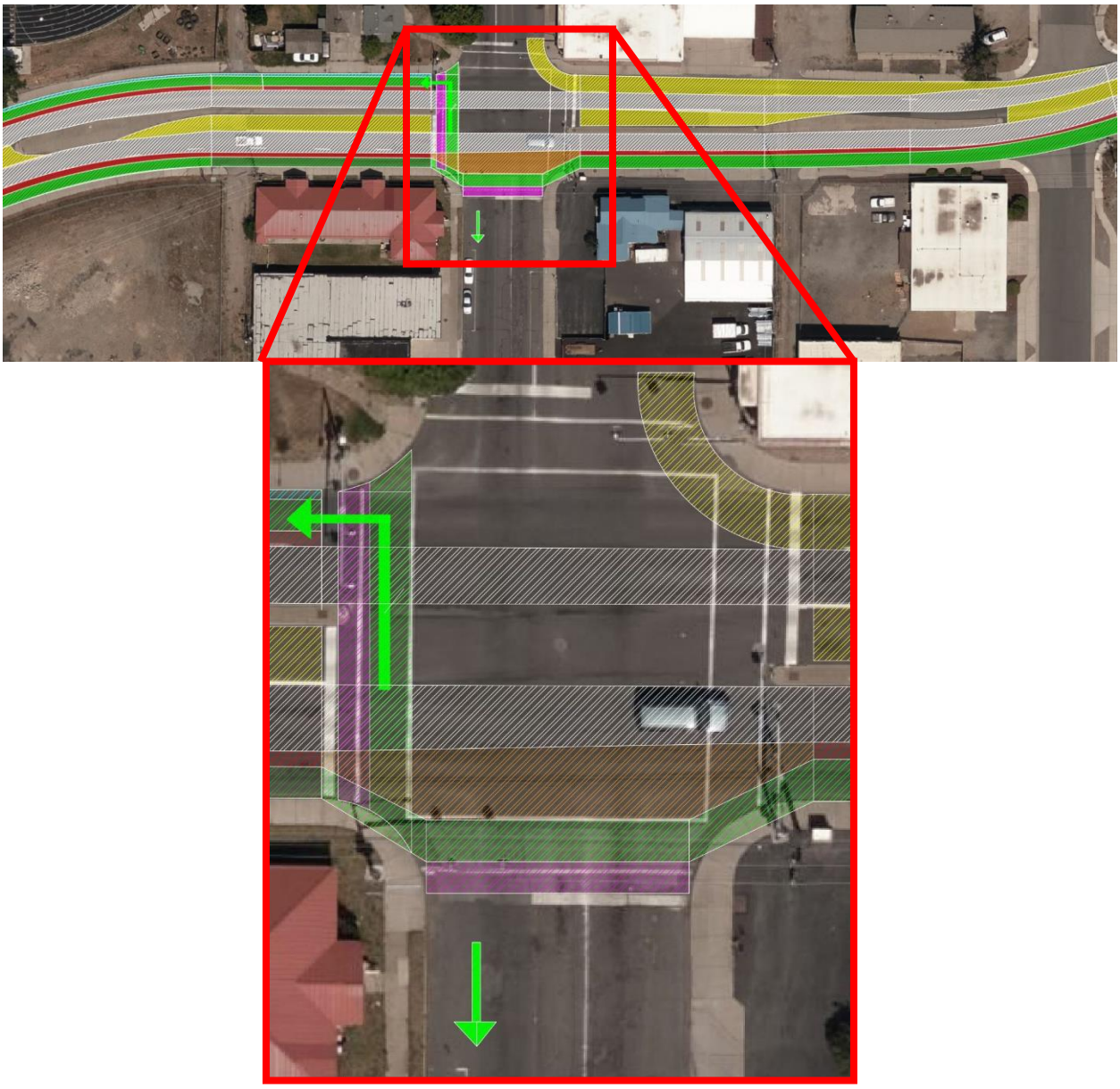


Figure 54: Perry St. Intersection Civil3D

The design for North Foothills after the Perry St. intersection is shown in Figure 55 and Figure 56 below. Figure 55 shows the Streetmix design with dimensions, and Figure 56 shows how this would look in Civil3D. The two-way cycle track would begin at a width of 8 feet inside the intersection and widen out to 10 feet east of Perry St. The buffer between the cycle track and road would remain at 3-feet wide.

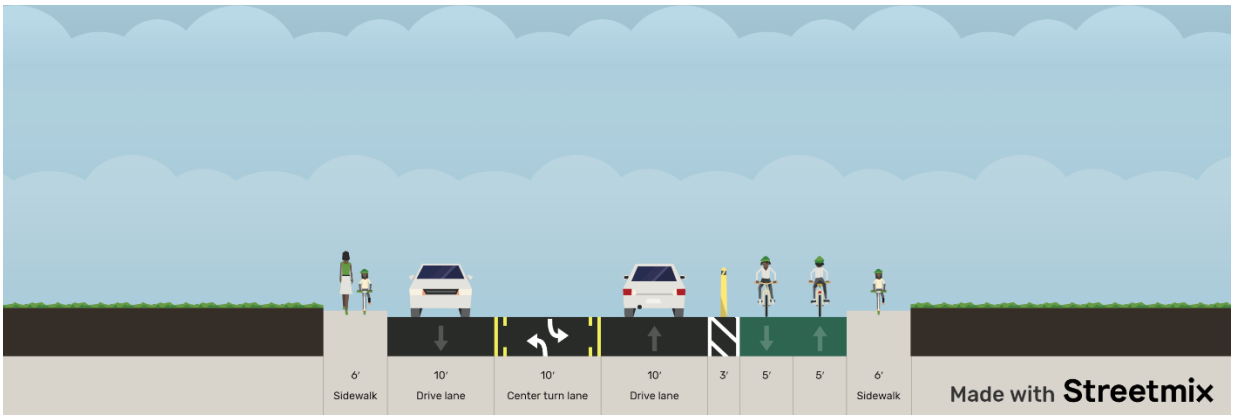


Figure 55: North Foothills Perry to Crestline Streetmix

Figure 56: North Foothills Perry to Crestline Civil 3D

The next major intersection is where the North Foothills meets with Crestline and turns into Euclid Ave. At crestline the road widens out to 60 feet curb to curb with a median in the center turn lane. The dimensions of the two-way cycle track and buffer do not change in this section, however on the north side of the road some changes are needed. On the west side, the curb is extended with paint in order to keep a singular thru lane, and on the east side, the northern most lane becomes a right turn only lane. Similarly, to the Perry St. intersection, the cycle track shifts into the crosswalk, which is split into an 8-foot wide lane for cyclists, and 6-foot wide lane for pedestrians. This is all shown in detail in Figure 57 below.

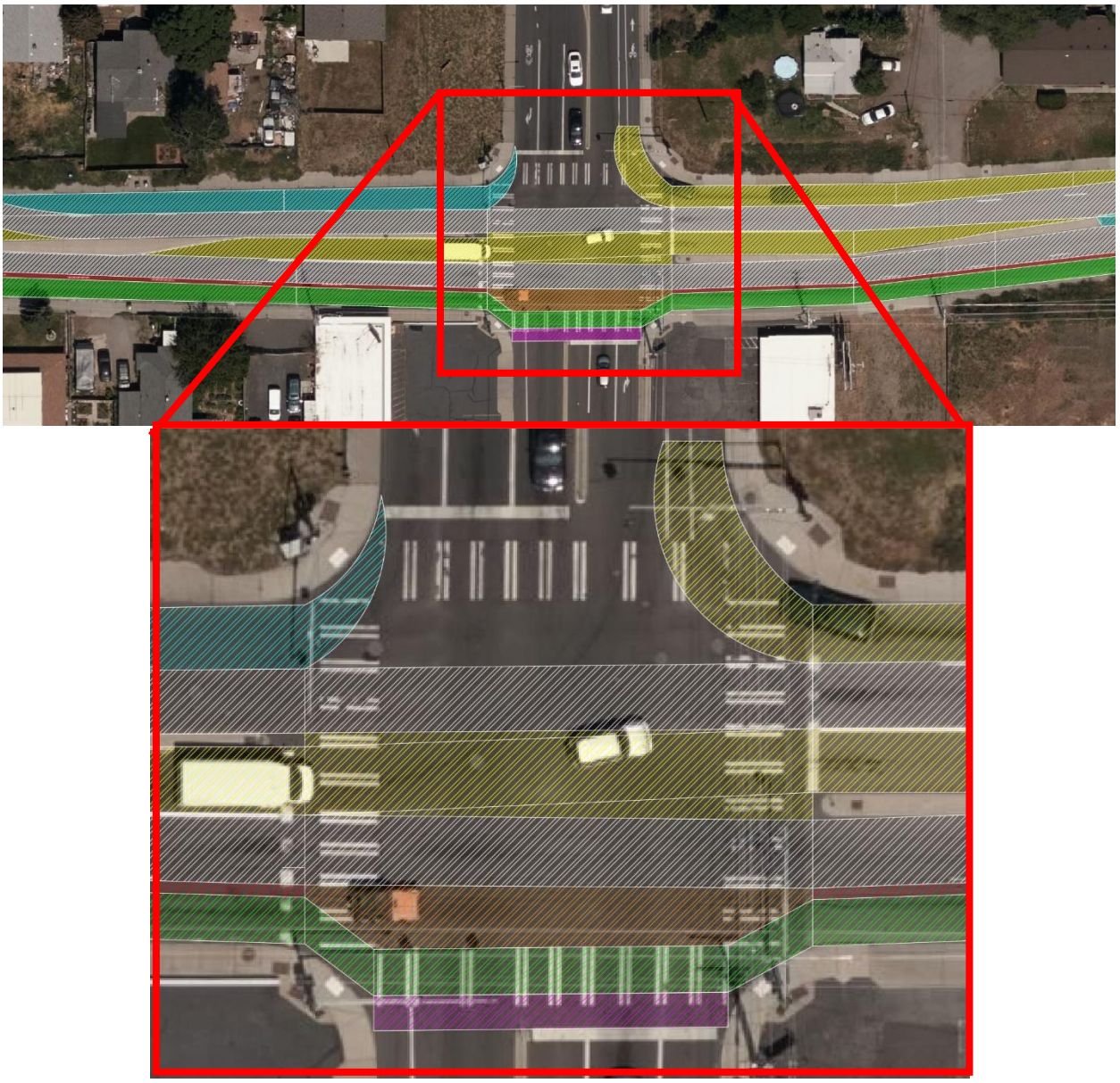


Figure 57: Crestline Intersection Civil3D

The final section of this road segment is Euclid Ave between Crestline and Market St. This whole section returns to a 43-foot curb to curb width and the design mimics the design for North Foothills between

Perry St. and Crestline. This is shown in Figure 58 below. The Market St. intersection is where future planned infrastructure for the Children of the Sun trail will be so there will be signage/painting to indicate how the two-way cycle track will connect to this.

Figure 58: Euclid Ave Crestline to Market Civil3D

Long-Term Design:

The long-term designs for this project would not have huge changes on the plan view of the roadway, however some changes to the bicycle infrastructure would be made. First, both the bicycle lanes and two-way cycle track would be raised along with the buffer zone to create a more comfortable vertical separation with the roadway. Along with this, areas with painted curve extensions would receive actual curb extensions at a different height than the bike lanes/cycle track to create vertical separation between bicycles and pedestrians. The last major change would be implementing bike-specific signaling at the major intersections, Hamilton, Perry, Crestline, and Market, so cyclists would have an easier time seeing when to cross these roads.

Mission Avenue from the Spokane River to Greene Street

Two designs were developed to improve active transportation facilities through this stretch. The first was a short-term plan. The constraints on this plan were that no curb-work would be performed, and all the traffic flow changes could be implemented by restriping the existing roadway. The goal of this strategy was to improve active transportation facilities while keeping costs minimal. This kind of a solution could be designed, funded, and implemented over the course of months rather than years. This type of design however has limitations. The narrow right-of-way, narrow existing lanes, and significant traffic volumes mean that there is little space in the existing 40-foot cross section for bicycle facilities and providing buffer spaces between different modes of travel is not always possible.

The second design is a longer-term solution. This design involves a complete rebuild of the street, including the relocation of utilities, curbs, and stormwater management infrastructure. As a result, the project will be significantly more expensive and require far more engineering and political support. As a result, though, there will be significantly improved facilities for transit users, cyclists, drivers, and pedestrians.

When the design process began, traffic volume data was collected from the City of Spokane's Traffic Flow Map 2018 report. In this report, the traffic volumes along Mission had actually been collected in 2016. In 2016, the volume west of Napa was 15,500 AADT and east of Napa was 12,700 AADT. Since completing the design work, revised traffic counts from 2019 have been published by the city. In these revised traffic counts, vehicle trips along this stretch of Mission have increased nearly 30 percent. Now with traffic volumes over 19,000 AADT west of Napa, the proposed road diet and lane reduction becomes more problematic. It is questionable whether or not this level of traffic could function properly with only one lane in each direction.

The cause for this dramatic increase in traffic volumes is unknown. Potentially, either the 2016 numbers were artificially deflated or the 2019 numbers artificially inflated due to construction projects on other east-west arterials throughout the city. It is also possible that this traffic growth is organic growth resulting from increased residential density along the river. Lastly, it is unknown at this time what traffic volumes will look like following the construction of the North Spokane Corridor. The new freeway will have interchanges at Trent, a few blocks south of Mission, and north of the river. There will be no off ramps at Mission. This has the potential to decrease traffic on Mission, but whether or not this is the case, and the extent to which it may be, is unknown. It is possible that if 2019 volumes were artificially inflated and if construction of the NSC draws east-west traffic off of Mission that the following plans might still be feasible. Short of these conditions, however, of 4-to-3 road diet will be difficult and may run afoul of the City's plans to develop into a transit-oriented corridor. Nevertheless, short- and long-term design solutions based on significantly lower traffic volumes are presented below.

Short term

The figure below illustrates the typical cross section to be implemented in the short-term solution. The southernmost existing lane will be converted to an 8-foot cycle track with a 2-foot buffer, delineated with bollards. This design is narrower than preferred options detailed in NACTO, but it has been implemented with success in the United States in cities like Chicago with higher traffic and cyclist volumes. The travel lanes will continue to be 10 feet wide. This reduction from the current 4 travel lanes to two travel lanes with a two-way center turn lane has been shown to successfully handle traffic volumes up to around 15,000 AADT in Spokane and elsewhere in North America.

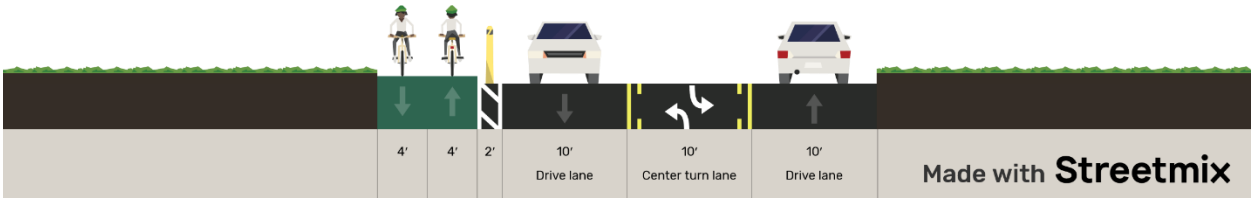


Figure 59 - Mission short term design

One traffic lane is dropped at Perry St, west of the Mission Bridge over the Spokane River. This allows for room for cycle track over the Mission St bridge to connect the Chief Gary Park Neighborhood to the Centennial Trail and Mission Park. Another traffic lane is proposed to be dropped at Greene for westbound traffic, but, pending further traffic flow analysis, this lane drop could happen after that intersection.

The most significant complications occurred at the intersection with Napa and at the east bound STA City Line bus stops. A dedicated left turn lane is maintained for westbound traffic. While traffic volumes warrant one, there was no room for a dedicated right turn lane for eastbound traffic. The figure below illustrates the design for the intersection at Napa.

