Spokane Design Review Board

Wednesday, September 23, 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 – 7:40	**5)** North West Middle School – Recommendation Meeting • Staff Report..... 15-20 m • Applicant Presentation..... 25 m • Public Comments and Board Q & A ..... 25 m • Board Discussion and Motion(s)..... 45 m	Taylor Berberich

Board Business:

7:40 – 8:00	**6)** Approve the 9/9/2020 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, October 14, 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: **146 113 2852** 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 2017_2011

Northwest Middle School

1 – RECOMMENDATION MEETING

Design Review Staff Report September 17, 2020

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicants:

Greg Forsyth, Spokane Public Schools
Director of Capital Projects and Planning
gregoryf@spokaneschools.org

Dana Harbaugh, NAC Architecture
Randall Wilson, NAC Architecture

Background

The Design Review Board Collaborative Workshop was held on July 8, 2020.

The following materials are supplemental to this report:

- *Design Review Staff Report | Collaborative Workshop, June 22, 2020;*
- *Design Review Board | Collaborative Workshop Advisory Actions, July 8, 2020;*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop including any changes made in response to Advisory Actions offered by the Design Review Board on July 8, 2020 as follows (Applicant's comments are provided in italicized blue, additional staff comments are in **bold blue**)*:*

CHANGES SINCE THE COLLABORATIVE WORKSHOP

The design of the Northwest Middle School has continued to be refined based on our concept of the "River Valley". All design decisions related to site layout, exterior facade, and interior design are developed and guided by our design concept. Refinement has consisted of the following:

- *Site refinement and development: Development of entry plazas to accommodate student and parent foot traffic, create seating opportunities and neighborhood amenities, improve pedestrian experience and definition of the site amenities for the community and the school.*
- *Building materials definition, detailing and overall facade design*
- *Interior design and interpretation of the "River Valley" within the interior and floorplan refinement*
- *Consultant / system coordination*

RESPONSES TO ADVISORY ACTIONS

Overall Site:

1. The Applicants shall consider thoughtful and safe integration of non-motorized transportation through the sites and provide details to the Board at the Recommendation Meeting.

   Paths into both the stadium and middle school sites have been added that acknowledges non-motorized circulation arriving primarily from the southeast on Wellesley. The paths are positioned intentionally so that pedestrians do not have to cross traffic. Additionally, concrete walks along Wellesley have been purposely pulled away from the street in front of the middle school to create a more park-like experience along the street and create a safer environment for student drop-off.

   Staff comments: The Applicant has proposed not constructing a sidewalk along the development's Wellesley Avenue public right-of-way (from the driveway curb-cut on Wellesley for the student drop-off, west to the western parcel line). It should be noted that the development to the west of the subject site (Ball & Dodd property) does have

sidewalks along it entire frontage – and there are public sidewalks along both sides of Hartley Street (which provides pedestrian accommodations north to Wellesley). While the City Engineer might allow sidewalks not to be constructed along the north side of Wellesley Avenue through a Street Standard Design Variance, the Board should consider whether this is an appropriate departure from an urban design / public realm perspective. Development Services and Integrated Capital Management staff have indicated a departure from this requirement will likely not be granted. See Additional Topics for Discussion #1.

Applicant Response to Staff Comments: A concern of the neighborhood discussed during the Collaborative Workshop was keeping cars from entering the neighborhood. Constructing a sidewalk along Wellesley would encourage parents to drop off students along Wellesley, which in turn would result in more vehicle traffic in the neighborhood due to the inability to turn around on Wellesley. The proposed solution is an internal sidewalk that maintains pedestrian access in the east/west direction. We do have a sidewalk at the east end of the site on Wellesley that encourages parents to enter the parking lot for student drop-off. Vehicles entering the parking lot will have the ability to exit turning left on Wellesley, thus minimizing the traffic within the neighborhood caused by parents. Secondly with respect to the building entry; the main pedestrian entry to the building extends across the parking lot to create a viewshed to the building from Wellesley. We believe the internal sidewalk proposed also offers a safer and superior pedestrian experience along the north side of the street. One of the outcomes of this strategy is that it creates a park like feel to the front of the school that encourages community engagement and invites public use of the student courtyard. Revisions have been made at the west end that connects the internal sidewalk back to Wellesley including the possibility of a crosswalk to Hartley.

Further Staff Comment: According to the Pre-development conference notes, the second item under the Traffic Engineering section (Provided by Patty Kells) reads: "Full frontage improvements are required along Wellesley Ave to include full pavement section to centerline with a 12' striped paved section south of centerline, curb, separated sidewalk with street trees, and street stormwater design." See City of Spokane Street Design Standards, Section 17C.110.410 Sidewalk Standards, and SMC 17C.200.050 Street Tree Standards.

2. The Board encourages the Applicants to plan forward to accommodate (or at least not preclude) transit service to and potentially through these key community destinations.

Both sites will be served by a large number of buses and will easily be able to accommodate any future transit service should such a need arise.

Figure 1- Portion of Wellesley with no sidewalk

Staff comments: in the Pre-Development conference notes, the STA Transit Planner requested a sidewalk connection to the intersection of Wellesley and Assembly to facilitate pedestrian access to the existing bus stop. Such a pedestrian connection would require the construction of approximately 230' of public sidewalk east of the subject site within the Wellesley right-of-way.

3. The Applicants shall provide additional details on managing traffic circulation through the site (via gates, etc.) for varying operations and provide details to the Board at the Recommendation Meeting.

The district will be considering traffic and the possible use of gates for traffic control throughout the entire Albi/NWMS site in cooperation with our partner City of Spokane Parks Dept. and the adjoining Dwight Merkel Complex.

Staff comments: For other Middle School development proposals, the Applicant has proposed gated restrictions to portions of the Middle School site to further site security. The Board appropriately requested that these gates be shown in the site development plan to be submitted with the Recommendation Meeting submission packet. The Applicant appears to not have that information available at this time. See Additional Topics for Discussion #2.

Applicant Response to Staff Comment: Vehicle control gates on the Northwest Middle School site will be coordinated with other City of Spokane departments including Parks & Rec, to meet their requirements. This has not yet been discussed nor approved by the city. The applicant is considering the possibility of two vehicular gates. The first is on the east access road to Albi Stadium and would be located north of the middle school bus drop off loop road. This gate, if installed, would control vehicular access only to Albi Stadium when the stadium is not in use. The second would be a gate to control access to the service yard that accesses the north side of Northwest Middle School. This gate would not restrict access further north to the stadium. The remainder of the site is designed to be a relatively open campus, deliberately not fenced to encourage shared use by the neighborhood. Minimal fencing is provided on site for pedestrian control. There is no intention to enclose the entire site with fencing.

Figure 2- Possible gate locations

4. grasses and low-water plant palette, and applauds the reintroduction of ponderosa pines on the site.

   The design team is actively exploring opportunities to reintroduce native and adapted species of trees, shrubs, grasses and ground-covers into the planting design as part of the overall design theme, as a means to reduce water consumption, and to provide a maintenance-simple project that streamlines the overall maintenance effort.

Northwest Middle School:

1. The Applicant is encouraged to continue to work with the City to close any bicycle/pedestrian infrastructure gaps along Wellesley to provide safe access to the school and stadium sites.

   The school district values its partnership with the City of Spokane and will continue to cooperate with the city, adjacent property owners and neighbors for solutions to close any infrastructure gaps.

   Staff comments: Please see staff comments to Overall Site Advisory Action #1 (and the proposed continuation of a pedestrian accommodation gap along Wellesley Avenue). See also Additional Topics for Discussion #1 and #4, and figure xx for existing gap in circulation.

2. The Parti for the NWMS is intriguing and has a very micro-regional application within the building itself. The Board encourages the applicant to explore extrapolating that language to the exterior of the building and how it might radiate outward toward the access drives, parking areas, and how it interacts with the public roads.

   Our concept of the River valley is expressed on the facade of the building through the abstraction of natural textures found in the River Valley immediately adjacent to the site. Hierarchically the facade of the building is perceived in three layers:

   The First Layer: "The base" of the building uses a mix of warm gray brick that resembles the prevalent basalt rock found in the river valley, it is what grounds the building and with accent of green tinted brick it emulates the green moss found in the natural basalt rock. Furthermore, vertical stripes of different tone of brick mimics the natural vertical striping of the basalt columns. The concept of a dry River Canyon is used for the landscape as if the building was a natural formation within the landscape. For example, the columns at the main entries that hold the entry canopies are interpreted as a bosque of trees raising from the basalt boulders to hold the forest canopy.

   The Second Layer: "The field", or main body of the building uses a warm tan mix of brick which resembles the forest, the red bark of the ponderosa pine and the rich sediment above the basalt rock within the river valley forest. A vertical striping in the tan brick with different tone of brick resembles the verticality of the forest, and accents of red brick emulates the rich and warm colors of the ponderosa pine bark.

   The Third Layer: "The western ridge" is an elevated and most predominant massing element of the building, interpreted as the western ridge of the river valley. This volume is a panelized cladding system which resembles the elevated basalt rock of the western ridge as it reaches for the sky. The panels are a mix of different tones of gray to resemble the basalt rock formation, and the panels are semi reflective to emulate a natural basalt texture as they dimly reflect the sky of the river valley.

Staff comments: The Applicant notes how the building's architectural elements are resolved via the Three-Layer approach (The Base, The Field, The Western Ridge). How does the site design and its various constituent elements (access drives, parking areas, playfields, etc.) utilize this organizational system – and how does this manifest in the development's frontage along the public roads (Wellesley Avenue and the western circulation road, which may convert to an access road for a future residential development to the northwest of the site)? See Additional Topics for Discussion #1, #5, and #6.

Applicant Response to Staff Comments: The vast majority of people approaching this site will be from the east along Wellesley. We have put a great deal of thought and effort into the foreground of the school as one approaches from the east to create both a community amenity and an interesting foreground to the building. The proposal incorporates the layering concept throughout the site, by integrating the natural materials found in this area throughout the landforms, as 'talus slopes', 'outcrops', 'bluffs' and 'river channels.' Stormwater swales will be sculpted to include a river channel look with both angular basalt cobbles and granite river rocks in the infiltration channels, natural slopes that will be landscaped with grasses, and bluffs and outcrops constructed using on-site large diameter basalt boulders. Similar elements will be used in the courtyard space and along the western edge of the developed landscaped area. Outdoor spaces have been created to provide a variety of scale, enclosure, texture, action and solitude, to reflect the variations in the natural landscape.

3. The bluffs have a verticality that is very dramatic; there is opportunity with the facade of the gymnasium and the common areas to create a dramatic wall with light that punches through. It would seem that there are opportunities for NWMS to insinuate the crevices and undulations that appear along the basalt walls.

When exploring and analyzing the river valley for inspiration we found three main qualities for inspiration: Natural Space, Natural Intersections and Natural Textures. Natural textures we have briefly described above as inspiration for our facade design. Natural space is seen as the moments in which nature creates enclosure, like fissures and micro canyons within the basalt rock ridges. Natural intersections are seen when main natural elements would interact with one another to create spatial relationships, like when the basalt debris would intersect with the forest creating spatial qualities and opportunities for circulation, similarly when the bluff reaches the river valley. With these concepts in mind the window patterns are interpreted as the fissures and micro canyons formed in the basalt ridges, creating an irregular pattern of openings and articulating the masonry walls as if the building would have been decomposed over time. The entries, courtyards, the interior of the commons, and moments in which the building engages the exterior are interpreted as the natural intersections seen in the river valley, creating different processions of compression and expansion as one migrates in and out of the building.

Staff comments: Similar to staff comments to NWMS Advisory Action #2, if "Natural Textures" helped inform the Three-Layer organizational approach, could the way "Natural Space" or "Natural Intersections" as described by the applicant above help inform the site design and how the landscaping would flow as an extension, or moderation of, the building's architecture? See Additional Topics for Discussion #3.

Applicant Response to Staff Comment: See response #2 above.

Additional Topics for Discussion

by staff based on the August 26, 2020 applicant submittal:

1. The site plan proposes a sidewalk on Wellesley Avenue from the southeastern corner of the subject site to the eastern edge of the drive aisle for the student drop-off along Wellesley Avenue, but the sidewalk does not fully extend to the southwest corner of the site (to connect with the existing sidewalk west of the subject site- the Ball & Dodd property). Does the Board have any recommendations for the Action Approving Authority regarding pedestrian connectivity along the Wellesley Avenue frontage? It should also be noted that the sidewalks along both sides of Hartley Street (which intersects Wellesley Avenue nearest the western circulation road curb-cut) have no pedestrian connectivity to the school site. Presumably, student's walking to the Middle School from the south along Hartley would need to enter Wellesley at an unregulated intersection, then walk through the landscaping to access the school sidewalks. The dashed red line in the image below (see Figure 1) indicates the portion of the Wellesley Avenue frontage with no proposed sidewalk specified.

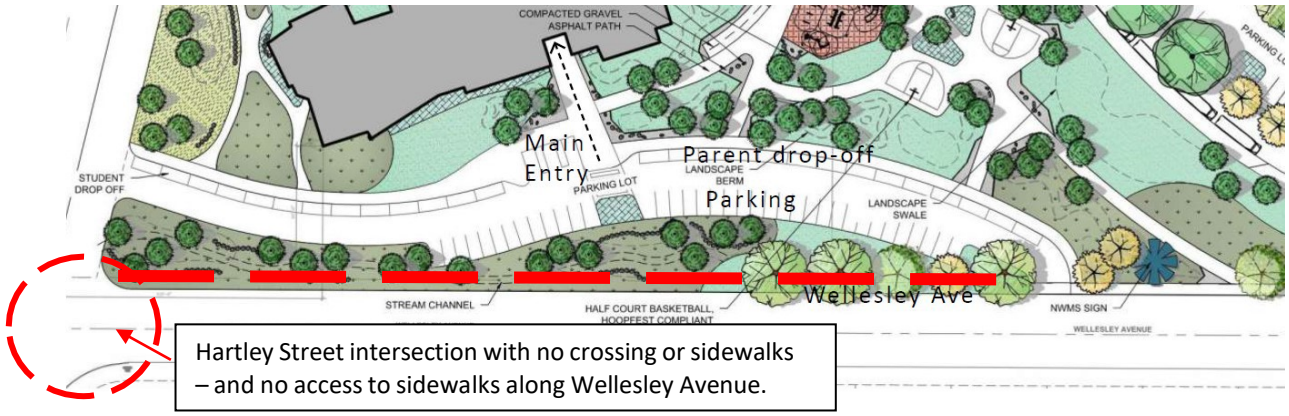


Figure 3- Wellesley Frontage

Applicant response to staff comments: We agree that a short connecting sidewalk should be added at the east end of the interior east/west sidewalk. An ADA ramp and link will be provided between the Wellesley/Hartley intersection and the sidewalk on the north side of the parent drop off. See the previous response regarding issues created by adding a sidewalk along the Wellesley Street edge.

Additional Staff Comments: please note the City of Spokane will require separated sidewalks along the entire Wellesley frontage.

2. What recommendation(s) can the Board provide to the Action Approving Authority to ensure that the public realm concerns raised by the Board regarding pedestrian & vehicular access gates are duly considered when the final gate locations are determined?

Applicant response: See previous response regarding minimal vehicular control gates and fencing.

3. What recommendation can the Board provide regarding the site design, and how the organizational parti of the building (the Base, the Field, the Western Ridge) or the river valley's observed main qualities (Natural Spaces, Natural Intersections, Natural Textures) inform/influence the Middle School's site layout? Significant effort was expended capturing the contextual elements of the river valley and how the micro-canyons of basalt, water flow, and living systems combine to create a punctuated series of compressions and expansions. Can this experiential phenomena be replayed in the landscape design to capture or frame the views offered by the windows terminating the academic villages' circulation corridors?

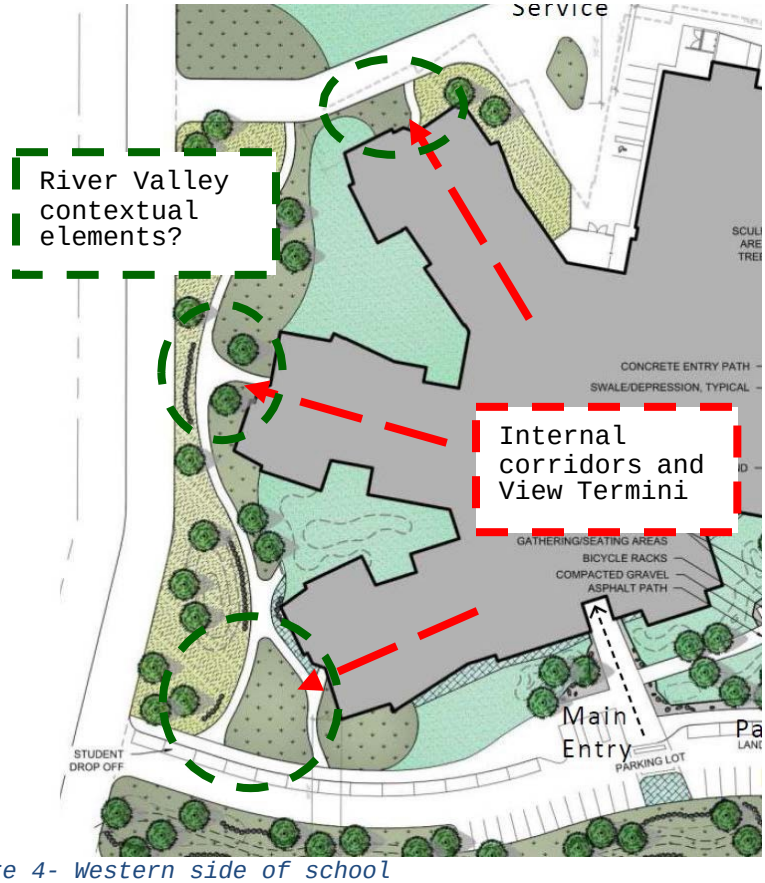


Figure 4- Western side of school

Applicant response: We appreciate the comments, but we question DRB's purview over views from the interior of the building. We have no additional response or comment.

