



# Special Meeting of the Spokane Design Review Board

Wednesday, September 15, 2021

5:30-8:00 PM

[Teleconference](#)

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

## Board Briefing Session:

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

## Workshop:

5:40 – 7:40	5) <a href="#">Sacajawea Middle School – Recommendation Meeting</a>	Dean Gunderson
	• Staff Presentation..... 10-15 m	
	• Applicant Presentation..... 20-25 m	
	• Board Questions..... 30-40 m	
	• Board Discussion..... 40-50 m	

## Board Business:

7:40 – 8:00	6) <a href="#">Approve Minutes from August 25, 2021</a>	Chair
	7) Old Business	
	8) New Business	Dean Gunderson
	9) Chair Report	
	10) Secretary Report	
	11) Other	
	12) Adjourn	

**The next Design Review Board meeting is scheduled for Wednesday, September 22, 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: **2486 058 4649** 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](mailto: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.

**Sacajawea Middle School****1 – RECOMMENDATION MEETING****Design Review Staff Report**

September 10, 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**  
[jkittel@alscarchitects.com](mailto:jkittel@alscarchitects.com)  
509-838-8568

**ATTN: Greg Forsyth,**  
**Spokane Public Schools**  
[gregoryf@spokaneschools.org](mailto:gregoryf@spokaneschools.org)  
509-354-5775

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**Background**

The Design Review Board Collaborative Workshop was held on June 25, 2021.

*The following materials are supplemental to this report:*

- *Design Review Staff Report | Collaborative Workshop, June 18, 2021;*
- *Design Review Board | Collaborative Workshop Advisory Actions, June 25, 2021; and*
- *Public Comments, received as of September 10, 2021*

**Responses to Discussions Held at Collaborative Workshop**

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop including any changes made in response to advisory actions offered by the Design Review Board on June 25, 2021 as follows:

- 1. The Applicant is strongly encouraged to return with designs that strengthen the building engagement at Lamonte Street per SMC 17C.110.515 Buildings Along the Street. Beyond the inclusion of fenestration and architectural treatment, orientation of the building to the street should be considered.**

*Design Team Response:*

*The building is angled away from the street to provide separation of the two story structure from the one story residences and create a more "yard"-like feel along the north side of Lamonte. The angle also creates visually interesting views of the building as each wing presents itself differently along the street.*



**Staff Comment:** It should be noted that no building elevation is oriented to Lamonte Street. The Applicant is asserting that the individual classroom wings (educational villages) present different orientations to the street which may mimic the smaller surrounding residential buildings. The closest classroom wing to Lamonte Street is approximately 18' from the property line, slightly more than the adjacent setbacks for single story residential structures.

*Design Team Clarification to Staff Comment (9/9/21):*

*The design is not trying to mimic the smaller surrounding residential buildings, which would not be appropriate given the different use and scale of the project. We are providing more site area/distance between the building and the street where possible, so that the building is less imposing from the street.*

- 2. The Applicant may consider the geometry, form, building element arrangement, texture, and other aspects of the immediate residential context when further refining the architectural design as one means to meet SMC 17C.110.545 Transitions between Institutional and Residential Development. The intent of this advice is not necessarily to replicate the nearby residential design, but rather to explore architectural and design cues from the neighborhood.**

*Design Team Response:*

*The design team has considered many of the nearby buildings when developing the form and materiality of the new school, see attached "Context Analysis" diagram. Influences seen in the new building specifically include:*

- Brick color*
- Use of brick pattern in creating shadow/interest*
- Variations in building height/scale, layering of materials*
- Window mullion pattern (inspired by historic Jefferson)*

- 3. The Applicant shall return with imagery clearly depicting the project from street level perspectives including but not limited to Grand Boulevard, 33rd Avenue, Lamonte Street, and views at and along the pedestrian path.**

*Design Team Response:*

*See attached plan and perspectives of the Grand Boulevard, 33rd Avenue, Lamonte Street and sidewalk accessing the school from Grand Boulevard and Lamonte Streets.*