Figure 60 - Short term design solution for the intersection of Mission and Napa

To remedy this, the cycle track is angled downward through the intersection to provide further separation from the vehicle lane. The figure below illustrates how paint and bollards can force vehicles to take sharper turns, reduce speed, and approach the cycle track at almost 90 degrees. When these conditions are met, studies show, vehicles yield to cyclists and pedestrians at a much higher rate. As a result, crashes and injuries decline.

Figure 61 - Example of vehicle crossing cycle track perpendicularly

Another issue is that the newly built STA City Line bus stops will be located on what is currently the sidewalk. As a result, the proposed eastbound travel lane will be separated from the bus stop by the cycle track. In order to remedy this, the device illustrated in the following figure is the proposed solution to maintain access to the high capacity bus line in addition to maintaining the cycle track right-of-way. Cyclist will have to ride up a ramp to the platform, which should lower their speed significantly. In addition, markings will indicate that they must yield to any bus users in the process of boarding or unboarding.

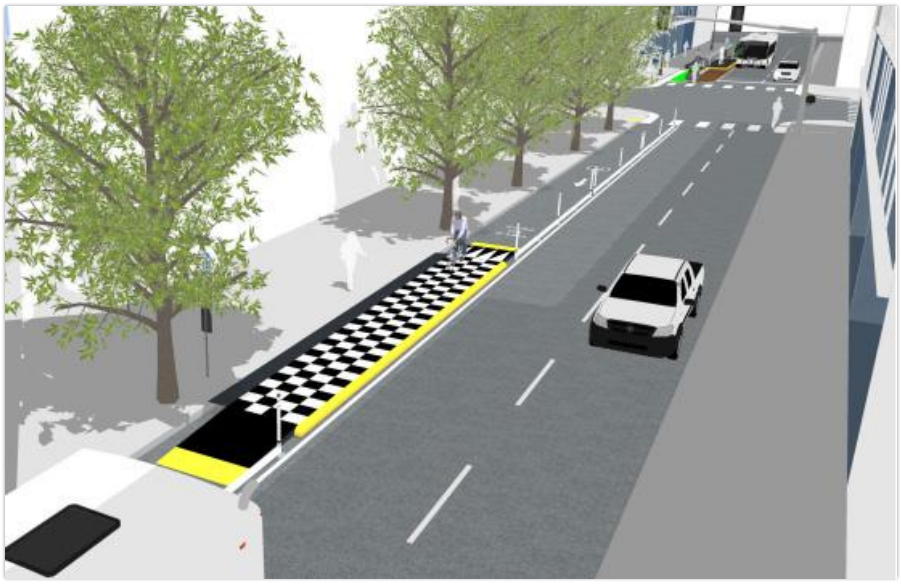


Figure 62 - Example of cycle track traversing a bus station

Long term

The long-term plan consists of rebuilding the entire right of way in order to relocated curbs. The main features of the long-term design are an 11-foot, two-way cycle track, 6-foot minimum sidewalks, and buffers between each mode of travel. The figure below illustrates an example cross section.

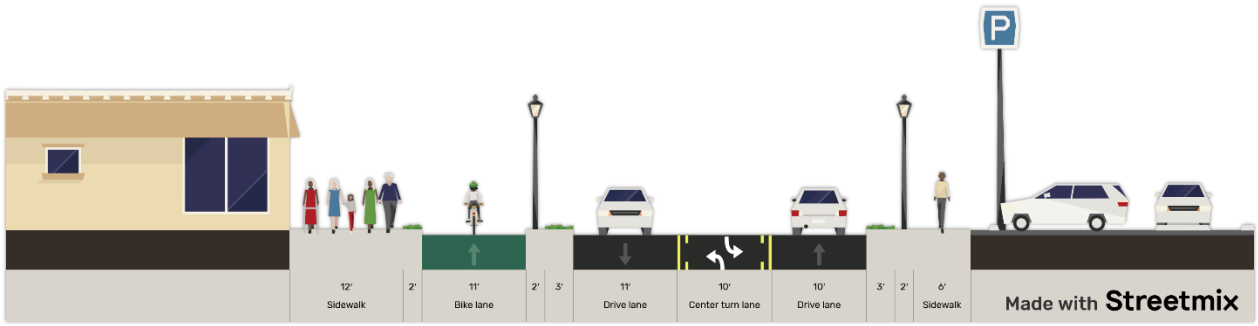


Figure 63 - Long term design for Mission

As the width of the public right-of-way changes throughout the road segment, those changes are primarily absorbed by reducing or increasing the widths of the sidewalks and buffers. For the stretch between Stone and Regal, where there is only 55 feet of ROW, there was not enough room for all desired facilities, so alternative designs were developed. The first involved removing the center turn lane between Stone and Cook. This two block stretch where left turn movements will be prohibited will not cause significant disruption due to the residential nature of the surrounding streets. Vehicles can easily reach destinations on adjacent blocks by turn one or two blocks before or after. From Cook to Regal, the sidewalk is dropped from the official public right of way. It will be replaced by a walking path along the north edge of the Park.

In both the short- and long-term designs, best practices found in the National Association of City Transportation Officials "Urban Street Design Guide" will be implemented in order to ensure optimal functionality for all users. In addition, all MUTCD guidelines and local and state regulations will be met.

N. Cook St. from E. Rich Ave to E. Wellesley Ave.

Short-Term Design

Figure XX below displays the overall short-term design for the N Cook St. project. The short-term design includes mainly design features that are more affordable and easily implemented without using construction to move the curb. Each colored section in Figure 64 represents a different roadway feature. The orange sections represent curb changes, the blue represents the parking lane, the white represents the travel lane, the pink represents marked crosswalks, the light green represents green space, and lastly the dark green represents a bike lane. The travel lanes have widths of 10.5 ft and the parking lanes have a width of 7 ft.

Figure 64: Overall short-term design for the N Cook St project

Wellesley Ave, the north most interesection in the project is the most trafficked intersection in the project as mentioned in the Traffic Conditions and Crash Data section. One of the main goals of this design is to promote bike-ability on the roadway. To further this goal and noting that Wellesley has higher traffic than the other intersections, the addition of a bike lane just at this intersection is advised. As displayed in Figure 65 below the design shows two bike lanes, to be painted in green stripes crossing this intersection north/south bound. These bike lanes have a width of 5 ft. Adjacent to the bike lanes on the design are two marked crosswalks. These crosswalks are also marked with stripes. The crosswalk, as with all of the marked crosswalks in this design has a width of 6 ft. The bike lanes at the south end of this segment cut through curb extensions shown in orange. In this short-term design these curb extensions will be achieved by using bollards. An example of this type of bike lane crossing from Tucson, Arizona is shown in Figure 66 below.

Figure 65: Wellesley and Cook intersection with bike lane crossing

Figure 66: Bike lane crossing example from Tucson, Arizona (Google Maps)

Next, the roadways between all the intersections have two additional features to aid in creating slower speeds and a comfortable and safe area for bicyclists. The first feature, shown in Figure 67 are intersection diverters. The diverters slow incoming and outgoing traffic at the intersections. The diverters provide a protection for the bicyclists at their most vulnerable place, the intersection. The bikes can bike around the diverters leaving the other vehicles to stay in the travel lanes. In this short-term design the diverters can be created using planters or bollards to create the space shown in Figure XX. The diverters have a 6 ft diameter.

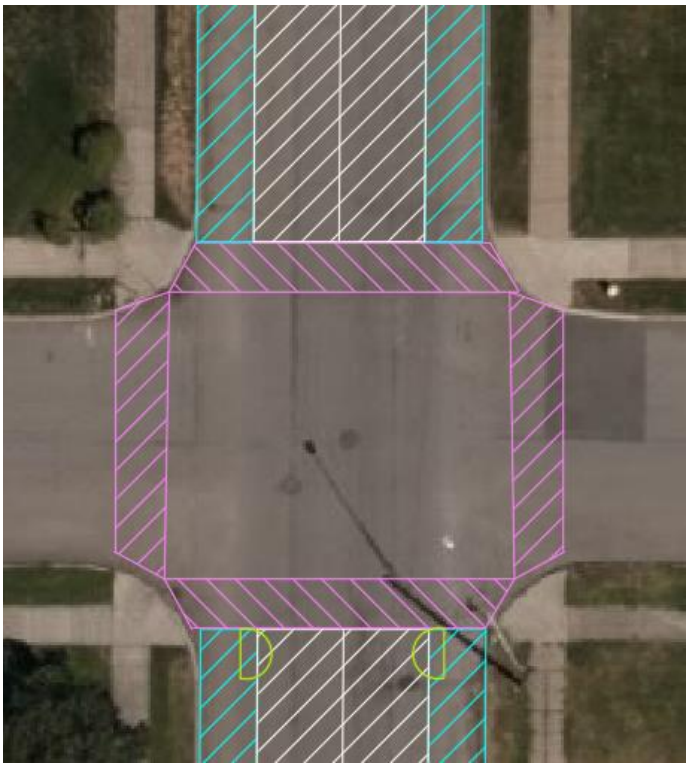


Figure 67: Diverters, shown in light green, at the south side of the intersections at Hoffman, Longfellow, and Heroy

The second feature of these roadways are planter curb extensions used as a traffic calming measure shown in Figure 68. This design places two planter curb extensions on either side of the roadway for each segment between intersections. Curb extension planters can not only provide traffic calming but also will provide an additional greenspace for the area. These planters are 7 ft wide, matching the width of the parking lanes and 10 ft long.

Figure 68: Planter curb extensions, located at all roadway segments

Next for the short-term design, at the start of this bike boulevard design, is a gateway curb extension. This is added to display to road users that the following roadways will be catering to bikes over other vehicles. This gateway will be created for the short-term using bollards and paint. The width of the extension will be 7 ft, matching the parking lane.

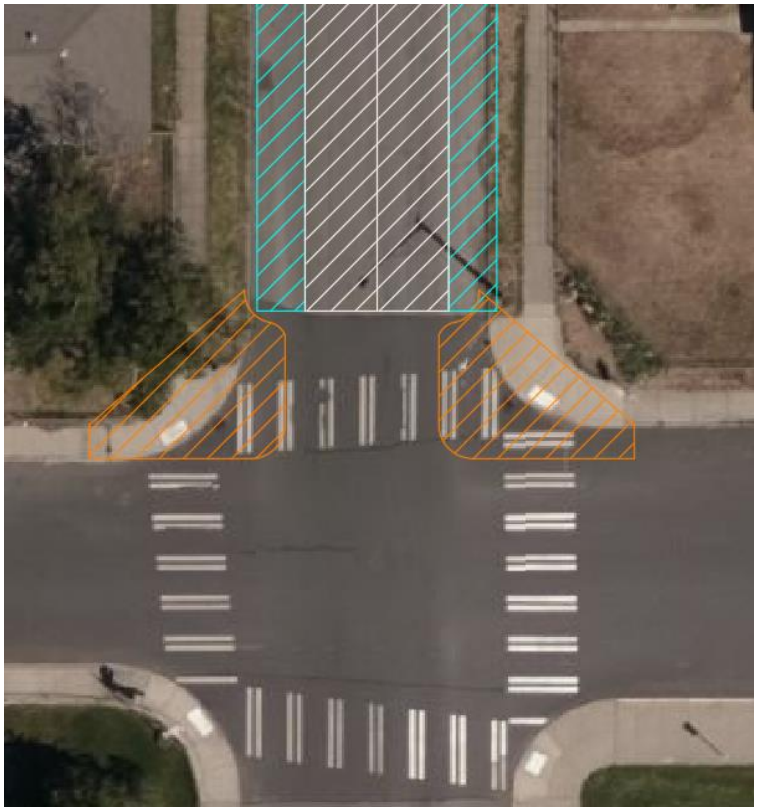


Figure 69: Gateway curb extension at E Rich Ave

Long-Term Design

For the long-term design, as more money and time can be spent, the curb can be extended and moved. Figure 70 below displays the overview of the long-term design. The pedestrian area is increased by 1 ft in width.

Figure 70: Overview of Long-term design

At Wellesley, an additional Bike HAWK can be added to provide additional protection to the bicyclists as shown in Figure 71 below.

Figure 71: Addition of Bike HAWK to Cook/Wellesley Intersection

The last change from the short-term design is the curb extensions. The long-term design has curb extensions at every intersection as shown in Figure 72 below.

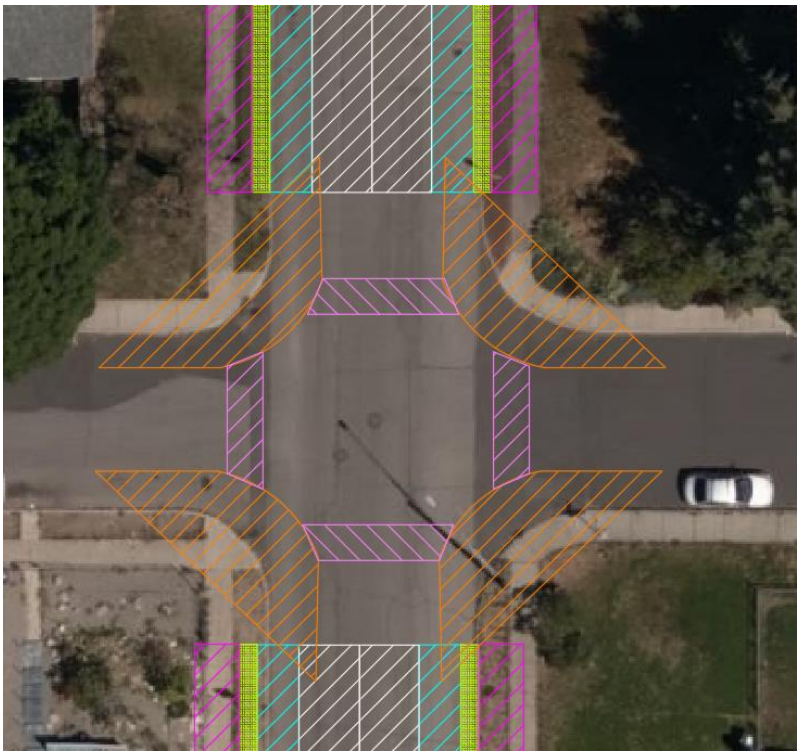


Figure 72: Long-term curb extensions

Community Feedback

The group had initially planned on taking these designs to Neighborhood Council meetings and receiving feedback from members of the Northeast community, however due to COVID-19 social distancing precautions, this was no longer a possibility. Instead, the group presented the proposed designs at a community event via Zoom on April 16th where members of the Spokane Active Transportation group (SpokAT), neighborhood councils, and the Spokane Bicycle Club were present and provided feedback. Using their expertise and feedback, the group made revisions to the project designs that are presented in this report.

Short Term Construction Cost Estimate

The last piece of each design was to conduct a construction cost estimates focusing on the short-term infrastructure changes that the group has proposed. To make cost estimates, the group relied on the "Costs for Pedestrian and Bicyclist Infrastructure Improvements" document published by the UNC Highway Safety Research Center.

N. Perry St. from E. North Foothills Drive to E. Illinois Ave.

Table 10 below outlines the total rough cost estimates for the short-term N. Perry St. project design. Some estimates had to be split into two different sections, from E. North Foothills Drive to E. Montgomery Ave. and from E. Montgomery Ave. to the E. Illinois Ave. intersection due to the different bicycle infrastructure.

