Spokane Design Review Board

Wednesday, June 23, 2021
5:30-7:30 PM
Teleconference

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

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

Workshop:

5:40 – 7:15	**5)** Sacajawea Middle School – Collaborative Workshop • 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:

7:15 – 7:30	**6)** Approve Minutes From May 26, 2021 Meeting	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, July 14, 2021**.**

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: **1464 95 0241** 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 2103

Sacajawea Middle School

1 - Program Review/Collaborative Workshop

Design Review Staff Report June18, 2021

Staff:

Dean Gunderson
Senior Urban Designer

Taylor Berberich
Urban Designer

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

Applicants:

Jodie Kittel, ALSC Architects
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509-838-8568

ATTN: Greg Forsyth,
Spokane Public Schools
gregoryf@spokaneschools.org
509-354-5775

Table of Contents

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

Project Description

This project is a replacement of the existing Sacajawea Middle School located at 401 E. 33rd Avenue in Spokane's South Hill. The existing school building will remain in use during the construction of the replacement school, and will be demolished upon completion of the new building. The design centers on the theme of "Town Square" which is reflected in the building layout and entry plaza to the school.

Please see applicant's submittal for more detailed information of the project.

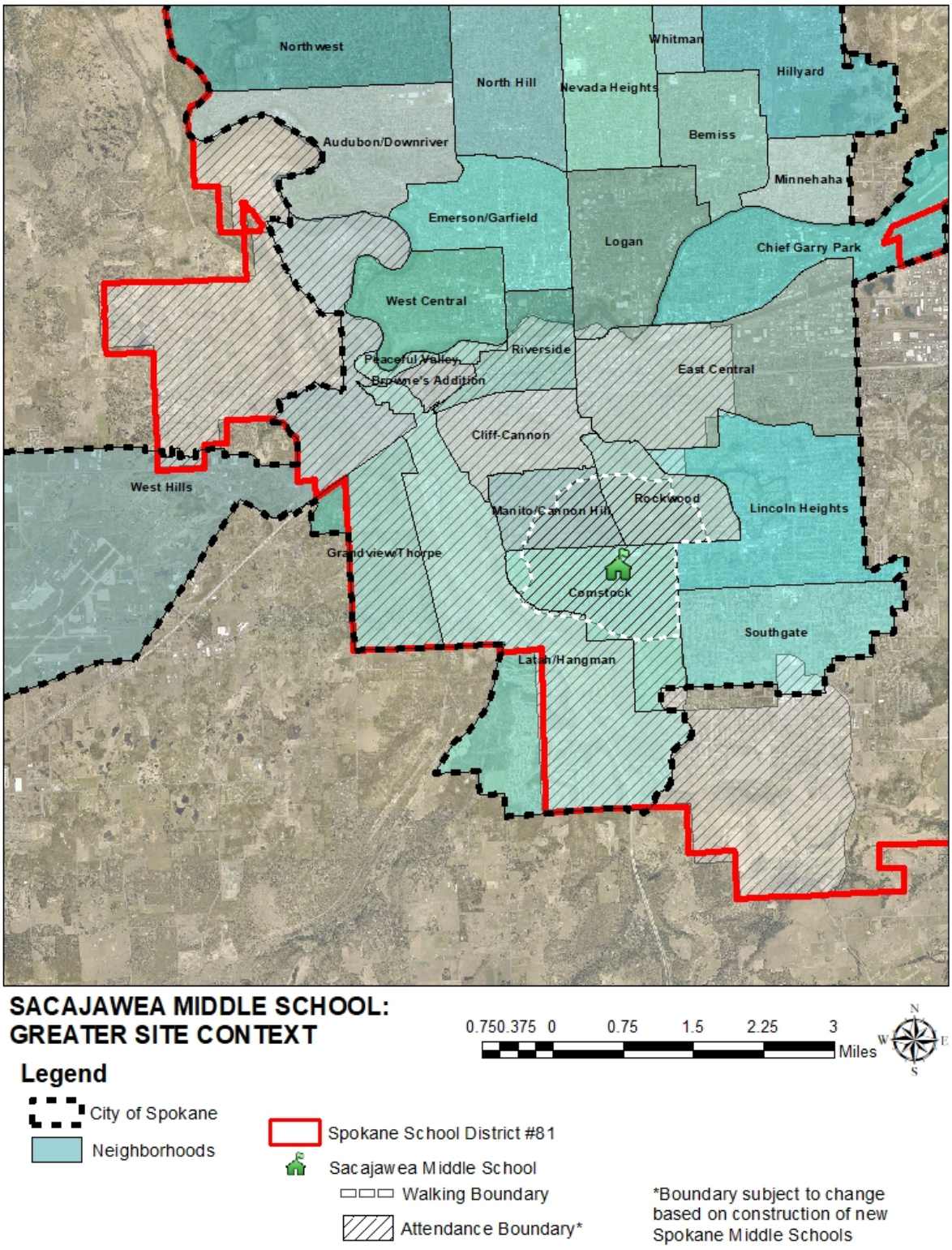


Figure 1- Sacajawea Middle School Greater Site Context

Sacajawea Middle School is currently attended by students from 13 Spokane neighborhoods: West Hills, Peaceful Valley, Browne's Addition, Riverside, Grandview/Thorpe, Latah/Hangman, Cliff-Cannon, East

Central, Lincoln Heights, Manito/Cannon Hill, Rockwood, Comstock, and Southgate, along with portions of Spokane County.

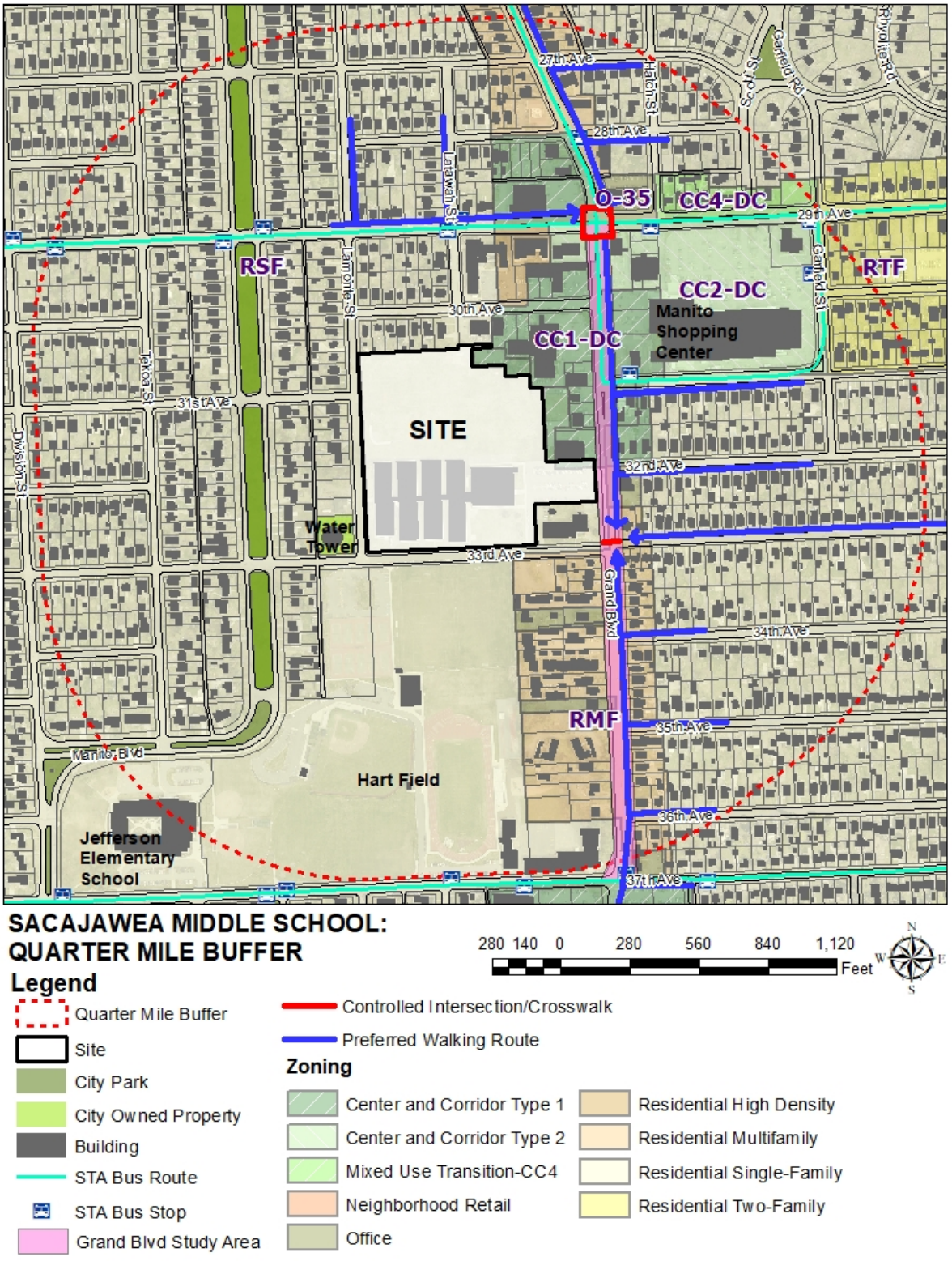
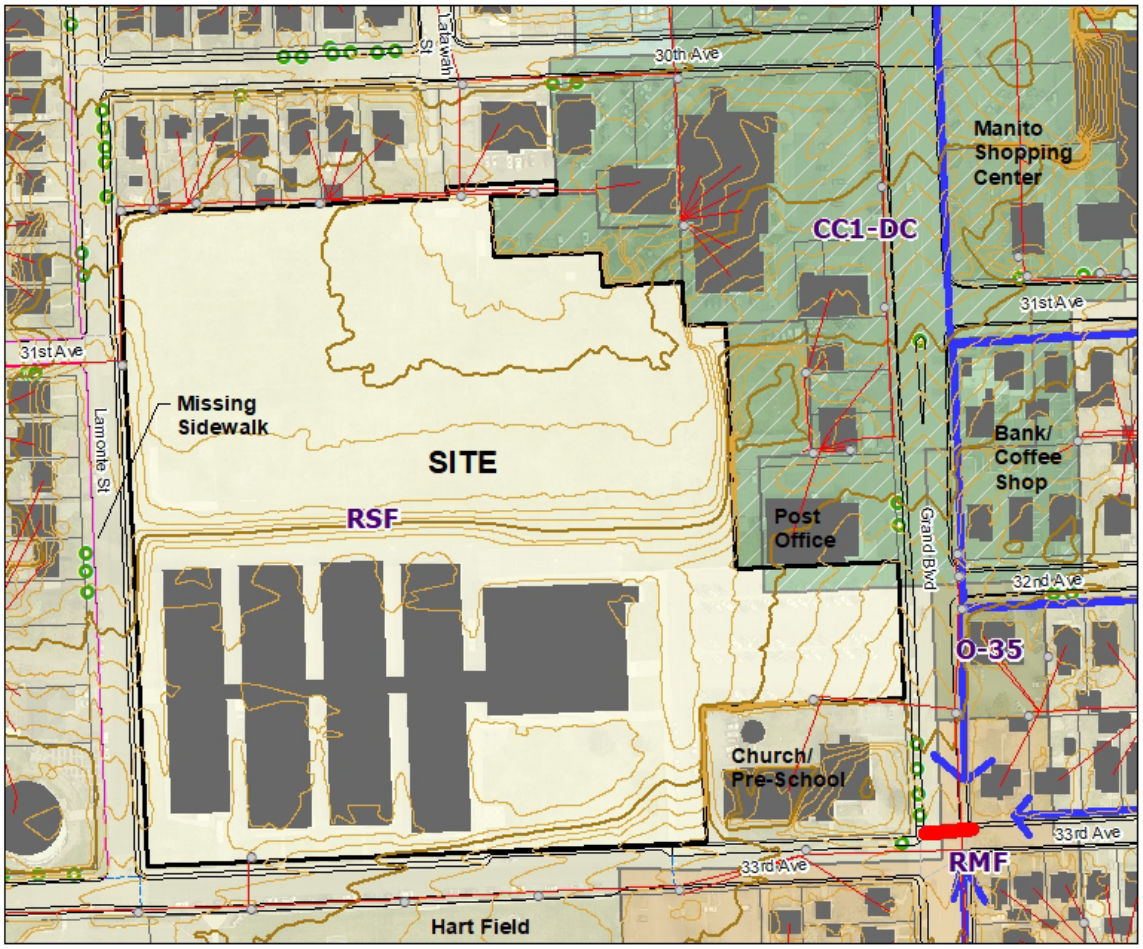


Figure 2- Sacajawea Middle School Quarter Mile Buffer

STA Bus routes 4 and 144 provide service near the school. Manito Boulevard Park lies two blocks west of the site, and Hart Field is directly south of the site on 33rd Avenue. A community garden and city water tower is just west of the site across Lamonte Street. Jefferson Elementary is just west of Hart Field, south of the project site. Manito Shopping Center is northeast of the site across Grand Boulevard. The Grand Boulevard Transportation & Land Use Study Area is marked in pink on the map above. Spokane Public Schools' preferred walking routes to the school are marked with blue lines, and controlled intersections are shown in red. On the same block, the Manito Post Office is directly east of the site and Manito United Presbyterian Church occupies the southeast corner of the block. Between the church and the post office is a parking lot which is shared by the school, post office, church, and patrons of Hart Field sporting events.

Character Assets



SACAJAWEA MIDDLE SCHOOL: SITE CONTEXT

100 50 0 100 200 300 400 Feet

N W E S

Legend

- Site Boundary
- Tree Inventory
- 5-foot Contour
- 1-foot Contour

Zoning

- Center and Corridor Type 1
- Center and Corridor Type 2
- Office
- Residential High Density
- Residential Multifamily
- Residential Single-Family

SPS Designated Ped Info

- Controlled Intersection/Crossing
- Preferred Walking Route

Electrical

- Pole Structures
- Overhead Conductor

Figure 3- Sacajawea Middle School Site Context

The site has several trees on it, but none are in the public right-of-way and are not in the city tree inventory. There are four dedicated pedestrian crossings on 33rd Avenue, including a supervised crossing at Grand and 33rd. An overhead power line runs along the north property line of the school and from the northwest corner of the site to the intersection of 31st Avenue and Lamonte. The site is zoned Residential Single Family (RSF) however there is a small portion of the site south of the post office that is zoned Centers and Corridors.

Topics for Consideration

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

NOTE: The applicant provided responses to these topics, which can be found at the end of this report.

To address the Institutional Design Standards, Comprehensive Plan Policies, the South Hill Coalition Connectivity and Livability Strategic Plan, and the Grand Boulevard Transportation & Land Use Study listed in the staff report, staff would offer the following for consideration and discussion:

1. Per SMC 17C.110.515 Buildings Along Street, is there an opportunity to enhance the liveliness of the sidewalk in both the parking lot and building façade along Lamonte Street?
2. Is there an opportunity to establish compatibility between the new school facility and the adjacent residential uses in accordance with SMC 17C.110.545 Transitions between Institutional and Residential Development?
3. Is there an opportunity to improve pedestrian connectivity to the site through the introduction of a safer pedestrian crossing along Lamonte Street? How might such a crossing, perhaps with a bulb-out at the northwest corner of the 31st Avenue intersection, contribute to traffic calming along Lamonte (especially at the 31st Avenue intersection)?
    a. Note: there is currently on-street parking and no sidewalk on the west side of Lamonte Street, south of 31st Avenue. There is also no sidewalk on the south side of 31st Avenue (West of the site).