- 4. The Applicant shall return with refined architectural design of the building geometry, detail, materiality, and roof lines.**

*Design Team Response:*

*See attached renderings showing design refinements.*

- 5. The Applicant shall return with detailed designs of the pedestrian pathway and its amenities including but not limited to architectural features, plantings, lighting, signage, and site elements.**

*Design Team Response:*

*The design of the pedestrian walk that connects the school to Grand Boulevard, bus drop off and Lamonte Street student drop off zone will incorporate a number of site elements.*

*These will include:*

- Seat walls*
- Defined planting areas with integrated stormwater*
- Connections to age-appropriate play areas with seating and courts*
- Bicycle racks*

Primary school signage will be located at the south end of the parking lot at 33<sup>rd</sup> and integrated into the building design.

**Staff Comments:** Site lighting where it might cause the greatest nighttime intrusion to the adjacent residential properties to the north (at the service area/drive) has not been depicted. The existing chain link fence along the northerly and easterly property lines is not indicated as being either preserved or replaced. Urban Forestry has indicated a concern about the deciduous trees selected for the northern property line screening (adjacent to the existing fence), as this condition would eliminate visual buffering during the winter. Staff has noted that there are only 15 bicycle stable racks proposed. See Topic for Consideration #1.

*Design Team Clarification to Staff Comment (9/9/21):*

- a. *Site Lighting: Design of the site lighting is still in progress. The site lighting will reinforce the pedestrian walkways to the building entries providing clear, lighted and direct access. The site lighting will be designed with full cutoffs to limit off site light spill in accordance with City of Spokane code requirements. Additional information will be provided on permit drawings.*
- b. *Existing chain link perimeter fence:*
  1. *Spokane Public Schools has proactively engaged the adjacent residential neighbors to the north and current comments include a preference to retain the existing fence and the existing vines.*
  2. *The existing chain link fence is likely to be retained and repaired as necessary to extend its life span. This evaluation as is the discussion with the neighbors is ongoing.*
  3. *Plant selection, north property line: Design of the planting to the north is ongoing. Currently, the design strategy is to incorporate vines (to augment existing vines) as well as a row of columnar evergreen shrubs to provide a screen that meets City of Spokane screening requirements. We are evaluating the space available to incorporate both evergreen and deciduous plantings for year-round interest while achieving the desired visual buffering.*
- c. *The type of trees within the site along the northern property line are being evaluated through the design process as location suitability evolves. A smaller canopy deciduous tree will be evaluated to break up the evergreen trees and used in conjunction of fence screening (possibilities include vines on fence (existing condition) or sight obscuring slats) to improve aesthetic variety and maintain screening during all seasons. (Additional Topics #1)*

**6. The Applicant is strongly encouraged to return with designs that strengthen the terminus view of the pedestrian path meeting Lamonte Street.**

*Design Team Response:*

*The design of the pedestrian walk that connects the school to Grand Boulevard, bus drop off, and Lamonte Street student drop off zone facilitates clear access to the school. The design team has reviewed the DRB's recommendation regarding a terminal element for the pedestrian path at Lamonte and we feel very strongly that this emphasis would be misplaced and would detract from the primary role and functionality of the pedestrian walk providing access to the school and parent drop off along Lamonte.*

**Staff Comment:** Please note there are three 24" caliper Ponderosa Pine near the proposed pathway terminus at Lamonte Street. The design team's civil engineer has depicted grade attenuation in order to conserve these trees, though the team's landscape architect has not indicated their preservation on the conceptual planting plan. Staff suggests that these ~80' trees would provide sufficient visual terminus for the pedestrian path. See Topic for Consideration #2.