Table 10: Short Term Design Costs for Perry

N. Perry St. from E. North Foothills Drive to E. Illinois Ave. Short-Term Design Rough Construction Cost Estimate

Infrastructure	Description	Median Price	Cost Unit	Amount per unit	Multiplying Factors	Cost
Bicycle Infrastructure	Bike Lane (E.Montgomery Ave to E. Illinois Ave)	$ 9.00	ft	270	2	$ 5,394.60
	Bike Lane Stensil	$ 250.00	Each *1 per block*	6	1	$ 1,665.00
	At Grade Buffered Two-Way Cycle Track (E. North Foothills to E. Montgomery Ave)	$ 21.50	ft	1950	1	$ 46,536.75
Striping (E. North Foothills to E. Montgomery Ave)	Lane/Stripe Removal	$ 0.62	ft	1950	4	$ 4,836.00
	6" Inlay Durable Tape Striping	$ 10.00	ft	1950	3	$ 58,500.00
Striping (E.Montgomery Ave to E. Illinois Ave)	Lane/Stripe Removal	$ 0.62	ft	250	2	$ 310.00
	6" Temporary Paint Striping	$ 2.00	ft	250	3	$ 1,500.00
Yield Line	Advance Stop/Yield Line	$ 10.00	Square Foot	1400	2	$ 31,080.00
Sign	Stop/Yield Signs	$ 220.00	Each	3	1	$ 732.60
Striped Crosswalk	Striped	$ 340.00	Each	2	1	$ 754.80
Pavement Marking	Painted Curb/Sidewalk	$ 2.57	Linear Foot	2210	2	$ 12,608.93
					Total Cost	**$ 163,918.68**

North Foothills & Euclid Ave from Hamilton Ave to Market St.

Table 11 below outlines the cost estimates for North Foothills and Euclid split into the same three sections outlined in the design section. These estimates are based off of the short-term designs where changes to infrastructure would be made without curb work. The total estimated cost for the entire road including all 3 sections would be $360,000

Table 11: Short Term Design Costs for Foothills

	North Foothill/Euclid Ave From Hamilton To Market St. Short Term Cost Estimates						
	Infrastructure	**Description**	**Median Price**	**Cost Unit**	**Amount per unit**	**Multiplying Factors**	**Cost**
North Foothills Hamilton To Perry	Bicycle Infrastructure	Buffered Bike Lane	$9	ft	2000	2 buffered lanes	$36,000
		Lane/Stripe Removal	$0.62	ft	2000	2 lanes	$2,480.00
		Bike Lane Stensil	$250	Each *1 per block*	2	2 bike lanes	$1,000
	Pavement Marking	Painted Curb/Sidewalk	$2.57	Linear Foot	2000	Both Sides	$10,280.00
	Striped Crosswalk	Striped	$340	Each	3	N/A	$1,020
	Road Striping	6" Stripe	$2	Linear Foot	2000	2 lanes	$8,000
	Sign	Stop/Yield Signs	$220.00	Each	2	1	$440.00
						TOTAL	**$59,220**
	Infrastructure	**Description**	**Median Price**	**Cost Unit**	**Amount per unit**	**Multiplying Factors**	**Cost**
North Foothills Perry to Crestline	Bicycle Infrastructure	At grade cycle track	$22	ft	2800	1 cycle track	$60,200
		Lane/Stripe Removal	$0.62	ft	2800	4 lanes	$6,944.00
		Bike Lane Stensil	$250	Each *1 per block*	7	Both directions	$3,500
	Pavement Marking	Painted Curb/Sidewalk	$2.57	Linear Foot	250	1/2 block on one side of street	$642.50
	Striped Crosswalk	Striped	$340	Each	`1	N/A	$340
	Road Striping	6" Stripe	$2	Linear Foot	2800	4 lanes	$22,400
	Sign	Stop/Yield Signs	$220.00	Each	7	1	$1,540.00
						TOTAL	**$95,567**
	Infrastructure	**Description**	**Median Price**	**Cost Unit**	**Amount per unit**	**Multiplying Factors**	**Cost**
Euclid Crestline to market	Bicycle Infrastructure	At grade cycle track	$22	ft	3400	1 cycle track	$73,100
		Lane/Stripe Removal	$0.62	ft	3400	4 lanes	$8,432.00
		Bike Lane Stensil	$250	Each *1 per block*	10	both directions	$5,000
	Striped Crosswalk	Striped	$340	Each	1	N/A	$340
	Road Striping	6" Stripe	$2	Linear Foot	3400	4 lanes	$27,200
	Sign	Stop/Yield Signs	$220.00	Each	10	1	$2,200.00
						TOTAL	$89,072
						Project Total	**$205,344**

Mission Avenue

The table below outlines the cost estimates for the short-term upgrades to Mission Avenue.

Table 12 - Short term design costs for Mission

Infrastructure	Cost/Unit	Unit	Quantity	Cost
Bike Lane	$89,470.00	mile	1.24	$110,942.80
Bollard	$ 70.00	count	700	$ 49,000.00
Lighting	$ 3,600.00	count	60	$216,000.00
Crosswalks	$ 340.00	count	58	$ 19,720.00
Painted curb	$ 1.21	LF	11000	$ 13,310.00
Bicycle markin	$ 160.00	count	30	$ 4,800.00
		TOTAL COST:		**$413,772.80**

N Cook St.

Table 13 below outlines the total cost estimates for the short-term N Cook St project design.

Table 13: Cost Estimates for N Cook St.

Infrastructure	Description	Median Price	Cost Unit	Multiplying Factors	Cost
Bicycle Infrastructure	Shared Lane/Bike Marking	$ 177.60	Each	16	$ 2,841.60
	Bike Lane	$ 99,311.70	Mile	0.02	$ 1,986.23
Traffic Calming	Painted Curb Extensions	$ 1.34	Square Foot	160	$ 214.90
	Bollards	$ 721.50	Each	60	$ 43,290.00
	Partial/Semi Diverter	$ 16,650.00	Each	6	$ 99,900.00
	Planters	$ 16.65	Square Foot	560	$ 9,324.00
Crosswalk	Striped Crosswalk	$ 7.02	Square Foot	7560	$ 53,034.91
				Total Cost	$210,591.64

Task 4 – Sustainability Assessment

Environmental Sustainability

A report by the Institute for Transportation and Development Policy and the University of California, Davis titled "A Global High Shift Cycling Scenario" shows that significant energy use reductions and greenhouse gas reductions are a likely biproduct of a significant modal shift to cycling. In their model, they assume an aggressive five percent cycling increase every five years. In order to reach this level of ridership however, widespread adaptation of e-bikes will be necessary. While these e-bikes do require electricity, they are still less energy intensive than most automobile and transit options. When electricity sources also emit CO2, the reduction is minimal, but as states and regions around the world shift to cleaner electricity sources, the reduction begins to be more significant. In eastern Washington, where roughly thirty to fifty percent of the electricity comes from renewable sources like hydropower, a transition to e-bikes would have an immediate positive impact. Building the infrastructure is the first step towards attaining this aggressive modal shift. Once the infrastructure is built out and becomes an efficient network, the region can begin to reduce its environmental footprint.

Additionally, the "Green Infrastructure Plan" created by the City of Lancaster, cites the important environmental benefits to increasing the greenspace of urban areas. Green spaces in transportation infrastructure can help to reduce storm runoff and naturally infiltrate water. This, according to the "Green Infrastructure Plan" helps to protect the natural hydrologic cycle of the environment.

Economic Sustainability

According to the same report by the Institute for Transportation and Development Policy and the University of California, Davis, aggressive worldwide modal shifts of about 5% per five year period would save the global economy nearly $700 billion over fifteen years, and that most of these savings would come from the decreased cost of road construction. Surfaces used by bicycles last much longer than surfaces used by vehicles because of the massive weight difference. As a result, they can be constructed to a lower quality and require less maintenance. In addition, the existing built road network will receive less wear and tear due to the decreased number of vehicle trips being made.

Additionally, the model forecasts significant cost savings to users of bike facilities. While many users will still need or want to own a vehicle, many others will choose to not own a car, saving thousands of dollars annually. In addition, even those who continue to own a car will see costs decrease as they depend on it and use it less.

Lastly, various studies have found that active transportation users are more likely to patronize local businesses and shops. This increased traffic at local institutions has positive economic impacts in that wealth stays more local as opposed to being extracted by national or international corporations.

Social Sustainability

Neighborhoods with lower income levels, that are densely populated, and that support large minority populations and high unemployment rates have more frequent crashes (Lin et al. 2019). Figure 73 below, taken from a research paper published in the Journal of Traffic and Transportation Engineering, displays how pedestrian fatalities also increase in lower income areas.

Table 1 – Pedestrian fatality rates for all census tracts in metro areas (Governing, 2014).

Census tract per-capita income	2008–2012 fatalities per 100 K	Census tract poverty rate (%)	2008–2012 fatalities per 100 K
High income ($ 31,356+)	5.0	≤5	3.8
		>5–10	5.5
Middle income ($ 21,559–$ 31,355)	6.5	>10–15	7.0
		>15–20	8.3
Low income (<$ 21,559)	10.4	>20–25	9.9
		>25–30	11.2
		>30	12.6

Figure 73 – Pedestrian fatality rates compared to income and poverty rates (Lin et al. 2019).

This research compared the data such as income, road environment land use, age, and education, to pedestrian crash data using GIS and statistical tests and modelling. The research then highlighted the major influential variables for pedestrian crashes in three categories: demographic, road environment, and neighborhood land attributes. Some of these variables included proportions of older adults, number of bus stops per mile, and densities of discount stores, convenience stores, and fast-food restaurants.

A major goal of all the designs we will propose is public health and safety. The designs we will propose will all seek to improve public health by providing infrastructure that will promote active transportation and therefore physical activity of the public. Our designs will also seek to promote safety by creating streets that protect bicyclists and pedestrians and minimize collisions between active transportation and vehicles.

Lastly, Spokane is located in an area that has deep cultural roots for many indigenous people. As the state, region, and city have done in all recent major public infrastructure projects, intentional, thorough, and consistent engagement with all involved and affected communities is essential. Feedback and engagement yield more substantial understanding, and, as a result, yields better projects that produce greater positive impact on surrounding communities.

Project Management

Please refer to the Figure 74 below for the updated project GANTT chart. Due to changes from school and business closure, the Washington Bike Walk & Roll summit, and Senior Design Exposition day are no longer included. The only other major change to the project's timeline was meeting with SpokAT instead of the neighborhood councils. Otherwise, the project continued on its schedule normally and all tasks have been completed.

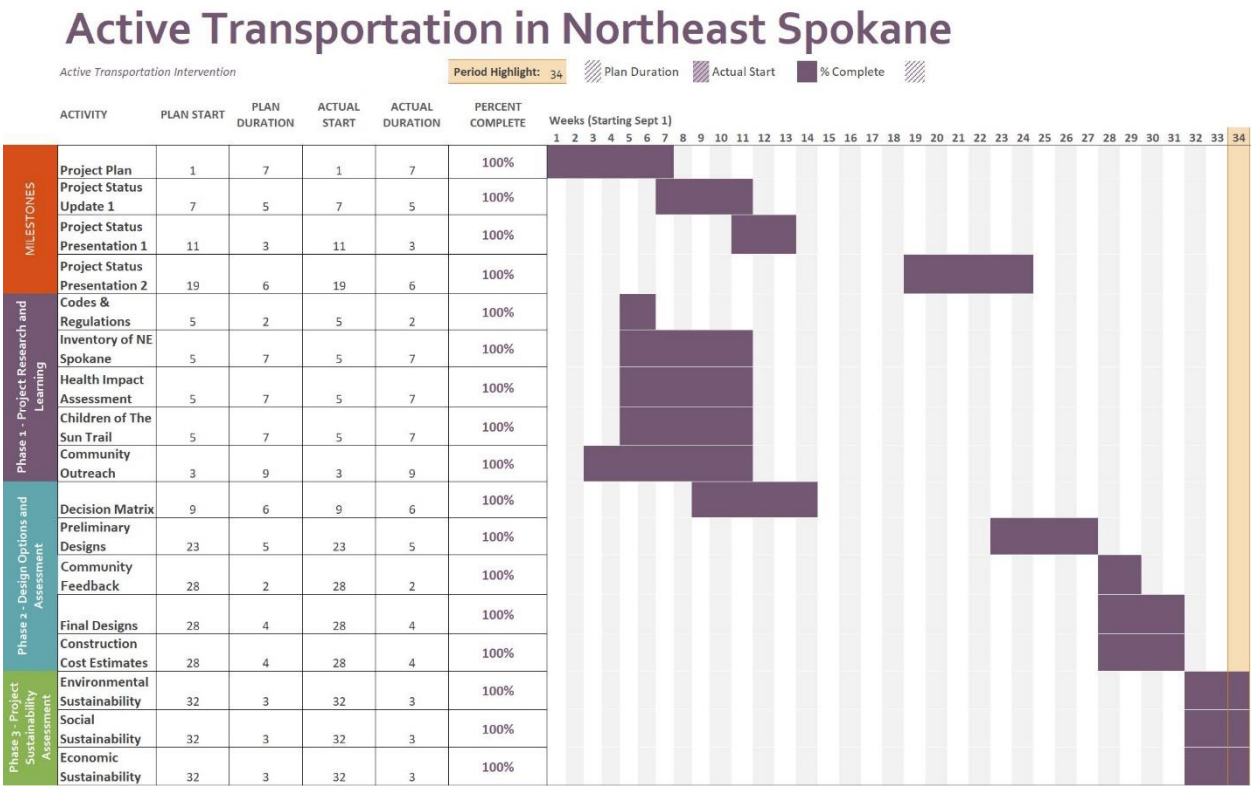


Figure 74 – Updated Project GANTT Chart

As for the project budget, ATI is proud to prove the project team was able to remain significantly under budget in regard to billable hours while simultaneously achieving our project goals. Table 14 below displays the billable personnel hours that were estimated during the planning progress while Table 15 displays a final updated log of project personnel hours. By comparing these two tables, it becomes apparent that the project team was able to complete our scheduled milestones and tasks in about 52.86% less than the estimated amount of time.

Table 14 – Total estimated project billable personnel hours

Estimated Project Billable Personnel Hours

Cost Breakdown of Tasks				
Tasks	Project Manager	Quality Control Manager	Project Engineer	Project Engineer
Codes and Regulations	1	1	1	1
Project Research and Learning				
Inventory of Current NE Spokane Infrastructure	21	20	14	18
Health Impact Assessment	21	20	20	13
Children of the Sun Trail	21	20	20	12
Community Outreach	21	20	10	23
Design Options and Assessment of Design Options				
Design Intervention Options	36	37	35	35
Decision Matrix	6	6	5	5
Construction Cost Estimate	17	17	22	22
Plans and Specifications	26	27	27	27
Project Sustainability Assessment				
Enviromental Sustainability	17	17	15	15
Social Sustainability	17	17	15	15
Economical Sustainability	17	17	15	15
Total Hours	221	219	199	201
Rate ($/hr)	150	125	100	100
Design Fee ($)	$ 33,150.00	$ 27,375.00	$ 19,900.00	$ 20,100.00
Total Design Fee ($)	$ 100,525.00			

Table 15 – Final log of personnel hours

Tasks	Project Manager	Quality Control Manager	Project Engineer	Project Engineer
Codes and Regulations	1	1	1	1
Project Research and Learning				
Inventory of Current NE Spokane Infrastructure	10	2	8	4
Health Impact Assessment	10	3	12	4
Children of the Sun Trail	8	15	4	12
Community Outreach	10	4	5	11
Design Options and Assessment of Design Options				
Design Intervention Options	17	19	15	12
Decision Matrix	17	20	15	15
Construction Cost Estimate	5	7	3	4
Plans and Specifications	23	18	17	15
Project Sustainability Assessment				
Enviromental Sustainability	3	3	5	5
Social Sustainability	3	3	5	5
Economical Sustainability	3	3	5	5
Total Hours	110	98	95	93
Rate ($/hr)	150	125	100	100
Design Fee ($)	$ 16,500.00	$ 12,250.00	$ 9,500.00	$ 9,300.00
Total Design Fee ($)	$ 47,550.00			

Stephen Fellin

Phase 1 Project Manager

Phase 4 Quality Control Manager

SFellin@zagmail.gonzaga.edu

Bachelor of Science in Civil Engineering, May 2020

Stephen Fellin is a member of the Gonzaga ASCE and bike club. Over the summer of 2019 he studied sustainable city design in Delft, Netherlands with a small group of Gonzaga students. Through this class he gained insight into how the Dutch design their urban areas to cater to cyclists and pedestrians.