Figure 4- Street Conditions along Lamonte and 31st

4. Is there an opportunity to improve pedestrian safety at major crossings to the school, as addressed in the Grand Boulevard Transportation & Land Use Study (Grand Blvd at 31st, 32nd, and 33rd Ave) as well as crossings to pathways along Lamonte Street (to the west) and to Hart Field (south of site)?
5. What opportunities are there to improve circulation and open/plaza space on the site, such that they respond more firmly to the configuration of the facility?
6. As the Grand Boulevard Transportation & Land Use Study's recommendations were based on the school facility remaining on the 33rd Avenue frontage, thereby recommending improved pedestrian crossings at 32nd and 33rd Avenues (specifically a Rectangular Rapid Flash Beacon at 32nd Avenue in the short term), what pedestrian improvements should be contemplated with the

relocation of the school to the northwest corner of the site and the conversion of the 32nd Avenue stub to a one-way westbound bus drop-off lane with a northerly wider pedestrian pathway?

7. The water tower (Lincoln Heights Reservoir Tank #1) west of the site is eligible for historic preservation. Under SMC 17C.110.570 Historic Context Considerations Item B.1, "*The new development of public structures shall incorporate historic architectural elements that reinforce the established character of a center or corridor."* (Note: the use of the language *center or corridor* does not refer to the Centers and Corridors zoning designation.) The building can use the following elements to achieve the intent of the standard: materials, window proportions, cornice or canopy lines, roof treatment, or colors. Does the board see a need to discuss this topic further?

Regulatory Analysis

Design Review Board Authority

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

Under SMC **Section 17G.040.020 Design Review Board Authority**, all public projects or structures are subject to design review. 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 Comstock Neighborhood Council.

Zoning Code Requirements

The site is zoned Residential Single Family. 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.

Notes from the Pre-Development conference are attached at the end of this report.

Institutional Design Standards

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

Section 17C.110.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.110.510 through SMC 17C.110.565 and 17C.110.575 follow SMC 17C.110.500, 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.

SMC 17C.110.515 **Buildings Along the Street:** Provision 1 under this standard states "New development shall not have only parking between buildings and the street" and Provision 2 states "Buildings placed along sidewalks shall have windows and doors facing the street and shall incorporate other architectural features." The Applicant may want to consider these provisions as they move forward with the design of the project.

SMC 17C.110.520 **Lighting**: This information is not yet needed for the Collaborative Workshop submittal. The Applicant is advised to reference this section while preparing the submittal for the Recommendation Meeting.

SMC 17C.110.525 **Landscaped Areas**: This information is not yet needed for the Collaborative Workshop submittal. The Applicant is advised to reference this section while preparing the submittal for the Recommendation Meeting.

SMC 17C.110.530 **Street Trees:** The site will need to include separated sidewalks with a landscape strip, which will be impacted by the street tree landscaping requirements for this section. (See PreDev notes). This information is not yet needed for the Collaborative Workshop submittal. The Applicant is advised to reference this section while preparing the submittal for the Recommendation Meeting.

SMC 17C.110.535 **Curb Cut Limitations:** the purpose of this section is "To provide safe, convenient vehicular access without diminishing pedestrian safety." Requirements include curb cuts no wider than 30 feet and that the paving pattern for the sidewalk continues across the driveway. Shared driveways are encouraged.

SMC 17C.110.540 **Pedestrian Connections in Parking Lots**: Since the proposed parking lot is over 30 stalls, it will need to include clearly defined pedestrian routes.

SMC 17C.110.545 **Transitions between Institutional and Residential Development**: this standard should be considered especially along Lamonte Street and the residential portion of 33rd Avenue.

SMC 17C.110.555 **Prominent Entrances**: Since the building has two entrances, ensuring they are easily identifiable and clearly visible from sidewalks and streets will be important for site navigation and circulation.

SMC 17C.110.560 **Massing**: The purpose of this section is "to reduce the apparent bulk of the buildings by providing a sense of 'base' and 'top.'" Portions of the building appear to have a base through architectural means. This standard can be further met through the use of landscape materials to give a sense of "base" to the building.

SMC 17C.110.570 **Historic Context Considerations**: The purpose of this section states "To ensure that infill and rehabilitation, when it is adjacent to existing buildings having historic architectural character, is compatible with the historic context. Per the state historic preservation office historical survey data, the Lincoln Heights Reservoir Tank #1 (Architect J.W. Robinson, constructed 1931) is considered eligible for historic preservation as "a unique architecturally intact example of 1930's Art Deco commercial structures.

SMC 17C.110.575 **Screening**: As the project develops, ensure proper screening of mechanical equipment, garbage, and recycling collection areas.

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 4.2 Neighborhood Streets: Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

N 4.3 Traffic Patterns: Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

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.

South Hill Coalition Connectivity and Livability Strategic Plan (2014)

Link to Document PDF

Funded through neighborhood planning dollars from five Spokane neighborhoods and completed June 2014, this plan aimed to establish existing conditions on the south hill and achieve better connectivity and livability in Spokane's south hill neighborhoods.

In the chapter 3 (Priority Projects) Page 45 shows a map of the south hill with all the priority projects listed. Project J calls for arterial streetscape improvements from 29th and Grand to 29th and Arthur, and 29th and Grand to 31st and Grand. The map also calls out 33rd Avenue as a proposed greenway. Click on the link above to view the plan and scroll to page 45 to view the map.

Grand Boulevard Transportation & Land Use Study (2019)

Link to the document PDF

Passed on August 17, 2020, the Grand Boulevard Transportation and Land Use Study addresses the neighborhood character and assets of Grand Boulevard between 29th Avenue and 37th Avenue. It also calls attention to problem areas that could use traffic calming or other improvements regarding pedestrian and bicyclist safety, improved bicycle facilities, and improvements for the surrounding uses. Page 25 of the study (document linked above) mentions a high volume of pedestrian crossings, especially when school is in session, at Grand Boulevard and 31st, 32nd, at 33rd Avenues.

Page 25: *"Sacajawea Middle School is scheduled for a full building replacement in a few years. This provides an opportunity to redesign their corridor frontage to reduce existing driving-walking conflicts. The concept plan would replace the two school driveways with a continuous sidewalk and landscape area. Future access to the school would be provided by the extension of 32nd Avenue to the west, creating a four-leg intersection and clearly defined pedestrian crossings. These improvements will need to consider future use of the post office drive-up mailbox which is currently located in the school parking lot."*

Figure 5- 32nd and Grand infrastructure improvements

Note: RRFB at northerly leg of 32nd Avenue pedestrian crossing. In addition, the Applicant is not proposing the preservation of the existing parking lot.

Page A-129, Projects S4 and S5 identify RRFBs as more immediate, short term improvements (estimated cost $75,000 each). With the school footprint shifted to the northwest corner of the site, the existing pedestrian crossings at 33rd and Grand will likely shift to 32nd and Grand, significantly increasing the pedestrian crossings at that location, and perhaps decreasing crossings at 33rd. See Topic for Consideration #6.

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
Grand Boulevard Transportation & Land Use Study

Applicant's Responses to Topics for Consideration

1. Per SMC 17C.110.515 Buildings Along Street, is there an opportunity to enhance the liveliness of the sidewalk in both the parking lot and building façade along Lamonte Street?

   We definitely will have windows facing Lamonte, the learning neighborhoods also form courtyards that will be visually interesting. The parking lot will have plantings to screen it from the sidewalk.

2. Is there an opportunity to establish compatibility between the new school facility and the adjacent residential uses in accordance with SMC 17C.110.545 Transitions between Institutional and Residential Development?

   We will design our two story building to be scaled appropriately to the surrounding neighborhood, and will meet the applicable standards noted above.

3. Is there an opportunity to improve pedestrian connectivity to the site through the introduction of a mid-block crossing along Lamonte Street? How might such a mid-block crossing, perhaps with a bulb-out at the northwest corner of the 31st Avenue intersection, contribute to traffic calming along Lamonte?
   a. Note: there is currently on-street parking and no sidewalk on the west side of Lamonte Street, south of 31st Avenue. There is also no sidewalk on the south side of 31st Avenue (West of the site).

   The school district is generally opposed to mid-block crossings as they have proved to be less safe for students.

   Additional Staff Comments: Staff is not recommending a mid-block crossing, rather a safer pedestrian crossing at the intersection of Lamonte and 31st.

4. Is there an opportunity to improve pedestrian safety at major crossings to the school, as addressed in the Grand Boulevard Transportation & Land Use Study (Grand Blvd at 31st, 32nd, and 33rd Ave) as well as crossings to pathways along Lamonte Street (to the west) and to Hart Field (south of site)?

   We will study this.

5. What opportunities are there to improve circulation and open/plaza space on the site, such that they respond more firmly to the configuration of the facility?

We are currently studying this as well, as you can see the site is very tight, but we want to make it pedestrian friendly and welcoming. Grading in particular is a challenge, but also may provide some unique opportunities.

6. As the Grand Boulevard Transportation & Land Use Study's recommendations were based on the school facility remaining on the 33rd Avenue frontage, thereby recommending improved pedestrian crossings at 32nd and 33rd Avenues (specifically a Rectangular Rapid Flash Beacon at 32nd Avenue in the short term), what pedestrian improvements should be contemplated with the relocation of the school to the northwest corner of the site and the conversion of the 32nd Avenue stub to a one-way westbound bus drop-off lane with a northerly wider pedestrian pathway?

   We will work with City traffic on this, during the pre-dev they gave direction that contradicted the Grand Blvd study (as far as placement of the entry to the bus loop) so we would like to have more conversation with them about the other recommendations.

   Additional Staff Comments: the Applicant is likely referring to the requirement that a private drive curb cut must be offset from a street intersection (see predev note from Patty Kells, note #2). The Grand Boulevard Transportation and Land Use Study recommended an extension of the 32nd Avenue street improvements (full street width onto the Sacajawea site) which would not require an offset. The Applicant is proposing a private one-way drive for school buses, which is inconsistent with the Grand Boulevard study.

7. The water tower (Lincoln Heights Reservoir Tank #1) west of the site is eligible for historic preservation. Under SMC 17C.110.570 Historic Context Considerations Item B.1, "*The new development of public structures shall incorporate historic architectural elements that reinforce the established character of a center or corridor."* (Note: the use of the language *center or corridor* does not refer to the Centers and Corridors zoning designation.) The building can use the following elements to achieve the intent of the standard: materials, window proportions, cornice or canopy lines, roof treatment, or colors. Does the board see a need to discuss this topic further?

   We are definitely looking at context as we develop the exterior character of the building, we want to make sure it fits with the neighborhood/area as a whole per 17C.110.570.A.

   Additional Staff Comments: for clarification, SMC 17C.110.570.A states "To ensure that infill and rehabilitation, when it is adjacent to existing buildings having historic architectural character, is compatible with the historic context." Compliance with section A while choosing not to follow the implementation standard is permissible under a design departure.

Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Sacajawea Middle School Replacement

To: Jodi Kittel
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jkittel@alscarchitects.com
Phone: 509-838-8568

From: Tami Palmquist, Facilitator
Phone: 509-625-6517

Project Name: Sacajawea Middle School Replacement
Permit No.: B21M0054PDEV
Site Address: 401 E 33rd Ave
Parcel No.: 35322.0326
Meeting Date: Thursday, May 13, 2021

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, May 13, 2021. 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
B. Scope and Size: The scope of work is a new Middle School building with 2 floors and no basement. There are also accessory structures.The total area of the project is approximately 140,000 square feet. The occupancy is E. The facility will be of Type IIB construction.
C. Special Considerations: DRB, CUP, SEPA
D. Estimated Schedule: DRB in June, Community meeting in summer, CUP in August

E. Estimated Construction Cost: $49,000,000

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. Smoke and carbon monoxide detection is required in classrooms or in rooms that are a source of CO2.
6. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-initiating zone, as per Spokane Fire Department policy and as provided in the International Mechanical Code. The code requires duct detection only on return air.
7. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
8. Where a kitchen is provided with equipment that will produce grease vapor, a Class I kitchen hood is required and will be protected with a wet-chemical suppression system (IFC 609.2). In addition, a Class K fire extinguisher will be located no more than 30 feet from the area of grease cooking (IFC 906.1). The type of equipment that is considered to generate grease vapors is established by the International Mechanical Code.
9. Carbon dioxide systems are required to be reviewed and permitted with the Fire Department if the system has more than 100 pounds of CO2. A detection and alarm system may also be required.
10. Dust collection is noted to be provided. This will need to meet the Fire Code.
11. Fire extinguishers are required for A, B, E, F, H, I, M, R-1, R-2, R-3 and S occupancies in accordance with IFC 906 – Table 906.3(1).
12. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
13. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

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

1. Please see the attached letter.

Section 2 – Comments Specific to the Site

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

1. **A Type II Conditional Use Permit for the new school 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. Exceptions can be made for bus loading zones. Please review during the DRB process.
    b. Sidewalks, including interior pathways, shall have the minimum dimension of five feet. This dimension shall be applied to the clear, unobstructed pathway between the planting zone for street trees per SMC 17C.200.050 and building facades or parking lot screening.
    c. Irrigation is required as per *17C.200.100.*
    d. A six-foot wide planting area of L2 landscaping, including street trees as per 17C.200.050 are required along street frontages.
    e. Building setbacks and all other portions of a site not covered by structures, hard surfaces, or other prescribed landscaping shall be planted in L3 open area landscaping until the maximum landscape requirement threshold is reached (see *SMC 17C.200.080*).

4. Pedestrian Connections in Parking Lots
    a. Within parking lots containing more than thirty stalls, clearly defined pedestrian connections shall be provided:
        i. between a public right-of-way and building entrances;
        ii. between parking lots and building entrances pedestrian connections can be counted toward the amount of required landscaping.
    b. Pedestrian connections shall not be less than five feet wide.
    c. Pedestrian connections shall be clearly defined by at least two of the following:
        i. Six-inch vertical curb.
        ii. Textured paving, including across vehicular lanes.
        iii. A continuous landscape area at a minimum of three feet wide on at least one side of the walkway.
5. Parking:
    a. Please show parking calculations on your building plans when you submit for permit. Minimum and Maximum parking ratios are per *SMC 17C.230*.
        i. Minimum Ratio for junior high schools: one parking stall per classroom
        ii. Maximum Ratio for junior high schools: 2.5 parking stalls per classroom
6. Any new fencing will require a separate permit.