Additional Staff Comments: it is not staff's intent to imply that the design review process could dictate interior views. The additional staff Topic for Discussion was offered to note that the western landscape design of the site does not meet the architect's "layered" parti. Staff offered the graphic (Figure 4) to indicate one potential solution to more fully integrate the architectural design and the landscape design (consistent with the high level of integration found along the south and east sides of the site).

4. Regarding the western circulation road, if this roadway is intended to be constructed as one-half of an eventual public access route to a future residential development to the northwest of the school site is there a reason to construct a sidewalk along the improved one-half street (to comply with the street design standards, applicable to both public and private streets)? For this project and the stadium, this sidewalk (or Share-Use Path) would serve a similar purpose to the separated Shared-Use Path leading to the Albi Stadium site along the eastern circulation road – and it would provide pedestrian connections from Wellesley & Hartley to the school building, the Middle School's playfields, and a connection to the currently proposed pedestrian sidewalk along the western circulation road on the Albi Stadium site.

Figure 5- Western Circulation

Applicant response: SPS does not want to encourage pedestrian traffic along the west side of the site, this is the service side of the school. Doors and sidewalks exiting the building to the right-of-way, (Wellesley), are strictly for student egress. The courtyard spaces between the classroom wings will be landscaped for educational use only. The internal sidewalk separated from the access/service road is provided for this purpose. The west access road is part of an easement to accommodate a future street that would serve a potential future development to the north, there is no way to know when that development might happen. If the development to the north does occur in the future, full development of the street, including sidewalks meeting future design standards, will then be required.

Further staff comments: Albi Stadium site design is showing a sidewalk that terminates at the NWMS site boundary. Staff offered this Topic for Discussion to highlight this lack of pedestrian connectivity between the two sites, and to indicate that this issue should be resolved.

5. As the Applicant is not proposing any improved pedestrian crossing of Wellesley Avenue either at Hartley Street, at N Royal Court, or a mid-block crossing to align with the school's Main Entry, does the board have any recommendations for either the Applicant or Action Approving Authority regarding the safety of students crossing Wellesley Avenue?

Applicant response: See previous comment regarding the design team's agreement for the need to create ADA access and a cross walk at the Hartley/Wellesley intersection. A mid-block cross walk aligning with school's main entry would not be appropriate since the south side of Wellesley is the rear property line of residences, is lined with garages and has no sidewalk.

Further Staff Comments: as the applicant will be required to build a sidewalk along the north frontage of Wellesley, providing a pedestrian connection from that sidewalk to the school's entry may be beneficial (though consideration should be given to how student drop-offs along Wellesley should be discouraged).

6. It appears that the Applicant is proposing an “in-boarding” of the Wellesley Avenue northside sidewalk by migrating it onto the site to serve as a frontage sidewalk for the student drop-off and visitor parking lot. Whether or not this configuration continues, the 90-degree parking stalls along the south side of the one-way drive aisle have no sidewalk on which to load – though there is a narrowed pedestrian crossing of the drive aisle (on alignment with the building’s Main Entry sidewalk); which, without a southern sidewalk appears to serve no purpose. If no Wellesley Avenue sidewalk is constructed, shouldn’t a sidewalk serving the south 90-degree parking stalls be provided? If a Wellesley Avenue sidewalk is constructed, shouldn’t the sidewalk from the Main Entry (crossing the student-drop off/visitor parking lot) be extended to the new sidewalk along Wellesley?

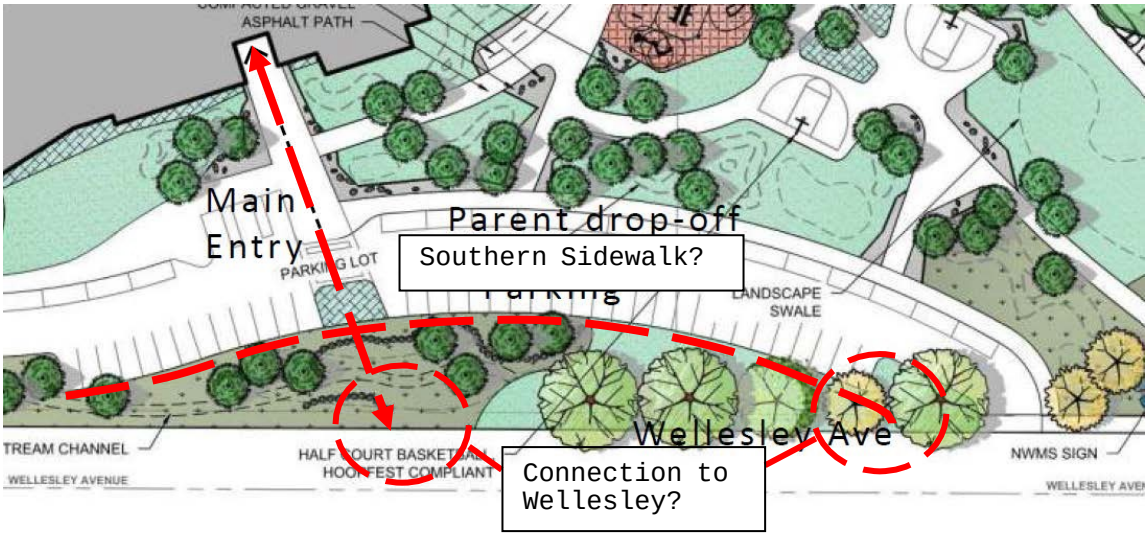


Figure 6- Pedestrian connections to main entry

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: Northwest Middle School

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

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

Project Name: Northwest Middle School
Permit No.: B20M0058PDEV
Site Address: 4918 W Wellesley Ave
Parcel No.: 26344.0021
Meeting Date: Thursday, June 11, 2020

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

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

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

Project Information:

A. Project Description: New middle school and play fields.
B. Scope and Size: The scope of work is a new Middle School building with two floors. The total area of the project is approximately 135,000 square feet. The occupancy is E. The facility will be of Type IIB construction.
C. Special Considerations: DRB and CUP
D. Estimated Schedule: Permit fall 2020 and occupy fall 2022
E. Estimated Construction Cost: $43,000,000.

Section 1 – Comments Specific to the Building

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

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

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

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

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

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

1. 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. Carbon monoxide detection is required for classrooms if the building has fuel-burning equipment.
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. 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).
11. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
12. 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

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

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

b. Pedestrian connections shall not be less than five feet wide.
c. Pedestrian connections shall be clearly defined by at least two of the following:
    i. Six-inch vertical curb.
    ii. Textured paving, including across vehicular lanes.
    iii. A continuous landscape area at a minimum of three feet wide on at least one side of the walkway.

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

5. Any new fencing will require a separate permit.

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

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

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

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

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

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

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

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

1. 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 two existing fire hydrants in the area that meet some of the code requirements for this project. At least one fire hydrant will be required.
4. At least one additional fire hydrant may be required depending upon the final arrangement for Fire Department access.
5. Site fire flow will be required to be maintained or provided during construction.
6. 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).
7. 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).
8. 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.
9. 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).
10. Streets with a minimum clear width less than 28 feet are required to be provided with “No Parking” signs on both sides of the street.
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.

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 gates will not obstruct access to structures.
15. The site plan shows a food truck location. This will need to comply with the new 2018 IFC Section 319 as the trucks are mobile. The biggest concern is spacing between the trucks and the requirements for permits for Class 1 hoods.

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

1. There is an existing eight-inch private water main running through the parcel. This can be utilized for the project.
2. If additional water is needed, there is a six-inch ductile iron water distribution main in Wellesley Ave, fronting the SW corner of the property, available for the project. There is also a 6-inch cast iron water distribution main in Wellesley Ave, fronting the SE corner of the property, 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 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.
5. This parcel falls outside of our General Facilities Connection Waiver zone, therefore, General Facilities Charges will apply if new water taps are made. See Section 13.04.2042 in the Spokane Municipal Code.
6. Calculated static water pressure is approximately 86 psi at the surrounding hydrants on Assembly St and approximately 100 psi on Wellesley Ave. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
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. Access to the refuse storage area looks good. The enclosure appears to have two containers. An enclosure for both refuse an recycling must be 20 feet wide by 10 feet deep with a clear width opening of 20 feet or 24 feet wide by 10 feet deep with two clear widths openings of 12 feet.

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

1. Please see the attached letter.

Section 3 – General Information and Submittal Requirements

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

PRE-DEVELOPMENT PACKET Date Delivered: June 30, 2020

PROJECT: Albi Stadium/Northwest Middle School B20M0057PDEV & B20M0058PDEV
4918 W Wellesley Ave (Parcel 26344.0021)

To: **Greg Forsyth, Spokane Public School**
Cc: **Dermott Murphy, Deputy Building Official, City of Spokane**
Tami Palmquist, Associate Planner, City of Spokane

Dear Mr. Forsyth,

The purpose of this Pre-Development Packet is to provide general information needed to meet Street Tree requirements in the City of Spokane. If the project includes planting, pruning (crown or roots), protecting or removing street trees then the information in this packet will assist you in meeting the requirements and avoiding delays in your project.

Urban Forestry also performs final landscape inspections for the interior of the property during the Certificate of Occupancy review. This includes making sure the landscape matches the approved design, and that design elements are installed in accordance with City of Spokane Municipal Codes. A licensed certified arborist is only required for the planting of street/public trees, but the planting standards and specifications are the same for interior trees, so please use the V-101 & V-102 as planting standards for all trees and shrubs on this site.

The documents included in this packet are as follows:

- Certified & Licensed Arborists in the City of Spokane
- Tree and Shrub Planting Details Diagram
- A Clear View: Vegetation & Traffic Safety Diagram
- Existing Sidewalk Retrofit Diagram
- Tree Protection Specifications
- Tree Protection Detail
- Tree Retention Incentive Program

In addition, the documents below may be helpful to you as well and can be found at the corresponding websites:

Street Tree Permit Application available online at www.aca.spokanepermits.org
Approved Street Tree List available online at www.spokaneurbanforestry.org

Please pay particular attention to the following as these are the most common concerns:

1. Please use the City's standard tree and shrub planting details V-101 & V-102 (Attached)

2. No tree shall be planted within fifteen (15) feet of any driveway, alley, streetlight, utility pole, non-safety street sign (ex. parking, street name) or fire hydrant. No tree shall be planted within twenty (20) feet of a critical street safety sign (stop, yield, or pedestrian crossing). The potential placement of street signs, street lights and utility poles shall be evaluated to lessen the conflict with the growth of existing street trees.
3. Any substitutions or revisions to the final approved plant schedule and planting plan must have written approval from Urban Forestry and the Landscape Architect prior to installation.
4. Please have a licensed Certified Arborist from the attached list submit a complete Street Tree Permit Application 10 days prior to tree work for this project.

The documents provided are also available on our website: www.spokaneurbanforestry.org or if you have any questions please contact Katie Kosanke at 509.363.5495 or kkosanke@spokanecity.org. Our intent is to provide guidance and assistance early in this process to ensure your project is successful; please do not hesitate to contact us.

Respectfully,

Katie Kosanke
Urban Forester, City of Spokane

City of Spokane URBAN FORESTRY

Certified & Licensed Arborists in the City of Spokane

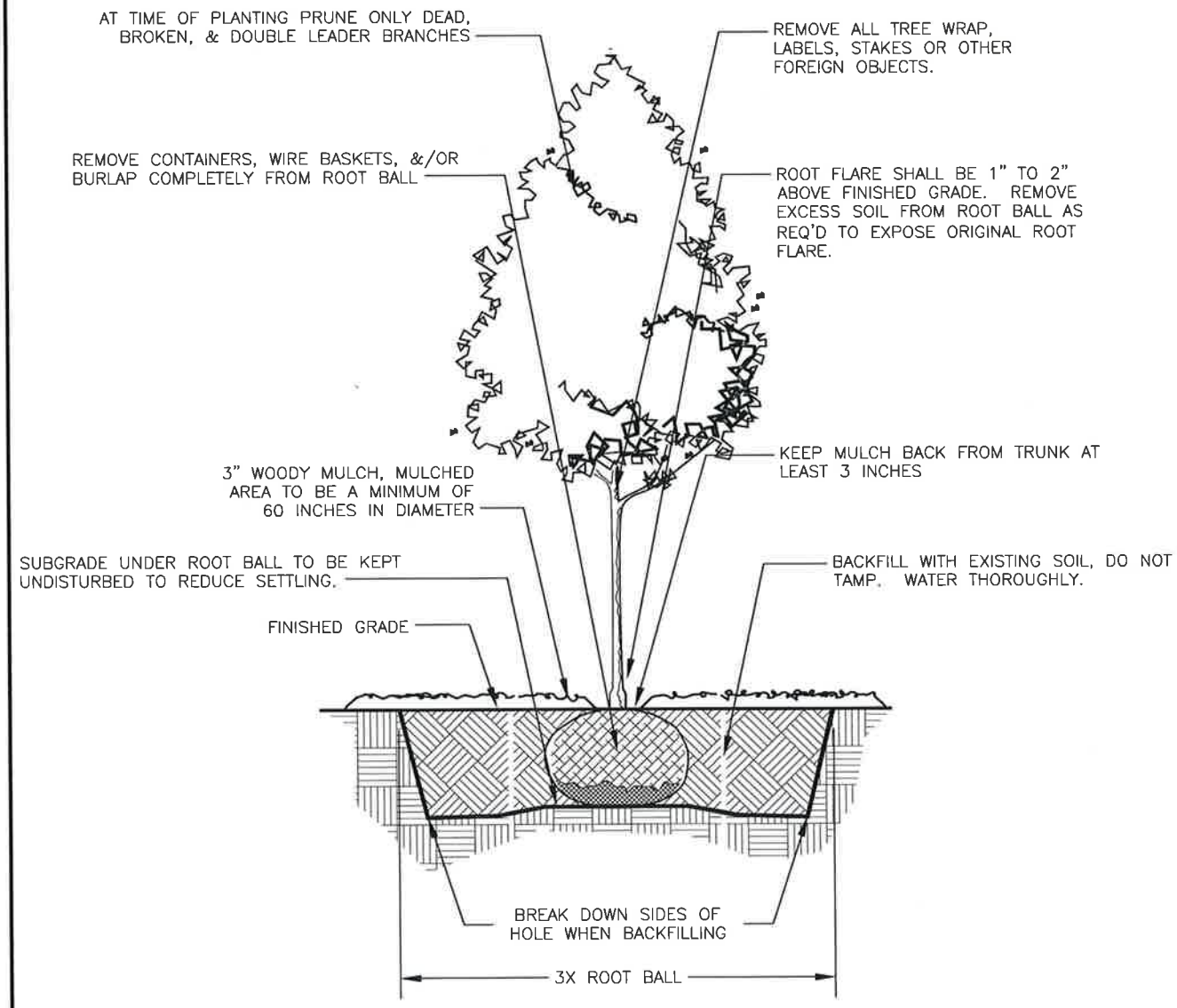
www.spokaneurbanforestry.org

Company Name	Phone	Email/Website
F A Bartlett Tree Expert Company	509-892-0110	spokaneoffice@bartlett.com
Spokane Tree Pro	509-998-2771	spokanetreepro@gmail.com
C & C Yard Care Inc*	509-482-0303	chrisc@candcyardcare.com
Budget Arbor & Logging LLC	509-458-0838	mike@budget-arbor.com
Senske Services	509-891-6629	sjones@senske.com
All Seasons Tree Service	208-660-7461	office@allseasonstreeservice.contractors
Sam's Tree & Landscape LLC	509-467-3801	sam@samscapes.net
Skyline Tree Service LLC	509-496-9793	crendall1@hotmail.com
Heindl Tree Care Inc*	509-475-9135	arborpaul@hotmail.com
Spirit Pruners LLC*	509-979-3496	k@spiritpruners.com
Clearwater Summit Group Inc	509-482-2722	rnee@clearwatersummitgroup.com
Aardvark Tree Service	509-891-7650	aardvarktree@live.com
Community Forestry Consultants Inc*	509-954-6454	cfconsults@comcast.net
Land Expressions	509-466-6683	frontdesk@landexpressions.com
Little Tree Inland Northwest LLC	509-212-4972	clarkrjacob@gmail.com
Dan Dengler	970-401-0412	dandenglerlongboards@yahoo.com
Affordable Arborist Tree Care Inc	509-879-0577	sandnessmerret@gmail.com
Don Taylor Tree Services Inc	208-640-1951	don@dontaylortreeservice.com
Palms Tree Service & Landscaping	509-939-0460	darrenpalmer1@gmail.com
Frontier Tree Service	509-487-8733	frontiertreeservicespokane@gmail.com
Tall Tree Service	509-747-8733	talltreeservice@gmail.com
Treescapes Inc	509-922-8733	treescapes@roadrunner.com
ABC Consulting Arborists LLC	509-953-0293	daniel@abcarborist.com
A1 Tree Service*	509-623-0344	a1stumpremovalspokane@gmail.com
Bluebird Tree Care Inc*	208-651-3959	benlarsontree@gmail.com
Miller Tree Care LLC	509-981-4208	millertreecarellc@gmail.com
Deep Roots Garden & Landscaping	509-216-4835	christopher.re78@gmail.com
Greenleaf Landscaping Inc	509-536-2885	melanie@greenleafwa.com
Selkirk Landscape Services	509-536-1919	selkirklandscape@gmail.com