Relevant Coursework: *Sustainable Cities, Transportation Engineering, Civil Engineering Design & Practice*

Experience:

STRATA Geotech –Coeur D'Alene, ID

Field Professional/ Laboratory Technician (Summer 2019)

- Attained ACI Grade I certifications & completed the APNGA Portable Nuclear Gauge Safety & USDOT Hazmat Certification Class
- Conducted field testing on construction sites, including in-place density testing, concrete testing, percolation testing etc.
- Performed laboratory tests such as concrete strength testing, gradations, Atterberg limits, sand equivalents and proctors

Olivia Ramirez

Phase 2 Project Manager

Phase 3 Quality Control Manager

oramirez@zagmail.gonzaga.edu

Bachelor of Science in Civil Engineering, December 2020

Olivia Ramirez is a member of the Gonzaga Renewables Investment Group (GRIG), a student group that is currently seeking to bring solar panels to the Gonzaga campus. She is also on her second year of working on math research at Gonzaga University. Most recently she worked as a civil engineering intern at Barry Wehmiller Design Group, an engineering consulting firm, where she helped create stormwater BMP reports and modified design drawings. At the beginning of the summer of 2019 she traveled to Delft, Netherlands with a group of Gonzaga students led by Gonzaga professors and studied Dutch sustainable city designs.

Relevant coursework: Sustainable Cities (Delft), Transportation Engineering, Civil Engineering Design & Practice, Traffic Engineering

Experience:

Barry Wehmiller Design Group – Commerce, CA *July 2019 – August 2019*
Civil Engineering Intern

- Modified project plans in AutoCad Civil3D by making markup edits
- Created AutoCad Civil3D detail drawings and pages for project plans
- Wrote and complied stormwater BMP reports for project building sites
- Calculated stormwater quality design volumes using low impact development standards

Kyle Winfield

Phase 3 Project Manager

Phase 1 Quality Control Manager

kwinfield@zagmail.gonzaga.edu

Bachelor of Science in Engineering Management with a Focus in Civil Engineering, May 2020

Kyle Winfield is an active member of the American Society for Engineering Management. He has worked in the Digital Collections department of Gonzaga University as a student assistant since 2018. During the summer of 2019 he worked as a Project Intern for The Whiting-Turner Contracting Company in New Haven, Connecticut on the Yale University Rosenfeld Hall and Timothy-Dwight College renovation project.

Relevant coursework: Computer Methods for Engineers, Transportation Engineering, Engineering Project Management, Principles of Management

Experience:

The Whiting-Turner Contracting Company – New Haven, CT *May 2019 – August 2019*

Project Intern

- Assisted coordinate Yale University's Rosenfeld and Timothy-Dwight College renovation project
- Retrieved, recorded, and catalogued data from subcontractors including submittals, EEO reports, and information requests
- Tabulated and organized weekly meeting minutes
- Oversaw subcontractors throughout the job site and administered quality control reports that were not compliant in relation to the job specifications, drawings, owner requests, architect responses, and submittals.
- Developed and distributed subcontractor completion lists to evaluate and expedite project progress nearing closeout

Ryan Ward

Phase 4 Project Manager

Phase 2 Quality Control Manager

rward3@zagmail.gonzaga.edu

Bachelor of Science in Civil Engineering with a minor in Political Science, May 2020

Ryan Ward is senior civil engineering student passionate about transportation planning and equity. Over the past two summers, he gained experience in the construction and consulting industries in the Midwest. He is a member of the Gonzaga Chapter of the Institute of Transportation Engineers. This past summer, Ryan studied aspects of active transportation throughout the Netherlands through a Gonzaga study abroad program.

Relevant coursework: Sustainable Cities (Delft), Transportation Engineering, Traffic Engineering, Civil Engineering Design and Practice

Experience:

Central Building and Preservation – Chicago, IL *May 2019 – August 2019*
Project Management Intern
- Communicated with project managers and foremen in order to track and quantify the progress of:
  - Limestone façade restoration and repair at the Tribune Tower Redevelopment
  - Waterproofing repairs on a Northwestern University office tower
- Performed material take offs used for estimating and bidding on projects
- Studied work flows and monitored progress in order to revise and update the firm's unit costs for waterproofing repair work

The Sigma Group – Milwaukee, WI *May 2018 – August 2018*
Summer Intern
- Implemented a workflow for processing laser scanned 3D point clouds and produced deliverables for clients
- Prepared wastewater compliance and storm water pollution prevention reports for clients
- Performed manhole inspections and wastewater sampling

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Northeast Middle School
Spokane Public Schools

Design Review Board Step 1 Submittal
August 2nd, 2020

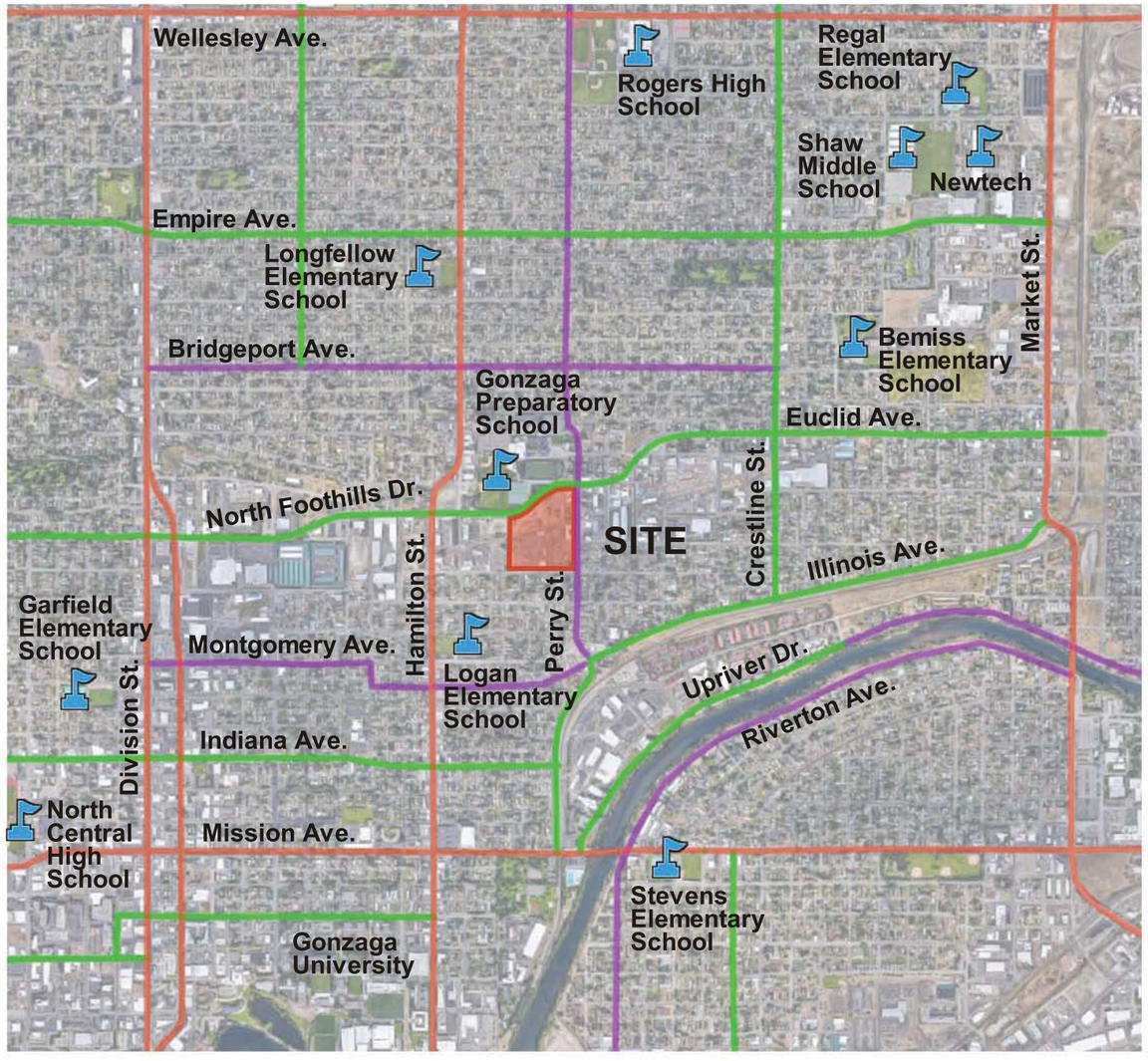
Development Objectives:

Spokane Public Schools recently passed a bond measure to build six new middle schools across the district. One of the sites selected for a brand new middle school was for the southwest corner of North Foothills Drive and Perry Street in the Logan neighborhood.

A new 2-story 137,000 S.F. building is currently being designed which will accomodate 750 students from 6th-8th grades. The development will include new parking areas for staff and visitors, a bus drop off loop and service vehicle access drive, and athletics fields. It is anticipated that this new development could have a significant impact on the surrounding lower income neighborhood, and will help revitalize the centers and corridors zone at this arterial intersection.

In addition to the usual SPS Middle School educational specification components, the new school will provide a natural park environment consistent with goals for the Logan neighborhood in the 1908 Olmsted Plan.

Aerial Photo



Vicinity Map

0 1000’ 2000’ 3000’

N

Legend:

- Major Arterial
- Minor Arterial
- Major Collector
- Neighborhood Schools

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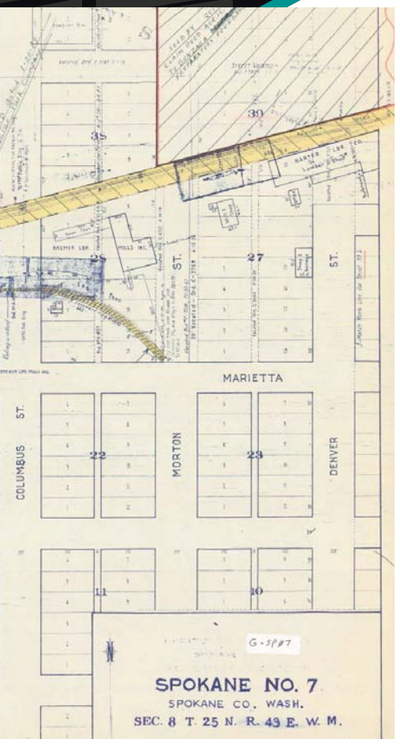
Design Goals



Historic Context

Much has been said about the positive impact that the *Facility Design Principles*, as executed in this new Middle School, will have on the Logan neighborhood. But it is also useful to understand the influence the Logan and surrounding neighborhoods had on the development of Spokane, because that understanding suggests materials that could be used to define the school, and the way the design principles are supported.

In an article titled *The Early Spokane Lumber Industry* it is noted that timber stands were in decline in the Great Lakes region by 1900. As a result, lumber barons came to the northwest and bought large tracts of timber. With the construction of the Spokane Falls & Northern Railroad in 1888 that once bisected the site, a log pond was created and large sawmills and wood product mills were built in the vicinity. In 1889 there were 9 mills in Spokane. By 1909 there were 400 mills in the Inland Northwest. Many of the Spokane mills produced doors, window sashes, blinds, and other finished wood products that were used in construction in the Northwest and Eastern United States.

With the construction of sawmills and the growth of mining in Idaho, came people. In 1890, the population of Spokane was 19,900. By 1910, the population had grown to 104,400, the largest 20 year increase in Spokane history. By 1904, 34% of all wages in Spokane were paid in the lumber industries. Between 1904 and 1909, the lumber industry was the single most important in Spokane. In 1945, John Brewer and his father purchased one of the mills and operated it until 1965. With its closure in 1969, 80 years of producing wood products in the neighborhood ended.

New housing was built in the suburbs around central Spokane which included Logan and surrounding neighborhoods. To serve the new families, five schools were built around the mill site. According to *First in Class for 100 Years*, Logan and Longfellow were built in 1892, Garfield in 1898, Stevens in 1908, and Bemiss in 1910. All of the schools were, for the time, modern contemporary brick buildings. At one time, according to *First in Class*, Logan was one of the largest buildings in Spokane and was the subject of a recommendation in the 1908 Olmstead Brothers plan. All of the schools were added to as Spokane grew, and all were replaced on their sites with newer buildings in the 1970s that still serve their respective neighborhoods over 100 years later.

A School in a Park

The design team has proposed reaching back to some of Spokane's great schools for inspiration for the development of the new Middle School as a 'School in a Park'. Schools like Finch Elementary with Audubon Park, Madison Elementary with Franklin Park and Sacajawea Middle School each have an associated park or playfields that engage their neighborhoods. In some cases, the school becomes almost secondary to the park.

The Middle School site will achieve one of the visions set forth in the 1908 Olmsted Brothers plan. The wide-ranging plan that shaped Spokane's park system identified a "Logan Playfield, important to have it larger than proposed, because it lies nearer the densely inhabited part of the city north of the river than any other contemplated playfield." Logan Elementary is located a few blocks to the south of the middle school site and was identified by the Olmsted Plan as a potential site for a 12.7 acre playfield. The plan's full recommendations were not implemented and today Logan Elementary includes about 2.5 acres of playfields. The new SPS Middle School as planned will have 4.5 acres south of the building and 4.2 acres north of the building dedicated to playfields. This "School in a Park" is a commitment of over 8 acres of playfield and open space to achieve the Olmsted vision for the Logan Neighborhood.

The Logan Neighborhood has a rich fabric of homes, businesses, schools and parks. The Logan Peace Park lies just south of the middle school site and presents an excellent opportunity to link the neighborhood and park to the park setting that is the new Middle School. One of the keys to achieving a School in a Park character is the school's relationship to the adjacent neighborhood. Access and views from the park and the neighborhood onto the middle school site invite residents to actively and passively enjoy the middle schools' play fields and grounds. The school's Marietta street frontage embraces both function and the philosophy of the School in a Park. The open lawn areas defined by diverse clusters of trees encourage adults and children alike to play. The Marietta sidewalk is configured to facilitate easy student drop offs directly onto the sidewalk. Street trees are clustered at strategic points along Marietta to accentuate views from the neighborhood to the fields and the neighborhood middle school. This site is designed so that it serves the neighborhood both as a school and a park! The south playfield will be an open field with enough space for soccer, football and a lined grass track. Additional flat areas around the field provide flexible areas for soccer, T-ball and informal practices and play. The field is defined on the north by a slope that extends to the new middle school. This slope is envisioned to be a combination of maintained turf grass and low maintenance grass areas with a diverse variety of trees.