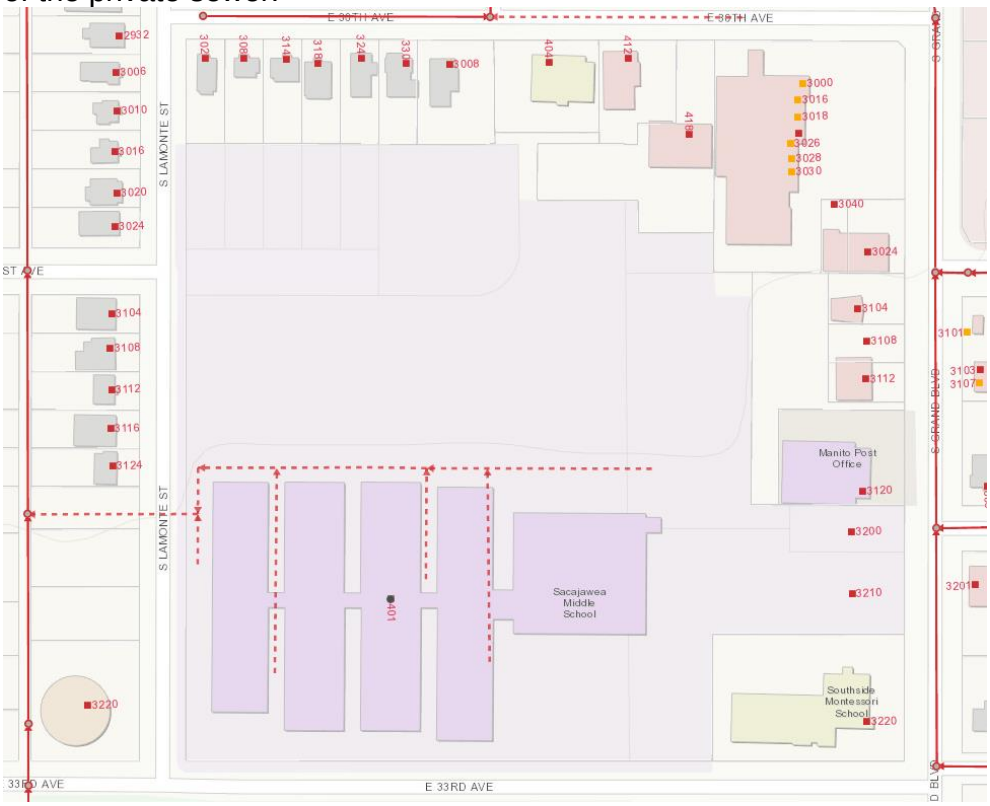
Patty Kells – Traffic Engineering Assistant (509-625-6447):

1. **A trip generation and distribution letter will be required for this project for review with the CUP and SEPA. Please submit turning movements for buses for the proposed driveway approaches**.
2. Frontage improvements are required along all adjacent streets to include separated or proposed integral curb and sidewalk, street trees, and driveway approaches. The driveway approach off Grand Blvd must be offset to the intersection at 32nd Ave.
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. Maintain clear view at intersections, pedestrian ways, and driveways. Please add the clear view triangle to the intersecting corner of 33rd Ave and Lamonte St to verify there are no conflicts.
6. The parking stalls must be striped to current standards, and accessible barrier free parking spaces and aisles must be shown and comply with the City of Spokane Standard Plan G-54 & B-80A. An accessible route of travel connecting to the nearest accessible entrances and to the public sidewalk is required, with a marked accessible route of travel. All barrier free spaces and aisles must be drawn and reference these standard plans and **must be added as details on the plans**. Note on the site plan the van-accessible stalls and the sign locations. The access aisle for van accessibility must be eight feet wide.
7. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
8. All unsued driveways must be removed and replace with City Standard curb and sidewalk.
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 140,000sf Middle School replacement in the South Service Area calculated at $0.43/sf with credit given for the existing 121,888sf school. The estimated fee for the 18,112sf difference is $7,788.16 + $233.64 admin fee = **$8,021.70**. This fee must be paid with the other permit fees prior to issuance of the building permit.

Joelie Eliason - Engineering Tech IV (509-625-6385):

1. Our records indicate the existing school is served by a 1959 private sewer which connects to a public main in the alley between Manito Blvd and Lamonte St through an easement (unable to locate a copy of easement). The red dashed lines are the approximate location of the private sewer.



2. New commercial side sewers it shall be at least six inches in diameter. All side sewers shall be PVC pipe, 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. A variance request may be submitted to use the two existing 4" side sewers instead of a 6" side sewer along with supporting calculations for review. This request should be submitted with the building permit application.
3. Depending upon the use, pre-treatment prior to discharge into the sanitary sewer may be required. Please include a copy of the completed restaurants (for the cafeteria kitchen) survey (attached) with the building permit submittal. See the industrial pre-treatment program at the following link for more information:
   https://my.spokanecity.org/publicworks/wastewater/business/
4. A grease trap is required for commercial kitchen use. The design of these facilities is

covered in the Uniform Plumbing Code.

5. The project property is not located within the General Facilities Charge (GFC) Waiver Zone, so GFCs will be assessed on new or upsized service connections.
6. All storm water and surface drainage generated on-site must be disposed of on-site in accordance with *SMC 17D.060.140* "Storm water Facilities". In general, any new impervious surface 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.
7. Our records show a private storm system that appears to collect runoff from the buildings and transports the stormwater across 33rd Ave to Hart Field. The dashed green lines below represent the approximate location of the private storm system. Since the school is being moved to the north, we recommend the private storm drain crossing public right of way be eliminated and all drainage be managed on-site.

8. All drywells and subsurface drainage galleries for the site must be shown on the plans and registered with the Washington State Department of Ecology (DoE). Decommissioned drywells will also need to be reported to the DOE. Please send a copy of the completed registration form to the City of Spokane, Planning and Development. See the following link at the DoE website for information about the Underground Injection Control (UIC): http://www.ecy.wa.gov/programs/wq/grndwtr/uic/index.html

9. **A construction stormwater general permit may need to be obtained from Ecology. See attached handout for additional information**.
10. 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 8,000 GPM without automatic sprinklers throughout and requires eight fire hydrants. Site fire flow is 2,000 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 four existing fire hydrants in the area that meet some of the code requirements for this project. Additional fire hydrants will be required.
4. Site fire flow will be required to be maintained or provided during construction prior to the issuance of a building permit.
5. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
6. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
7. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
8. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7).
9. Streets with a minimum clear width less than 28 feet are required to be provided with “No Parking – Fire Lane” signs on both sides of the fire lane.
10. Streets with a minimum clear width less than 36 feet and greater than or equal to 28 feet are required to be provided with “No Parking – Fire Lane” signs on one side of the fire lane.
11. Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Buildings exceeding 30 feet in height will be required to have a Fire Aerial Access lane of 26 feet wide along at least one full side of each building (IFC D105.2). The fire aerial lane is required to be a minimum of 15’ and a maximum of 30’ from the building along the full length of the side of the building.

12. The proposal does not appear to meet the requirements for fire access as required in the Fire Code. Fire aerial access is not provided, and we are not able to get fire apparatus (or a fire hydrant) to within 165' of all points around the building.
13. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
14. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48' from the edge of pavement. Gate openings will be a minimum of 14' wide, and open.

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

1. There are multiple existing domestic water services and irrigation services running to this parcel. Your engineer may determine that the existing services may need to be replaced or upsized to meet the needs of the project. If any existing services are not utilized, they must be disconnected at the main.
2. For additional water needed, there is a 6-inch cast iron water distribution main available in 33rd Ave and in Lamonte St, near the northwest corner of the property. There is a 12-inch cast iron water main located in Grand Blvd available for the project. The main in 33rd Ave is in a different water pressure zone the mains in Lamonte St and Grand Blvd, which cannot be looped together.
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 55-59 psi on Lamonte St and Grand Blvd which are located in the High Pressure Zone. Calculated static water pressure is approximately 85 psi at the surrounding hydrants on 33rd in the Top Pressure Zone. 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) Donovan Aurand (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, Chris Aronson (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 screened trash and recycling storage area looks good. The enclosure as shown appears to be to small. Roll off containers can be as long as 22 feet and 8 ½ feet wide. There must be a minimum of 30 inches around all sides of the container for an employee walking path.

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: May 13, 2021

PROJECT: Sacajawea Middle School Replacement B21M0054PDEV
401 E 33rd Ave (Parcel 35322.0326)

To: **Jodi Kittel, ALSC Architects**
Cc: **Dermott Murphy, Deputy Building Official, City of Spokane**
Tami Palmquist, Associate Planner, City of Spokane

Dear Ms. Kittel,

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. For tree planting distances from existing or newly constructed infrastructure, please refer to City of Spokane Design Standards 3.4-6 Roadside Planting. https://static.spokanecity.org/documents/projects/street-design-standards-update/spokane-design-standards-v13-2020-11-03.pdf. Setbacks from conflicts can be determined on a case-by-case basis and coordination with UF staff should be completed prior to permit submittal

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

PRE-DEVELOPMENT NOTES Date Delivered: May 13, 2021

PROJECT: Sacajawea Middle School Replacement B21M0054PDEV
401 E 33rd Ave (Parcel 35322.0326)

To: **Jodi Kittel, ALSC Architects**
Cc: **Dermott Murphy, Deputy Building Official, City of Spokane**
Tami Palmquist, Associate Planner, City of Spokane

Dear Ms. Kittel,

I am enclosing a packet of information from Urban Forestry that will be beneficial to you should you decide to proceed with plans to develop the above property.

Although I have not conducted a site visit, the Street Tree Inventory for Spokane does not list any existing trees in the public right of way adjacent to this property along 33rd Avenue, Lamonte Street, or the small frontage along Grand Boulevard.

However, there are four or five trees within the interior of this property. The City of Spokane also has a Private Tree Retention Incentive for retaining healthy trees on private property. I am enclosing that information in case you are interested in participating in this program and potentially reducing your water bill for this property.

In case you plan to retain any of these trees to participate in the Incentive, you will be required to have tree protection fencing installed around them prior to any site/soil work and must remain intact throughout all phases of construction. I am also enclosing the City of Spokane Tree Protection Specifications and Detail for your convenience. Please include these documents on your demo and civil plans so the various contractors are aware of this requirement. I will look for these on your drawings when you submit for plan review.

New street trees will also be required along the frontages where street trees do not exist. Please choose a tree species from the Approved Street Tree List. A Class II tree species is appropriate for all frontages.

A licensed certified arborist with a Street Tree Permit is required for the installation of new street trees. The arborist you choose will be familiar with Street Tree permitting process. This permitting process for planting could take up to 10 business days so please plan with this time requirement in mind.

You will also be required to install landscaping on the interior of your property, including trees. While a licensed certified arborist is not required to plant interior trees, the planting standards are the same as street trees, so I recommend you have a certified arborist plant the interior trees as well. All trees on site will be inspected to ensure they are planted correctly before a Certificate of Occupancy is issued.

Please show the clear view triangle for all intersections and place street trees to avoid conflict with these areas.

Please also consider tree placement and business/street signage to prevent visibility issues as the trees mature. This will lessen tree maintenance in the future.

Please let me know if I can be of any assistance to you.

Respectfully,

Becky Phillips
Urban Forestry Specialist
City of Spokane

City of Spokane URBAN FORESTRY

Certified & Licensed Arborists in the City of Spokane

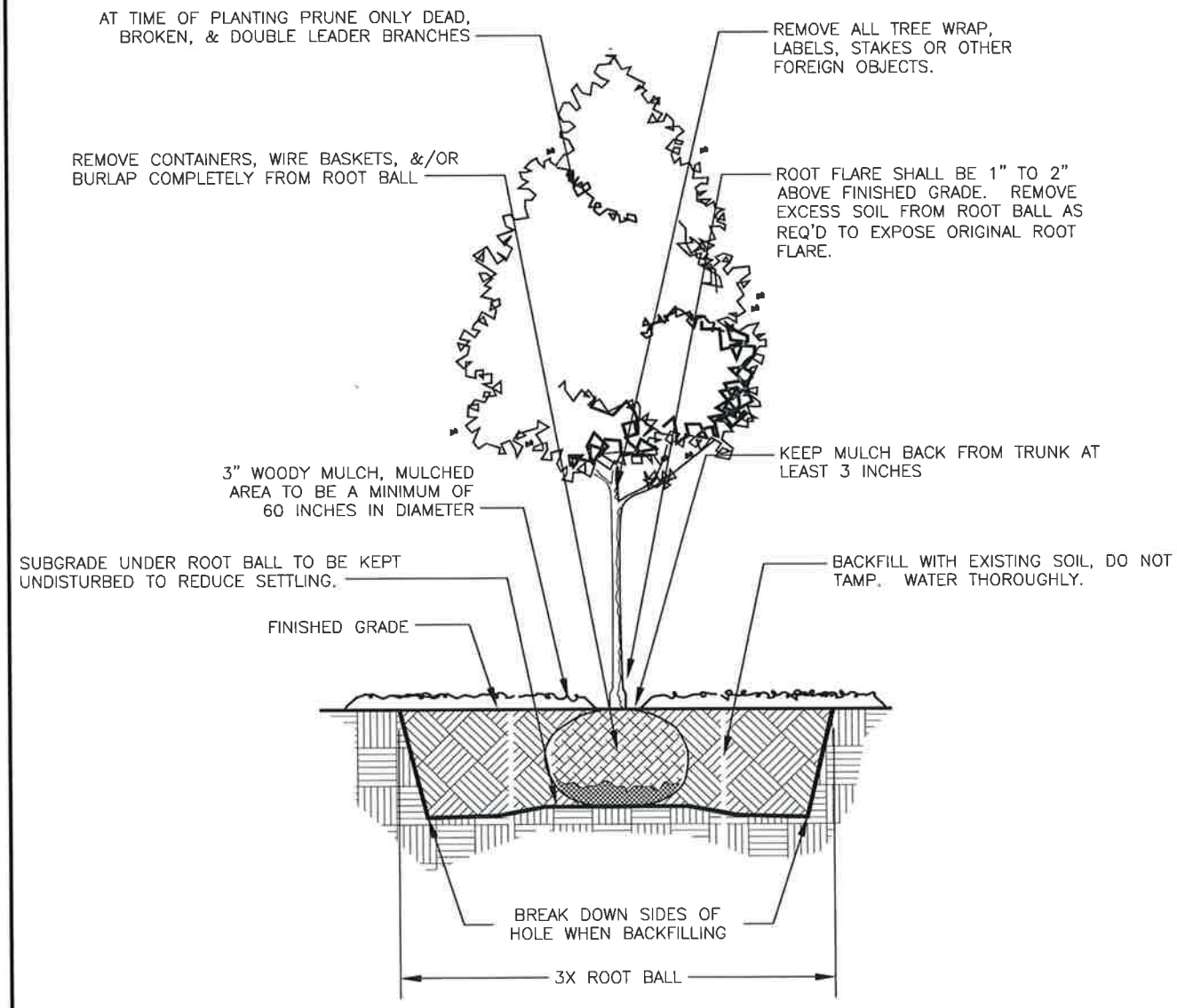
www.spokaneurbanforestry.org

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
River City Tree Works	509-723-6787	kkendust0709@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
Garden Girl Enterprises LLC	509-218-2322	rasaldivar69@hotmail.com