*Currently qualified to provide Risk Assessments

~as of May 2020

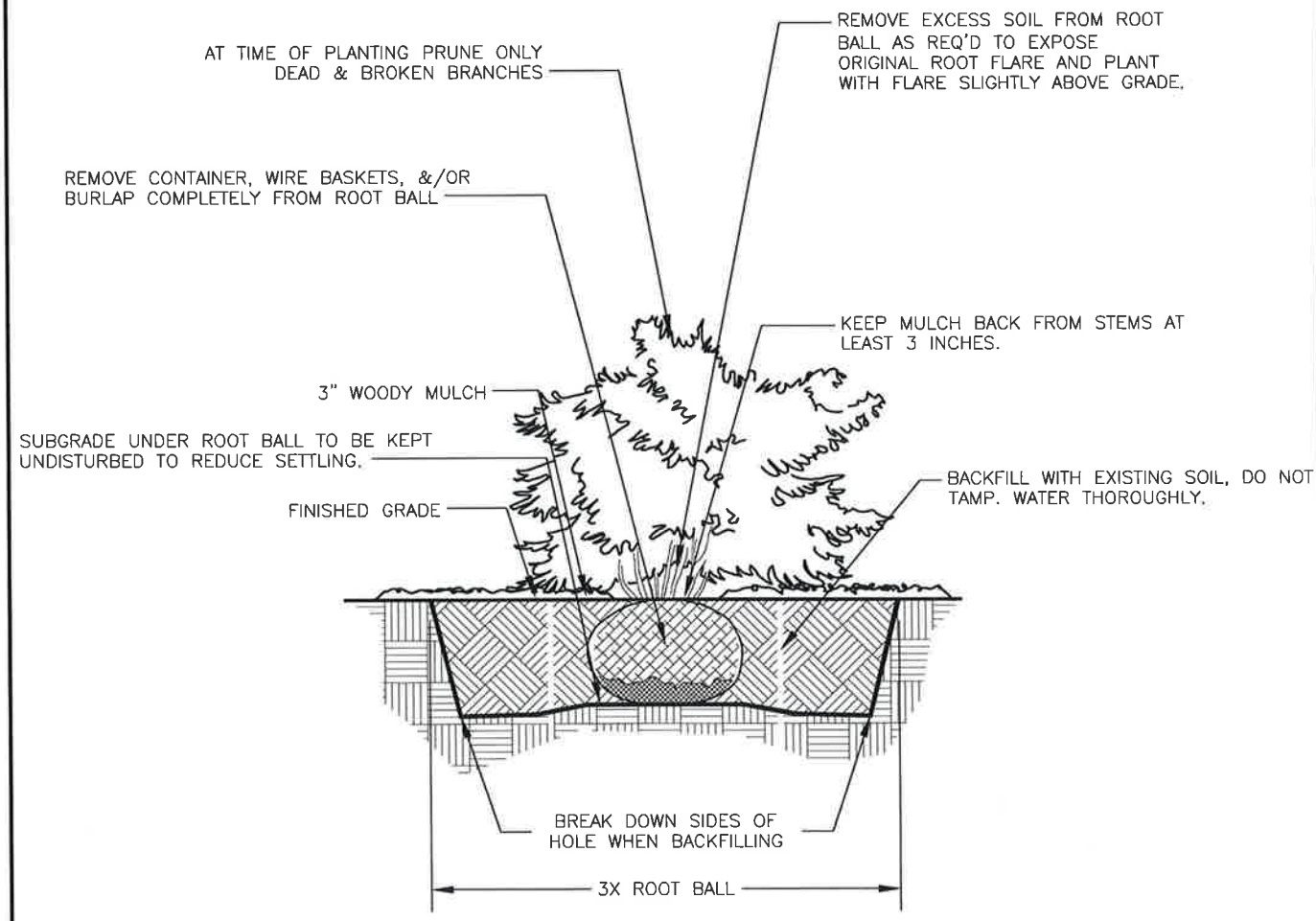
808 W. Spokane Falls Blvd., Spokane, Washington 99201-3317
Ph.: 509.363.5495 • FAX: 509.625.6205



NOTES:

1. TREES BURIED TOO DEEP, OR WITHOUT EXPOSING ROOT FLARE WILL BE REJECTED & SHALL BE REMOVED & REPLANTED AT PROPER DEPTH.
2. ALL 'ADVENTITIOUS ROOTS' AND 'SUCKERS' SHALL BE PRUNED AWAY PRIOR TO PLANTING.
3. DEVIATIONS FROM THIS DETAIL SHALL ONLY BE ALLOWED WITH PERMISSION FROM THE CITY ARBORIST.
4. TREES NOT PLANTED IN CONFORMITY WITH THIS DETAIL WILL BE REJECTED BY THE CITY ARBORIST. REPLACEMENT OF REJECTED TREES WILL BE DONE AT THE CONTRACTOR'S EXPENSE & NOT BY THE CITY OF SPOKANE.
5. LOCATIONS OF TREES TO MEET THE REQUIREMENTS OF DESIGN STANDARDS 3.5–2. ≥15 FT FROM DRIVEWAYS, ≥10 FT FROM DRAINAGE INLETS, ≥ 20 FT FROM DRYWELLS, NOT OBSTRUCT TRAFFIC SIGNS OR SIGHT TRIANGLES, AND 15 FT FROM UNDERGROUND UTILITIES
6. AFTER PLANTING, IF TREES ARE UNSTABLE, STAKING MAY BE USED BUT ONLY AS NECESSARY. AT 6 MONTHS, ALL STAKING MATERIAL SHALL BE REMOVED. IF TREE IS STILL UNSTABLE, AFTER 6 MONTHS, TREE MAY NEED TO BE REPLACED.

APPROVED BY			
ENGINEERING OPERATIONS MANAGER	KYLE TWOHIG	ADOPTED: 2/1986 REVISED: 05/2015 SUPERSEDES: 04/2012 CHECKED BY: SJS SCALE: NTS REVISED BY: MLD	**TREE PLANTING DETAILS** ALL TYPES, FORMS AND SPECIES
PRINCIPAL ENGINEER, CONST.	KENNETH M. BROWN, P.E.	SPOKANE	ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON
			STANDARD PLAN No. **V–101**



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APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

ADOPTED: 2/1986
REVISED: 05/2015
SUPERSEDES: 04/2012
CHECKED BY: SJS
SCALE: NTS
REVISED BY: MLD

SHRUB PLANTING DETAILS

ALL TYPES, FORMS AND SPECIES

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

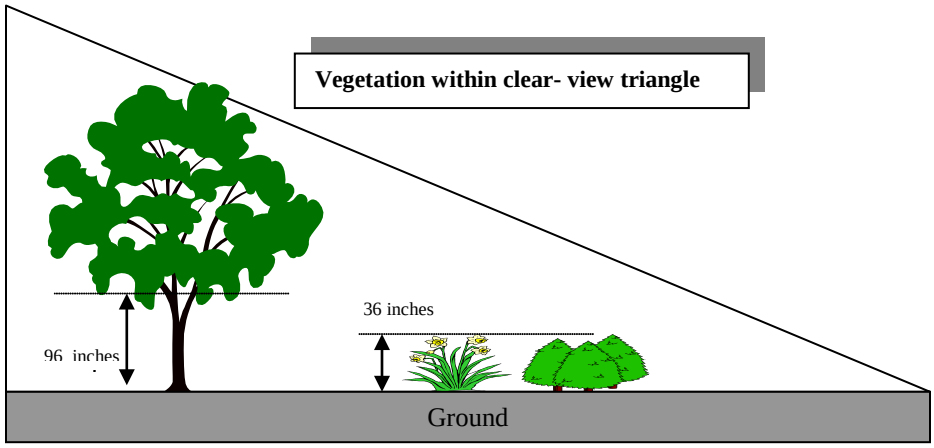
STANDARD PLAN No. **V-102**

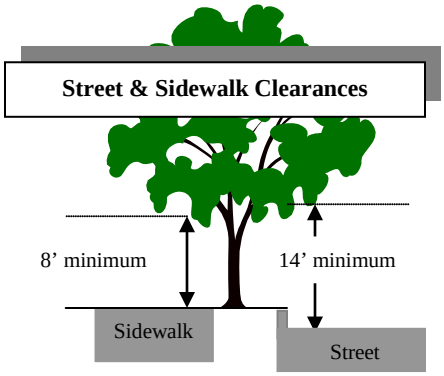
City of Spokane, Washington

A CLEAR VIEW: VEGETATION & TRAFFIC SAFETY

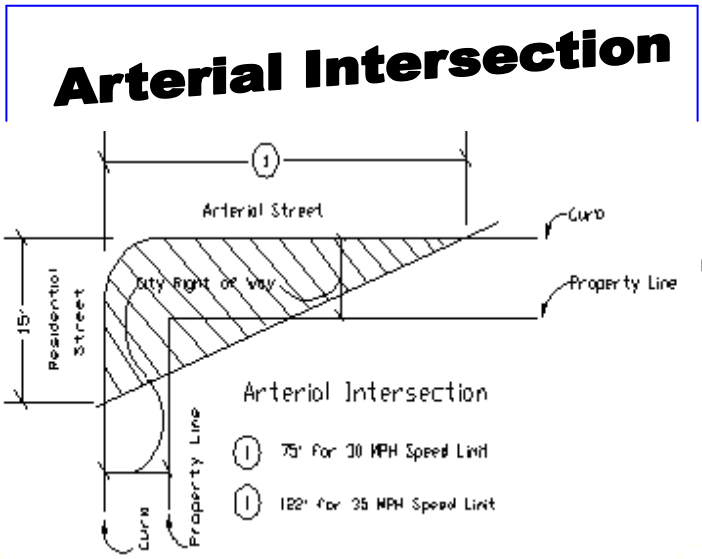
A way To Make Our Streets Safer:

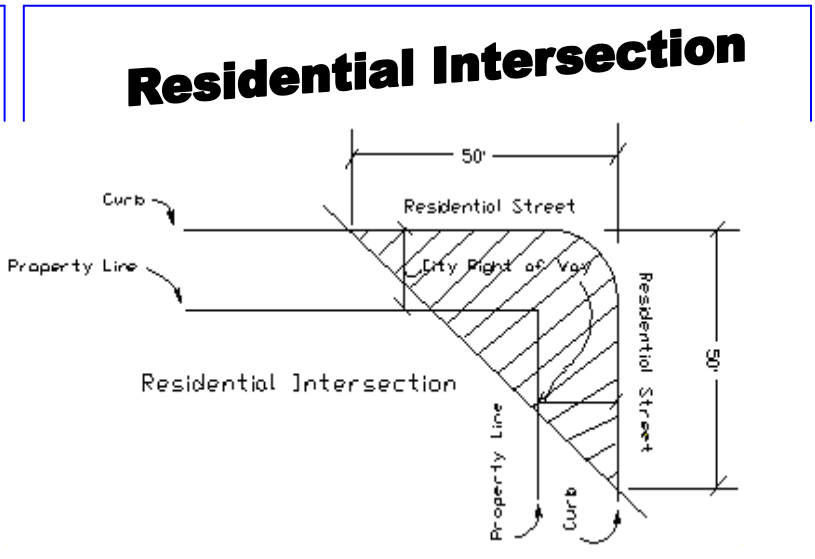
Overgrown vegetation impedes the safe flow of traffic when it blocks our view of traffic signs, pedestrians and other vehicles. If vegetation is blocking visibility in the street or an intersection, it is your responsibility as the adjacent property owner or resident to trim the vegetation. Below are the City vegetation standards as they apply to visibility.





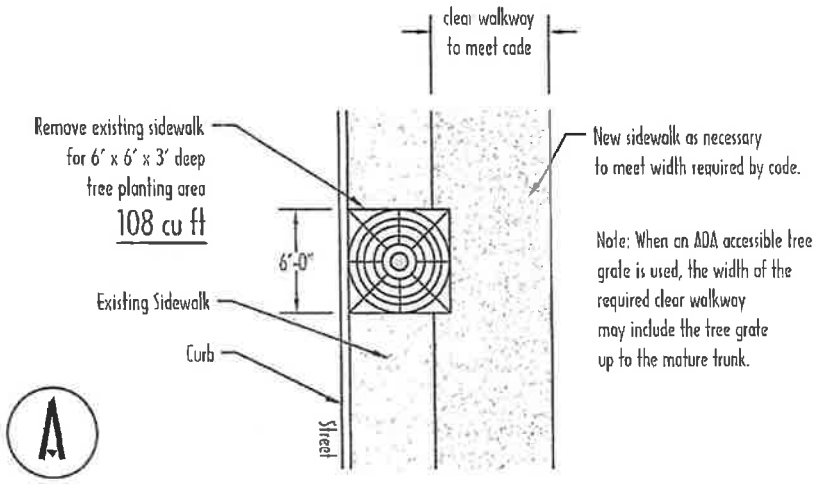
Types of Intersections (Diagonal Lines = Clear View Triangle):

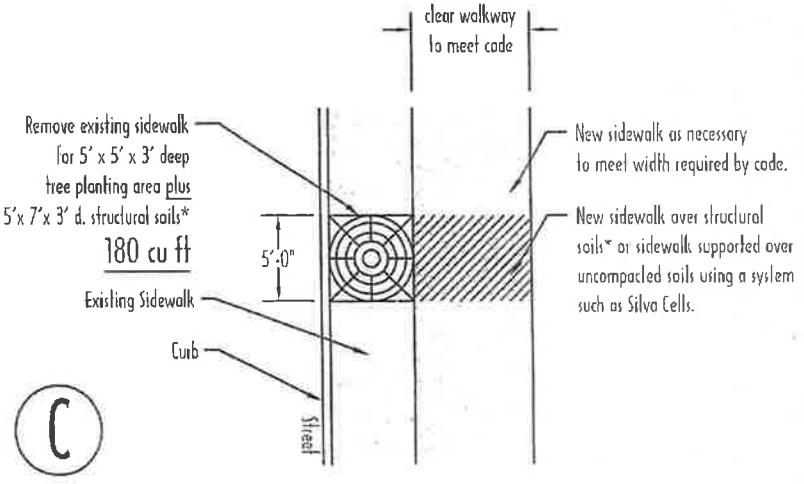


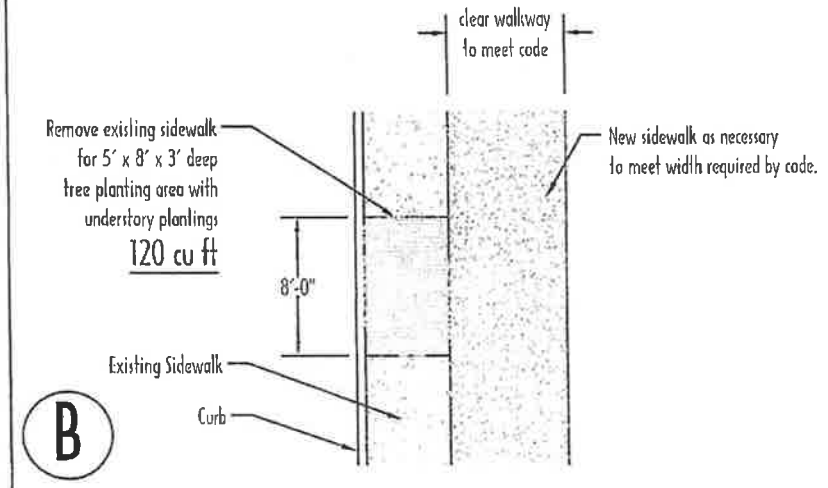


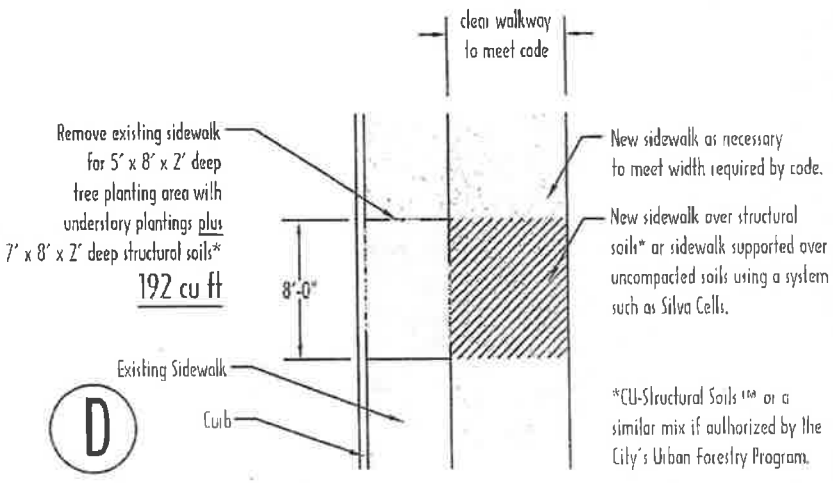
Visibility Standards:

	Description of Existing Vegetation	Vegetation Requirements	Reference in City Codes
1.	Shrubs/Hedge/Plants existing in Clear Triangle.	Trim Shrubs/Hedge/Plants to 36 inches in height.	17C.200.050
2.	Tree branches and any vegetation overhanging in Clear Triangle (no sidewalk).	Remove all tree limbs/vegetation existing from ground level to minimum height of 96 inches.	17C.200.050
3.	Tree branches and any vegetation overhanging sidewalk (in and outside Clear Triangle).	Remove all branches/vegetation existing from sidewalk level to minimum height of 8 feet.	12.02.0202
4.	Tree branches and any vegetation overhanging street (in and outside Clear Triangle).	Remove all branches/vegetation existing from street level to a minimum height of 14 feet.	12.02.0202