*Design Team Clarification to Staff Comment (9/9/21):*

*Existing Ponderosa Pines: The design team has had extensive discussions regarding how to provide protection that is sufficient to maintain the long-term health of the trees. As result of these discussions, the design team has determined that the extent of grading and disturbance around the trees will be too extensive to protect and maintain the trees. The discrepancy between the plans reflects that discussion. The intent at this time is to reluctantly remove the trees due to the required site grading.*

- 7. The Board strongly supports the proposed east-west pedestrian path connecting through the site and considers this design element foundational to the project success.**

*Design Team Response:*

*The design team agrees with the DRB that the pedestrian walk connecting Grand and Lamonte to the school is very important. However, it should be noted that:*

- 33<sup>rd</sup> provides the primary east west connection for the neighborhood across Grand Boulevard and students will continue to be directed to cross Grand Boulevard with crossing guards at 33<sup>rd</sup>.*
- The pedestrian walk does not have a connection on the west side of Lamonte and that students and pedestrians would not be encouraged to make a mid-block crossing.*

**Staff Comment: It should be noted that DRB had not requested a mid-block crossing of Lamonte Street at the western terminus of the pedestrian path, though Urban Design staff had suggested in the collaborative workshop staff report that a pedestrian crossing of Lamonte Street at the northern leg of 31<sup>nd</sup> Avenue would be appropriate to complete the pedestrian network.**

**It should also be noted that the Grand Boulevard Transportation and Land Use Study found a significant number of pedestrians crossing at 32<sup>nd</sup> Avenue (noted on page 13 of the study, stating 199 total crossings between 7 AM and 6 PM), nearly identical to the number of pedestrian crossings at 33<sup>rd</sup> Avenue (253 total crossings between 7 AM and 6 PM). With the more direct east-west proposed path proposed by the applicant through the site, it should be expected that the number of pedestrian crossings at 32<sup>nd</sup> Avenue would increase (perhaps exceeding the pedestrian crossings at 33<sup>rd</sup> Avenue). The Grand Boulevard Transportation and Land Use Study indicated a Rectangular Rapid Flash Beacon (RRFB) be installed at 32<sup>nd</sup> Avenue (a more highly ranked priority than similar pedestrian crossing improvements at 33<sup>rd</sup> Avenue). This prioritization may be more highly desired given the applicant's proposed pedestrian path route along the 32<sup>nd</sup> Avenue alignment through the site. See Topic for Consideration #3.**

*Design Team Clarification to Staff Comment (9/9/21):*

*The School District is working with the City regarding their future plans for the intersection at 32<sup>nd</sup> and Grand. The School District will not encourage students to cross at that intersection as it would be in direct conflict with bus traffic.*

- 8. The Applicant is encouraged to develop the east pedestrian/bus loop entrance and the extent of property edge abutting Grand Boulevard in a manner that compliments and strengthens the pedestrian character, with emphasis on pedestrian, not on bus circulation.**

*Design Team Response:*

*See attached plan and perspectives of Grand Boulevard.*

*Grand Boulevard: The sidewalk fronting Grand Boulevard is proposed to include a 10' planter strip with a 7' walk consistent with the Grand Boulevard Transportation and Land Use Study. This*

*configuration necessitates transitions on the north and south to the existing sidewalks that are 5' wide with a 7' planter strip. This new walk will connect to the internal pedestrian walk along the north side of the bus loop. The pedestrian quality of this walk is emphasized with a planting separation with trees and landscape buffer between the walk and the Post Office to the north.*

**Staff Comments:** The Applicant has indicated that there would be a single street tree planted within the widened landscape planting strip along Grand Boulevard, due to the multiple conflicts with utilities and street lights. It should be noted that the landscape architect has indicated an existing street light south of the curb cut on Grand Boulevard, where none exists (there is only one existing street light, located north of the curb cut onto Grand). See Topic for Consideration #4.