*Currently qualified to provide Risk Assessments

~as of February 2021

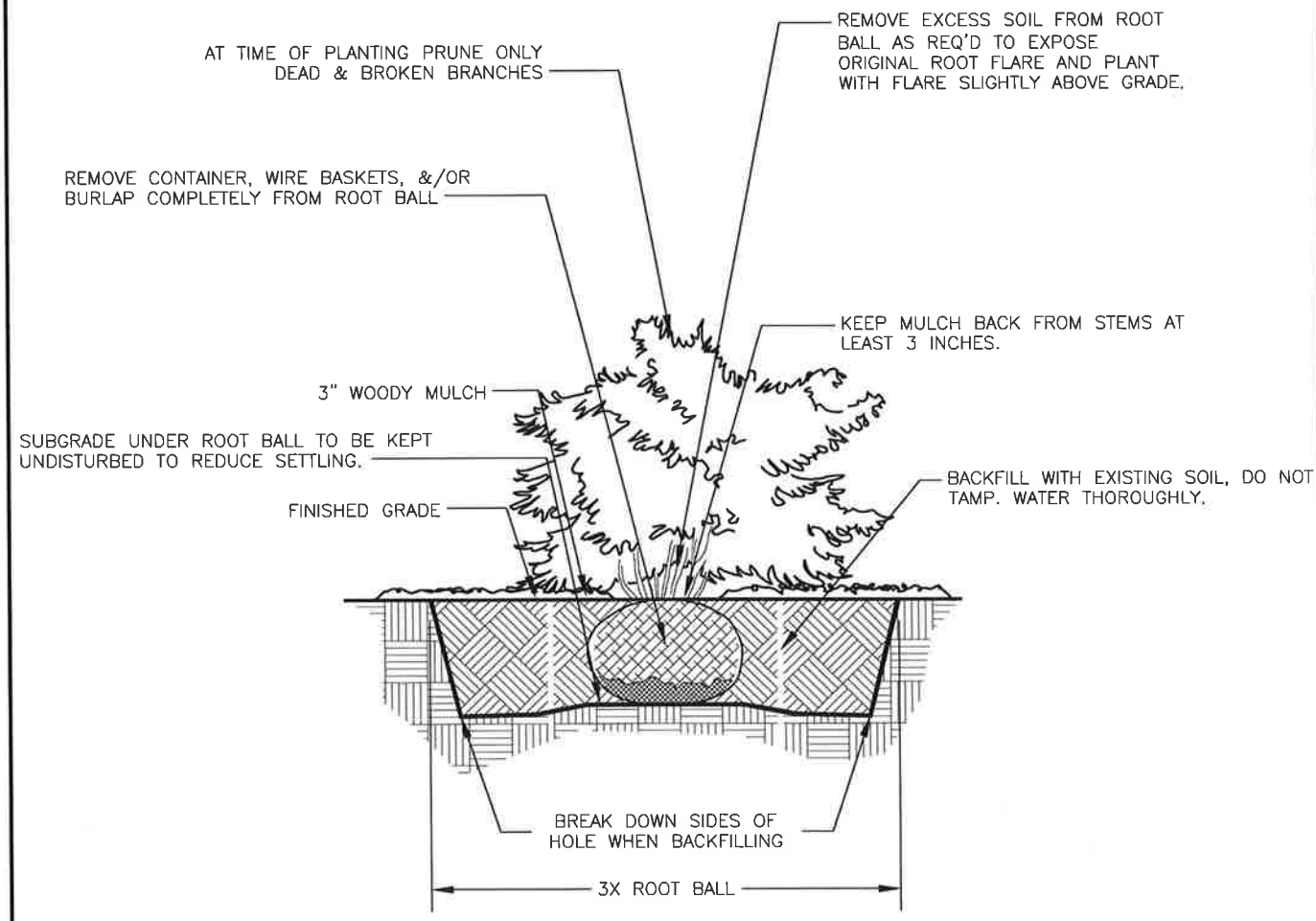
808 W. Spokane Falls Blvd., Spokane, Washington 99201-3317
Ph.: 509.363.5495 • FAX: 509.625.6205



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**

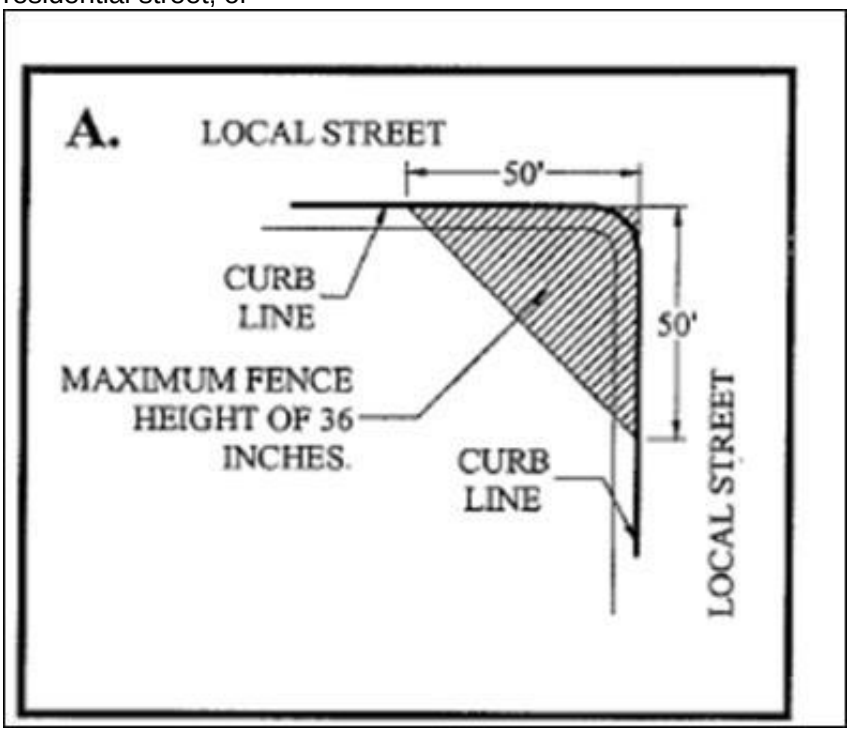
Title 17A Administration

Chapter 17A.020 Definitions

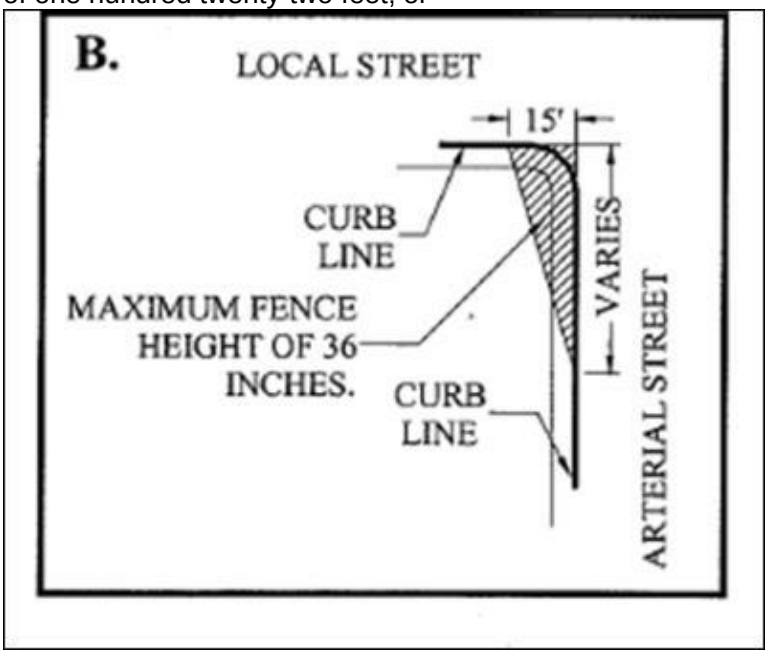
Section 17A.020.030 “C” Definitions

N. **Clear View Triangle**
A clear view maintained within a triangular space at the corner of a lot so that it does not obstruct the view of travelers upon the streets.

1. A right isosceles triangle having sides of fifty feet measured along the curb line of each intersecting residential street; or

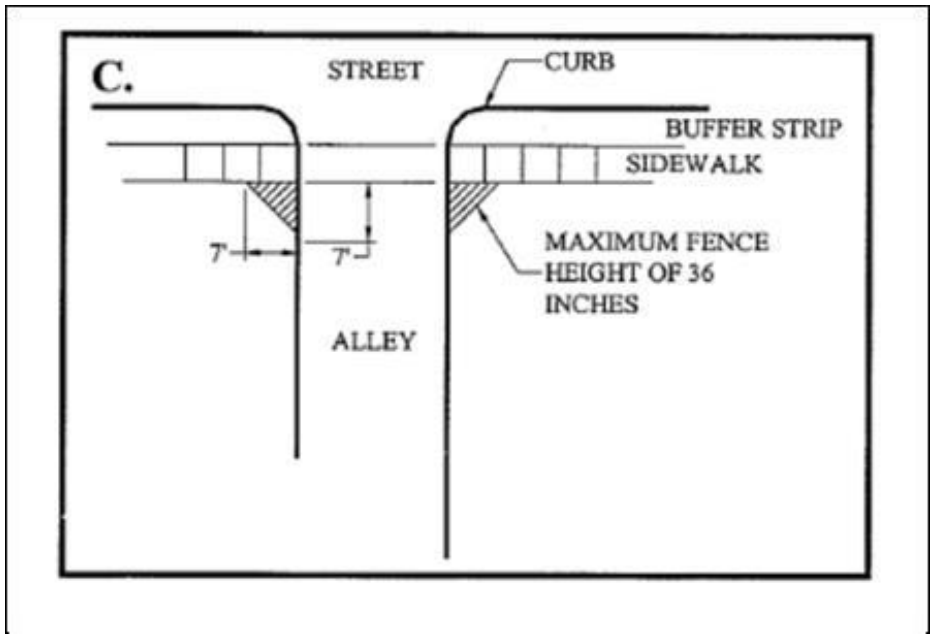


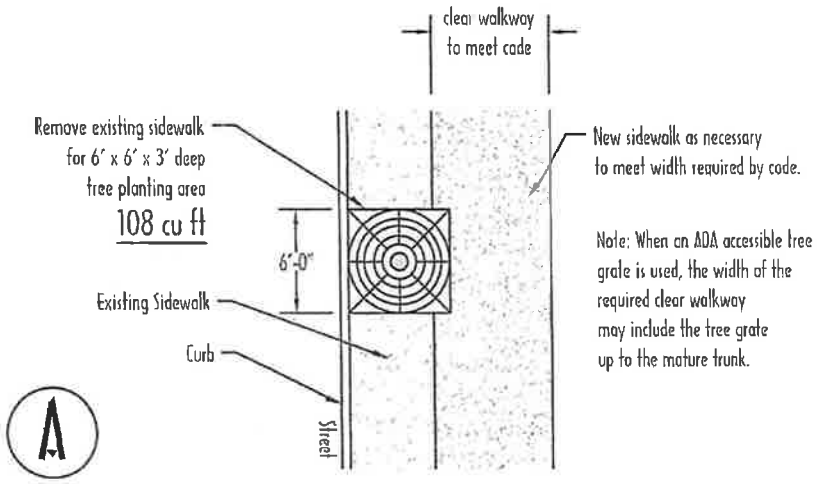
2. A right triangle having a fifteen-foot side measured along the curb line of the residential street and a seventy-five foot side along the curb line of the intersecting arterial street, except that when the arterial street has a speed limit of thirty-five miles per hour, the triangle has a side along such arterial of one hundred twenty-two feet; or

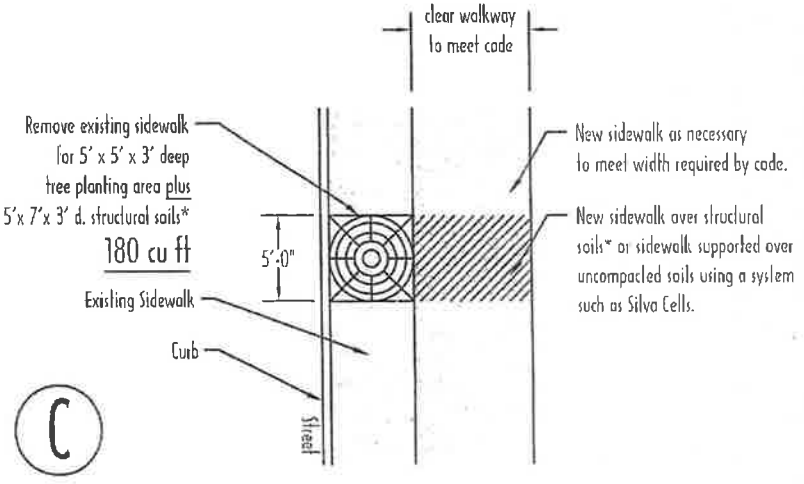


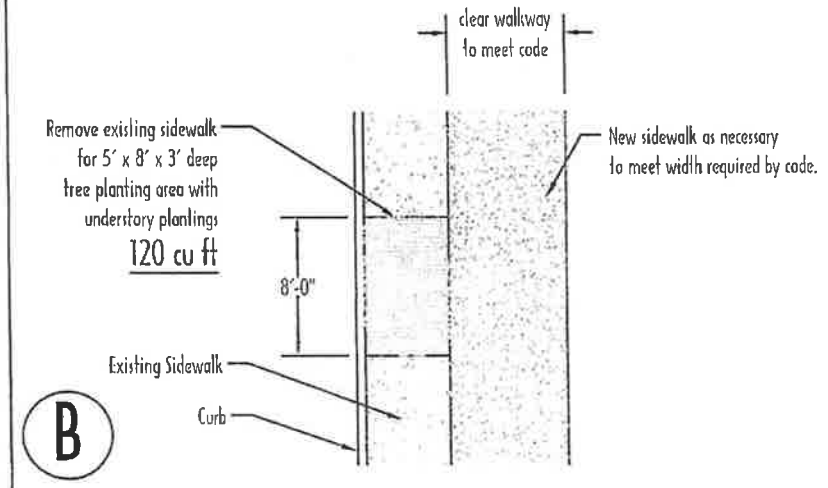
A right isosceles triangle having sides of seven feet measured along the right-of-way line of an alley and:

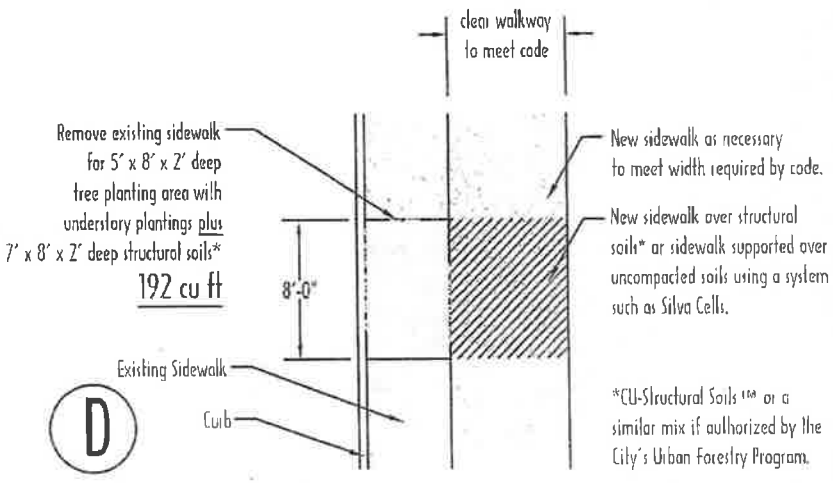
a. the inside line of the sidewalk; or
b. if there is no sidewalk, a line seven feet inside the curb line.











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.