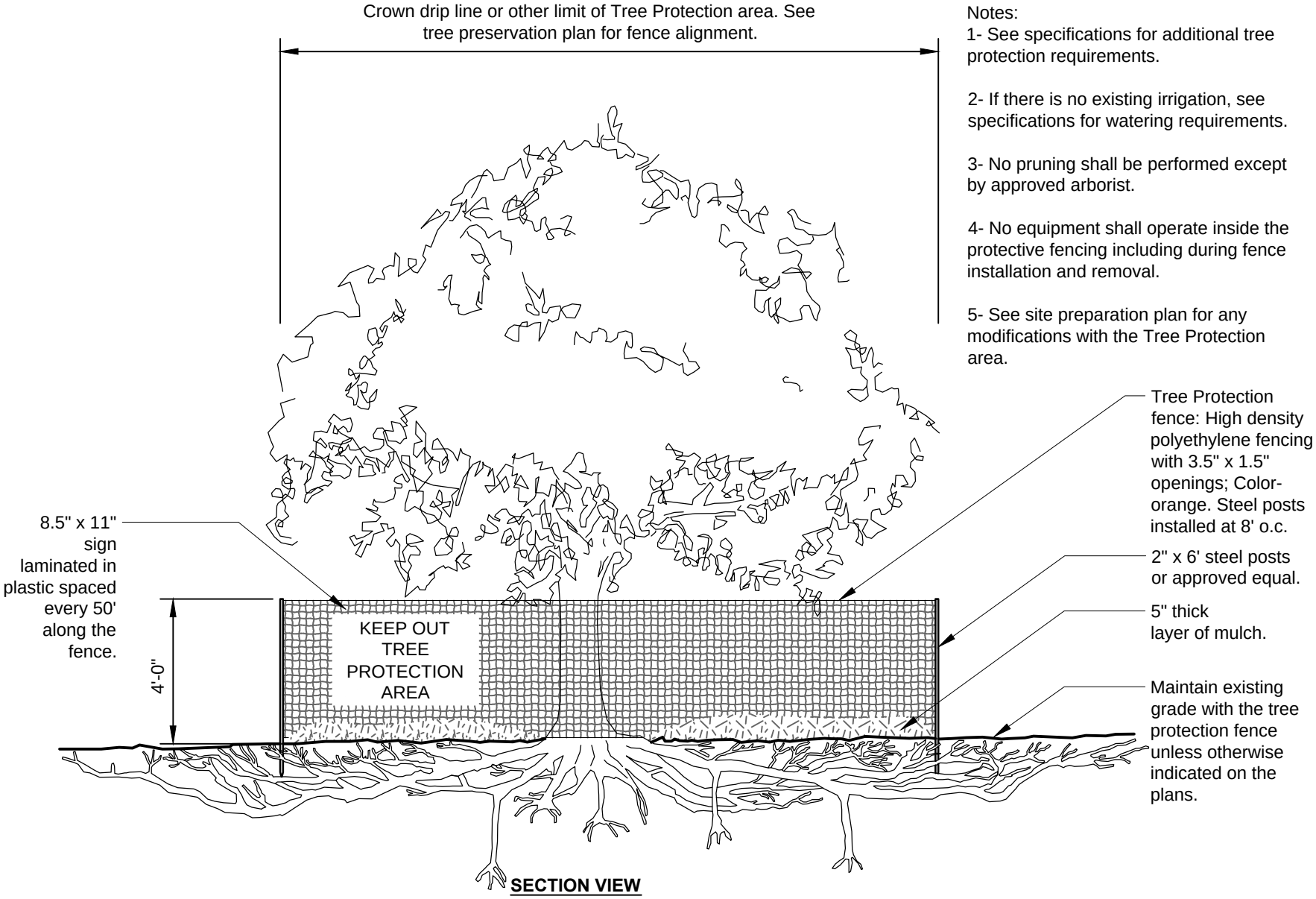




CITY OF SPOKANE

Existing Sidewalk Retrofit - Possible options to provide 100 cu ft of uncompacted soil for street trees.

Soil is a key factor for tree health but in an urban setting it's almost impossible to provide ideal soil volumes. The City of Spokane highly encourages building permit applicants to consider providing as much uncompacted soil as possible for trees, and requires at least 100 cu ft (max. 3' depth may be factored into volume). A permit is necessary to plant a tree in the public right of way; please contact the Urban Forestry Program at 363-5470.
Courtesy of the Urban Design Section of the Planning Services Department.



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

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

3- No pruning shall be performed except by approved arborist.

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

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

S-X

TREE PROTECTION

Tree Protection Specifications for Development in the City of Spokane

1. General

The City of Spokane's Municipal Code requires that tree pruning, planting, or removal work within the public right-of-way and on public property must be performed by a person or entity with a commercial tree license. (SMC 10.25.010)

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

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

All equipment to be used and all work to be performed must be in full compliance with the most current revision of the American National Standards Institute Z-133-2017, or as amended.

2. Tree Protection Zone (TPZ)

For the purpose of protecting trees in the right of way during development, the contractor/developer may install the TPZ in accordance with the standards below.

The tree protection zone (TPZ) will either be determined in the field by Urban Forestry staff or established by the Contracted Arborist for approval by Urban Forestry staff prior to any excavation or work by the following method. The minimum TPZ shall be equal to the Critical Root Zone (CRZ) as defined by the International Society of Arboriculture (ISA): an area equal to 1 foot radius from the base of the tree's trunk for each 1 inch of the tree's diameter at 4.5 feet above grade (referred to as diameter at breast height or dbh). TPZ modifications may be made due to construction objectives and site infrastructure only with prior authorization by Urban Forestry staff.

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

Water: All trees designated for protection shall receive 5-10 gallons of water per caliper inch every seven days throughout the construction period. The amount and frequency of irrigation may be adjusted as needed due to temperature fluctuations and site conditions.

CITY OF SPOKANE

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

Removal of Hardscapes: Where equipment is necessary to remove hardscapes in proximity of a protected tree, construction personnel must exhibit due care to ensure no damage occurs to the existing roots. If roots are encountered in the demo area, consultation with Urban Forestry staff or a Contracted Arborist is required to determine best management practice to meet construction and tree preservation objectives.

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

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

CITY OF SPOKANE

Title 17C Land Use Standards

Chapter 17C.200 Landscaping and Screening

Section 17C.200.150 Incentives

A. Property owners who retain existing trees during new construction activities on their property may be eligible for additional reductions in their water service (for residential customers) or water meter (for commercial customers) charges based on the number of points accumulated according to Table 17C.200.150, under which each point is equal to a 1% reduction, up to a maximum point accumulation of 50 points.

Table 17C.200.150 – Tree Retention Incentives (new construction only)

For lots < 0.5 acre, if tree is:	**Then points received are:**		**For lot > 0.5 acre, if tree is:**	**Then points received are:**
8-15” diameter measured at 4 ½’ above the ground	10		8-15” diameter measured at 4 ½’ above the ground	5
16” + diameter measured at 4 ½’ above the ground	20		16” + diameter measured at 4 ½’ above the ground	10
Ponderosa Pine bonus	5 per additional tree		Ponderosa Pine bonus	5 per additional tree
To determine additional discount available on water service or water meter charges, add the number of points received from this table. Each point equals a one percent (1%) reduction to the water service or water meter charge. For example, if a property owner retains one 16” diameter tree and two Ponderosa Pines that are both 8” in diameter on a lot > 0.5 acre during new construction, that property has accumulated 30 points and therefore receives a thirty percent (30%) discount on either the water service or water meter charge for that lot.				

A. Additional Eligibility Criteria:

1. Applicant must show and describe tree protection zones (“TPZ”) in development plans.

2. Applicant must maintain TPZs during the entire period of construction.

3. Species maintained must be non-invasive species in order to qualify for the incentive created by this section.

4. Retained tree(s) must be in fair condition or better.

5. All eligibility determinations may be subject to site inspections, upon reasonable notice to the property owner, and may be conducted before, during, and after construction activities.

6. Tree retention incentives as described in this section shall have a duration of one year for commercial customers and three years for residential customers.

Date Passed: Monday, December 2, 2019

Effective Date: Monday, January 20, 2020

ORD C35844 Section 10

DESIGN REVIEW BOARD SUBMITTAL
AUGUST 26, 2020

NORTHWEST MIDDLE SCHOOL
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NAC ARCHITECTURE

PROJECT SUMMARY

DEVELOPMENT OBJECTIVES:

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

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

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

DESIGN GOALS:

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

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

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

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

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

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

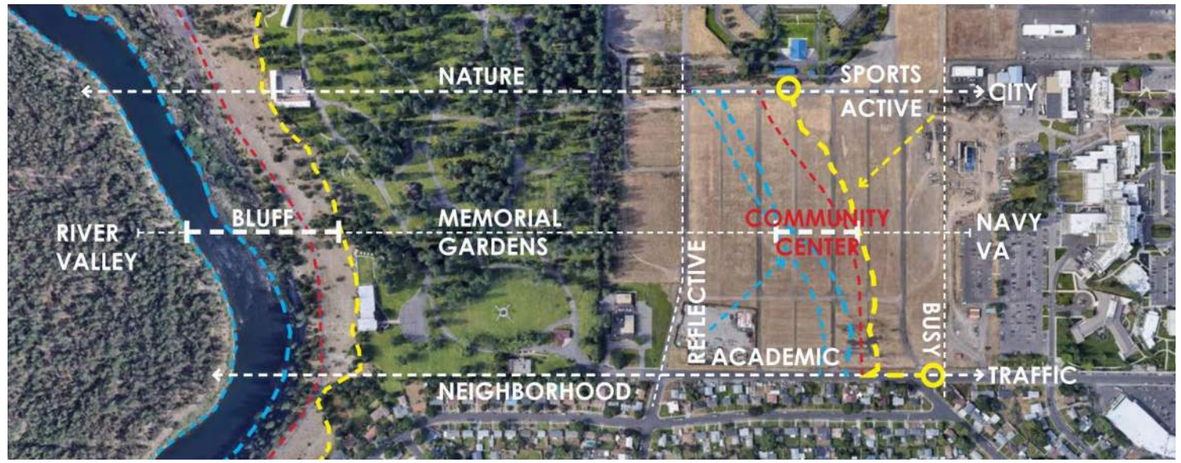
PROJECT SUMMARY

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

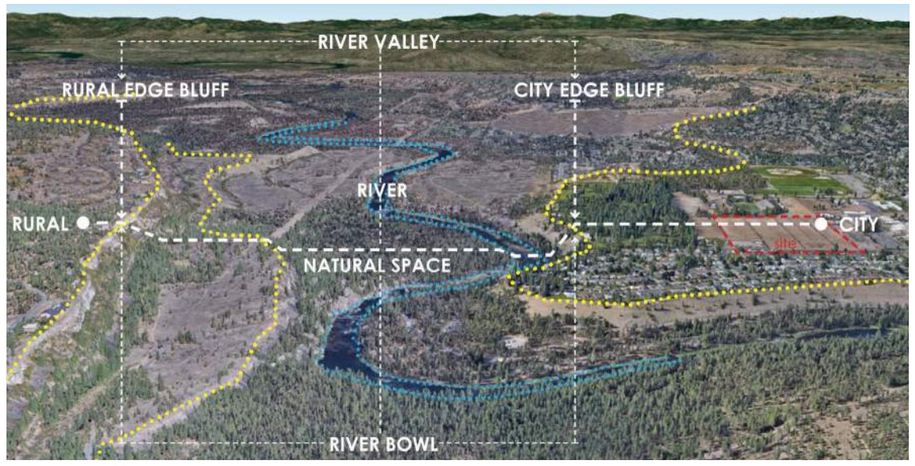
Site Design: The building is positioned on the southwest side of the site and will be constructed in conjunction with the Joe Albi Stadium. Positioning the school to the southwest better engages the building with the neighborhood and views to the River Valley. The east side of the school will be predominately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

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

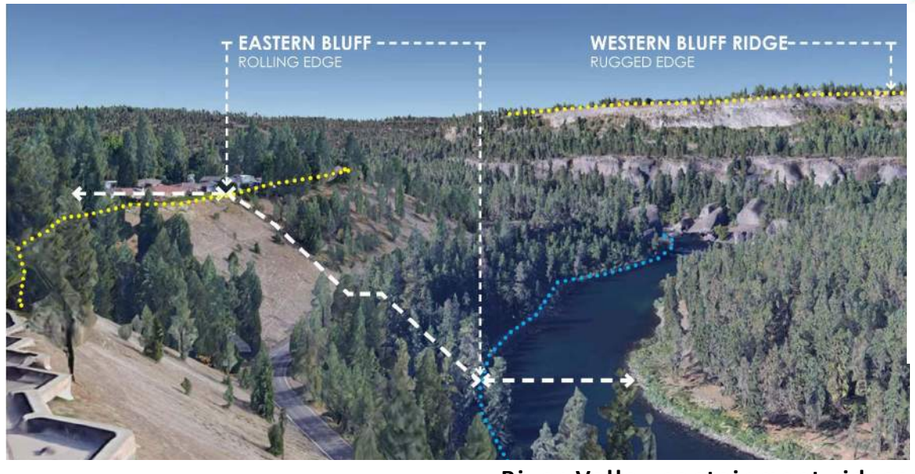
River Valley



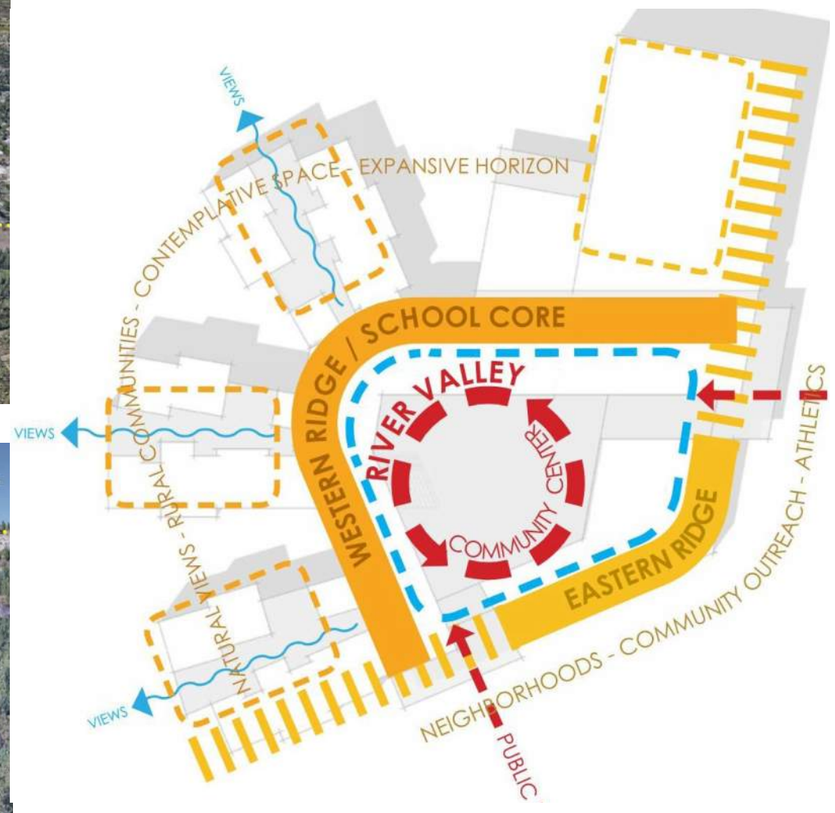
Projection of the River Valley's edge contours into the site



River Valley section



River Valley containment ridges



NWMS inspirational ordering diagram, River valley

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PROJECT REFINEMENT

CHANGES SINCE THE COLLABORATIVE WORKSHOP

The design of the Northwest Middle School has continued to be refined based on our concept of the "River Valley". All design decisions related to site layout, exterior facade, and interior design are developed and guided by our design concept. Refinement has consisted of the following:

- Site refinement and development: Development of entry plazas to accommodate student and parent foot traffic, create seating opportunities and neighborhood amenities, improve pedestrian experience and definition of the site amenities for the community and the school.
- Building materials definition, detailing and overall facade design
- Interior design and interpretation of the "River Valley" within the interior and floor-plan refinement
- Consultant / system coordination

COMMENTS:

Overall Site:

1. The Applicants shall consider thoughtful and safe integration of non-motorized transportation through the sites and provide details to the Board at the Recommendation Meeting.
2. The Board encourages the Applicants to plan forward to accommodate (or at least not preclude) transit service to and potentially through these key community destinations.
3. The Applicants shall provide additional details on managing traffic circulation through the site (via gates, etc.) for varying operations and provide details to the Board at the Recommendation Meeting.
4. The Board appreciates and strongly encourages further exploration of the use of native grasses and low-water plant palette, and applauds the reintroduction of ponderosa pines on the site.

Northwest Middle School:

1. The Applicant is encouraged to continue to work with the City to close any bicycle/pedestrian infrastructure gaps along Wellesley to provide safe access to the school and stadium sites.
2. The Parti for the NWMS is intriguing and has a very micro-regional application within the building itself. The Board encourages the applicant to explore extrapolating that language to the exterior of the building and how it might radiate outward toward the access drives, parking areas, and how it interacts with the public roads.
3. The bluffs have a verticality that is very dramatic; there is opportunity with the facade of the gymnasium and the common areas to create a dramatic wall with light that punches through. It would seem that there are opportunities for NWMS to insinuate the crevices and undulations that appear along the basalt walls.

RESPONSE:

Overall Site:

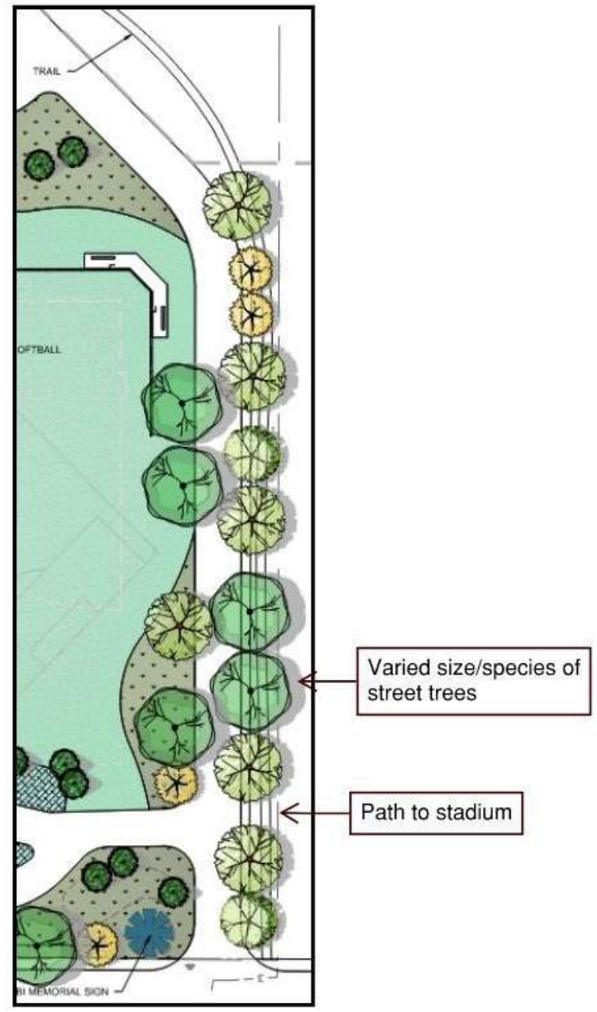
1. Paths into both the stadium and middle school sites have been added that acknowledges non-motorized circulation arriving primarily from the southeast on Wellesley. The paths are positioned intentionally so that pedestrians do not have to cross traffic. Additionally, concrete walks along Wellesley have been purposely pulled away from the street in front of the middle school to create a more park-like experience along the street and create a safer environment for student drop-off.