Design Goals

Site Character

Site Planning

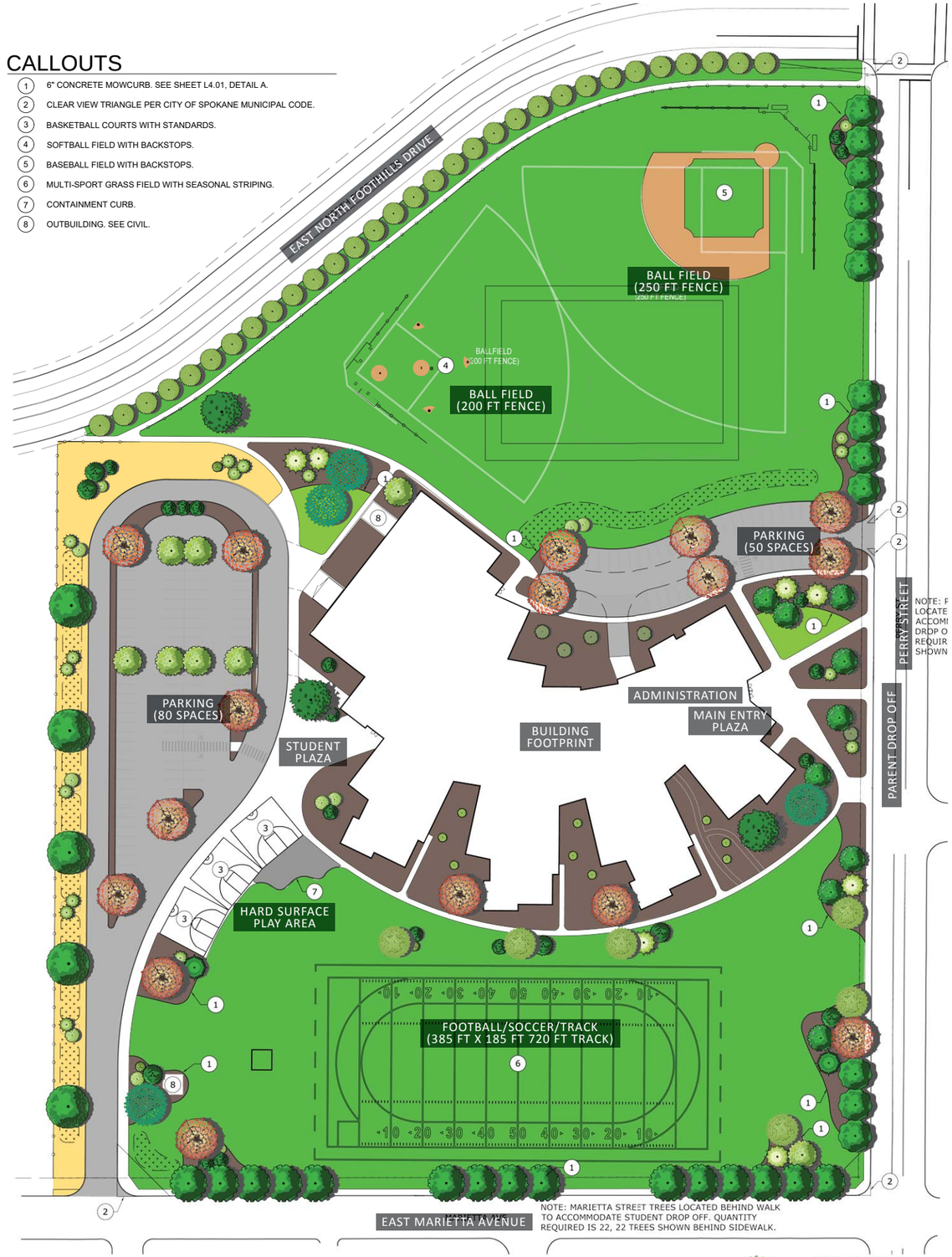
The site is bordered by North Foothills Drive, an urban minor arterial on the north, and Perry, an urban major collector on the east. Marietta, an urban local access street is on the south, and city property is on the west. It is in an area with residential zoning to the north and south and a transitioning light industrial areas to the east and west. The school can be a catalyst for continued improvements in the neighborhood it serves. The site slopes 26’ from northeast to southwest and the school is placed in the center of the site to capitalize on the slope, to enhance access and to optimize activity field placement for students and the neighborhood.

The main entry is accessed by students and visitors from Perry Street and the visitor parking lot. The Perry Street student drop off facilitates easy access to the generous walkways that lead to the school’s main entry. Clusters of trees and landscape embrace seating and strategically placed lawn areas. The east façade and main entry are envisioned to epitomize the outside – in philosophy of creating outdoor spaces that compliment and reinforce the function and character of interior spaces. Clean lines of visual and physical access bring students, parents and guests directly to the welcoming school entry.

Vehicles

Busses enter the site at the southwest corner on Marietta. After loading or unloading students at the west entry, they circle around the west parking lot and exit back onto Marietta. Parents can drop off and pick up children along Perry or Marietta. Sidewalks from parent lanes access the west entry or the east entry which serves as the single point of entry after 9:00 AM. Two parking lots serve the school. The west lot is the primary lot for staff and event parking. The north lot serves visitor parking needs near the administration suite, staff parking and after hours or weekend parking for use of the north activity fields. Service access for the kitchen and mechanical spaces is on the west.

To support student pedestrian and parent vehicle access, the school is positioned so that the main entrance is along Perry midway between Marietta and North Foothills, but also midway up the slope between the two streets. This position also addresses the goal of creating a park on a hill with a school on it, because it allows for a soccer -sized field to be placed in a gentle bowl along Marietta created by the slope. Using the slope in this way allows the first floor classrooms to be above the playfield by a gently sloping hillside about 20’ high. As a result, students on the main level will look over the playfield and the neighborhood, with views they might not commonly have.



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Design Goals

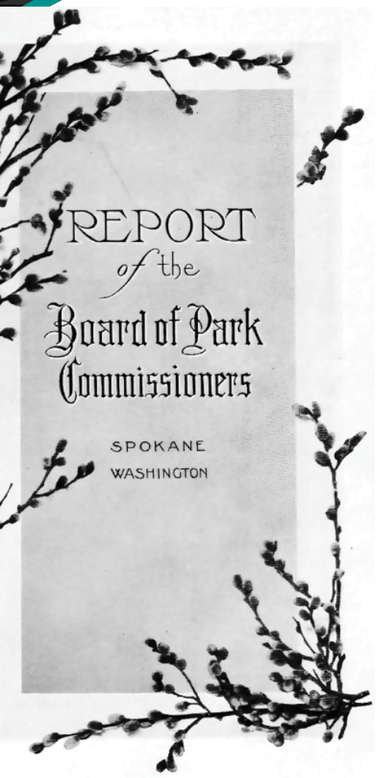
Site Character

Activity Areas

The south field contains an open space sized to accommodate soccer and football, and can also be striped to serve as a track. The natural slope of the site will be sculpted to create a bowl around the field and elevate the school above it. Trees and landscaping will emphasize the park like environment on the south side. The north field is designed for baseball and softball. In the spring, both fields can be used for baseball, in the fall both can be used for softball. Fields are set back from North Foothills Drive to allow for street trees and reduce the need for high fences. As part of the west plaza serving the bus lane, half-court basketball courts will be integrated into the hard surface area. There will also be a play structure for students during school hours and to serve the community after school hours are over. The age appropriate play area is intended to provide students of all ages a structure to hang out on, test motor skills and view the site and city beyond. On the east, an entry plaza is framed by welcoming one story forms that are designed to serve students arriving and departing as pedestrians, or by parent vehicles. This side of the school serves as the main entry for staff and students arriving on buses. The entry plaza will feature seat walls, benches and grass areas for students to enjoy prior to and after school as well us during lunch.

The landscape around the school reinforces the 'School in a Park' character by providing graceful and efficient planting transitions from the playfields to the building. Landscape areas incorporate native and adapted plants and other elements that reflect some of the characteristics of the region's great parks. Trees are strategically located in clusters to frame views of the building and to create view corridors from the building to Mount Spokane, Spokane River and the South Hill. Selection and placement of trees will be carefully considered to optimize this investment in the next great generation of Spokane's trees.

The sloping site that was once shaped to provide wood building products and the jobs in the community is now being shaped to enhance education in the community. The design for the new Middle School is intended to serve the neighborhood's educational needs with publicly accessible outdoor and indoor amenities. It will do this by returning the site to a more parklike environment that has some elements of the natural sloping characteristics it had before 1880. It is not the intent to return it to the pine forest that was likely there, but to take advantage of the slope on the site, and use it to improve the learning spaces that will be built there and to enhance the neighborhood. One of the earliest themes voiced for the design was to create a school in a park. The north playfields provide softball and baseball fields and room for soccer as well. These fields buffer the school from the traffic on North Foothills. The fields are situated to minimize the risk of foul balls and to support both school curricula and after school activities.



Design Goals

Pages in an Open Book

The essence of the school is the classrooms, so the design places all of the general learning, science and special service classrooms in four learning neighborhoods in the most important place on the site, on the south side facing the residential neighborhood. In testing variations of this idea, the planning committee recognized the sense of community it created. The learning neighborhoods are purposely designed to provide small communities of classrooms around shared spaces, but they are also designed to face as many classrooms as possible to the south, facing the neighborhoods and easily controlled sunlight. The learning neighborhoods fan out, so that classrooms that face the light courts benefit from wider spaces that enhance access to diffused sunlight. The emphasis on creating a sense of community between learning neighborhoods, and fanning them out to enhance daylighting and views, also has powerful benefits elsewhere in the building.

A requirement of the *Facility Design Principles* is to increase awareness of experiential opportunities. Intentionally placing the learning neighborhoods on the south side of the combined Learning Commons and the Nutrition Commons allows the grouping of all of the experiential spaces, emphasizing their visibility and access. In the design, the spaces for Career Technical Education, Art, Choir, Band and Fitness are presented as options and opportunities, visible with strong forms to students entering the school and to students circulating from the learning neighborhoods at all times of the day. The shape of the faces of the spaces along the commons are intended to represent the pages of an open book, with the edge of each page a band of glass revealing the new opportunities each page holds.

Although many variations for organizing the experiential spaces were explored, the planning committee quickly recognized the possibilities of the idea. The spaces for these programs are visible from the 1st and 2nd level circulation areas serving the learning neighborhoods. They are shaped and framed by the two very visible open stairs at each end of the commons. Along with the centrally located learning stair, the east and west stairs are placed to functionally and symbolically invite access to the opportunities that the spaces forming the experiential opportunities book contains.

Brick, Steel, and Wood

Spokane Public Schools built new brick buildings for Logan, Longfellow, Garfield, Stevens and Bemiss near the site for the new Middle School at the turn of the last century that met the contemporary standards of the time. During that era, similar buildings were being built at Gonzaga University at the south side of Logan Neighborhood. For Northeast Middle School, a contemporary brick building with rich detailing meeting the contemporary standards of this century is proposed. Recent examples include Rogers High School and Lidgerwood Elementary. To reflect the 80-year timber-related industrial history of the neighborhood, an exposed structure of steel and engineered wood is recommended for the central commons.

John Brewer attended Lewis & Clark High School and received a degree in Architecture from Princeton. He worked as a draftsman for Boeing, served in the Army and Corps of Engineers and came back to Spokane to work in his father's wood products company. Together, they formed a corporation and bought a sawmill. He died in Spokane in January of 2019. We don't know if he knew that the site of his business would now be used for a quality example of architecture and construction to expose young students and their families to the opportunities of continuing education, trades and careers, but we like to think he would approve.

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Design Goals

The following are Facility Design Principles to guide the design and construction of Spokane Public Schools new Middle Schools. They are intended to be applied to all replacement and/or new Middle Schools envisioned to be developed in the next six years.

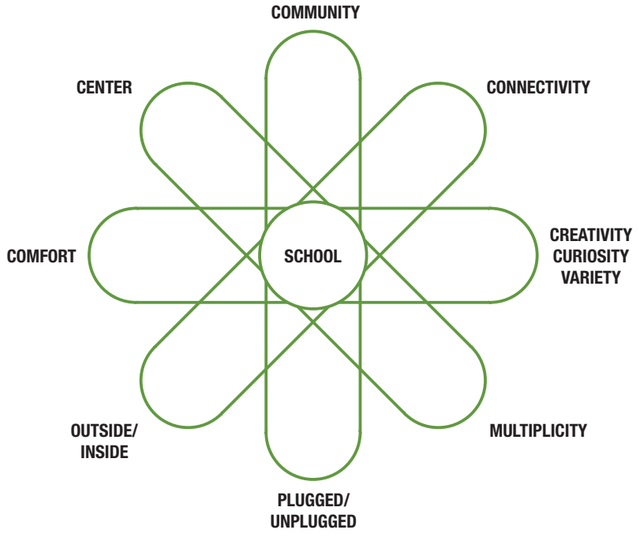
These Principles emerged from a series of activities, community conversations, and input. Activities included:

- Thinking and Planning Conference
- SPS Middle School Educational Program Principles
- Student Voice Gathering
- Visitations to relevant existing school facilities
- Community Facilities Design Forum for Middle Schools
- Design Summit

The following pages describe these Facility Design Principles.

Wholeness

New Middle Schools Facility Design Principles are related and interrelated. Rather than stand alone, they should be applied throughout the entire facility. Creating an environment that accommodates, supports, and reinforces the future culture of learning.

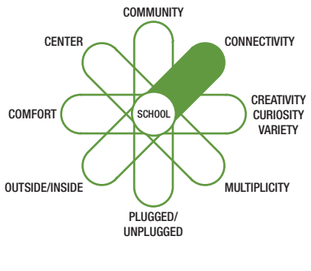


"Logic will get you from A to B. Imagination will take you everywhere."

ALBERT EINSTEIN,
THEORETICAL PHYSICIST

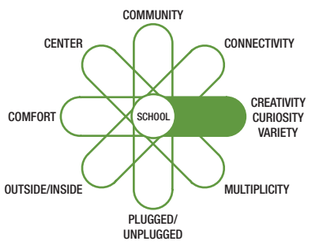
Connectivity

New middle schools should be internally connected through views, transparency, spatial arrangements, and excitement. By supporting close proximity of all within the facility travel distances should be minimized, space size should support a variety of learning modalities, and all should encourage collaboration between students, between teachers, and between teachers and students.



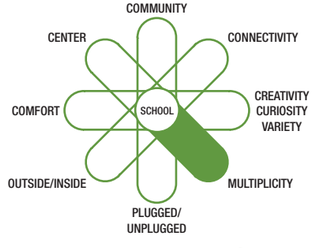
Creativity | Curiosity | Variety

New middle school facilities should support a culture of creativity. All spaces should have a multitude of learning possibilities and inspire students and teachers to explore and create. They should avoid traditional names. Rather, they should represent their possibilities. New middle school facilities should have a variety of spatial shapes, arrangements, and use. All surfaces, places, and spaces should be used for learning activities. They should encourage curiosity, be active, engaging, and promote exploration, problem solving, and project-based learning.



Multiplicity

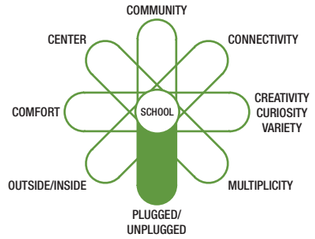
New middle school facilities should support the unique needs of all students. Careful attention to these needs should be accommodated and diversity supported.



Design Goals

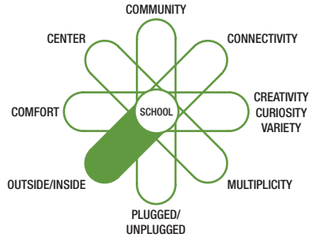
Plugged / Unplugged

New middle school facilities should be sensitive to how students learn and provide for diverse learning and teaching styles. They should be student-focused from formal to casual; large to small group; active to static; they should provide for the learning community as a whole; and/or the unique learning needs of the individual.



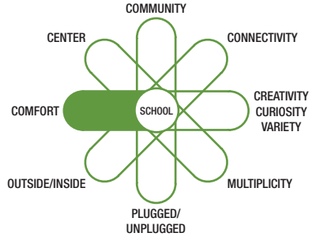
Outside / Inside

New middle school facilities should bring the outside in. They should be healthy, light-filled, acoustically appropriate, colorful, open, and spacious. Views should be encouraged. Access to fresh air should be abundant. They should be arranged to allow easy and safe access to the exterior to expand the learning environment and to support outdoor learning.