*Design Team Clarification to Staff Comment (9/9/21):*

- a. *As noted, there are significant utilities, clear view triangle and other no-planting zones located along Grand.*
  - b. *The #17 callout south of the bus loop entrance was miss labeled and is indicating a manhole for existing underground utilities. The area designated as no planting zones are shown with their distances.*
    1. *Street signs*
    2. *Driveways*
    3. *Street Lights*
    4. *Hydrants*
    5. *Utility Poles*
    6. *Underground Utilities*
    7. *Drywells*
  - c. *MT-LA will continue to evaluate the opportunities for planting street trees in accordance with the City of Spokane standards as the plans are more fully developed for permitting.*
9. **The Applicant is encouraged to align the crossing on 33rd Avenue with the Hart Field access pathway and consider forward compatibility with potential future traffic calming measures that may be deployed to prioritize this high-value crossing.**

*Design Team Response:*

*The walk from the main entry of the school to 33rd will be visually aligned to Hart Field, no physical connection will be included. The school district does not want to encourage midblock crossings. Pedestrians will be required to go to the existing cross walk at 33rd and Lamonte.*

**Staff Comment:** The Applicant has chosen to delete the proposed pedestrian crossing that they had indicated in the Collaborative Workshop submission. It should be noted that if the new surface parking lot is to be used as overflow parking for Hart Field activities, there is limited direct pedestrian connection from the parking lot to the sole pedestrian crossing at 33<sup>rd</sup> Avenue and Lamonte Street. See Topic for Consideration #5.

*Design Team Clarification to Staff Comment (9/9/21):*

*The parking lot is meant to serve the school, which does not use Hart Field. If, after school hours, people elect to use the parking lot while visiting Hart Field, the safest route will be for them to use the existing cross walk at 33rd and Lamonte.*

**10. The Applicant is encouraged to provide a more organic form of vegetated buffer along 33rd Avenue between the street, sidewalk, and football field.**

*Design Team Response:*

*The new Sacajawea Middle School development will incorporate a separated sidewalk streetscape that will meet city of Spokane Municipal Code design requirements. Due to the constraints of required athletic facilities and grade limitations, the streetscape is designed to incorporate with the design sense of place of 33rd street on the south side and Grand Boulevard. Due to the design language and nature of the forms for Sacajawea Middle School, a section where room allows will incorporate a complementary design language to the school design and use organic material and surfacing south of the parking lot along 33rd Avenue.*

**Staff Comment: Per street frontage lengths, the applicant does not appear to be meeting the street tree counts along Grand Boulevard, Lamonte Street, or 33<sup>rd</sup> Avenue. See Topic for Consideration #6.**

*Design Team Clarification to Staff Comment (9/9/21):*

*The plans prepared were preliminary to illustrate the design intent and respond to the City of Spokane's requirement for sidewalk and street trees to be located within the right of way when practical. As previously noted, the topography and need to maximize the size of the athletic fields limits the opportunity for a more organic buffer at this location.*

*MT-LA will continue to evaluate the requirements and opportunities for planting street trees in accordance with the City of Spokane standards as the plans are more fully developed for permitting. We intend to work closely with the City of Spokane's Urban Forester to provide street tree plantings that meet city requirements. Final tree locations and species will be further developed in collaboration with city staff.*

*Street Tree Counts: The counts provided are preliminary in nature and will evolve as the site design is more fully developed with street signage, utilities and other elements that limit the opportunities for tree plantings. The intent is to meet the city's street tree requirements and it is expected that there will be dialogue between MT-LA and city staff, specifically Urban Forestry, to prepare permit drawings that meet the city's requirements.*

*Grand Boulevard: The frontage of Grand Boulevard has multiple existing utilities and signs that limit the location of Class III street trees in the 9' planting strip. Due to these limitations, two street trees have been located in the planting strip free of obstruction and three trees have been proposed at back of walk. See attached revised drawing for locations and indications of no planting zones that are currently in place. It is possible that additional locations for planting between the curb and sidewalk could be identified as the design develops.*

*33rd Avenue: The frontage of 33rd Avenue will have two driveways as well as other streetscape elements that will limit the opportunities for Class II street trees in 6' planting strip. The preliminary design includes 17 street trees in the planting strip in areas that are not no planting zones by the city standard. An additional four Class II or III trees are proposed to be located behind the walk. Of the 700' of frontage, only approximately 512' of street frontage is currently is available for planting due to limitations of no planting zones per city standards. Reference Spokane City Standards: Street signs (trees located to not interfere), Driveways (15 feet to edge of driveway), Street Lights (25'), Hydrants (15'), Utility poles (15'), Drywells (20'), and Clear View Triangle (50'; SMC Section 17A.020.030). The intent is to meet the city's street tree requirements*