2. Both sites will be served by a large number of buses and will easily be able to accommodate any future transit service should such a need arise.

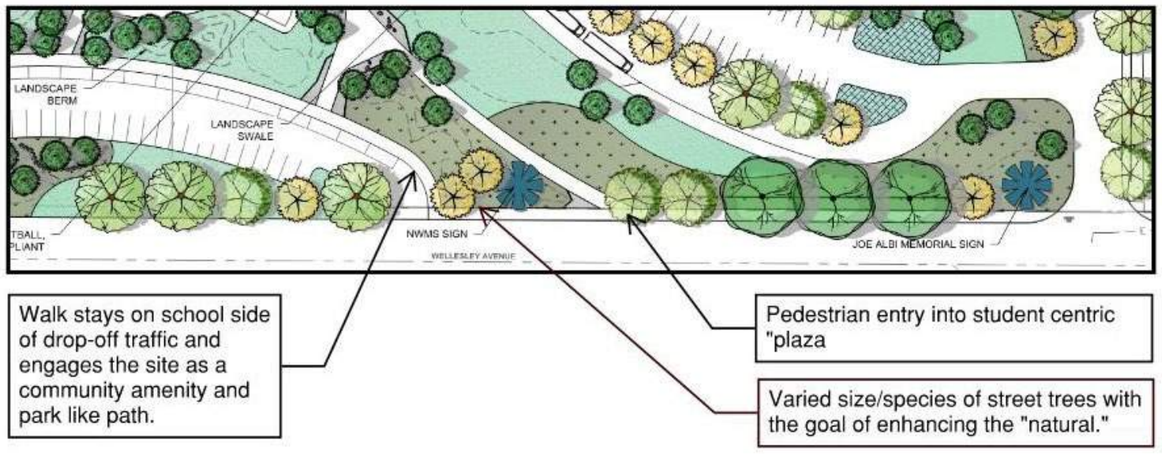
3. The district will be considering traffic and the possible use of gates for traffic control throughout the entire Albi/NWMS site in cooperation with our partner City of Spokane Parks Dept. and the adjoining Dwight Merkel Complex.

4. The design team is actively exploring opportunities to reintroduce native and adapted species of trees, shrubs, grasses and ground-covers into the planting design as part of the overall design theme, as a means to reduce water consumption, and to provide a maintenance-simple project that streamlines the overall maintenance effort.

East Drive - Main Entry to Stadium



Wellesley - Main Entry to Middle School



PROJECT REFINEMENT

1. The school district values it's partnership with the City of Spokane and will continue to cooperate with the city, adjacent property owners and neighbors for solutions to close any infrastructure gaps.

2. Our concept of the River valley is expressed on the facade of the building through the abstraction of natural textures found in the River Valley immediately adjacent to the site.

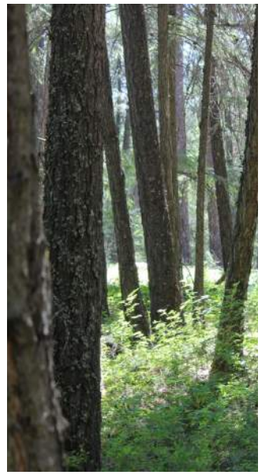
Hierarchically the facade of the building is perceived in three layers:
The first layer: "The base" of the building uses a mix of warm gray brick that resembles the prevalent basalt rock found in the river valley, it is what grounds the building and with accent of green tinted brick it emulates the green moss found in the natural basalt rock. Furthermore, vertical stripes of different tone of brick mimics the natural vertical striping of the basalt columns.
The concept of a dry River Canyon is used for the landscape as if the building was a natural formation within the landscape.
For example, the columns at the main entries that hold the entry canopies are interpreted as a bosque of trees raising from the basalt boulders to hold the forest canopy.
The Second Layer: "The field", or main body of the building uses a warm tan mix of brick which resembles the forest, the red bark of the ponderosa pine and the rich sediment above the basalt rock within the river valley forest. A vertical striping in the tan brick with different tone of brick resembles the verticality of the forest, and accents of red brick emulates the rich and warm colors of the ponderosa pine bark.
The third layer: "The western ridge" is an elevated and most predominant massing element of the building, interpreted as the western ridge of the river valley. This volume is a panelized cladding system which resembles the elevated basalt rock of the western ridge as it reaches for the sky. The panels are a mix of different tones of gray to resemble the basalt rock formation, and the panels are semi reflective to emulate a natural basalt texture as they dimly reflect the sky of the river valley.

River Valley's Western Ridge

Basalt Columns

Green Moss

Ponderosa Pine Bark



Forest Verticality

Basalt Rock

Forest Ground Cover

East Elevation

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PROJECT REFINEMENT

CHANGES SINCE THE COLLABORATIVE WORKSHOP

RESPONSE:

3. When exploring and analyzing the river valley for inspiration we found three main qualities for inspiration:
Natural Space, Natural Intersections and Natural Textures.

Natural textures we have briefly described above as inspiration for our facade design.
Natural space is seen as the moments in which nature creates enclosure, like fissures and micro canyons within the basalt rock ridges.
Natural intersections are seen when main natural elements would interact with one another to create spatial relationships, like when the basalt debris would intersect with the forest creating spatial qualities and opportunities for circulation, similarly when the bluff reaches the river valley. With these concepts in mind the window patterns are interpreted as the fissures and micro canyons formed in the basalt ridges, creating an irregular pattern of openings and articulating the masonry walls as if the building would have been decomposed over time. The entries, courtyards, the interior of the commons, and moments in which the building engages the exterior are interpreted as the natural intersections seen in the river valley, creating different processions of compression and expansion as one migrates in and out of the building.

Natural Space

Natural Intersections

Southeast View

CONCEPT SITE PLAN

Large Context Landscape Plan

Site Plan

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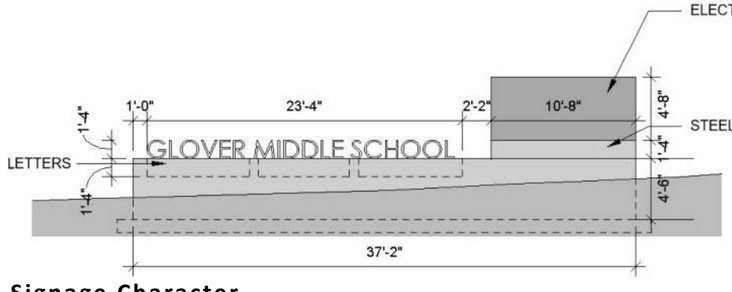
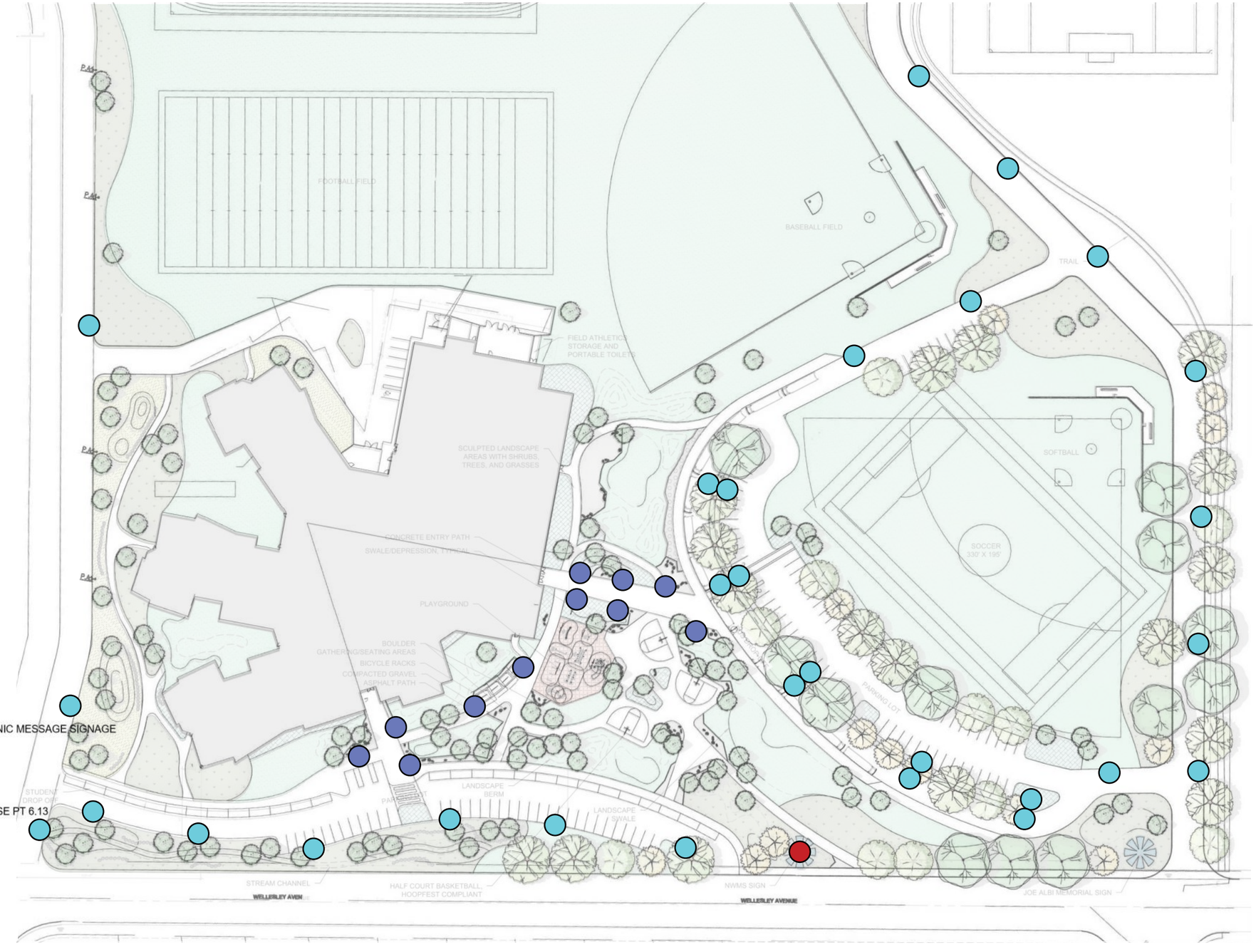
CONCEPT LIGHTING PLAN

Street Light

Pedestrian Pole Light



Signage Character



Concept Lighting Plan

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CONCEPT RENDERINGS

Southeast Aerial View

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CONCEPT MASSING RENDERINGS

South View from Wellesley Ave at Main Entry

East View from Student Plaza toward Student Entry

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CONCEPT MASSING RENDERINGS

Southeast View from Wellesley Ave at Pedestrian Promenade

Southwest View from Wellesley Ave

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FLOOR PLANS

Main Floor Plan

Upper Floor Plan

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REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
1	LANDSCAPE EDGING: 6" CONCRETE	1,287 LF	
SYMBOL	**DESCRIPTION**	**QTY**	**DETAIL**
	BOULDER 'A': 24" X 30" X 48"	20	
	BOULDER 'B': 30" X 36" X 30"	207	
	BOULDER 'C': 18" X 24" X 36"	48	
SYMBOL	**DESCRIPTION**	**QTY**	**DETAIL**
	3/8" MINUS COMPACTED GRAVEL, 4" DEPTH	6,737 SF	
	DETERRANT BASALT COBBLE 6-8"	973 SF	
	BLUE GRASS	513,072 SF	
	TRANSITIONAL LOW MOW GRASS	107,433 SF	
	NATIVE GRASS	18,704 SF	
	LANDSCAPE BED	17,480 SF	
	RESILIENT SURFACING	3,358 SF	

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
APC	ACER PLATANOIDES 'CRIMSON KING' / CRIMSON KING NORWAY MAPLE	B & B	2"CAL	
APE	ACER PLATANOIDES 'EMERALD QUEEN' / EMERALD QUEEN NORWAY MAPLE	B & B	2"CAL	
ARO	ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	B & B	2"CAL	
AFA	ACER X FREEMANII 'JEFFSRED' TM / AUTUMN BLAZE FREEMAN MAPLE	B & B	2"CAL	
AGA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY	5 GAL		
BNR	BETULA NIGRA / RIVER BIRCH	B & B	2"CAL	
CBF	CARPINUS BETULUS 'FASTIGIATA' / PYRAMIDAL EUROPEAN HORNBEAN	B & B	2"CAL	
CJK	CERCIDIPHYLLUM JAPONICUM / KATSURA TREE	B & B		
CNP	CHAMAECYPARIS NOOTKATENSIS 'PENDULA' / WEEPING NOOTKA FALSE CYPRESS	B & B		VARY FROM 6'-10'
LOW	LARIX OCCIDENTALIS / WESTERN LARCH	B & B		VARY FROM 6'-10'
LSA	LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM	B & B	2"CAL	
PEE	PICEA ENGLEMANNII / ENGLEMANN SPRUCE	B & B		3' MIN.
POB	PICEA OMORIKA 'BRUNS' / BRUNS SPRUCE	B & B		VARY FROM 6'-10'
PPC	PICEA PUNGENS / COLORADO SPRUCE	B & B		VARY FROM 6'-10'
PAB	PINUS ARISTATA / BRISTLECONE PINE	B & B		VARY FROM 6'-10'
PCL	PINUS CONTORTA LATIFOLIA / LODGEPOLE PINE	B & B		VARY FROM 6'-10'
PNB	PINUS NIGRA / AUSTRIAN BLACK PINE	B & B		VARY FROM 6'-10'
PNA	PINUS NIGRA 'ARNOLD SENTINEL' / ARNOLD SENTINEL AUSTRIAN BLACK PINE	B & B		VARY FROM 6'-10'
PPP	PINUS PONDEROSA / PONDEROSA PINE STOCK MUST BE GROWN LOCALLY FROM LOCALLY SOURCED SEEDS. SEE SPECS. FOR SUGGESTED GROWERS.	B & B		VARY FROM 6'-10'
PMD	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		VARY FROM 6'-10'
TAR	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	3"CAL	
TTS	TILIA TOMENTOSA / SILVER LINDEN	B & B	2"CAL	
UAP	ULMUS AMERICANA 'PRINCETON' / AMERICAN ELM	B & B	2"CAL	

SHRUBS	BOTANICAL / COMMON NAME	SIZE
CSK	CORNUS SERICEA 'KELSEYI' / KELSEYI DWARF REDTWIG DOGWOOD	2 GAL
EPF	ECHINACEA PURPUREA FLAME THROWER / FLAME THROWER ECHINACEA	1 GAL
FCB	FRAGARIA CHILOENSIS / BEACH STRAWBERRY	1 GAL
GPV	GENISTA PILOSA 'VANCOUVER GOLD' / VANCOUVER GOLD BROOM	2 GAL
HSB	HELICTOTRICHON SEMPERVIRENS 'SAPPHIRE' / BLUE OAT GRASS	1 GAL
ISS	IRIS SIBIRICA / SIBERIAN IRIS	1 GAL
LAH	LAVANDULA ANGUSTIFOLIA 'HIDCOTE' / HIDCOTE LAVENDER	1 GAL
PVP	PANICUM VIRGATUM 'PRAIRIE SKY' / PRAIRIE SKY SWITCH GRASS	2 GAL
PAM	PENNISETUM ALOPECUROIDES 'MOUDRY' / ORIENTAL FOUNTAIN GRASS	2 GAL
PDB	PENSTEMON DIGITALIS / DAKOTA BURGUNDY BEARDTONGUE	1 GAL
PMC	PINUS MUGO 'CARSTEN'S WINTERGOLD' / CARSTEN'S WINTERGOLD MUGO PINE	5 GAL
SPC	SALIX PURPUREA 'CANYON BLUE' / ARCTIC BLUE LEAF WILLOW	5 GAL
SNR	SALVIA NEMOROSA 'ROSE QUEEN' / WOODLAND SAGE	5 GAL
SBT	SPIRAEA BETULIFOLIA 'TOR' / BIRCHLEAF SPIREA	5 GAL
STO	SPIRAEA THUNBERGII 'OGON' TM / MELLOW YELLOW SPIREA	5 GAL

0 50 100 150 feet

1" = 50'

NORTH

ALBI PROJECT
NORTHWEST MIDDLE SCHOOL PROJECT

ALBI STADIUM SWALE

SOCCER
330' X 195'

GRASS TRACK

FOOTBALL FIELD

BASEBALL FIELD

TRAIL

FIELD ATHLETICS
STORAGE AND
PORTABLE TOILETS

SCULPTED LANDSCAPE
AREAS WITH SHRUBS,
TREES, AND GRASSES

SOFTBALL

SOCCER
330' X 195'