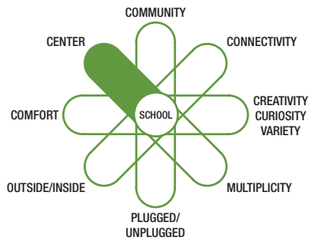
Comfort

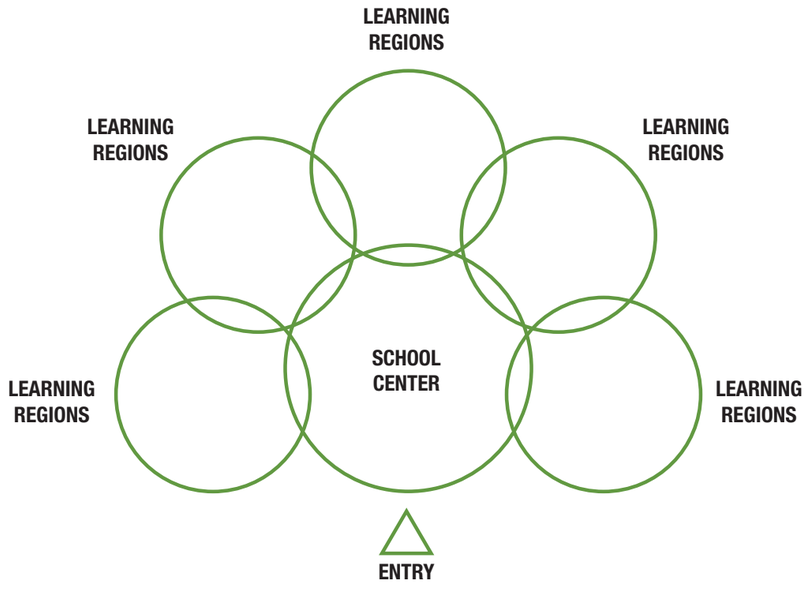
New Middle School facilities should be homelike, drawing from the amenities and feeling often most familiar to students. Facilities should create a sense of home through scale, furniture, placemaking, multi-use, and special arrangements. They should also reflect the neighborhood in which they reside drawing references from other places, spaces, organization, and institutions nearby.



Center

New middle school facilities should have a center or group of centers interconnected. They should be those functions that are used by all. Open and accessible, the center(s) should represent the school's highest ideals, support all the school's needs, and connect the school at large.





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MAYOR DAVID CONDON

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Land Use Standards

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 new Middle School's character of a 'School in a Park' is specifically designed to engage the neighborhoods families and the greater community. The school and the playfields are intended to be a community and family resource. The school replaces an existing industrial area and fills a void in the neighborhood. The 'school in a park' concept will help to maintain compatibility with surrounding development including visual connection with Logan Peace Park across the street to the south. Pathways along with thoughtful landscaping, properly proportioned open spaces, and access to public and private spaces throughout also help to tie the site into the existing neighborhood.

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 'School in a Park' approach is to create a holistic school and grounds that has interactions on a fundamental level between the building, neighborhood and the playfields. The result is to bring key 'captured' landscapes and exterior daylighting into the interior of the building via clerestory windows and open courtyards. This is achieved while creating a safe and secure learning environment for students and teachers. All of Spokane Public School's developments are sensitive to the built and natural environment. This is ensured through the inclusion of the City of Spokane in the planning process for all projects developed within the City, following the Washington Sustainable Schools Protocol, and addressing the requirements of the Municipal code and Comprehensive plan. The goal is to design a school building that connects students to their school, a place that they own. A safe, inclusive, welcoming place that students, neighborhood and the local community take pride in.

LU 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.
Discussion: This new school and site development are a significant improvement to the quality of life of the neighborhood. The existing land uses were not neighborhood friendly and had a negative impact on the environmental quality of the surrounding neighborhood. The new school strategically places parking and bus traffic away from the neighborhood.

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 on the interior west side of the site rather than on the street. Parent drop off is located on Perry and Marietta in order to provide parents accessing the site from a variety of directions, easy access and exit options. The both parking lots will provide access to the school and athletic fields for after school and weekend events. Loading and service areas are located on the west side, away from the neighborhood limiting views from adjacent homes.

LU 6.3 School Locations: notes that "school sites should be well located to serve the service area" and that "they are readily accessible for pedestrians and bicyclists". With a site defined by three local streets, the proposal accomplishes this.

LU 6.4 City and School Cooperation: Continue the cooperative relationship between the city and school officials.
Discussion: The Middle School site was purchased from the City and was prioritized as a site for future school construction due to its accessibility to the students in this service area. The design team will continue to work with the School district and the City to provide safe routes on site to the building, a safe and secure environment in and around the school, and an infrastructure that supports safety for all users.

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.
Discussion: The new school and playfields will become neighborhood focus and asset for a strong and healthy neighborhood. This is the foundation of the new Middle School's vision. A shared facility that is an asset to the neighborhood for learning and recreation. The playfields and other facilities will be fully accessible to the neighborhood.

LU 6.6 Shared Facilities: "Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses". As noted above, the integration of city and school facilities is a goal of Spokane Public Schools. The new school will accommodate community use in the Community Outreach Center, Learning Commons and Gymnasium for before and after school programs and other community activities. The playfield, ballfields and big toy play structure are available for use by the community and other appropriate organizations as well.

Comprehensive Plan and Design

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:*** It is important that essential public facilities enhance or improve the environment in which they are proposed. Cost considerations should be balanced with attempts to construct buildings and site features that are compatible with their surroundings. This school will not only be compatible with the surrounding neighborhood it will enhance the quality of life and environment.

Zoning Design Standards

The Middle School site is made up of 3 different zone categories, Centers and Corridors, Light Industrial and Single Family Residential. Below is a summary of the allowed uses.

Section 17C.122T.001 Table 17C.122-1 Center and Corridor Zone Allowed Uses: Government, Public Service or Utility Structures, Social Services and Education.

Section 17C.130.100 Industrial Zones Primary Uses: Schools are permitted in a Light Industrial Zone.

Section 17C.110.100 Residential Zone Primary Uses: Schools are permitted through the conditional use review process. Spokane Public Schools will be applying for a CUP to address the portions of the building that fall under this zoning category within the site boundary.

Section 17C.110.223 Required Outdoor Areas: Due to the proximity to the residential neighborhood to the south of the NeMS site we understand that the idea of "required outdoor areas" in the residential zones for outdoor relaxation or recreation is critical. The concept of a school in a park helps to address this issue to incorporate a recreation and relaxing atmosphere that can be used by the entire neighborhood.

Section 17C.110.515 Buildings along Street: The main entrance is located on the east side of the building creating both a functional and ceremonial space for students dropped off by parents on Perry Street and visitors parking in the east parking lot. Bus drop off and the majority of the parking is located west of the building.

Section 17C.110.520 Purpose and Design Standards: Site lighting will contribute to the character of the site and will not disturb adjacent development. Lighting will be provided within parking lots, along pedestrian walkways and accessible routes of travel.

Section 17C.110.525 Landscape Areas: The vision of a 'School in a Park' embraces the importance of the natural environment and the integration of the landscape areas in support of the outside – in approach. The overall landscape design will reflect and reinforce the building character shapes and forms. Outdoor open spaces will be designed to appropriately support the scale of the building and reinforce the sense of entry. Pedestrian circulation will create logical pathways that lead to building entrances and will be sized to facilitate efficient snow removal. As the design evolves, spaces for outdoor learning will be identified and defined.

The required building setbacks will be landscaped with a buffer. In particular, the west property boundary will be planted to screen the parking lot as well as define the western boundary of the site. Trees and low maintenance turf grass will be integrated into the landscape. The parking lot will also meet the requirements for internal landscaping.

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

Section 17C.110.545 Transition between Institutional and Residential Development: The site design creates over four acres of open playfield and a park like environment that extends Logan Peace Park across Marietta onto the school site. The north and south fields create a visual and physical connection to the adjacent neighborhood. As the landscape matures, the school may eventually become secondary to the playfields in the minds of adjacent residents. Visual and physical linkages invite residents to enjoy the fields as well as encouraging 'eyes on the site'.

Section 17C.120.580 Plazas and Other Open Spaces: The main entry plaza is configured to welcome students, parents and visitors to the school with clear visual and physical connections. The hardscape and landscape create transitional and ceremonial gathering spaces that offer seating and shade from maturing trees. The west plaza serves students arriving on foot and by bus. This active space incorporates basketball courts and age appropriate play equipment as well as ample seating for enjoying lunch or to just hang.

Section 17C.122.060 Design Standards and Guidelines for Centers and Corridors
The design team will be addressing all of the design standards as they progress through the project. Below is a summary of The Standard and Guidelines for All Centers and Corridors indicates on pages 4-21.

Comprehensive Plan and Design

P.4 BUILDINGS ALONG STREET Requirement (R)
Per the guidelines,there is no parking separating the school from Perry. The primary elements of the school along Perry are the main entrance, framed by the administration suite and the Community Outreach Center. All three elements will have significant areas of glass. The prominent entry will lead students into the school commons, which will have glass to allow for daylight and views. See Section 17C.110.515 Buildings along Street above.

P.5 BUILDINGS ALONG INTERSECTION CORNERS Requirement (R)
Per the guidelines, setbacks that accommodate landscaped activity areas and clear view triangles are provided at both intersections. The shape of the school gives it a strong orientation to both intersections, with the Administration Suite oriented toward the most active intersection at North Foothills and Perry. To facilitate safe student access for pedestrians or from parent lanes along Perry and Marietta, the school is placed with the main entrance midway between the intersections on the most level length of Perry.

P.6 SIDEWALK ENCROACHMENTS
None anticipated

P.7 LIGHTING
The lighting planned for the school will be compatible with the character of the site. Parking lots and Emergency lighting will be provided per the typical Spokane Public School standards. The design team will pay close attention to off-site glare and shielding techniques in addition to the height of fixtures.

P.8 SCREENING AND NOISE CONTROL OF SERVICE AREAS
The design team (including acoustical engineer) will explore ways of reducing the impacts of service, loading, and trash storage areas. All service, loading, and trash collection areas will be screened by decorative walls of masonry, or metal panel that is complimentary to the materials used on the building. All service areas are facing away from residential areas.

P.9 ANCILLARY SITE ELEMENTS
Requirements will be met

P.10 CURB CUT LIMITATIONS
Curb cuts will meet city standards, bus traffic and parent traffic will be separated to provide a safe environment for vehicles and pedestrians.

P.11 PEDESTRIAN CONNECTIONS IN PARKING LOTS
The design will meet City standards and ADA standards to provide pedestrian traffic with a safe and attractive connection to the building. Entrances for students, staff and public will be prominent and scaled appropriately.

P. 12 DRIVE THROUGH LANES
There will be no drive through lanes between the school and any surrounding street.

P. 13 TRANSITION BETWEEN COMMERCIAL AND RESIDENTIAL DEVELOPMENT Requirement (R)
On the south at the closest point, the school is 300’ from the nearest home in the RSF zone across Marietta, separated by a park like playfield. Visible from the ground level of those homes, the playfield will be shaped by a landscaped bowl in the hillside. Visible to the RSF zone south of Buckeye across Perry, the school presents welcoming single story forms, an entry canopy, plentiful glass and a landscaped student plaza.

P.14 TREATMENT OF BLANK WALLS
A combination of brick, masonry, metal panel, glass and thoughtful landscaping allows the design team to create interesting architectural treatment on all walls facing streets and adjacent residential neighborhoods. At this time, it is anticipated that the design of the school will include from the guidelines: a) brick masonry; e) a projecting metal entry canopy; l) lighting fixtures; n) windows; o) signage; p) other architectural elements not listed that meet the intent.

P.15 PROMINENT ENTRANCES
Per the guidelines, the principle entry to the school will be marked by: a) human scale detailing superior to applied ornamentation around the door and b) an entrance that is recessed more than 3’ on the Administration Suite side and that protrudes more than 3’ on the Community Outreach Center side, and a canopy extending more than 5’ . Per the guidelines, it is anticipated that the entrance will be designed around a collection of elements that include a canopy, landscaped plaza, lighting and special paving.

P.16 FAÇADE TRANCPARENCY
The guidelines are written to residential, commercial or mixed use. However, all elements of the school will require some degree of daylighting through ground level or clerestory windows. The entry, Community Outreach Center and administration suite will require windows to function well.

Comprehensive Plan and Design

P.17 MATERIALS
Requirements will be met

P.18 MASSING
The overall massing of the school is naturally comprised of vertical and horizontal modulation. The building steps back from the street at varying heights providing a pedestrian/ residential scale as you approach the prominent entry. Due to the design of the program space there are very few volumes of space that visually create large walls. The design team will create the articulation and detail character that is required to define a base and top to the school's facade.

P-19 ROOF FORM
As mentioned above the massing of the school is naturally comprised of vertical and horizontal modulation. A distinct profile and appearance will be achieved through a combination of the guidelines mentioned in the design standards.

P.20 HISTORIC CONTEXT CONSIDERATION
Per the guidelines, the proposed school is not adjacent to other buildings having a desirable character. As indicated in the Design Goals section of this application, the design team has looked to the history of the neighborhood for context in proposing a contemporary brick building with significant elements of steel and wood structure and detailing.

P.21 SCREENING OF ROOFTOP EQUIPMENT
Per the guidelines, visible rooftop equipment will be screened by extended parapet walls or other roof forms that are integrated with the arcitecture of the school.

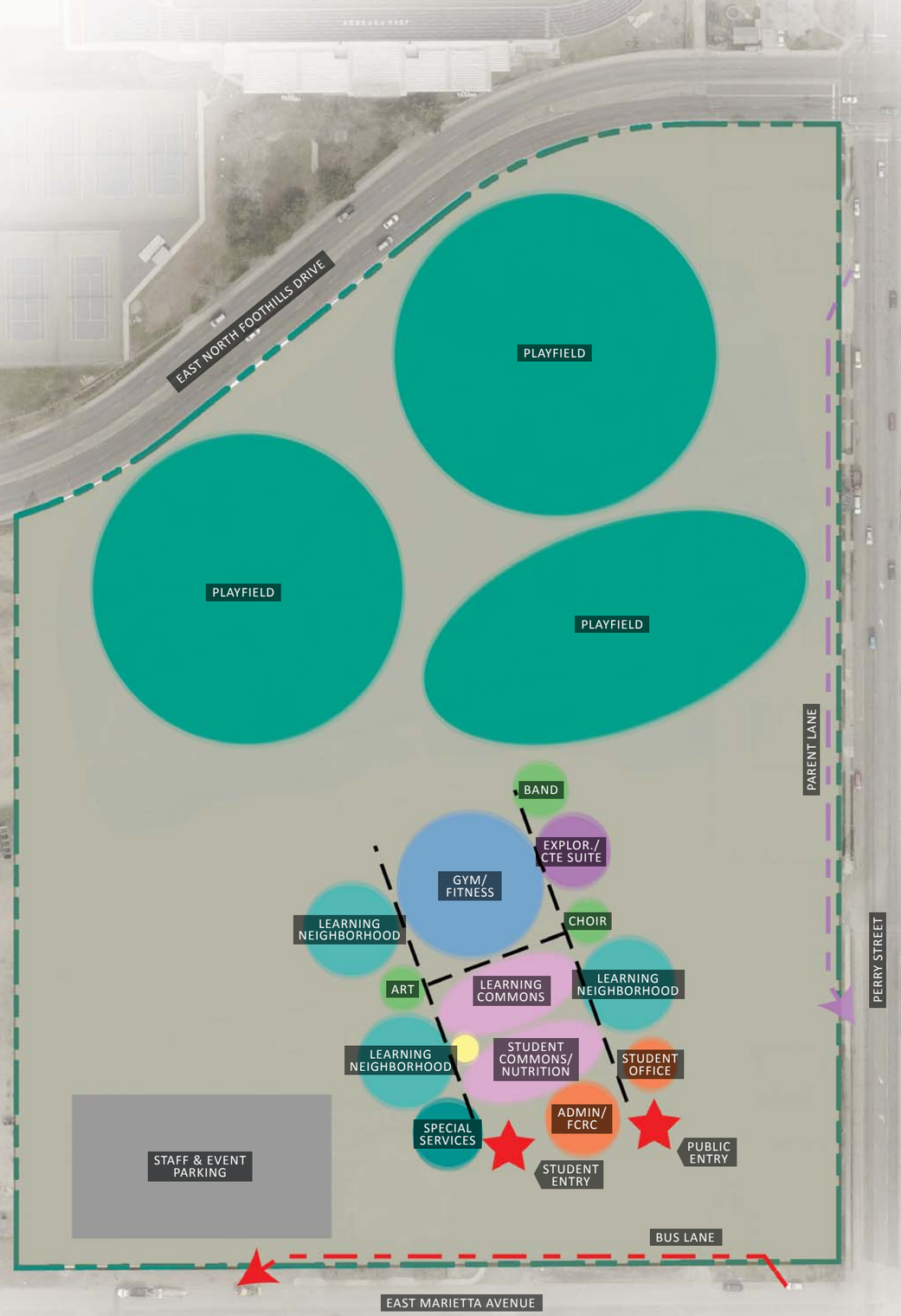
Design Evolution

Concept A

During meeting No. 4, three site concepts were presented for discussion. Concept A is situated on the south side of the site and interacts with the surrounding neighborhood via Marietta and Perry. The main entry is located on the south side of the building and presents a friendly, welcoming face to the neighborhood. The heart of the building is comprised of the learning commons and nutrition commons, and are located in the building's physical center, but will still have a connection to the exterior. These spaces will double as circulation as the building will not have hallways in the traditional sense, thus keeping the interior of the building open, light, and full of possibilities for the students.