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

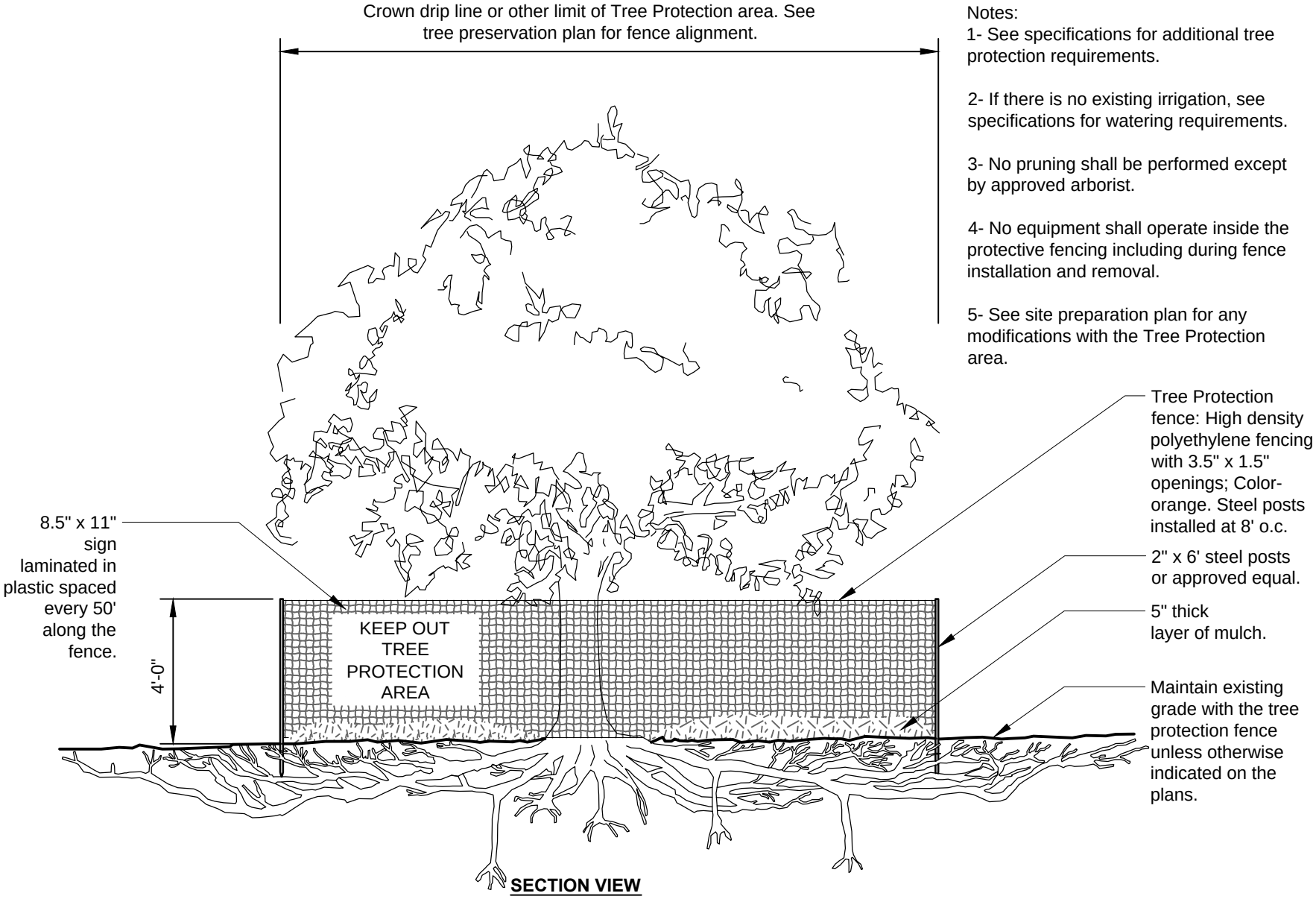
Temporary Fencing: Install temporary fencing, 3' tall minimum, orange plastic construction fencing per manufacturer's specifications, located as indicated or outside the TPZ of trees to protect remaining vegetation from construction damage. Fencing must be maintained at all times during construction. 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



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

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

City of Spokane

Planning Services Department

Design Review

Standard Board Review Application

NAME OF PROJECT:

Sacajawea Middle School Replacement

ADDRESS:

401 E. 33rd Avenue

TYPE OF PROJECT:

- ☒ Public Project
- ☐ Shoreline Conditional Use Permit
- ☐ Skywalk Over Public ROW
- ☐ Required by CBD Zones and Downtown Plan
- ☐ Design Departure

FEES:

Standard Board Review

- ☐ $1275 (up to 3 meetings)
- ☐ $500 per additional meeting if necessary

APPLICANT:

Name: ALSC Architects, Jodi Kittel

Address: 203 N. Washington, Suite 400

Phone (home): **Phone (work):** 509-838-8568

Email address: jkittel@alscarchitects.com

PROPERTY OWNER:

Name: Spokane Public Schools, Greg Forsyth

Address: 200 N. Bernard

Phone (home): **Phone (work):** 509-354-5775

Email address: gregoryf@spokaneschools.org

AGENT:

Name:

Address:

Phone (home): **Phone (work):**

Email address:

REPRESENTATIVE SIGNATURE: **DATE:**

6/2/21

DEPARTMENT USE ONLY:

Submittal Date:

Accepted as Complete:

Design Review Committee Meeting Date:

City of Spokane

Planning Services Department

Design Review

Standard Board Review Checklist

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

Step 1 Program Review/Collaborative Workshop

Materials Required: (1) Full sized scalable concept plan and (10) 11x17 sets of all required submittal materials.
Digital versions of materials are required; the preferred file types are .pdf and .jpg.

Written Project Summary

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

Context Analysis

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

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

Site Analysis

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

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

Concept

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

(continued on next page)

Standard Board Review Checklist

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

Not required, but always welcome:

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

Step 2 Recommendation Meeting

Materials Required: (1) Full sized scalable site plan and (10) 11x17 sets of all required submittal materials
Digital versions of materials are required; the preferred file types are .pdf and .jpg.

Written Project Summary

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

Site Design

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

Building Design

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

Design Details

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

PROJECT SUMMARY: ARCHITECTURAL NARRATIVE

Sacajawea Middle School is located on 33rd Avenue, just west of Grand Boulevard in southwest Spokane. The single-story school was constructed in 1959 and is approximately 115,000 SF. The school property is 13.54 acres, most of which is lawn. The site generally slopes southeast to northwest, with a ″bench″ just north of the school building that drops approximately 6' from the school to field level below.

The school currently houses approximately 800 students in 7th and 8th grade. When the replacement school is complete 6th grade will be added. The school district is in the process of modifying boundaries; it is anticipated that the population for the new school building will be 825 children. Students will remain on-site when construction begins in March 2022.

The project at Sacajawea will include demolition of the existing school and the 60 stall parking lot off of Grand and construction of a new 140,000 SF, two-story school building. The site will also be redeveloped, with a new +/- 80 stall parking lot near the corner of 33rd and Lamonte. Bus drop-off will be moved from Lamonte to an internal bus drive, with parent drop-off areas on Lamonte and 33rd. Sidewalks will lead from Grand, Lamonte, and 33rd to the central entry plaza for the school. Bringing all students and visitors to one area allows for better supervision during pick-up and drop-off times and provides clear wayfinding for those arriving at the school for after-hours events.

The location for the new school was primarily driven by the location of the existing school, which needs to remain in use through construction. Options for placing the building to the northwest, northeast, and east were studied.
-Placing the building at the northeast put the building immediately against the retaining wall and behind the commercial district along Grand Blvd. Given the need for access to every side of the building and the goals for views and daylight to classrooms, this was deemed an undesirable location.
-Siting the building at the east side of the site would require partial demolition of the existing school, which was deemed infeasible, and didn' t improve circulation for parents or buses.
-Locating the building at the northwest side of the site provides an excellent opportunity for improved access and daylight. It also moves the majority of school traffic away from the busyness of Grand Boulevard. Moving the building to the north means that the playfields currently located there will be transferred to the east and south.

Given the building's location within an established neighborhood, special attention will be paid to scale, materials, and articulation so that the two-story building is compatible with its surroundings. The design for the building will reflect the character of the area while maintaining prominence as a public building.

The site slopes gradually by approximately six feet from the southeast corner of the property on 33rd Avenue to the level of the existing building. From there, it drops abruptly six feet towards the north, allowing the existing playfield area to be reasonably flat.

The site will be regraded and the main floor level for the new building placed so that it nestles slightly into the site while maintaining visibility from the south. The main floor elevation will be placed approximately two feet lower than the bus drop-off. Sloped walks will lead users to either the main entry or student entry, past integrated planting/bench areas. A student play area including basketball courts and age-appropriate play toys will be located between the bus drop and the student entry for use before and after school and at lunchtimes, as well as for community use outside of school hours.

The student entry located to the east of the main entrance will also serve as the after-hours ″Event″ entry. Security doors located between the gym and band room will allow the rest of the building to be locked while the gym and associated spaces are used after hours.

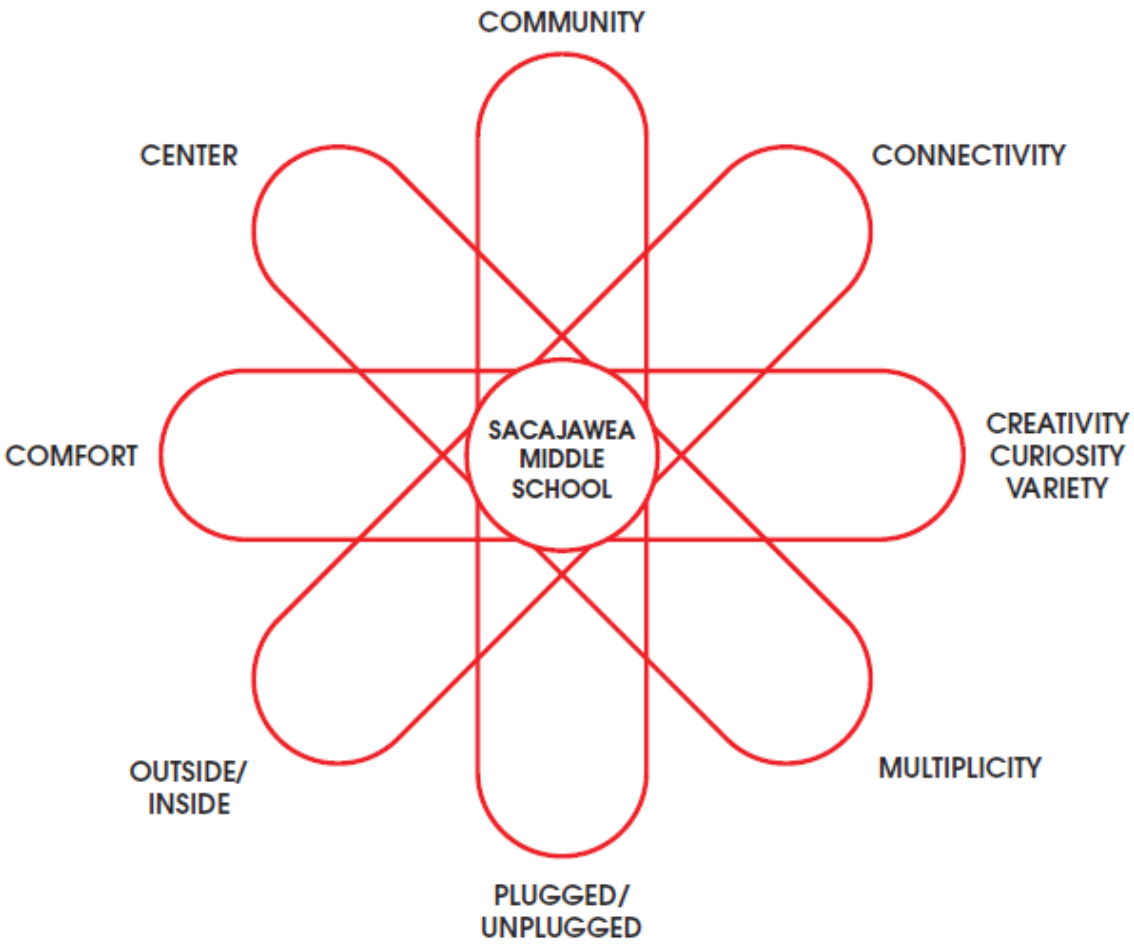
The internal circulation for the building focuses on the idea of a ″town square″ with all learning neighborhoods, electives, and administrative spaces organized around the learning commons and nutritional commons, which are adjacent and open to each other. The learning neighborhoods continue this theme in their organization. All classrooms open onto an open common space that will be large enough to use for breakout space for multiple classrooms or small group gatherings.

PROJECT SUMMARY: DESIGN STATEMENT

All great communities have a place where the community comes together and evolves and learns from one another. Throughout time, the 'town square' has become a place for dialogue, socialization, and collaboration, facilitating culture.

Sacajawea Middle School's culture comes from the collective whole of committed teachers, highly interactive administration, and engaged students. The irony of this exemplary culture is that it has been fostered in a building with little spatial connectivity between programs. The 1960's prototype school building has housed Sacajawea in a layout of departments rather than communities or neighborhoods.

This model has served Spokane Public Schools for 50+ years, but now it is time to create architecture that facilitates the principles of the Sac Way; exhilarating.



PROJECT SUMMARY: DEFINING THE "SAC WAY"

Through the exploration and elaboration of the Spokane Public Schools Facilities Design Principles, the Facility Advisory Committee fused these principles with the existing culture at Sacajawea, distilling a set of Sacajawea specific Guiding Principles:

> **Tradition**
Celebrate the history of excellence at Sacajawea.

> **Creativity & Performance**
Highlight opportunities for creativity, exploration and performance.

> **Community**
Scales of community are experienced throughout the school.

> **Program Exposure**
Provide multiple avenues to views of learning.

> **Belonging**
A strong sense of Sacajawea identity and student belonging.

> **Comfort**
Physical and emotional comfort in a safe, secure and naturally-lit school.

> **Collaboration**
Learning and collaboration happens everywhere.

PROJECT SUMMARY: DESIGN STATEMENT

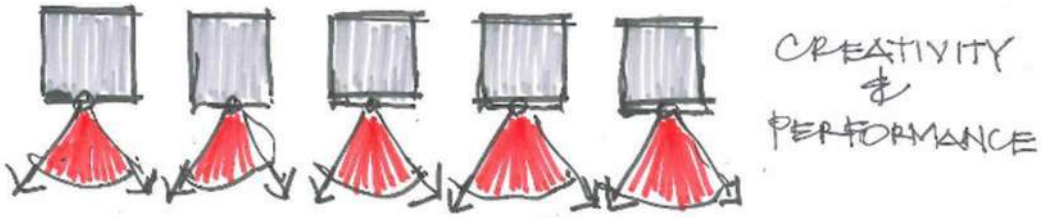
Spatially evolving the "Sac Way" through established Guiding Principles

Tradition

All programs have become standouts in the culture of Sacajawea.

Creativity & Performance

Sacajawea culture has reinforced the outward expression of each program through public performance.



Community

Dynamic relationships have developed between programs within their proximity.