CONCRETE ENTRY PATH

SWALE/DEPRESSION, TYPICAL

PLAYGROUND

BOULDER
GATHERING/SEATING AREAS

BICYCLE RACKS

COMPACTED GRAVEL
ASPHALT PATH

BUS DROP OFF

PARKING LOT

L3 BUFFER IN PARKING
AREAS AND ONE TREE
PER EVERY 6 STALLS

STUDENT
DROP OFF

PARKING LOT

LANDSCAPE
BERM

LANDSCAPE
SWALE

STREET TREES ARE INTENDED TO BE CLASS 2
AND CLASS 3 AS SPACE PERMITS. IT IS OUR
INTENTION TO USE A VARIETY OF SPECIES AND
SIZES ALONG WELLESLEY TO REFLECT THE
INFORMAL CHARACTER AND DIVERSITY FOUND IN
THE AUDUBON NEIGHBORHOOD

STREAM CHANNEL

HALF COURT BASKETBALL,
HOOPFEST COMPLIANT

L2 BUFFER BETWEEN
PARKING LOT AND
WELLESLEY

NWMS SIGN

JOE ALBI MEMORIAL SIGN

WELLESLEY AVENUE

WELLESLEY AVENUE

ROYAL COURT

HATTLEY STREET

LANDSCAPE PLAN

8/25/20

DESIGN REVIEW BOARD FILE NO.DRB 2011

Joe Albi Stadium and Northwest Middle School

1 - Program Review/Collaborative Workshop

Design Review Staff Report June 22, 2020

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

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

Applicants:

Northwest Middle School:
Dana Harbaugh, NAC Architecture

Joe Albi Stadium:
Rustin Hall, ALSC Architects

ATTN: Greg Forsyth, Spokane Public Schools

Design Review Board Authority

Spokane Municipal Code Chapter 04.13 Design Review Board
A. Purpose. The design review board is hereby established to:
1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
    a. wisely allocate the City's resources,
    b. serve as models of design quality

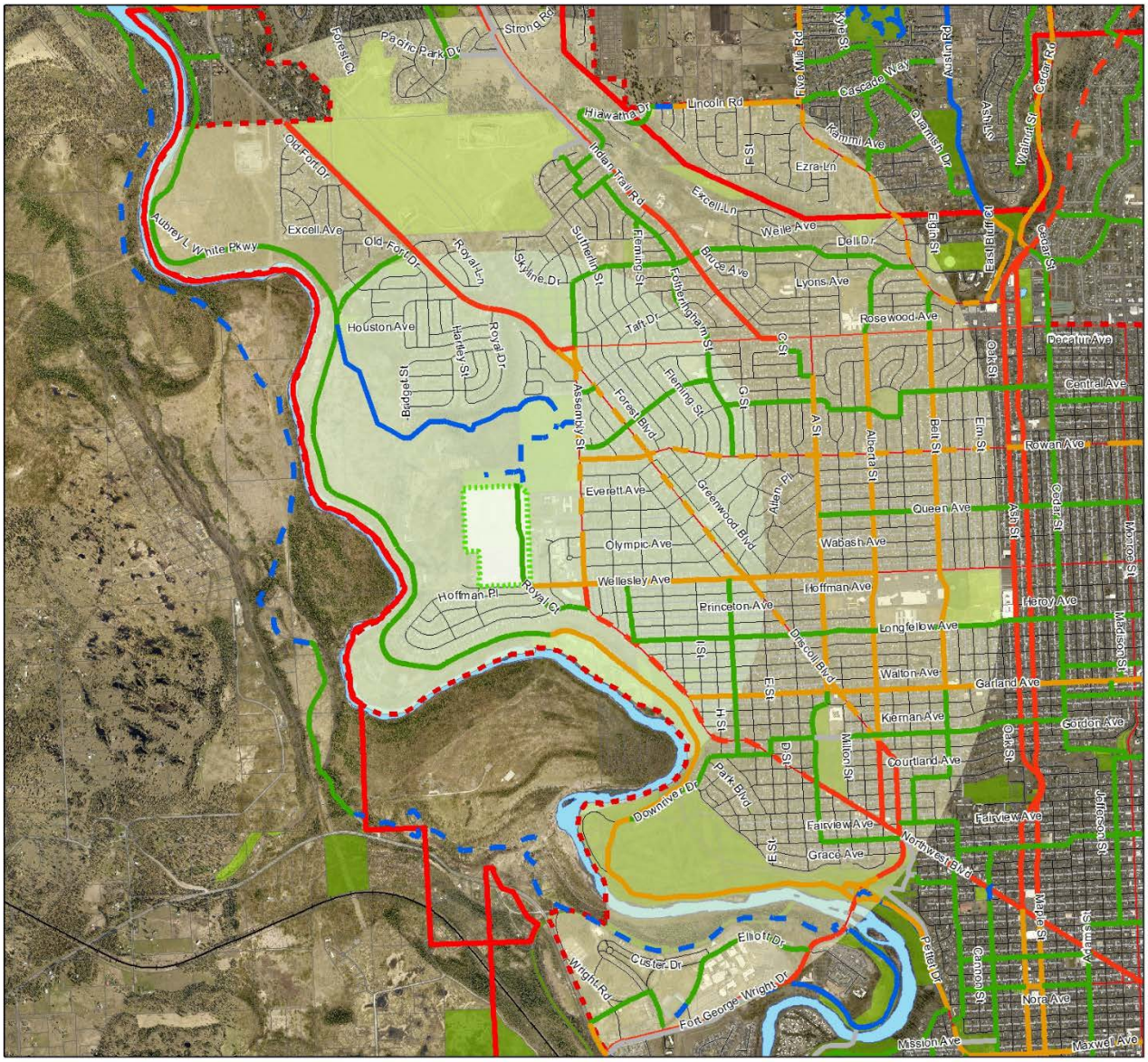
Under SMC **Section 17G.040.020 Design Review Board Authority**, all public projects or structures are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per Section 17G.040.080 **Design Review Board**

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

Project Description

Please see applicant's submittal information.

Greater Vicinity



Legend

Current Bikeway Network

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

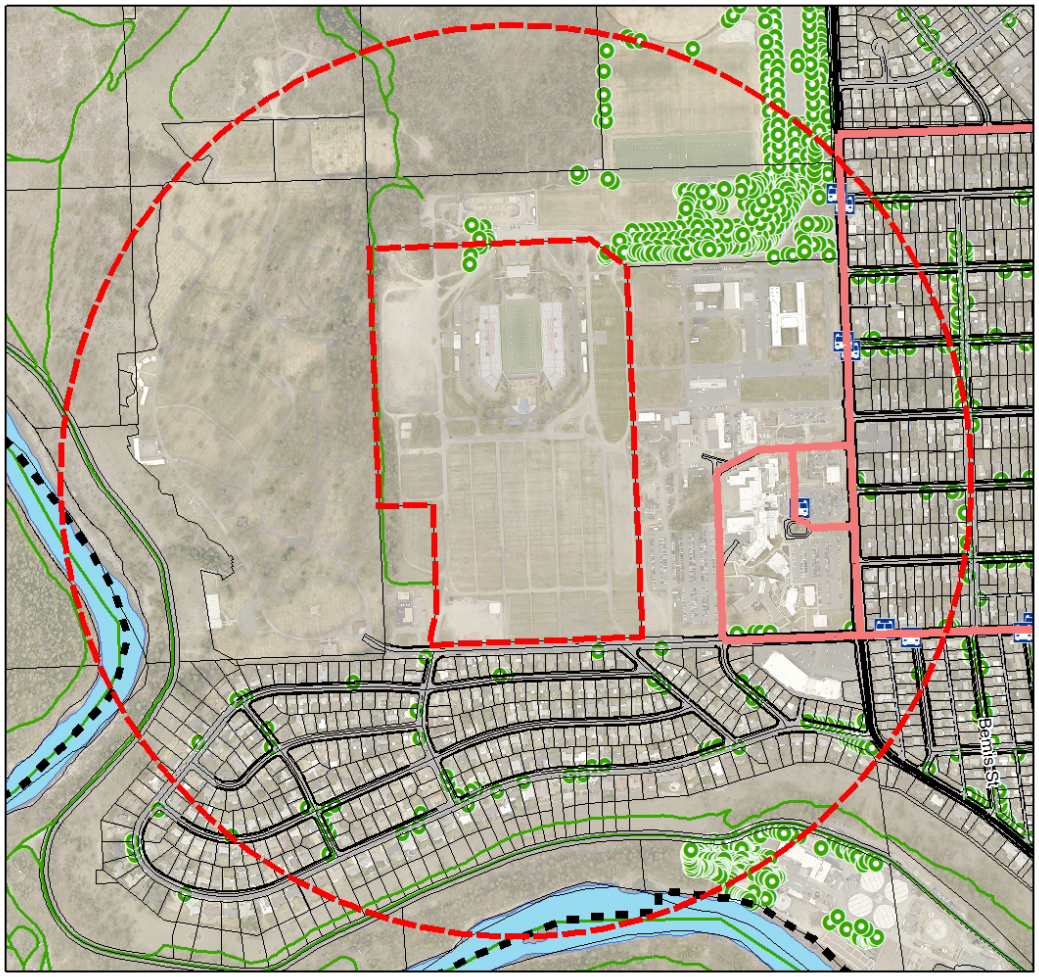
School Boundaries*

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

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

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

Quarter Mile Radius



QUARTER MILE RADIUS: JOE ALBI STADIUM & NW MIDDLE SCHOOL

Legend

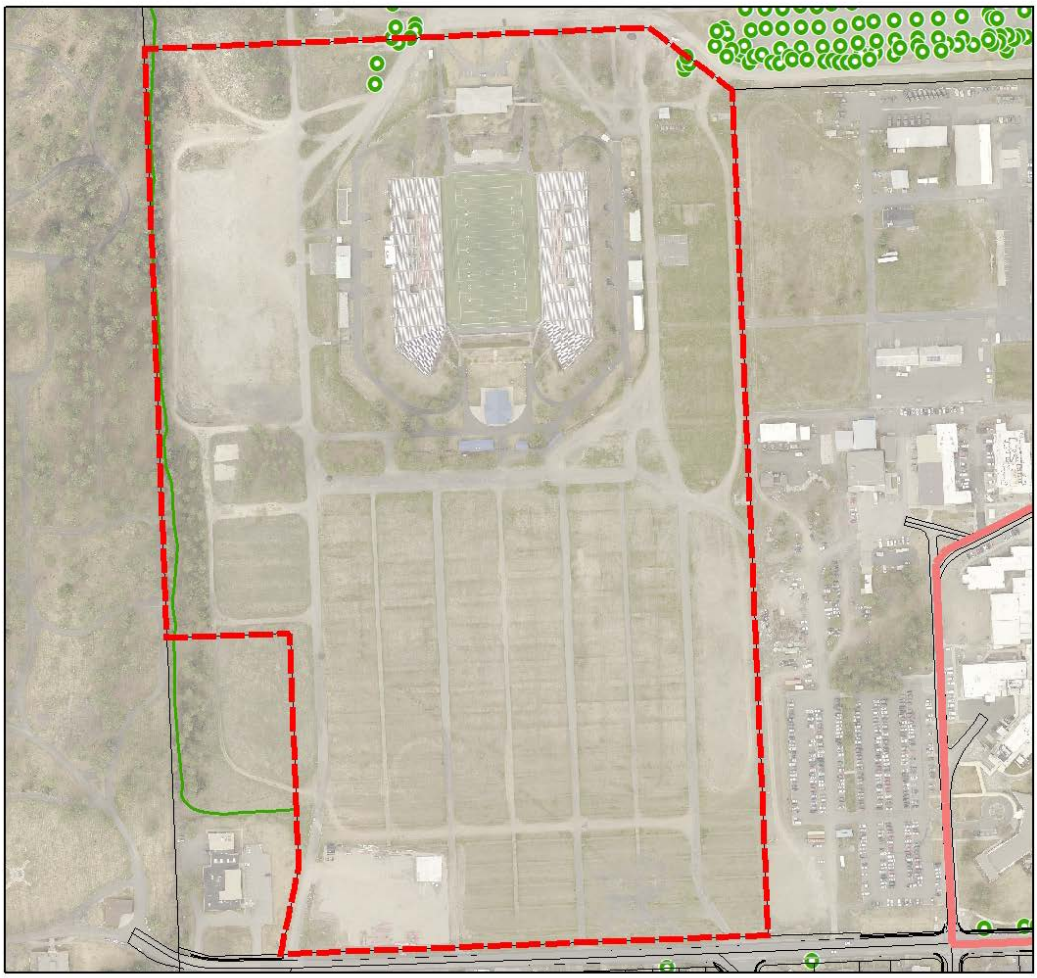
- STA Bus Route
- STA Bus Stop
- Tree Inventory

N
W E
S

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

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

Character Assets



SITE CONTEXT: JOE ALBI STADIUM & NW MIDDLE SCHOOL

Legend

Trail

Tree Inventory

N
W E
S

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

Regulatory Analysis

Zoning Code Requirements

The site is zones Residential Single Family (RSF). The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

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

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

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

Section 17C.110.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.110.510 through SMC 17C.110.590 follow SMC 17C.110.015, Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through chapter 17G.030 SMC, Design Departures, for those eligible standards and guidelines contained in the zoning code.

Northwest Middle School

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

Residential Zone Design Standards SMC Section 17C.110:

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

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

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

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

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

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

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

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

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

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

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

Joe Albi Stadium

(ALSC Architects)

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

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

City of Spokane Comprehensive Plan

Comprehensive Plan link

CHAPTER 1: LAND USE

LU 1 CITYWIDE LAND USE

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

LU 1.12 Public Facilities and Services: Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

LU 4 TRANSPORTATION

LU 4.1 Land Use and Transportation: Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.

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

LU 5 DEVELOPMENT CHARACTER

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

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

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

LU 6.1 Advance Siting: Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.

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

LU 6.3 School Locations: Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.

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

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

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

CHAPTER 4: TRANSPORTATION

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

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

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY

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

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

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY: Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

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

TR 2 Transportation Supporting Land Use: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

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

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

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

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

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 1 PRIDE AND IDENTITY

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

DP 2 URBAN DESIGN

DP 2.3 Design Standards for Public Projects and Structures: Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

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

DP 2.6 Building and Site Design: Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate - and considers intensity of use.

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

CHAPTER 9: NATURAL ENVIRONMENT

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

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

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

CHAPTER 11: NEIGHBORHOODS

N 2 NEIGHBORHOOD DEVELOPMENT

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

N 4 TRAFFIC AND CIRCULATION

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

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

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

N 5 OPEN SPACE

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

Topics for Discussion

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

Overall Site:

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

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

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

Northwest Middle School

Neighborhood

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

Site

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

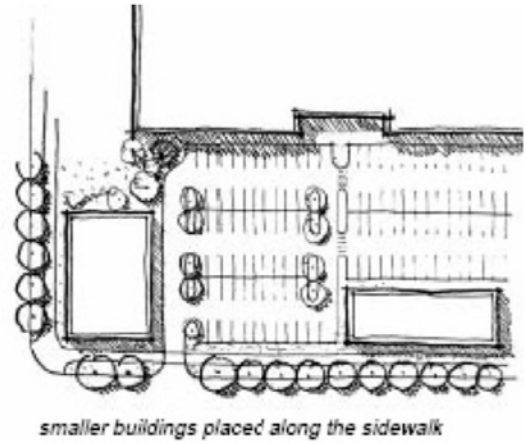
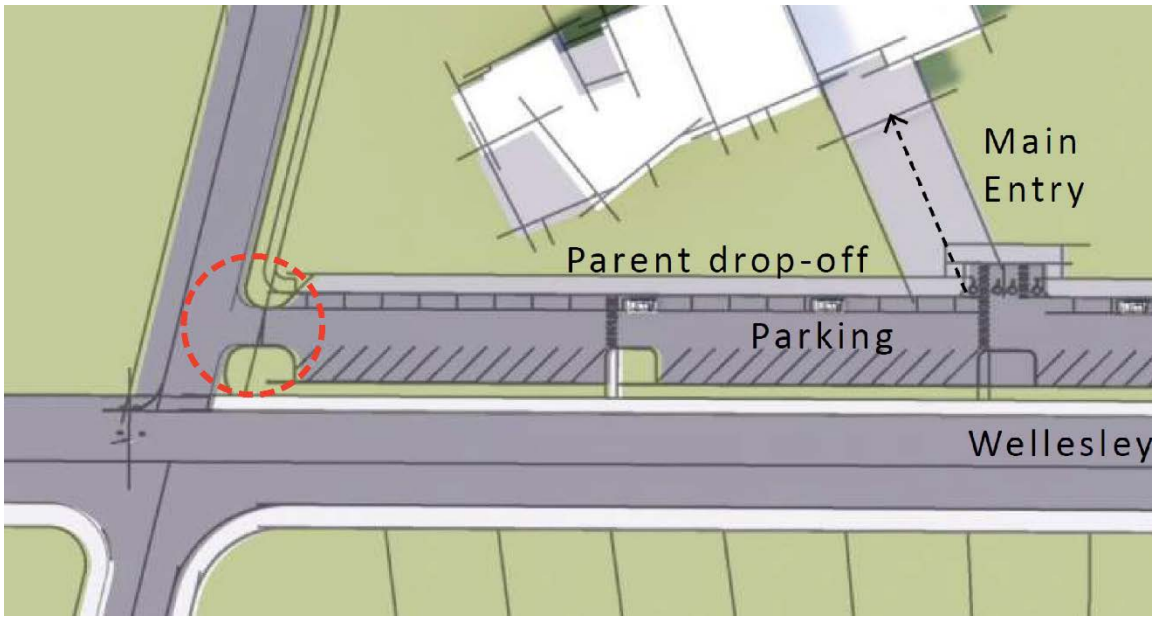


Figure 1. Contributing to the liveliness of sidewalks (SMC 17C.110.515.A)