The center of the building is flanked by the academic, or learning, neighborhoods, and these are broken up by the experiential spaces. This concept places the special services spaces all in one area, near the building entry and also close to one of the learning neighborhoods. Interspersing the experiential spaces creates a unique environment in that students will be required to cross the commons areas to access them, and this will also give them great visibility and interest among the student body. In this concept, the gym has good proximity to the playfields, all to the north of the site.

There is a bus lane that runs parallel to Marietta and will drop off and pick up students along the south side of the site. There is a parent pick-up and drop-off lane that runs parallel to Perry, on the east side of the school. The site will have one staff and event parking lot, located in the southwest corner of the site. Both the student entry and public entry are located on the south side of the building, in close proximity to one another, making the corner of Marietta and Perry the most prominent face for the school.



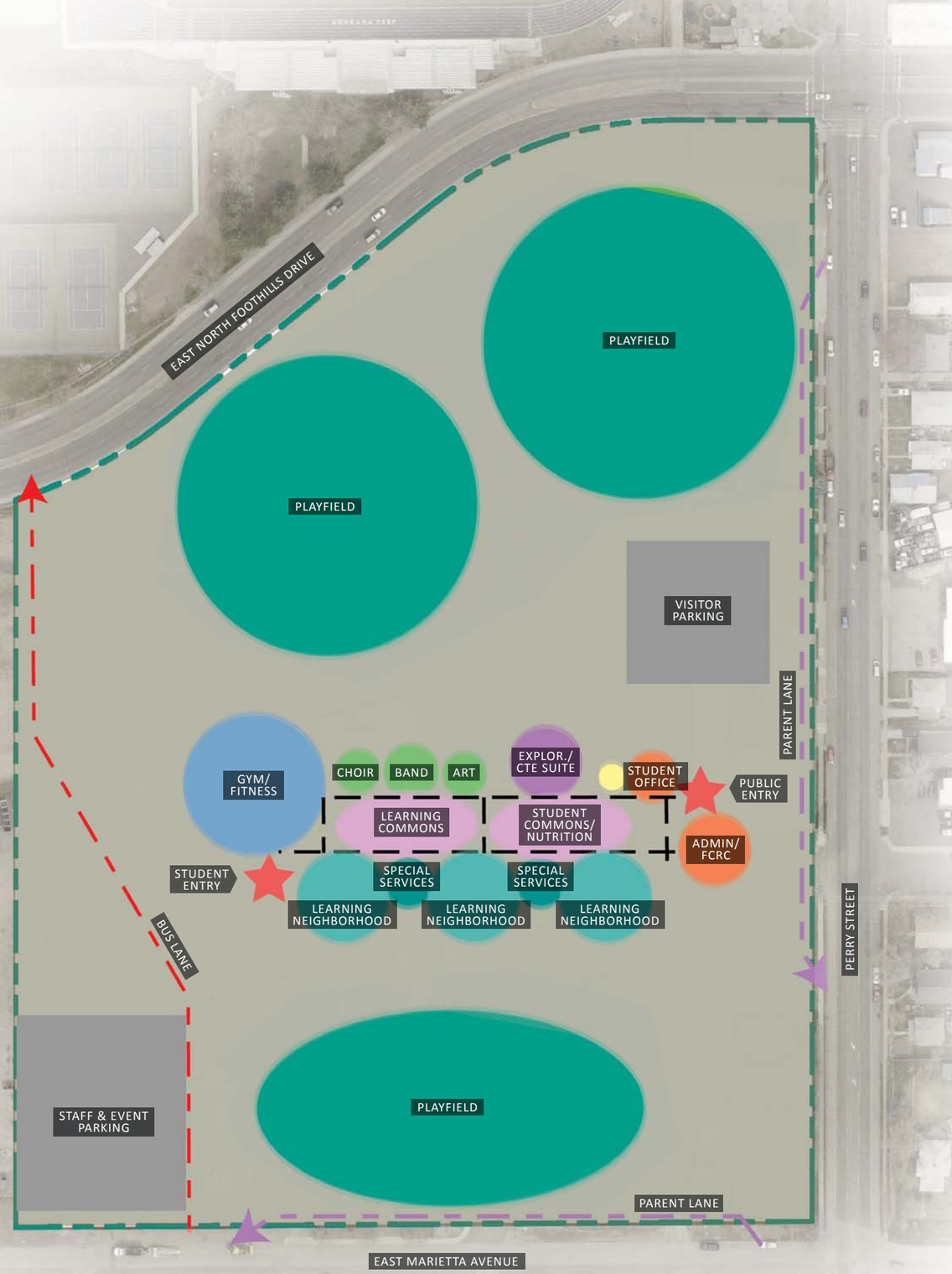
Design Evolution
Concept B

Concept B is situated in the center of the site, and has the playfields both to the north and south. The student entry is located on the west side of the site, and the public entrance is on the east side of the site, facing Perry. Buses will drop off students along the west side of the site, near the student entry. Near the administration and public entry will be the Family and Community Resource Center so that it is a highly visible element that aims to give back to the community.

In this concept, as in Concept A, the building's center is comprised of and arranged around the learning and nutrition commons. The learning neighborhoods are all located at the south of the building, giving them high quality light and views, whereas the experiential spaces are located on the north side of the building, along with the gym, which is located at the far west end so that it has good proximity to the playfields to the north. The special services are located in between the learning neighborhoods so that they are fully integrated, creating an equitable physical experience for the entire student body.

All of the learning neighborhoods have a view to the south in this concept, while all of the experiential spaces have a view to the north, on the other side of the building, facing Foothills Drive. This scheme affords the experiential spaces a high amount of visibility as students will see them from across the commons on a daily basis, thus creating interest in the programs housed in those spaces. The parking is split in this scheme, with a staff lot located on the southwest corner of the site and a visitor parking lot located on the east side of the site.

Concept B was chosen to move forward in design, in part because of the placement of the learning neighborhoods on the side of the school facing the residential neighborhood and elevated above the open space on the south side of the site. It was also felt that it presented the best opportunity to present all experiential spaces in a visible location, and that it could have an entry in a location that responded best to parent vehicle traffic and student pedestrian traffic on Perry and Marietta.



Design Evolution

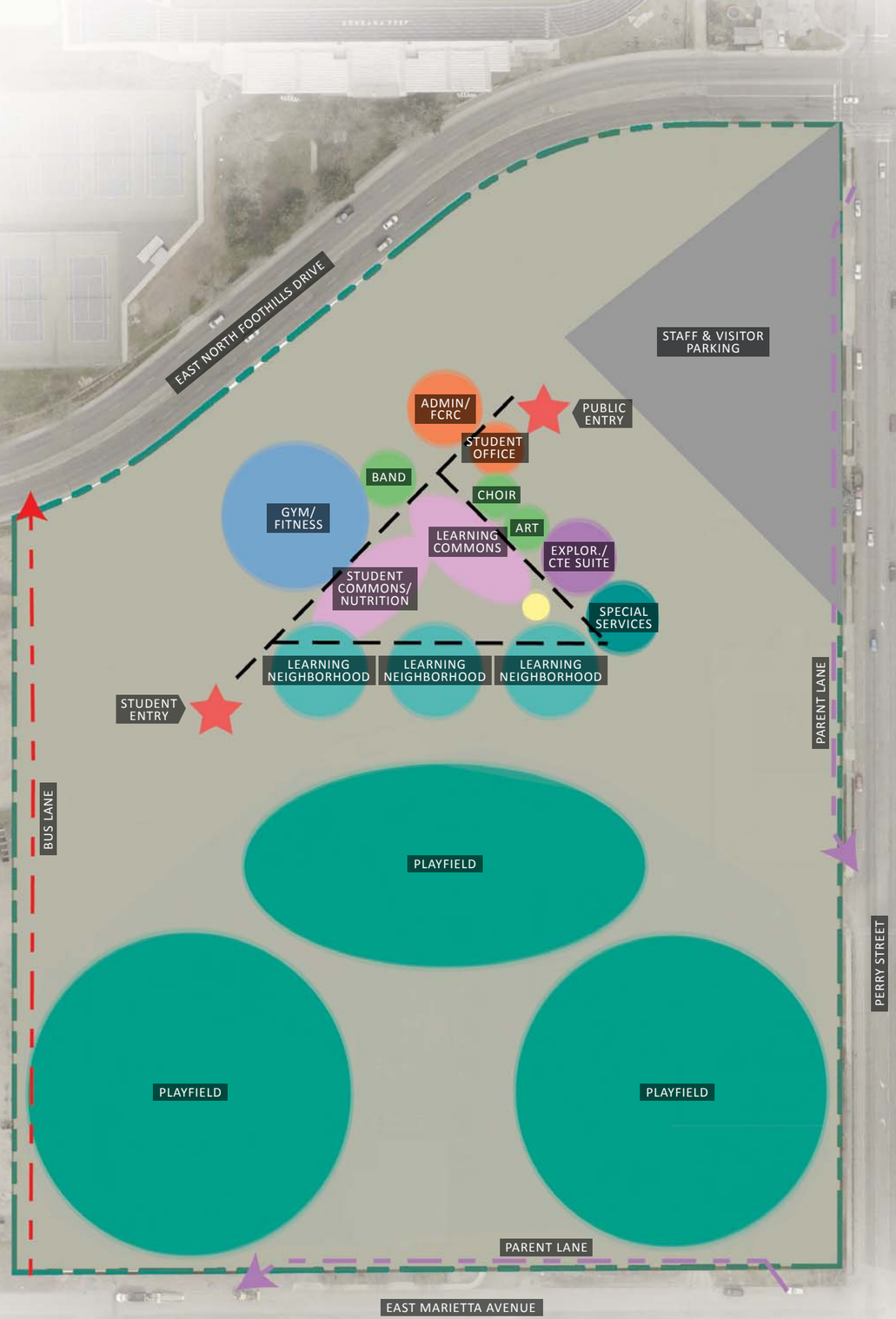
Concept C

Concept C is situated on the site at the far north end, with all of the playfields located to the south of the building. Placing the playfields all together on the south side will create a park-like appearance from the neighborhood to the south. The student entry is located on the west side of the building, while the public entry is on the east side, highly visible from both Perry and Foothills. The Family and Community Resource Center, Administration, and Student Services will all be located at the northeast corner of the building facing both Perry and Foothills Drive.

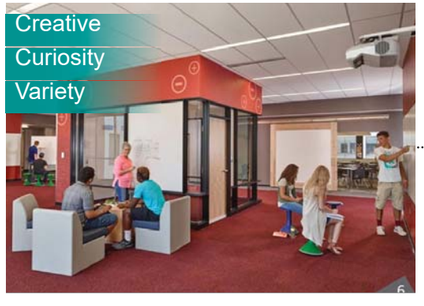
All of the learning neighborhoods are located together on the south side of the building, giving them views and plentiful natural light, while the experiential spaces and gym are located on the other two legs of the triangularly-shaped building. In this scheme, special services has its own neighborhood while maintaining close proximity to the other learning neighborhoods.

The experiential spaces are immediately visible upon entering the building at the public entrance which will foster a high level of interest for the programs offered in these spaces. Circulation in this concept will be between the learning neighborhoods and throughout the commons areas, so the idea of a traditional long corridor is not what will be found here. The spaces will be far more open to one another, creating a building where students can move about without feeling confined to a hallway.

In this concept, there is one parking lot for both staff and visitors, and it is located at the northeast corner of the site. The bus drop-off would occur on the west side of the site, near the student entry, and would exit the site along Foothills Drive at the north of the site.



Design Principle Applications



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August 2nd, 2020

Main Floor Plan

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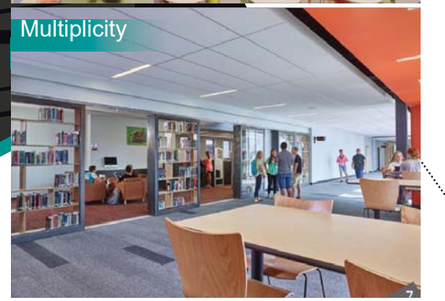
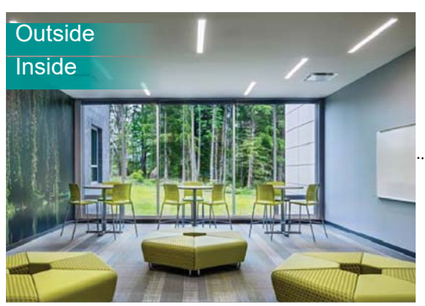
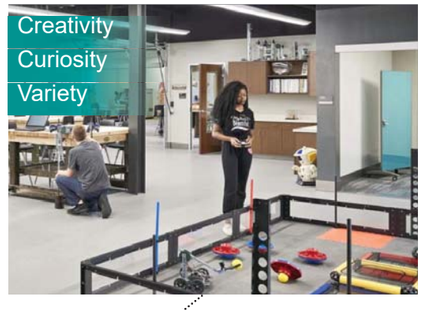
Design Principle Applications