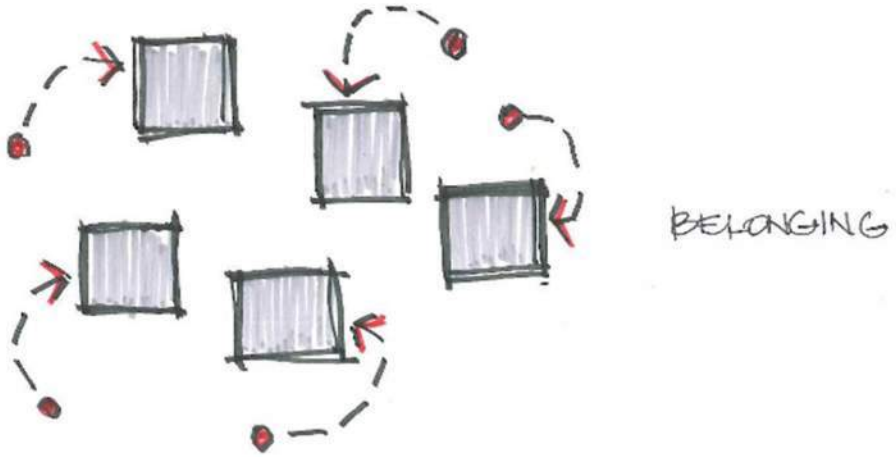
Program Exposure

Each program invites new students to see all opportunities within the school through display and exposing the program's operations.

PROJECT SUMMARY: DESIGN STATEMENT

Belonging

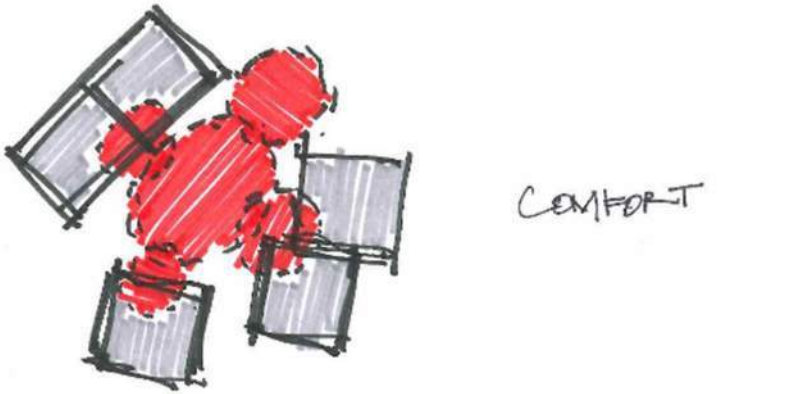
Breaking from organizing the school around departments a sense of belonging for both students and staff is established to organize programs around a neighborhood, diversifying programs in direct proximity.



Comfort

The defined space outside of the programs gives a sense of scale and student-centric design.

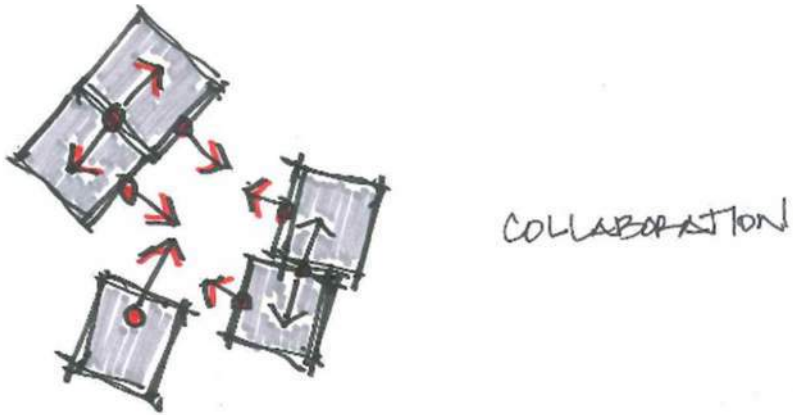
The comfort offered aids in facilitating heightened learning for programs.



Collaboration

Once grouped around a common neighborhood and a sense of belonging and comfort is established, increased collaboration happens between all programs in all spaces.

The common area outside the classroom has become a school-sized ‘town square’, which facilitates culture.



PROJECT SUMMARY: DESIGN STATEMENT

The dynamics established in creating the 'town square' neighborhoods translate well in relation to the overall layout of the entire school. Town squares collect multiple individual entities and provides them visibility from the organized open space. The individual entities create a boundary that scales the open space for a large crowd yet does not alienate the individual. The separate pieces facing a town square define a sense of belonging and variation, making the overall town square a place for everyone and offers a multitude of spaces within the square for all types to feel a sense of ownership.

The precedent of the town square seems fitting for the age of the middle school student ranging from 11-14. A time in which self-discovery and socialization happen almost daily, the variation of a town square offers the place for the individual and the entire student body.

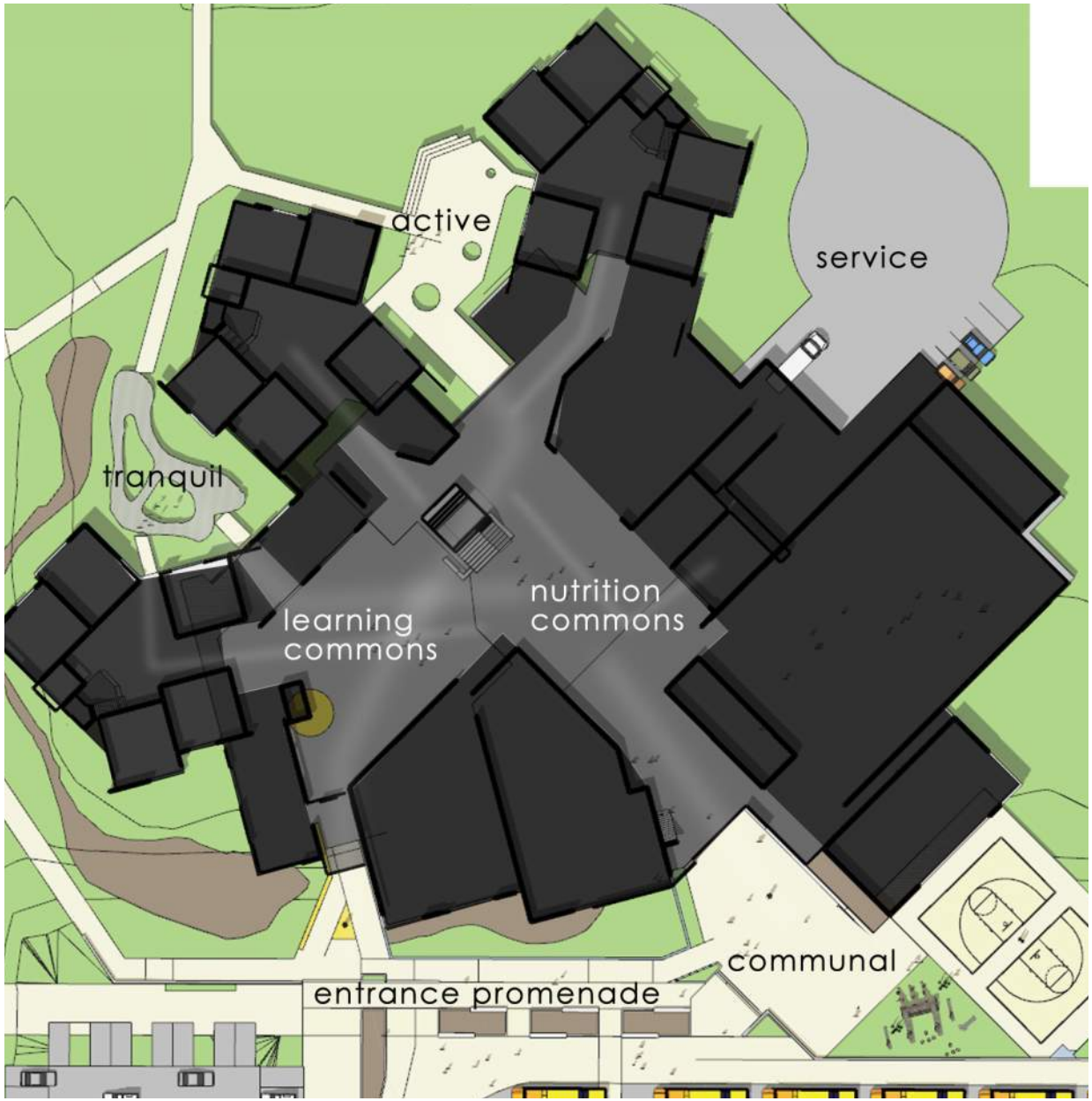
The separate entities of the Sacajawea' town square' are administration, student services, athletics, elective suites, and the learning neighborhoods. From multiple vantages, the student can see all opportunities offered by the school. Teachers are more recognizable in each of these spaces using high levels of transparency. Administration utilizes the 'town square' proximity as a mechanism to get to know the students and passively observe behavior.

Early investigation of a dynamic center to the school.

PROJECT SUMMARY: DESIGN STATEMENT

All roads lead to the central hub of Sacajawea Middle School. The faceted form of the school defines cs outside of the architecture—the outside room definition aids in gathering students before, during, and after school.

The scale in all outdoor rooms speaks to the purpose of the space ranging from tranquil to highly active. Like the town square, the outdoor rooms create a sense of belonging that encourages the growth and development of all students and staff.



Forecourts and courtyards to the 'Town Square.'

PROJECT SUMMARY: COMPREHENSIVE PLAN

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.

-The redeveloped site will appropriately support and encourage public use during after-school hours.

LU3.8 Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

-A reduced amount of parking will be provided on the Sacajawea site, additional parking is located across 33rd at Hart Field which is otherwise used during after school hours.

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.

-The revised site layout eases traffic congestion by reducing the number of driveways entering the site off of Grand. It will also reduce noise and traffic on Lamonte by bringing the buses onto the site for student drop off/pick up.

LU 5.2 Environmental Quality Enhancement

Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

-Locating the building at the northwest corner allows the structure to nestle into the site. The building will be articulated in a way that breaks down the scale of the two story building to fit the context of the neighborhood. Landscaping around the building and site will further “soften” the edges to make it blend with the neighborhood.

LU 5.3 Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

-Off street parking will be provided near the school’s main entry, which should help to encourage staff and visitors to use the lot rather than parking on neighborhood streets. The lot will be screened with landscaping. The service and delivery area is tucked to the north side of the site, out of view of the neighborhood.

LU 5.5 Compatible Development

Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

-The new building will be located north of the existing school; the design will address the changes in topography on site as well as respect the adjacent neighborhood.

LU 6.3 School Locations

Work with the local school districts to identify school sites that are well-located to serve the service area and that are readily accessible for pedestrians and bicyclists.

-School boundaries are currently undergoing revisions, but Sacajawea’s location does allow for students nearby to safely walk to school. Its location is readily accessible for pedestrians and bicyclists.

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.

-The existing site will be redeveloped.

PROJECT SUMMARY: COMPREHENSIVE PLAN

LU 6.6 Shared Facilities

Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.

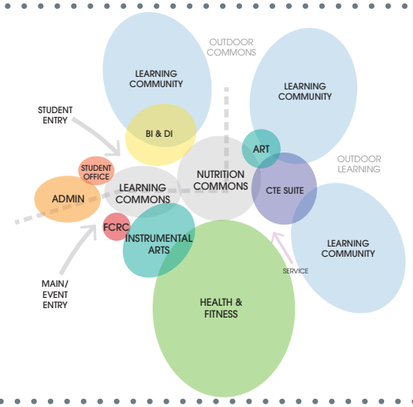
-The school grounds will be available for public use outside of school hours, select spaces in the interior will be available for scheduled use through the school district.

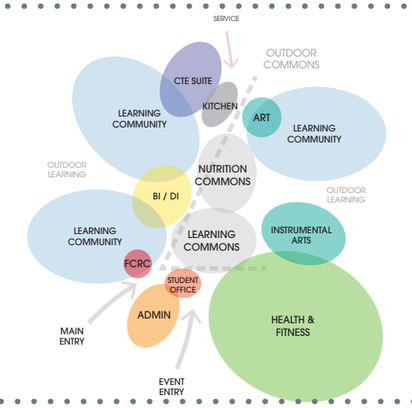
LU 6.9 Facility Compatibility with Neighborhood

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

-The design will be compatible with the neighborhood and adjacent properties.