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

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



Building

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

Joe Albi Stadium

Site

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

Building

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

N o t e

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

P o l i c y B a s i s

Spokane Municipal Codes
City of Spokane Comprehensive Plan

FILE NO.DRB 2011

DESIGN REVIEW BOARD

Joe Albi Stadium and Northwest Middle School

1 - Program Review/Collaborative Workshop

July 8, 2020

From:	To:	CC:
Design Review Board Kathy Lang, Chair c/o Dean Gunderson, DRB Secretary Neighborhood & Planning Services 808 W. Spokane Falls Blvd. Spokane, WA 99201	Northwest Middle School: Dana Harbaugh, NAC Architecture Joe Albi Stadium: Rustin Hall, ALSC Architects ATTN: Greg Forsyth, Spokane Public Schools	Louis Meuler, Interim Planning Director Tami Palmquist, Associate Planner

Based on review of the materials submitted by the Applicant and discussion during the July 8, 2020 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

Overall Site

1. **The Applicants shall consider thoughtful and safe integration of non-motorized transportation through the sites and provide details to the Board at the Recommendation Meeting.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

2. **The Board encourages the Applicants to plan forward to accommodate (or at least not preclude) transit service to and potentially through these key community destinations.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

3. **The Applicants shall provide additional details on managing traffic circulation through the site (via gates, etc.) for varying operations and provide details to the Board at the Recommendation Meeting.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

4. **The Board appreciates and strongly encourages further exploration of the use of native grasses and low-water plant palette, and applauds the reintroduction of ponderosa pines on the site.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, and N 5.3 Linkages.*

Northwest Middle School (NWMS)

Neighborhood

1. **The Applicant is encouraged to continue to work with the City to close any bicycle/pedestrian infrastructure gaps along Wellesley to provide safe access to the school and stadium sites.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.1 Land Use and Transportation, LU 4.4 Connections, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, N 2.1 Neighborhood Quality of Life, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.*

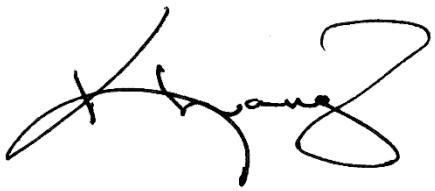
Site

2. **The Parti for the NWMS is intriguing and has a very micro-regional application within the building itself. The Board encourages the applicant to explore extrapolating that language to the exterior of the building and how it might radiate outward toward the access drives, parking areas, and how it interacts with the public roads.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

3. **The bluffs have a verticality that is very dramatic; there is opportunity with the façade of the gymnasium and the common areas to create a dramatic wall with light that punches through. It would seem that there are opportunities for NWMS to insinuate the crevices and undulations that appear along the basalt walls.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*



Kathy Lang, Chair, Design Review Board

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

DESIGN REVIEW BOARD SUBMITTAL
JUNE 17, 2020

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ARCHITECTURE

PROJECT SUMMARY

DEVELOPMENT OBJECTIVES:

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

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

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

DESIGN GOALS:

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

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

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

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

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

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

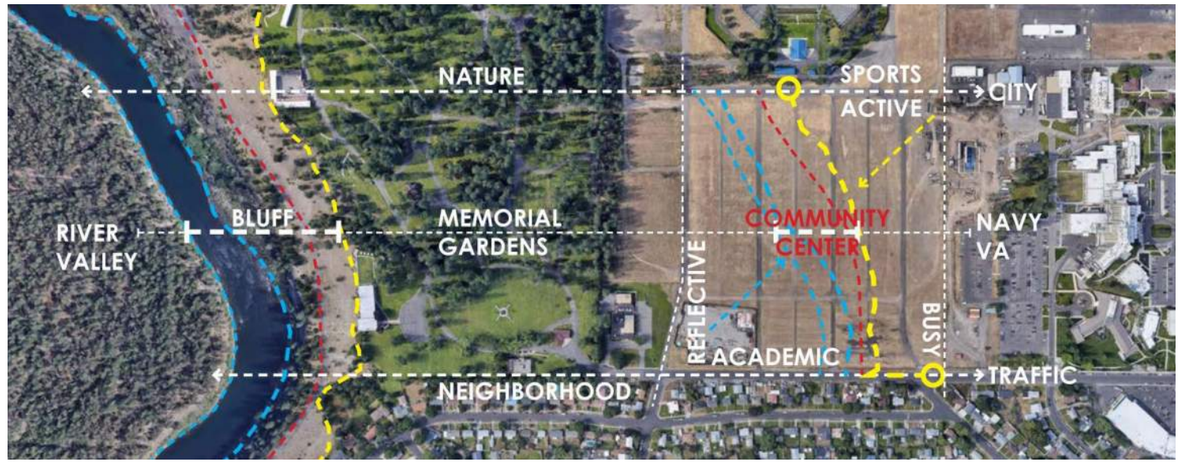
PROJECT SUMMARY

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

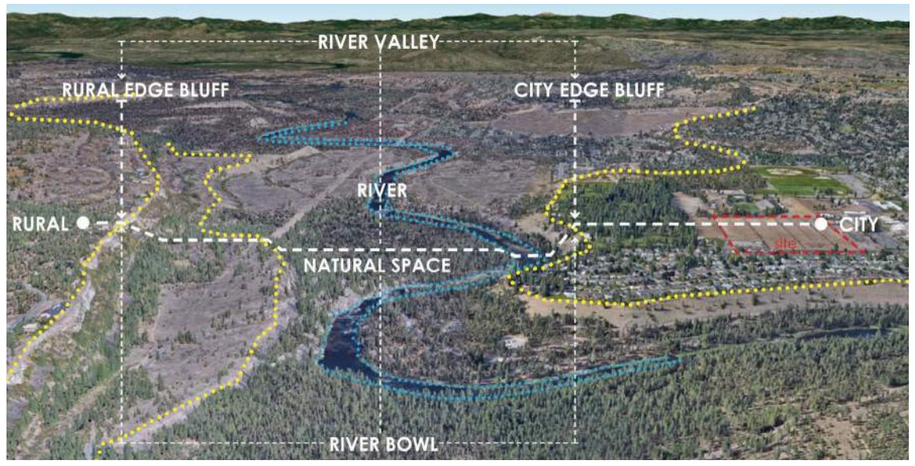
Site Design: The building is positioned on the southwest side of the site and will be constructed in conjunction with the Joe Albi Stadium. Positioning the school to the southwest better engages the building with the neighborhood and views to the River Valley. The east side of the school will be predominately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

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

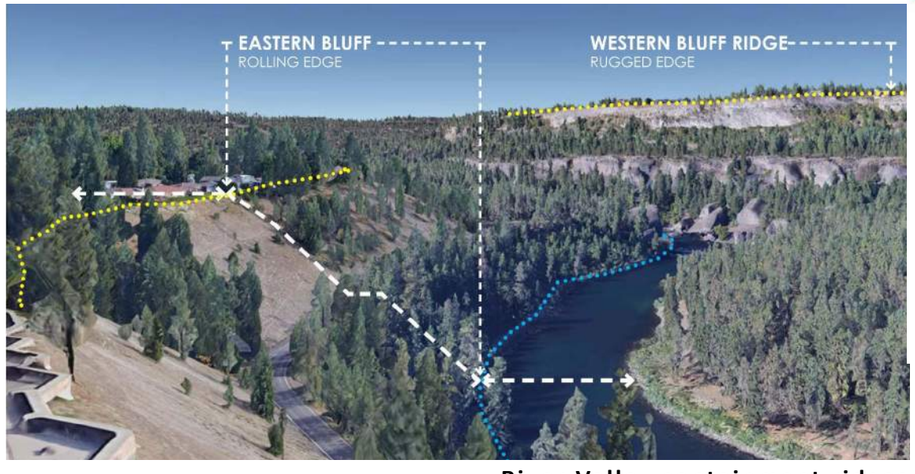
River Valley



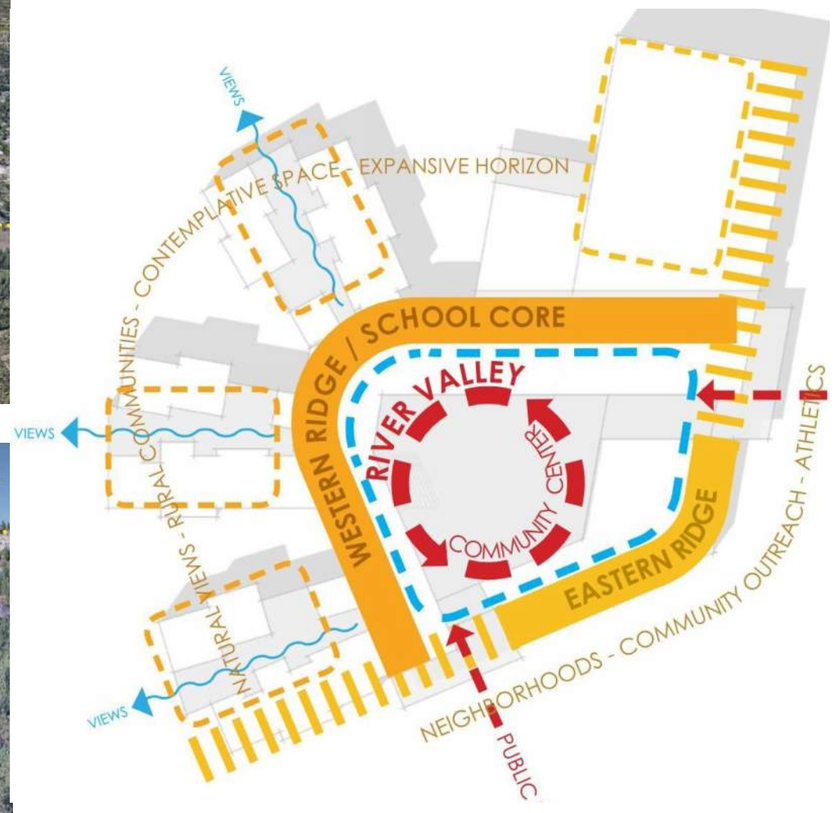
Projection of the River Valley's edge contours into the site



River Valley section



River Valley containment ridges



NWMS inspirational ordering diagram, River valley

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ADDRESS NEIGHBORHOOD PLAN, COMPREHENSIVE PLAN, AND DESIGN GUIDELINES:

Residential Zone Design Standards SMC Section 17C.110:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LU 1.12 Public Facilities and Services: Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

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

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

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

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

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

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

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

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

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

LU 6.3 School Locations: Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.

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

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

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

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

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

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

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

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

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

Goal 1: Keep the place safe

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

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

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

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

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

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

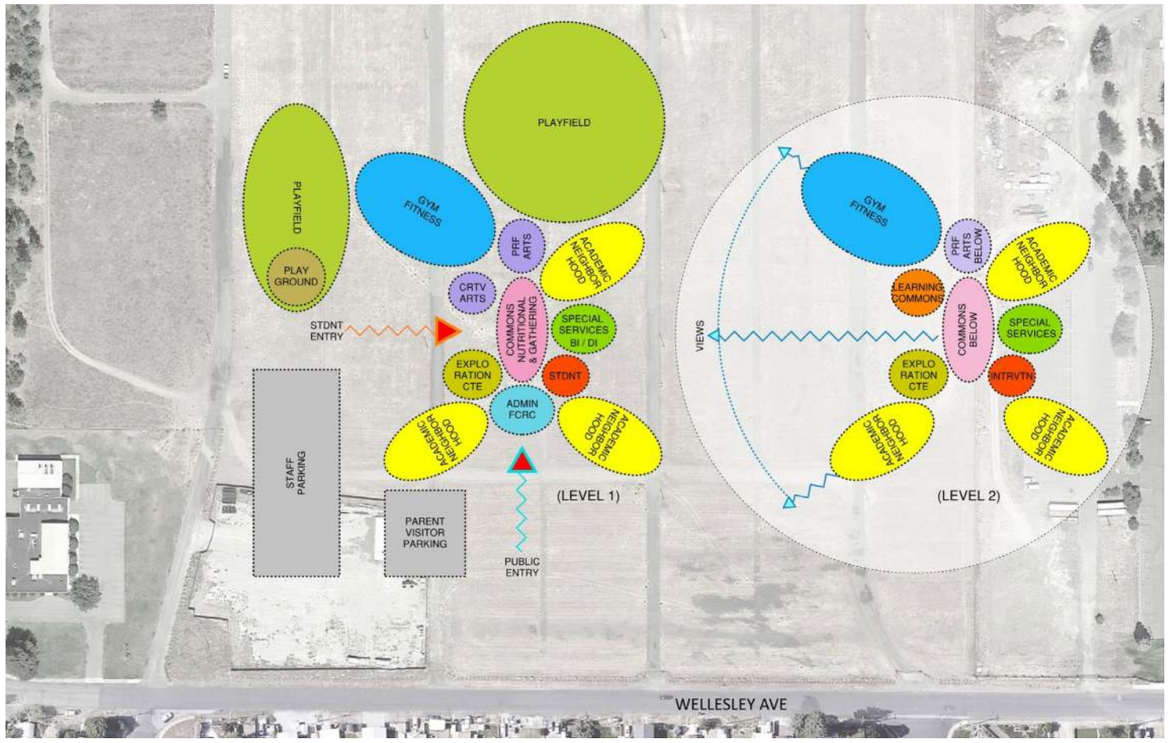
Discussion: As a school and community building, NWMS will help enrich shared spaces and encourage interactions among people living in or visiting Shadle. Families of all ages are welcome to participate in school and community-building events, as well as enjoy the outdoor fields and playground areas.