*and it is expected that there will be dialogue between MT-LA and city staff, specifically Urban Forestry, to prepare permit drawings that meet the city's requirements.*

*Lamonte Street: The school's designated student drop off is located on Lamonte Street to separate drop off traffic from bus traffic. As such, the frontage of Lamonte Street has two limitations for street tree planting. The design team proposes to provide student approximately 500 lf of student drop of space. At 26' per car that will provide approximately 19 spaces. This drop of zone would include sidewalk directly behind the curb with space behind the sidewalk for the required street tree plantings.*

*Planting trees behind the walk in this area provides:*

- a. An opportunity to have larger, healthier trees in larger areas for growth.*
- b. Increases safety and student visibility as well as facilitating the efficient clearance of snow, particularly berms created by snow plows.*
- c. Eliminates conflicts between trees and 'No Parking' street signage.*

*There is approximately 200' of street frontage under powerlines with power poles (3 locations). Evergreen and deciduous trees will be incorporated into the landscape between the sidewalk and parking lot and building to buffer the parking lot, accentuate the design vocabulary of the building and to provide a transition to the adjacent neighborhood. Locating the trees within the landscape without the restriction of the planter strip or tree grates provides an opportunity add larger, longer living trees, such as Ponderosa Pine, to the urban forest over time. Of the 816' of frontage, we are proposing that 195' of street frontage has allowable clearance distances to be available for planting due to limitations of no planting zones per city standards. Reference Spokane City Standards: Street signs (trees located to not interfere), Driveways (15 feet to edge of driveway), Street Lights (25'), Hydrants (15'), Utility poles (15'), Drywells (20'), and Clear View Triangle (50'; SMC Section 17A.020.030). The intent is to meet the city's street tree requirements and it is expected that there will be dialogue between MT-LA and city staff, specifically Urban Forestry, to prepare permit drawings that meet the city's requirements.*

*MT-LA will work with urban forestry to determine the number and locations of those public street trees and possibly lead to a signed agreement between Spokane Public Schools and City of Spokane Urban Forestry to maintain those trees.*

**11. The Applicant is strongly encouraged to return with a developed site and landscape plan, including for the area between the church and the post office and how it will engage with Grand Boulevard, and how it will tastefully solve the challenge of limiting permitted traffic in the bus lane.**

*Design Team Response:*

*See attached plan and perspectives of Grand Boulevard.*

*Grand Boulevard: The sidewalk fronting Grand Boulevard is proposed to include a 10' planter strip with a 7' walk consistent with the Grand Boulevard Transportation and Land Use Study. This configuration necessitates transitions on the north and south to the existing sidewalks that are 5' wide with a 7' planter strip. This new walk will connect to the internal pedestrian walk along the north side of the bus loop. The pedestrian quality of this walk is emphasized with a planting separation with trees and landscape buffer between the walk and the Post Office to the north.*

## Additional Suggested Topics for Consideration

Posed by staff based on the August 18, 2021 submittal:

1. The proposed landscape buffer along the north property line consists of magnolia trees and juniper shrubs. The Urban Forestry Department provided comment, stating the magnolia trees have a wide growth habit and low canopy that may impede fire truck access, and will also provide little screening for the residences north of the school due to the open nature of the canopy (especially during winter months, as the trees are deciduous). The Applicant has not indicated what other elements may buffer the more institutional nature of the service drive/service area from the adjacent residential properties (privacy fence, appropriate nighttime lighting, etc.). Does the Board have any recommendations regarding the needs for such a buffer?