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Upper Floor Plan

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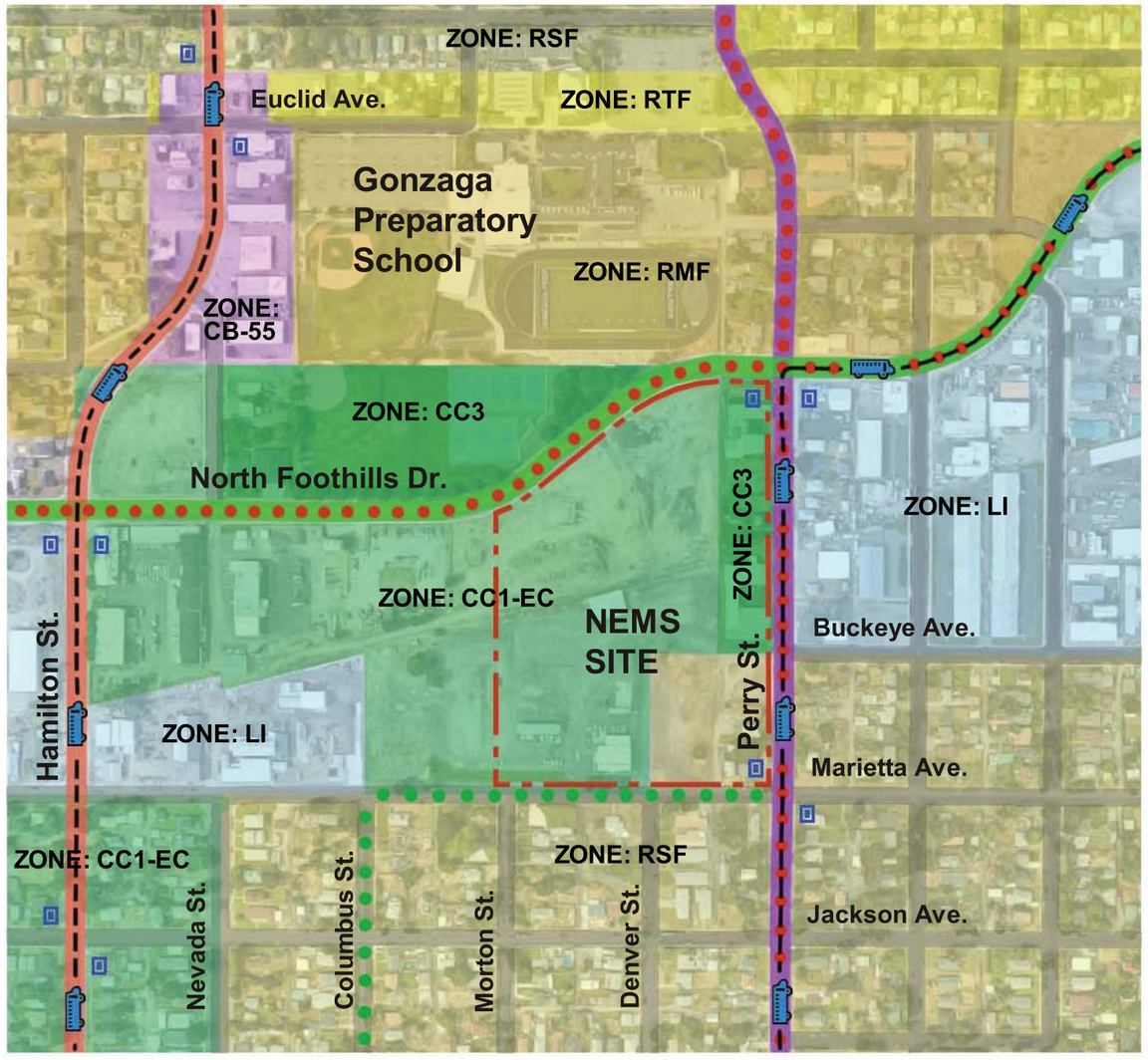
Context Analysis

Aerial Photo



Vicinity Map

0 200’ 400’ 800’

N

Legend:

- Major Arterial
- Minor Arterial
- Major Collector
- Property Boundary
- STA Bus Route
- STA Bus Stop
- Shared Bike Route
- Bike Friendly Route

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Context Analysis

Enlarged Vicinity Map

View of Gonzaga Prep Campus to the North

View of Business at SE corner of Perry and N. Foothills

View of Logan Peace Park to the South

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Context Analysis

Fire Station on North Foothills, West of Site

City Water Building on corner of Hamilton and N. Foothills

Single family residence and C.O.P.S., to the North on Perry

Logan Elementary School to the South of Site

Business on Perry to the East of Site

Business on Perry to the East of Site

City Water Building on North Foothills

City Water Building on North Foothills

City Water Building on North Foothills

Context Analysis

Fire Station on North Foothills, West of Site

Business on corner of Hamilton and Montgomery

Church at corner of Hamilton and Montgomery

Single Family Residence on Perry to the East

Business on Perry to the East of Site

Business on Perry to the East of Site

Single Family Residence on Marietta to the South

Business on Hamilton

Building on corner of North Foothills and Perry

Site Analysis

All of the existing buildings on site will be demolished along with any paving or parking areas. Existing trees on site will be closely evaluated but it is assumed that none of the existing trees will be saved due to extents of site work.

The existing 26’-0” of topography across the site will greatly impact the design of the school and site elements.

There are existing overhead power lines along North Foothills which will be replaced by underground lines. It is anticipated that all sidewalks along the 3 street frontages will be replaced with new to meet city design standards.

Nearly all of the existing site features will be demolished and replaced with new.

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Concept Massing

The images shown here are Schematic Design phase massing models that demonstrate the scale of the school on the site. Between now and September, during the Design Development phase, uses of brick, steel and wood will be applied, windows will be added and roof forms will be determined.

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Concept Massing and Section

The modeling shown in the top image will be used to develop the inviting face of the school along Perry. Spaces have been arranged to intentionally allow a one story form facing the street and the landscaped plaza for students waiting for rides. On the left side of the entrance is the Community Outreach Center. On the right is the Administration Suite. Together, they will welcome students and families to the school with landscaping, trees, brick, and glass.

The section diagram in the bottom image conveys the configuration of the spaces after users pass through the one story forms of the entry. Students are welcomed into the school center, a commons space created by linking the Learning Commons and the Nutrition Commons. On the left of the commons is a two story learning neighborhood; on the right are the experiential spaces. The commons will be bathed in daylight from the high clerestory windows on the south. Views of the sky will be provided through clerestory windows above the experiential suites.

This report represents about 25% of the time that the design team will spend before the project begins construction. During the Design Development phase from now until September, the design will be refined with applications of materials and the integration of systems. Between October through February of 2021, construction documents will be completed that can be bid to subcontractors and suppliers in anticipation of construction beginning next March.

CALLOUTS

1. 6" CONCRETE MOWCURB. SEE SHEET L4.01, DETAIL A.
2. CLEAR VIEW TRIANGLE PER CITY OF SPOKANE MUNICIPAL CODE.
3. BASKETBALL COURTS WITH STANDARDS.
4. SOFTBALL FIELD WITH BACKSTOPS.
5. BASEBALL FIELD WITH BACKSTOPS.
6. MULTI-SPORT GRASS FIELD WITH SEASONAL STRIPING.
7. CONTAINMENT CURB.
8. SPORTS STORAGE BUILDING. SEE CIVIL.
9. MULTI-USE FIELD. 165' X 240'.

LEGEND

- SODDED TURF WITH AUTOMATIC OVERHEAD IRRIGATION.
- HYDROSEEDED TURF WITH AUTOMATIC OVERHEAD IRRIGATION.
- PLANTER AREA WITH BUBBLER IRRIGATION.
- ATHLETIC FIELD WITH AUTOMATIC OVERHEAD IRRIGATION.
- LOW MAINTENANCE GRASS WITH AUTOMATIC OVERHEAD IRRIGATION.
- PLAYGROUND AREA WITH SAFETY SURFACING.
- SWALE. SEE CIVIL.
- CHAINLINK PERIMETER FENCE
- CHAINLINK ATHLETIC FENCE.
- PROPERTY LINE

PLANT LIST

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
	AC	Abies concolor	White Fir	7-8` Tall	
	AG	Acer griseum	Paperbark Maple	2" Cal.	
	AR	Acer rubrum `October Glory` TM	October Glory Maple	2" Cal.	
	AM	Acer saccharum `Green Mountain` TM	Green Mountain Sugar Maple	2" Cal	
	AA3	Acer x freemanii `Jeffsred`	Autumn Blaze Maple	2" Cal	
	CR	Chionanthus retusus	Chinese Fringe Tree	2" Cal.	
	CF	Cornus florida	Flowering Dogwood	2" Cal.	
	CC1	Corylus colurna	Turkish Filbert	2" Cal.	
	FS	Fagus sylvatica	European Beech	2" Cal.	
	GA	Ginkgo biloba `Autumn Gold` TM	Maidenhair Tree	2" Cal	
	LS	Liquidambar styraciflua	American Sweet Gum	2" Cal.	
	LA	Liriodendron tulipifera `Arnold`	Arnold Tulip Poplar	2" Cal.	
	LT	Liriodendron tulipifera `JFS-Oz` TM	Emerald City Tulip Poplar	2" Cal.	
	NS	Nyssa sylvatica	Black Tupelo	2" Cal	
	PG	Picea pungens `Glauca`	Colorado Blue Spruce	7-8` Tall	
	PF	Pinus flexilis `Vanderwolf`s Pyramid`	Vanderwolf`s Pyramid Pine	7-8` Tall	
	PP	Pinus ponderosa	Ponderosa Pine	7-8` Tall	
	PS	Pinus sylvestris	Scotch Pine	7-8` Tall	
	PE	Pinus sylvestris `Fastigiata`	Erect Scotch Pine	7-8` Tall	
	QP	Quercus palustris	Pin Oak	2" Cal.	
	TC	Tilia cordata	Littleleaf Linden	2" Cal.	
	TT	Tilia tomentosa `Sterling`	Sterling Silver Linden	2" Cal.	
	ZS	Zelkova serrata	Sawleaf Zelkova	2" Cal.	

Design Review Board – Meeting Minutes Draft

August 12, 2020
Online via WebEx
Meeting called to order at 5:30 PM by Kathy Lang

Attendance:

- *Board Members Present:* Anne Hanenburg, Chuck Horgan (Arts Commission Liaison), Drew Kleman, Chad Schmidt, Kathy Lang (Chair & CA Liaison), Ted Teske, Grant Keller, Mark Brower (Vice-Chair)
- *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:

- **Latah Glen PUD – Collaborative Workshop**
- Staff Report: Taylor Berberich
- Applicant Presentation: Dietrich Nascimento and William Sinclair

** Kathy Lang had to leave unexpectedly, and Mark Brower took over leading the meeting at 6:25 PM.

- Mark Brower closed public comment
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the August 12, 2020 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

1. **To promote connectivity and offer a neighborhood asset, the Applicant is encouraged to provide an intentional non-motorized connection from the site to the Fish Lake Trail.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, DP 2.5 Character of the Public Realm, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, N 2.1 Neighborhood Quality of Life,* and *N 4.6 Pedestrian and Bicycle Connections,*

   ***Please see the following Planned Unit Development Code Requirements**: SMC 17G.070.010.2 Efficiency, SMC 17G.070.010.5 Open Space, SMC 17G.070.120 Significant Features, SMC 17G.070.135 Compatibility with Surrounding Areas, and SMC 17G.070.145.B.1 Circulation*

   ***Please see the following Development Standards for Mobile Home Parks**: SMC 17C.345.120.D Open Space, and SMC 17C.345.120.J Pedestrian Access.*

2. **The Applicant is encouraged to evaluate the internal sidewalks and pathways and consider opportunities to elevate the pedestrian user experience by introducing benches, nodes, enhanced landscaping, or other means. A network of sidewalks and pathways connecting residents to common buildings, common spaces, and public ways may enhance the overall site design experience.**

***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, DP 2.5 Character of the Public Realm, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, NE 13.3 Year-Round Use, N 2.1 Neighborhood Quality of Life, N 4.6 Pedestrian and Bicycle Connections, N 4.7 Pedestrian Design, and N 4.9 Pedestrian Safety.*

***Please see the following Planned Unit Development Code Requirements**: SMC 17G.070.010.1 Flexibility, SMC 17G.070.010.2 Efficiency, SMC 17G.070.010.5 Open Space, SMC 17G.070.140 Community Environment, and SMC 17G.070.145 Circulation.*

***Please see the following Development Standards for Mobile Home Parks**: SMC 17C.345.120.J Pedestrian Access, and SMC 17C.345.120.L Streets.*

3. **The Applicant is encouraged to return with a more fully developed plan illustrating intended innovation in stormwater treatment.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, and DP 2.6 Building and Site Design.*

   ***Please see the following Planned Unit Development Code Requirements**: SMC 17G.070.010.2 Efficiency, SMC 17G.070.010.7 Resource Preservation, SMC 17G.070.125 Site Preparation, and SMC 17G.070.140 Community Environment.*

4. **The Applicant shall return with a proposed street tree palette.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, DP 2.5 Character of the Public Realm, DP 2.15 Urban Trees and Landscape Areas, NE 5.5 Vegetation, NE 12.1 Street Trees, and N 2.1 Neighborhood Quality of Life.*

   ***Please see the following Planned Unit Development Code Requirements**: SMC 17G.070.010.5 Open Space, SMC 17G.070.130 Landscaping, and SMC 17G.070.140 Community Environment.*

   ***Please see the following Development Standards for Mobile Home Parks**: SMC 17C.345.120.D Open Space, SMC 17C.345.120.G Landscaping Areas, and SMC 17C.345.120.L Streets.*

5. **The Applicant shall restore the landscape in the areas of the site beyond the lease areas in a manner consistent with the existing and preserved natural areas on site.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, DP 2.5 Character of the Public Realm, DP 2.15 Urban Trees and Landscape Areas, NE 5.5 Vegetation, and N 2.1 Neighborhood Quality of Life.*

   ***Please see the following Planned Unit Development Code Requirements**: SMC 17G.070.010.5 Open Space, SMC 17G.070.130 Landscaping, and SMC 17G.070.140 Community Environment.*

   ***Please see the following Development Standards for Mobile Home Parks**: SMC 17C.345.120.D Open Space.*

6. **The Applicant is encouraged to explore ways to massage the architectural aesthetic of the proposed structures into a cohesive theme that reflects and enhances the regional character of the area. The Board strongly recommends that a set of design standards for the development be crafted in order to maintain consistency with the established style as the project is built out, and to preserve the presumption of privacy between homes.**

***Please see the following Comprehensive Plan Goals and Policies**: LU 6.9 Facility Compatibility with Neighborhood, and DP 2.6 Building and Site Design.*

***Please see the following Planned Unit Development Code Requirements**: SMC 120 Significant Features, SMC 17G.070.135 Compatible with Surrounding Areas, and SMC 17G.070.140.B.4 & 5 Community Environment*

7. **The Applicant shall return with a developed entry design, gate design, landscaping and signage, along with the design for any proposed fencing or enclosure of the site.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, DP 2.5 Character of the Public Realm, and DP 2.18 Bus Benches and Shelters*

   ***Please see the following Planned Unit Development Code Requirements**: 17G.070.010.1 Flexibility, 17G.070.120 Significant Features, 17G.070.130 Landscaping, 17G.070.140 Community Environment, and 17G.070.145 Circulation.*

   ***Please see the following Development Standards for Mobile Home Parks**: SMC 17C.345.120.D Open Space, SMC 17C.345.120.G Landscaping Ares, and SMC 17C.345.120.H Signs.*

8. **The Board appreciates the introduction of additional affordable housing to the Spokane area.**

   ***Please see the following Planned Unit Development Code Requirements**: SMC 17G.070.010.3 Affordable Housing, and SMC 17G.070.010.6 Economic Feasibility.*

   ***Please see the following Development Standards for Mobile Home Parks**: SMC 17C.345.010 Purpose*

9. **The Board finds the reclamation and renovation of the existing auto wrecking yard to be an innovative reuse of the land.**

   ***Please see the following Comprehensive Plan Goals and Policies**: DP 2.6 Building and Site Design, and DP 2.12 Infill Development*

   ***Please see the following Planned Unit Development Code Requirements**: 17G.070.010.1 Flexibility, 17G.070.010.6 Economic Feasibility, and 17G.070.135 Compatibility with Surrounding Areas.*

Drew Kleman moved to approve the recommendations as written; Anne Hannenburg seconded. Motion carried unanimously. (7-0)

Board Business:

- **Approval of Minutes:** Minutes from the July 22, 2020 meeting approved unanimously.

Old Business:

- None

New Business:

- None

Chair Report:

- None

Secretary Report – Dean Gunderson

- Other upcoming projects:
  - August 26th DRB Meeting - Northeast Middle School Collaborative Workshop

- Sept 9th DRB Meeting - Radio Park Development (KXLY Phase 2) will be returning for their recommendation meeting.
- There's nothing currently slated for later in September.
- Design Review staff are working on a couple administrative review items.
- South University District Development went through Plan Commission and is slated to go before City Council Aug 24th.
- The Downtown Plan is still moving forward and is being discussed at internal meetings with technical staff.
- We are in the phase 2 portion of the new design guidelines and will be reviewing the draft of the outline with the consultants August 25th.
- The Maple/Jefferson Gateway Hops Wall has been approved and is being planted now. The City is partnering with the Spokane Edible Tree Project who will be responsible for harvesting and upkeep. This will be the first harvestable crop in the nation to be planted along an Interstate ROW. The first harvestable crop should be in Fall of 2021.

Meeting Adjourned at 8:23 PM

Next Design Review Board Meeting scheduled for Wednesday, August 26, 2020