PROJECT SUMMARY: DESIGN EVOLUTION/EXPLORATION

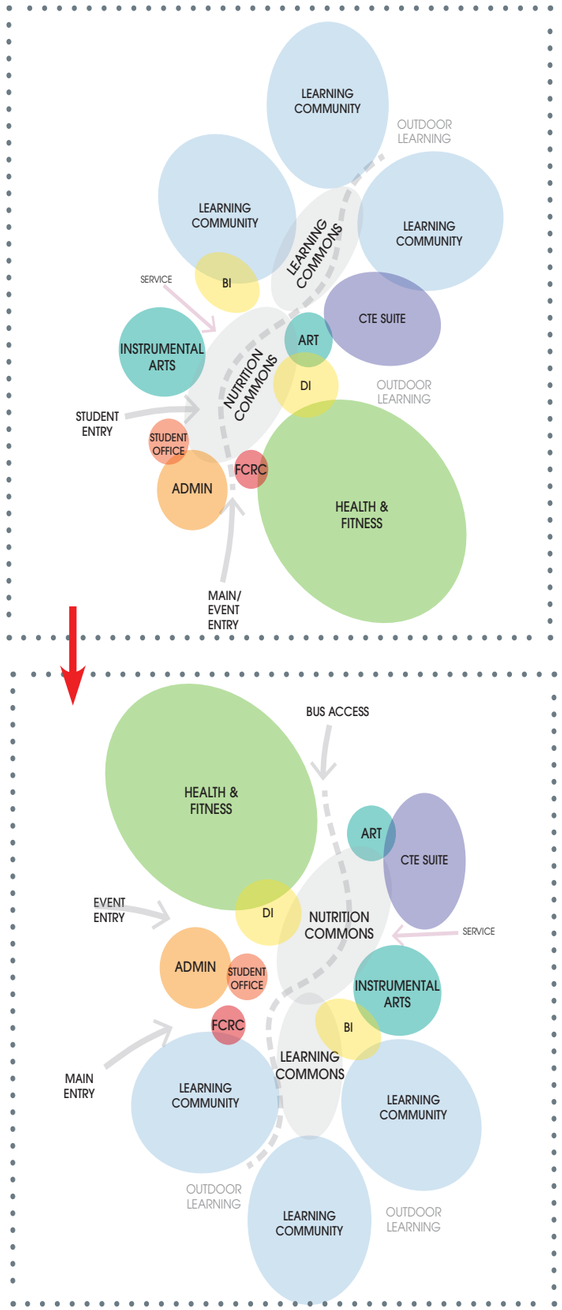


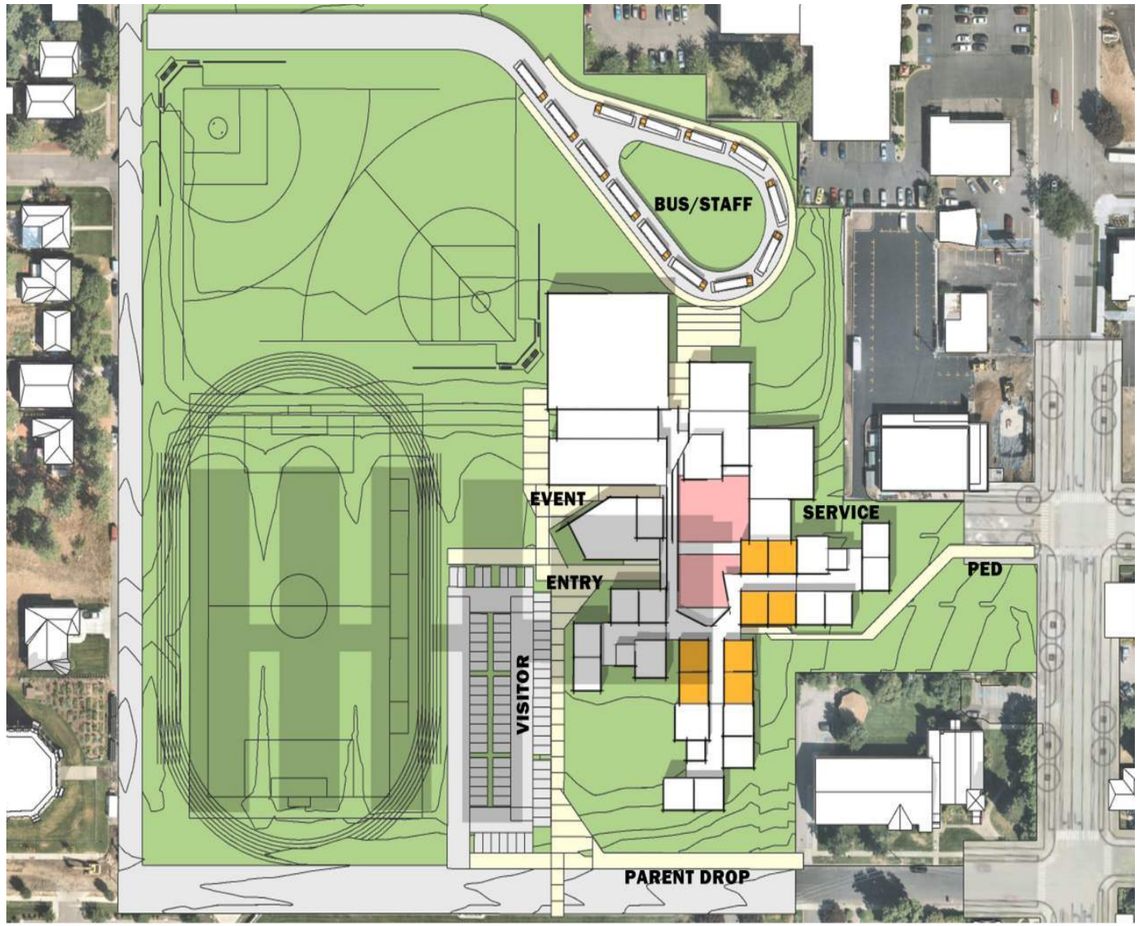


"The Bend"

Within the Schematic Design process was a development of three building layout schemes. The Bend Scheme looked at a subdued entrance into the Learning Commons, with a distinguished elective suite visible from the Nutritional Commons. The location on the site directed entry towards the corner of 33rd and Lamonte, with the fields and pedestrian path having a presence on Grand Blvd.

PROJECT SUMMARY: DESIGN EVOLUTION/EXPLORATION

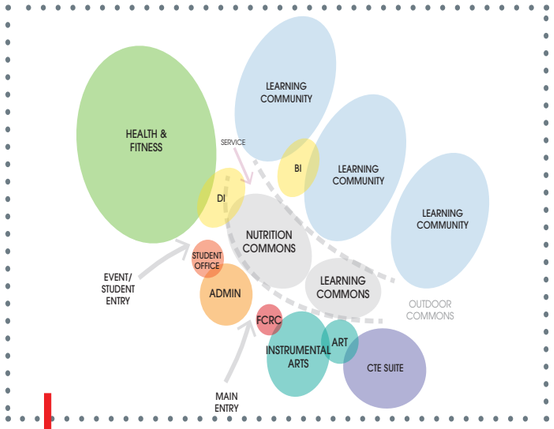


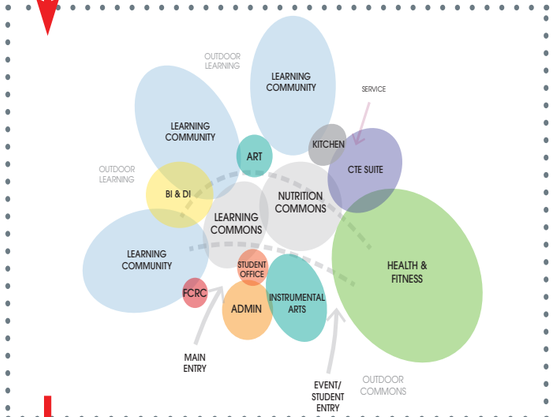


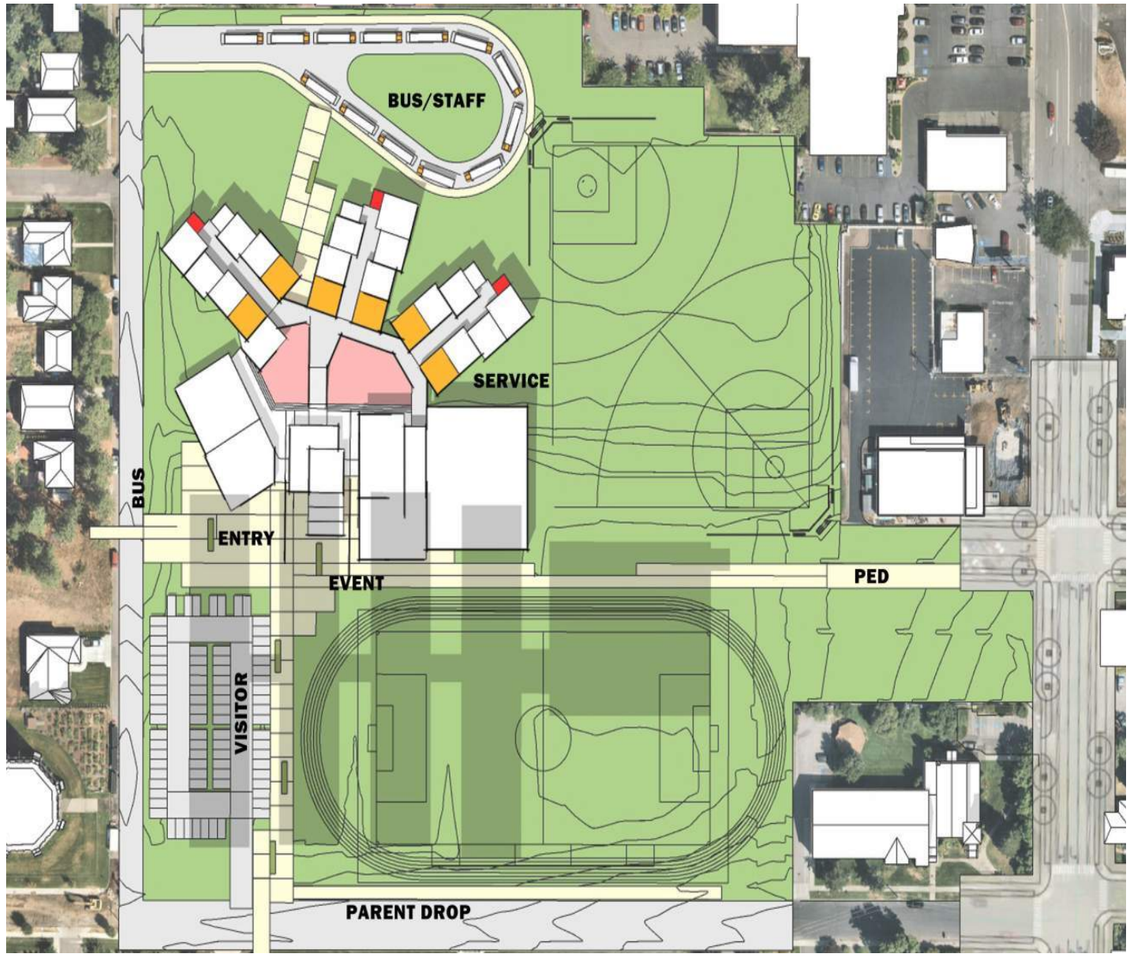
"The Stream"

The Stream Scheme was organized in a way that highlights the experience of traveling through the Student Commons, and the ability to have exposure to every program along the way. It was determined that the travel distances were too great and it did not coincide with the closeness that Sacajawea has in their culture. This study also looked at locating it on the far east side of the site, which was determined to be the least preferred option.

PROJECT SUMMARY: DESIGN EVOLUTION/EXPLORATION





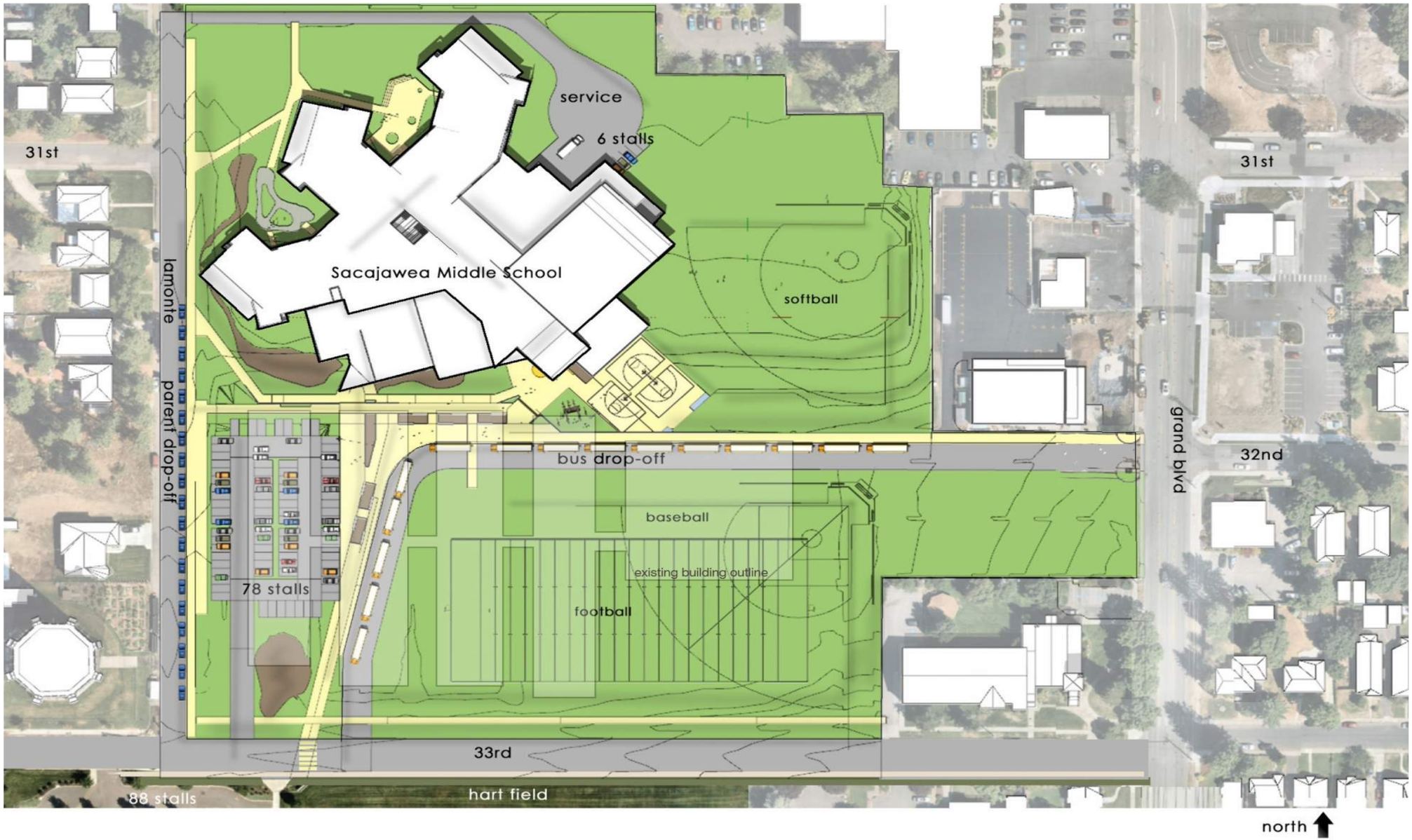


"The Cradle"

The Cradle Scheme was well received by the Core Advisory Committee in its simple organization of Learning Communities closely connected to the Student Commons. The elective programs also had a great presence to the Student Commons and the entry of the building for exceptional program exposure. The location on site for this scheme expresses the same benefits found in The Bend Scheme, with a welcoming presence off of 33rd and Lamonte, while still maintaining appropriately scaled neighborhood sensitivity. Through progression of this scheme, “The Cradle” definition was realized as a better fit within the “Town Square” concept established in the design.

SITE ORGANIZATION SITE PLAN

The new location for Sacajawea middle school embraces the trees and quaint scale of the adjacent west neighborhood. The northwest corner of the site offers good field connectivity and some distance from busy Grand Blvd. All civic school functions face south towards Hart Field; this orientation puts both the main entry and the student/events entry towards 33rd Ave. An internal bus drop-off helps separate bus and parent traffic flow. On-site parking is in proximity to ancillary parking south of 33rd, making parking intuitive during large volume functions.



CONTEXT ANALYSIS: ADJACENT PROPERTIES

Sacajawea middle school resides in a rich context along Grand Blvd. on the South Hill in Spokane, Washington. The rich context is a combination of Spokane Public Schools campus and the historical Manito Blvd. District. In relationship to the comfort design principle we are also looking at familiar design languages in the contextual architecture.

Site - Macro Contect

CONTEXT ANALYSIS: VIEWS

Three exposures are apparent looking into the Sacajawea site. The 35 mph view off of Grand Blvd. is framed by the Manito Methodist church and the post office. The framed view is currently filled with the barrel vault volume of the gymnasium. The second view condition is along 33rd Ave. which enters the Spokane Public Schools campus. Visual cues slow down vehicles and this exposure orients the viewer to Sacajawea. The third view exposure is along Lamonte Street which is at the residential scale and speed. The Lamonte exposure is about neighborhood sensitivity. The sensitivity addresses neighbor looking our their living rooms during the day-to-day. Human scale is important on this edge.