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

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

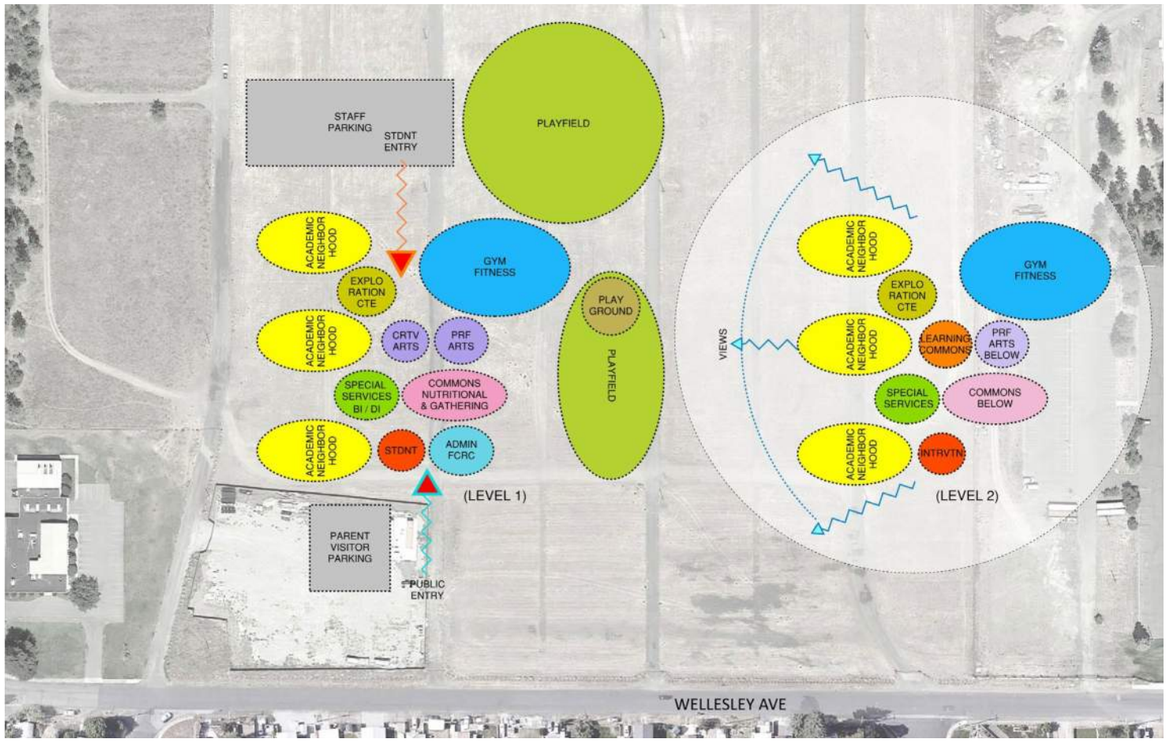
PROJECT SUMMARY - DESIGN EVOLUTION

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



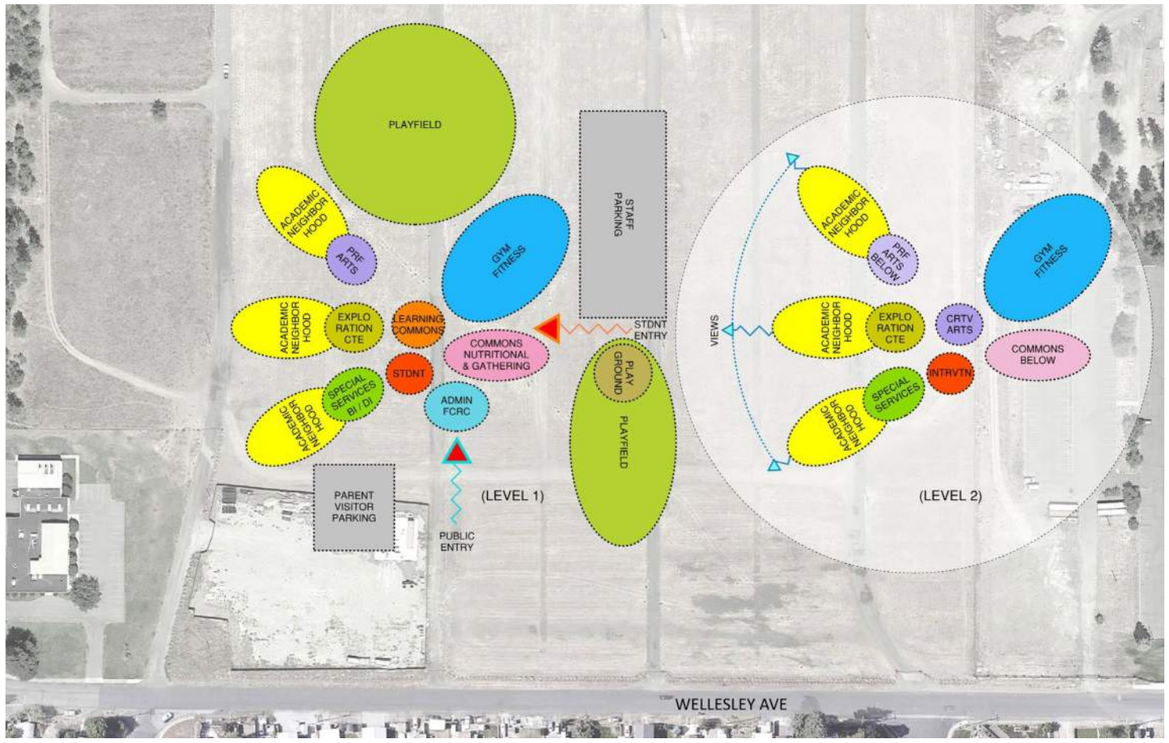
CONCEPT: Balance

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



CONCEPT: Front Porch

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

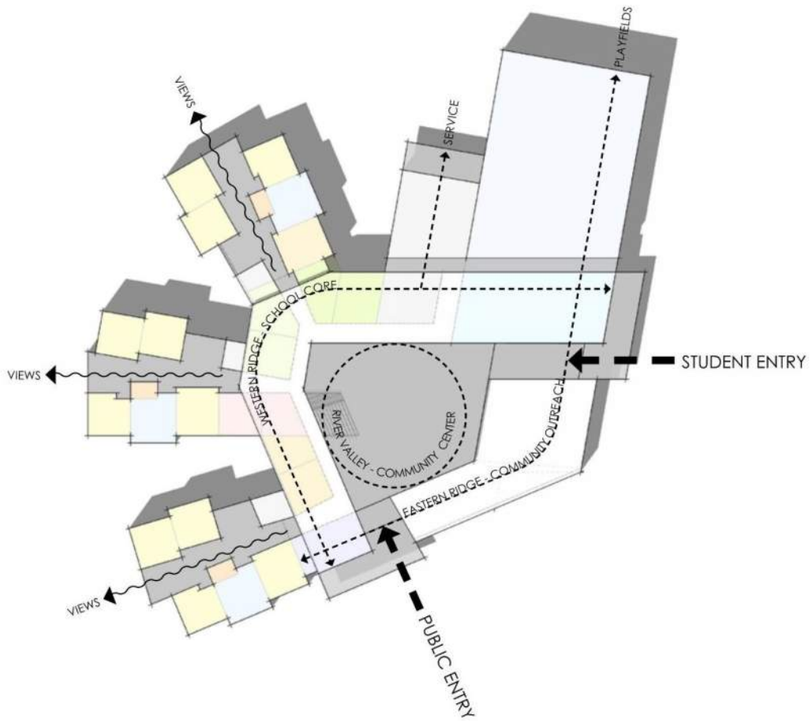


CONCEPT: Community Hub

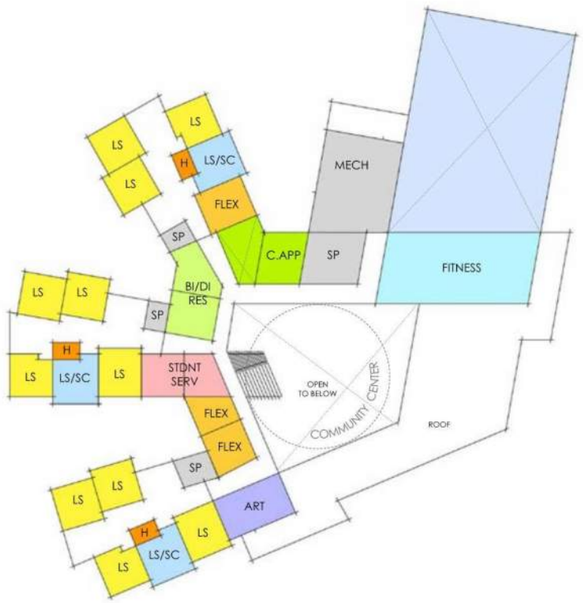
As a hybrid between the previous two diagrams this scheme explored the views of the River Valley for the academic neighborhoods but in a more centrally oriented diagram. Both public and student entries have visibility from the community, but the student centric design of the first scheme was lost and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

CONCEPT: Balance 2.0

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



LEVEL 1



LEVEL 2

REFINEMENT: Community Center

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

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

CONTEXT ANALYSIS

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

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

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

View of site from Wellesley Ave, looking W

View from SE corner, looking NW

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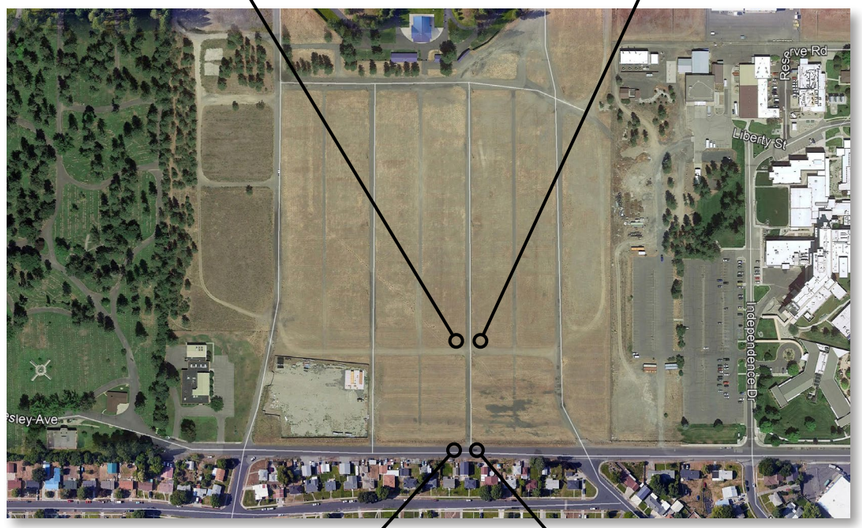
CONTEXT ANALYSIS: ADJACENT PROPERTIES & STREETSCAPES

View to West -
Eastern green edge of Fairmount Memorial Gardens

View to N -
Looking toward Joe Albi Stadium



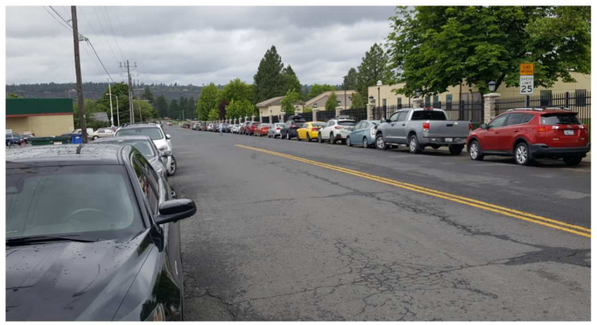
View to West -
Existing grade at Wellesley Ave, south of NWMS site

View to East -
Near entry of new school

CONTEXT ANALYSIS: ADJACENT PROPERTIES & STREETSCAPES

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

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



Site Approach: Looking northwest on Wellesley

Site Approach: Looking northwest on Wellesley

Site Approach: Looking west on the north side of Wellesley

Site Approach: Looking southwest on Wellesley

Site Approach: Looking west on Wellesley & Royal Court

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

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

Streetscape: Ball & Dodd Funeral Home west of site

SITE ANALYSIS: SITE PHOTOS

Southeast corner of site looking northwest

Southeast corner of the site looking west

Southeast corner of the site looking north towards Joe Albi Stadium

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

Approximate building entry plaza looking north towards Joe Albi Stadium

Approximate building entry plaza looking northwest

Approximate building entry plaza looking east towards the Veterans Medical Center

Approximate building entry plaza looking southeast towards Wellesley

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

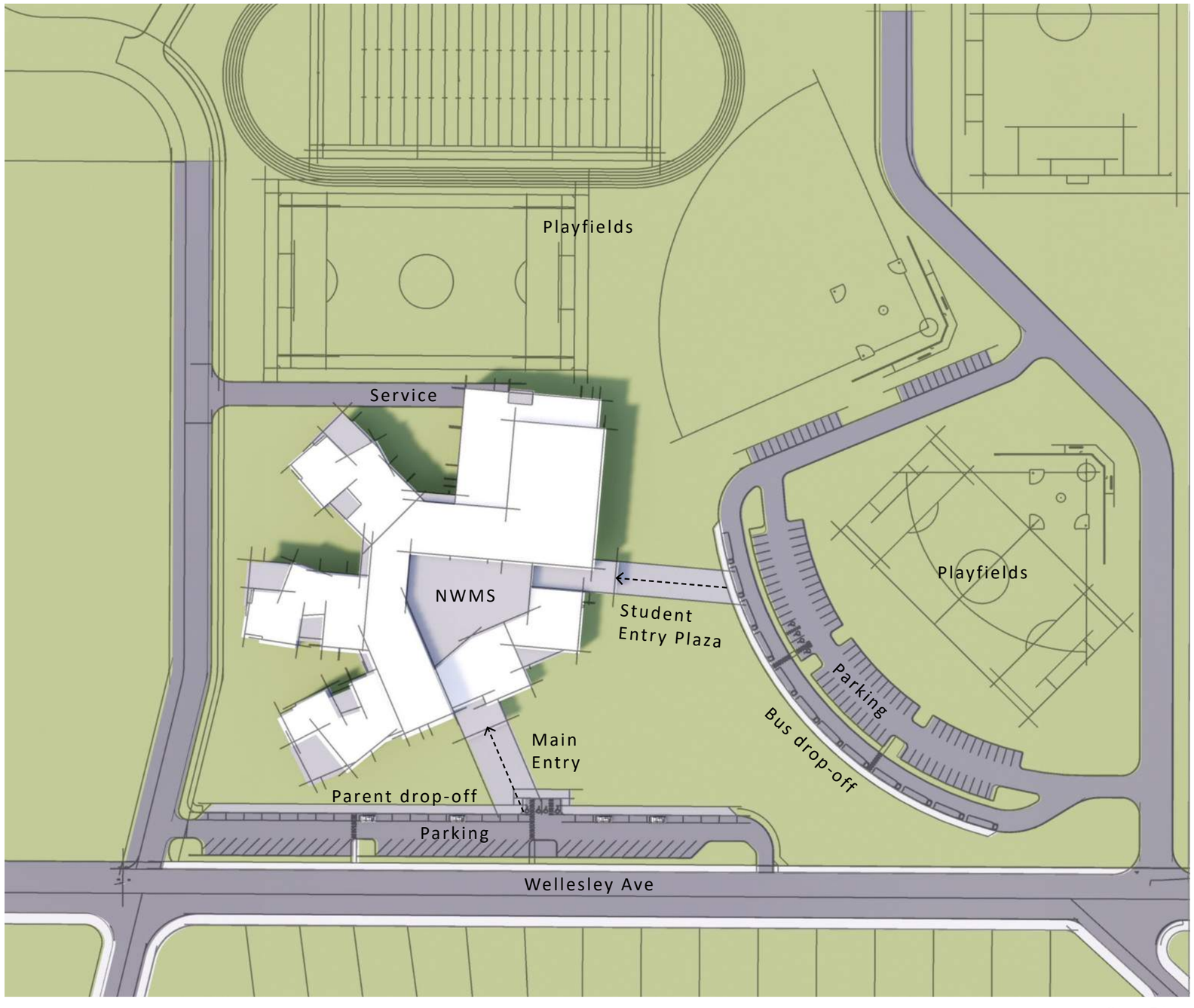
The river valley looking northwest from Fairmount Memorial Gardens

The river valley from Fairmount Memorial Gardens

The river valley and Riverside State Park from Fairmount Memorial Gardens

CONCEPT SITE PLAN

Large Context Landscape Plan



Site Plan

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CONCEPT FLOOR PLANS

Main Floor Plan

Upper Floor Plan

CONCEPT RENDERINGS

Southeast Aerial View

CONCEPT MASSING RENDERINGS

South View from Wellesley Ave at Main Entry

East View from Student Plaza toward Student Entry

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CONCEPT MASSING RENDERINGS

Southeast View from Wellesley Ave at Pedestrian Promenade

Southwest View from Wellesley Ave

Design Review Board – Meeting Minutes Draft

September 9, 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, Mark Brower (Vice-Chair), Kathy Lang (Chair & CA Liaison), Ted Teske, Grant Keller
- *Board Members Not Present:* Chad Schmidt
- *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; Anne Hanenburg seconded. Motion Carried. (7-0)

Changes to Agenda:

- Several typographical corrections to the agenda were made

Workshops:

** Chuck Horgan requested recusal from the recommendation meeting, as he works for Bernardo|Wills (architects for the project), and Kathy Lang accepted the recusal.

- **Radio Park Apartments/KXLY – Recommendation Meeting**
- Staff Report: Taylor Berberich
- Applicant Presentation: Mike Stanicar & Gary Bernardo
- Kathy Lang closed public comment
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the Applicant and discussion during the September 9, 2020 Recommendation Meeting the Design Review Board recommends the approval of the project subject to the following conditions:

1. **The Applicant is encouraged to further evaluate the ground-level site treatment at the north-most and south-most building patios with similar care as provided at the patios facing the central courtyard, but appropriate to those specific patio conditions. The Applicant may consider elevational grade change, lighting, enhanced landscaping, or other means as deemed appropriate.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 3.1 Coordinated and Efficient Land Use, LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.10 Business Entrance Orientation, and DP 2.14 Town Squares and Plazas.*

   ***Please see the following Integrated Site Plan Policies**: ISP Kit of Parts Page 29 Future Urban District.*

   ***Please see the following Development Agreement Requirements**: 5.3 Design Theme, 5.4 Community Plaza, and 5.6 Long-Term Development of Urban District.*

   ***Please see the following Initial Standards and Guidelines for Centers and Corridors (Circa 2001)**: Buildings along the Street, Transition between Commercial and Residential Development, Treatment of Blank Walls, Prominent Entrances, Façade Transparency, Materials, Massing, and Roof Form.*

2. **The Design Review Board is in support of the proposed exterior material palette. The Applicant is encouraged to investigate opportunities to further utilize the warm wood tone accent to support wayfinding or enhance residential occupant-oriented spaces such as the interior private courtyards highlighted in the Applicant's proposal.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, and DP 2.10 Business Entrance Orientation.*

   ***Please see the following Development Agreement Requirements**: 5.3 Design Theme and 5.6 Long-Term Development of Urban District.*

   ***Please see the following Integrated Site Plan Policies**: ISP Kit of Parts Pages 13-20, furnishings, lighting, and hardscape treatment, and Kit of Parts Page 29 Future Urban District.*

   ***Please see the following Initial Standards and Guidelines for Centers and Corridors (Circa 2001)**: Buildings along the Street, Transition between Commercial and Residential Development, Treatment of Blank Walls, Prominent Entrances, Façade Transparency, Materials, Massing, and Roof Form.*

3. **The Board supports a safe pedestrian crossing of Regal in accordance with the Integrated Site Plan that ties the District Center developments and acknowledges that a traffic engineering analysis is still underway. The crossing location on Regal may depend on the findings and recommendations of the traffic engineering analysis. Regardless of the final crossing location, the Applicant shall make all reasonable efforts to create a landing or plaza space on the West side of said crossing. The Board further requests that the Applicant make prudent changes to the pedestrian pathway system from that landing point going westward into the development.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.2 Land Uses That Support Travel Options and Active Transportation, LU 4.4 Connections, LU 5.5 Compatible Development, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR 1 Transportation Network For All Users, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.5 Character of the Public Realm, and DP 2.6 Building and Site Design.*

   ***Please see the following Development Agreement Requirements**: 5.1 Pedestrian Connections, 5.3 Design Theme, and 5.6 Long-Term Development of Urban District.*

   ***Please see the following Integrated Site Plan Policies**: ISP Pages 11-12 Pedestrian Connections and Character.*

4. **Subject to the findings of the traffic engineering analysis, the Board supports locating the mid-block center island pedestrian crossing at the primary vehicular ingress-egress to the Phase II Re-Evaluation Area. The Board recognizes that this location is optimal for connection of the pedestrian pathway system within the development and the connectivity to the surrounding region and should be viewed as a system improvement.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 4.2 Land Uses That Support Travel Options and Active Transportation, LU 4.4 Connections, LU 5.5 Compatible Development, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR 1 Transportation Network For All Users, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.5 Character of the Public Realm, and DP 2.6 Building and Site Design.*

   ***Please see the following Development Agreement Requirements**: 5.1 Pedestrian Connections, 5.3 Design Theme, and 5.6 Long-Term Development of Urban District.*

***Please see the following Integrated Site Plan Policies**: ISP Pages 11-12 Pedestrian Connections and Character.*

Mark Brower moved to approve the recommendations as written; Grant Keller seconded.

The applicants and board members discussed the addition of language stating the Board recognizes the location of the mid-block center island pedestrian crossing is optimal for connection of the pedestrian pathway system within the development and the connectivity to the surrounding region and should be viewed as a system improvement. The revised verbiage was added to the recommendations (as Recommendation #4).

Mark Brower moved to approve the revised recommendations as drafted; Grant Keller seconded. Motion carried unanimously. (6-0, with Chuck Horgan abstaining)

Board Business:

** Chuck Horgan rejoined the group.

Approval of Minutes:

- Minutes from the August 26, 2020 meeting approved unanimously.

Old Business:

- None

New Business:

- None

Chair Report:

- None

Secretary Report – Dean Gunderson

- Northwest Middle School, located south of Joe Albi Stadium is scheduled to come before the Design Review Board September 23rd.
- There are no design reviews firmly scheduled beyond September at this point.

Meeting Adjourned at 7:50 PM

The next Design Review Board Meeting is scheduled for Wednesday, September 23, 2020