*Design Team response to Topic (9/9/21):*

*The type of trees within the site along the northern property line are being evaluated through the design process as location suitability evolves. A smaller canopy deciduous tree will be evaluated to break up the evergreen trees and used in conjunction of fence screening (possibilities include vines on fence (existing condition) or sight obscuring slats) to improve aesthetic variety and maintain screening during all seasons.*

2. As the Ponderosa Pine is the official tree of the City of Spokane (Resolution No. 2014-0039) and the design team civil engineer has indicated a grading plan that shows these trees can be preserved with the modified grades, does the Board find that their preservation would provide sufficient visual terminus to the western end of the proposed pedestrian path?

*Design Team response to Topic (9/9/21):*

*The design team has had extensive discussions to provide protection that is sufficient to maintain the long-term health of the trees. As result of these discussions, the design team has determined that the extent of grading and disturbance around the trees will be too extensive to protect and maintain the trees. The discrepancy between the plans reflects that discussion. The intent at this time is to reluctantly remove the trees due to the required site grading.*

*The primary visual terminus for this walk is the school, we feel that providing emphasis at Lamonte would be misplaced.*

3. As there is a significant number of existing pedestrian crossings at 32<sup>nd</sup> Avenue and Grand Boulevard (a number which will likely increase with the proposed pedestrian pathway through the site) does the Board consider pedestrian crossing safety improvements at this intersection (consistent with the Grand Boulevard Transportation and Land Use Study) a necessary public realm improvement?

*Design Team response to Topic (9/9/21):*

*As mentioned above, the school district does not intend to encourage student crossing at this point due to safety concerns with bus traffic.*

4. Does the Board find the proposed level of landscaping and pedestrian accommodations along Grand Boulevard appropriate?
5. Given the Applicant's reconfiguration of the pedestrian circulation plan for their project, does the Board feel that the pedestrian accommodations between the surface parking lot and Hart Field are appropriate?

*Design Team response to Topic (9/9/21):*

*Reminder that the parking lot is meant to serve the school. Hart Field is not used by Sacajawea Middle School. The safest route for people that choose to park in the Sacajawea parking lot after school hours intending to access Hart Field is to go to the existing crosswalk at 33rd and Lamonte.*

6. As there appears to be a discrepancy between the street frontage lengths and the number of public street trees it is unclear how the Applicant is proposing to meet the mandated street tree requirements. Does the Board have any recommendations regarding this issue as to how the quality of the public realm may be maintained with a reduced presence of street trees?

*Design Team response to Topic (9/9/21):*

*The updated site plan shows the proposed locations and restrictions of street tree placement based on the current level of site development and our understanding of the locations of required streetscape elements (signs, utilities, lights, etc.). The intent is to meet the city's street tree requirements and it is expected that there will be dialogue between MT-LA and city staff, specifically Urban Forestry, to prepare permit drawings that meet the city's requirements.*

7. As the Applicant has proposed far fewer site lighting fixtures than those indicated at all the other Middle School projects that have gone through design review, what recommendation (if any) does the Board have regarding site lighting?

## **Supplementary Documents**

### **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 and Land Use Study (2020)

South Hill Coalition Connectivity and Livability Strategic Plan (2014)



**Sacajawea Middle School****1 - Program Review/Collaborative Workshop****Design Review Staff Report**

June 18, 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**  
[jkittel@alscarchitects.com](mailto:jkittel@alscarchitects.com)  
509-838-8568

**ATTN: Greg Forsyth,**  
**Spokane Public Schools**  
[gregoryf@spokaneschools.org](mailto:gregoryf@spokaneschools.org)  
509-354-5775