View Exposures

CONTEXT ANALYSIS: STREETSCAPES

Along 33rd Avenue, looking west:

Along 33rd Avenue, looking east

CONTEXT ANALYSIS: STREETSCAPES

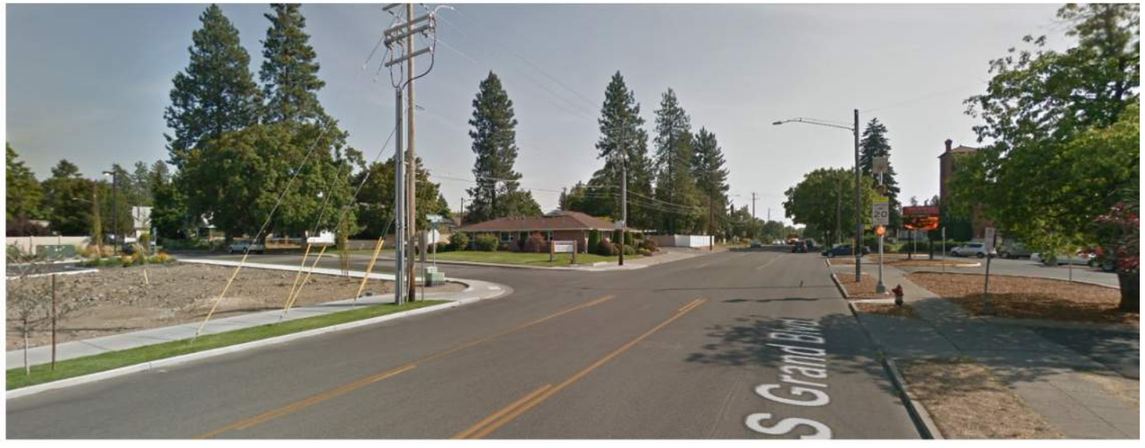
Along Lamonte Street, looking north:

Along Lamonte Street, looking south

CONTEXT ANALYSIS: STREETSCAPES

Along Grand Boulevard, looking west:

Along Grand Boulevard, looking east:



CONTEXT ANALYSIS: ZONING AND TOPOGRAPHY

SITE ANALYSIS: AERIAL PHOTO

KEY

- overhead power (at the sidewalk)
- tree
- fire hydrant

SITE ANALYSIS: SITE PHOTOS

Looking north

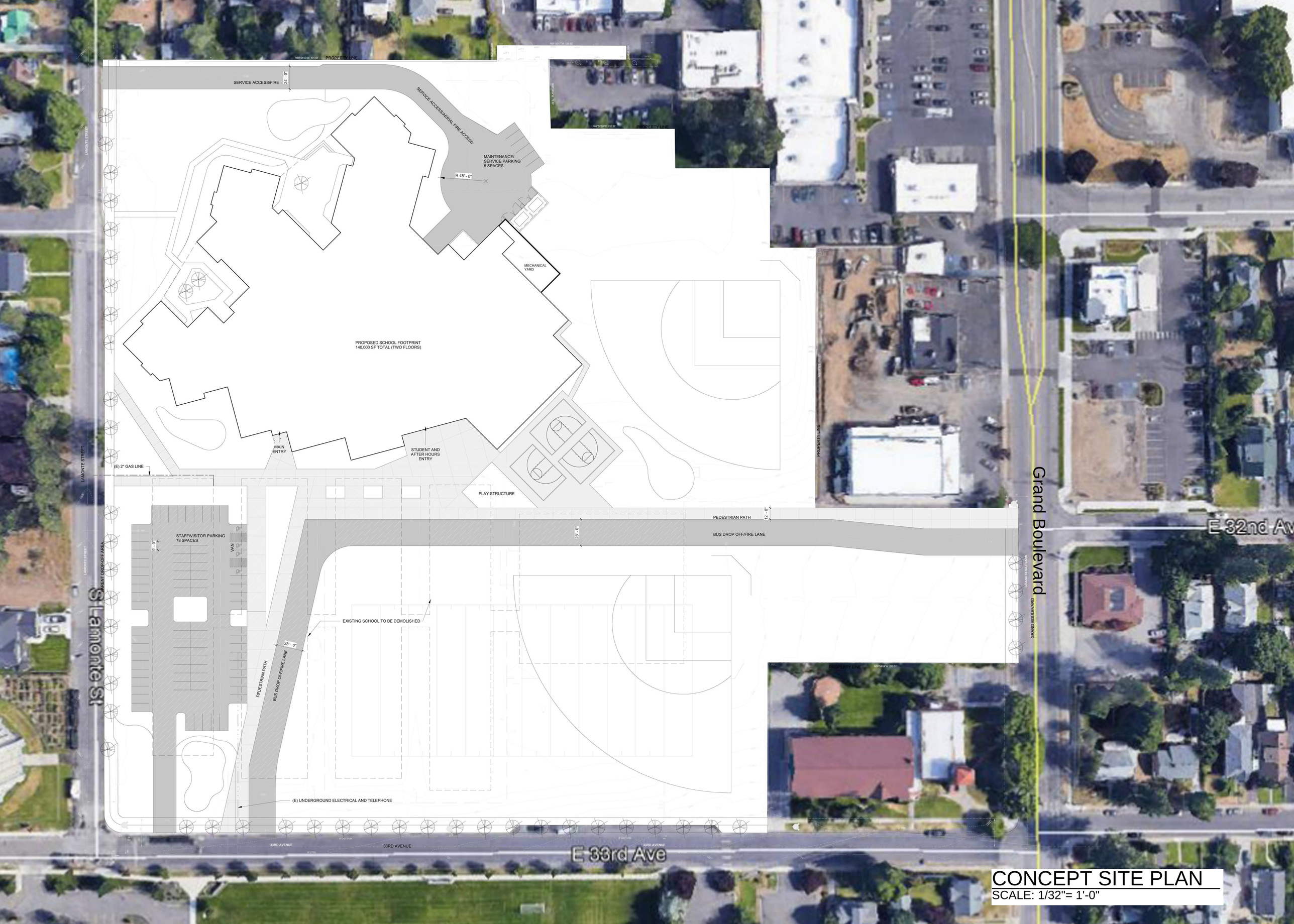
Looking east

Looking south

Looking west

SITE ANALYSIS: SITE PHOTOS

Overall site, looking north

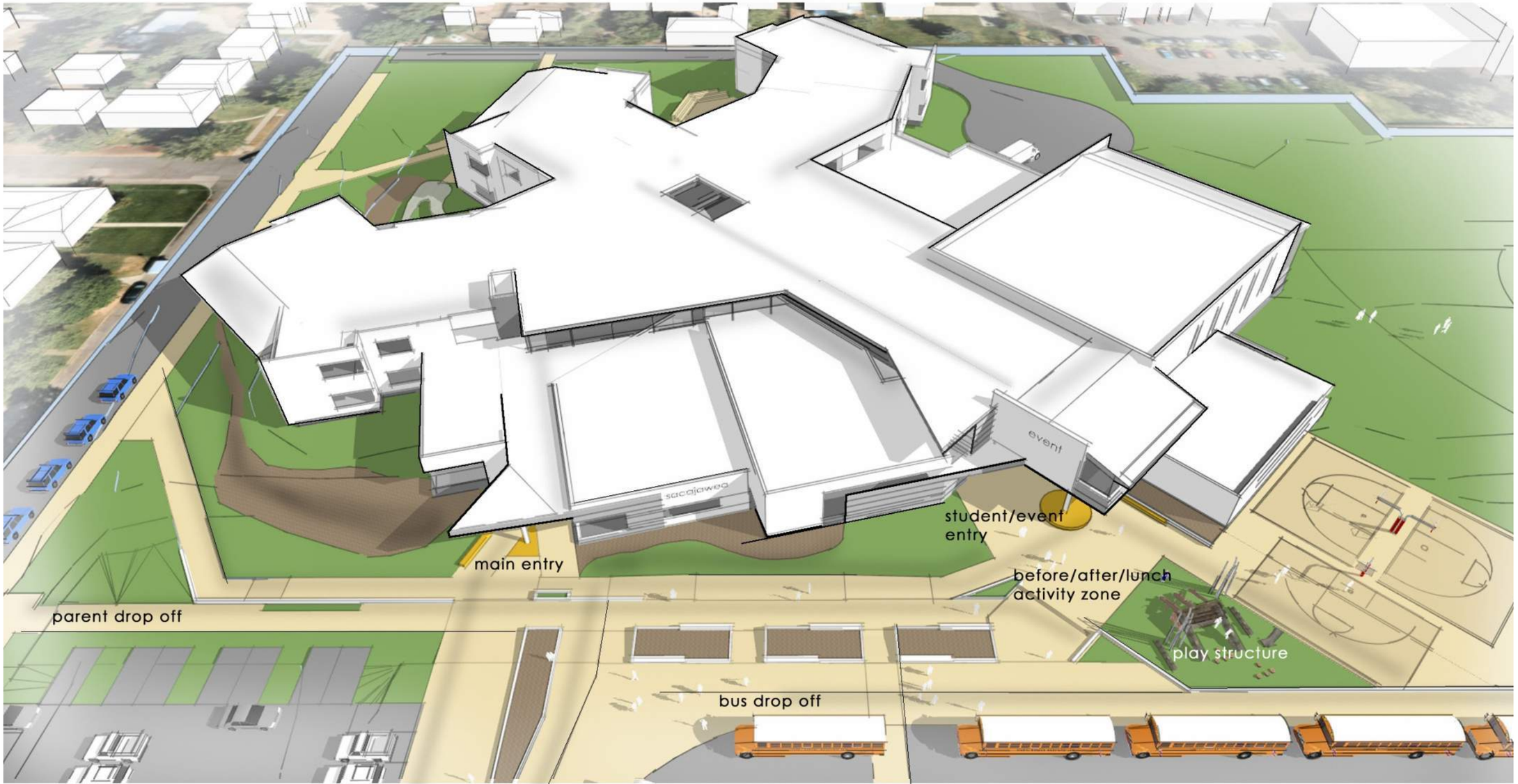


CONCEPT SITE PLAN

SCALE: 1/32"= 1'-0"

MASSING EXPLORATIONS AERIAL

An aerial view shows the organization of the Sacajawea design. Human scale architecture around the building's perimeter emphasizes student scale spaces and neighborhood sensitivity. Large volume spaces are central to the building's center, the hub, which organizes all of the building program functions.



MASSING EXPLORATIONS WELCOME

Upon approach Sacajawea reaches out to greet the community. Tiered building masses integrate the 140,000 SF structure into the adjacent neighborhoods.

welcome

MASSING EXPLORATIONS STUDENT ZONE

The student zone gives the students their own space prior to coming into their school. The zone gathers the student body before and after school, allowing visual accessibility from both the parent and bus drop-off zones. At lunchtime the zone facilitates socialization, dexterity challenges and free play to re-center the student mid-day.

MASSING EXPLORATIONS NEIGHBORHOOD SCALE

The learning communities appropriately address the adjacent neighborhood. Visually open stairways and huddle spaces give a window into the life of Sacajawea. Tranquil and active courtyards occupy the open space between the learning communities, bringing education to the exterior supporting the inside-out design principle.

neighborhood scale

Design Review Board – Meeting Minutes Draft

May 26, 2021
Online via WebEx
Meeting called to order at 5:30 PM by Kathy Lang

Attendance:

- *Board Members Present:* Kathy Lang (Chair & CA Liaison), Chuck Horgan (Arts Commission Liaison), Mark Brower (Vice-Chair), Grant Keller, Drew Kleman
- *Board Members Not Present:* Anne Hanenburg, Ted Teske, 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; Mark Brower seconded. Motion carried. (5/0)

Changes to Agenda:

- None

Workshops:

- **Avista Metro Substation – Recommendation Meeting**
- Staff Report: Taylor Berberich
- Applicant Presentation: Tim Dickerson & Russ Wolfe (WAG), Aaron Henson, Vance Ruppert, & Adam Newhouse (Avista), Andrew Touvannus
- 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 May 26, 2021 Recommendation Meeting, the Design Review Board recommends the approval of the project subject to the following conditions:

1. **The Applicant is strongly encouraged to increase the height of and provide material change below the masonry belly band at the chamfer corners or provide other architectural treatment to address the scale and proportion of the chamfer base.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, TR 7.2 Street Life, and DP 2.6 Building and Site Design.*

   ***Please see the following Downtown Design Guidelines**: B-4 Design a Well-proportioned and Unified Building, C-2 Design Facades at Many Scales, and D-4 Provide Elements that Define the Place.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

2. **The Applicant shall provide opaque wall below the storefront areas; a change of masonry size, color, and/or finish are encouraged.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, TR 7.2 Street Life, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, and DP 4.2 Street Life*

   ***Please see the following Downtown Design Guidelines**: C-1 Promote Pedestrian Interaction, C-2 Design Facades at Many Scales, C-3 Provide Active Facades, C-7 Install*

Pedestrian-Friendly Materials at Street Level, and D-4 Provide Elements that Define the Place.

***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

3. **The Applicant shall break the monolithic masonry and length of belly band occurring at the street-level along 3rd Avenue. Similar architectural treatment should be considered at the street-level masonry elevations at Wall and Post Streets.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, and DP 2.6 Building and Site Design.*

   ***Please see the following Downtown Design Guidelines**: : B-4 Design a Well-proportioned and Unified Building, C-2 Design Facades at Many Scales, and D-4 Provide Elements that Define the Place.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

4. **The Applicant is encouraged to co-locate the proposed seating opportunities with the storefront educational displays and corner art work to encourage interaction.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, TR 15 Activation, TR 7.2 Street Life, DP 1.2 New Development in Established Neighborhoods, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 4.2 Street Life, and N 2.5 Neighborhood Arts.*

   ***Please see the following Downtown Design Guidelines**: A-1 Respond to the Physical Environment, B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, and D-7 Design for Personal Safety and Security.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

5. **The Applicant shall provide a change of hardscape material at the chamfer corners and within the property lines. Wayfinding opportunities within the hardscape material are encouraged.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, and DP 2.6 Building and Site Design.*

   ***Please see the following Downtown Design Guidelines**: : B-4 Design a Well-proportioned and Unified Building, C-2 Design Facades at Many Scales, and D-4 Provide Elements that Define the Place.*

   ***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

6. **The Applicant shall provide a non-rusting material for the fencing at the alley elevation.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, and DP 2.6 Building and Site Design.*

   ***Please see the following Downtown Design Guidelines**: : B-4 Design a Well-proportioned and Unified Building, C-2 Design Facades at Many Scales, C-6 Develop the Alley Façade, and D-4 Provide Elements that Define the Place.*

***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

***Please see the following Unified Development Code**: SMC 17C.124.310.C.3c Downtown Zone Fencing, Location, Height, and Design*

7. **The Applicant's consideration & design provisions for public art are greatly appreciated. The Applicant is encouraged to continue working with Spokane Arts regarding artist selection, lighting, appropriate substrate materials for the corner murals, and activating the alley wall.**

***Please see the following Comprehensive Plan Goals and Policies**: DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 4.2 Street Life, and N 2.5 Neighborhood Arts.*

***Please see the following Downtown Plan Strategies**: 2.2 Built Form and Character, and 2.4 Open Space, Public Realm and Streetscapes.*

***Please see the following Downtown Design Guidelines**: B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, C-3 Provide Active Facades, C-6 Develop Alley Façade, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-4 Provide Elements that Define the Place, and D-6 Provide Attractive and Appropriate Lighting.*

Mark Brower moved to approve the recommendations as presented; Chuck Horgan seconded. Motion carried unanimously. (5/0)

Board Business:

- **Approval of April 14, 2021 Meting Minutes**

Old Business:

- None

New Business:

- None

Chair Report -

- None

Secretary Report – Dean Gunderson

- There are no applicants for the April 28th meeting. The board opted to use that time for the collaborative meeting committee to reconvene to continue discussions on points from the retreat.
- We did not receive any applications for the June 9th DRB Meeting.
- Dean will send out a Doodle Poll to find a date that works for all board members for the Collaborative Workshop Committee to present information regarding possible formats for future meetings to the board.
- There are two potential projects that could meet the deadline for the June 23rd meeting:
    - Sacajawea Middle School
    - Papillon Development
- The technical committee review of the new design guidelines will be taking place soon. The committee is made up of employees of various City departments, and they will be reviewing to make sure the design guidelines will not conflict with anything they are working on. The guidelines will then be moved on to stakeholders.

Meeting Adjourned at 8:00 PM

Next Design Review Board Meeting scheduled for Wednesday, June 23, 2021