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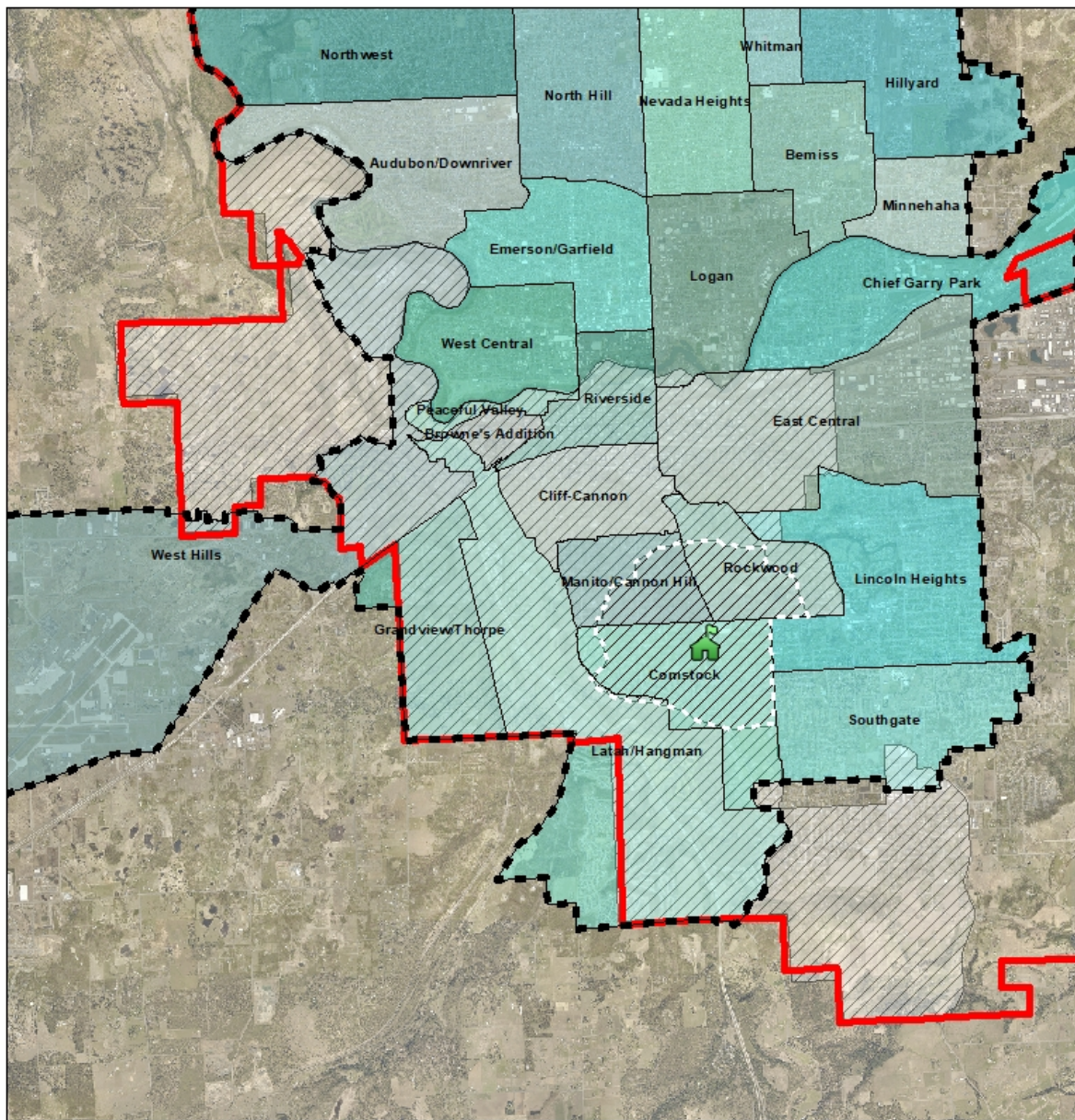
*“When a Design Review application is received, city staff evaluate the project for compliance with all applicable regulatory documents. Should staff see a potential concern that falls within the purview of the Design Review Board, staff then present the board with Topics for Consideration. The purpose 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. 33<sup>rd</sup> 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.

## Location & Context



### SACAJAWEA MIDDLE SCHOOL: GREATER SITE CONTEXT



#### Legend

- City of Spokane
- Spokane School District #81
- Sacajawea Middle School
- Walking Boundary
- Attendance Boundary\*

\*Boundary subject to change based on construction of new Spokane Middle Schools

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.

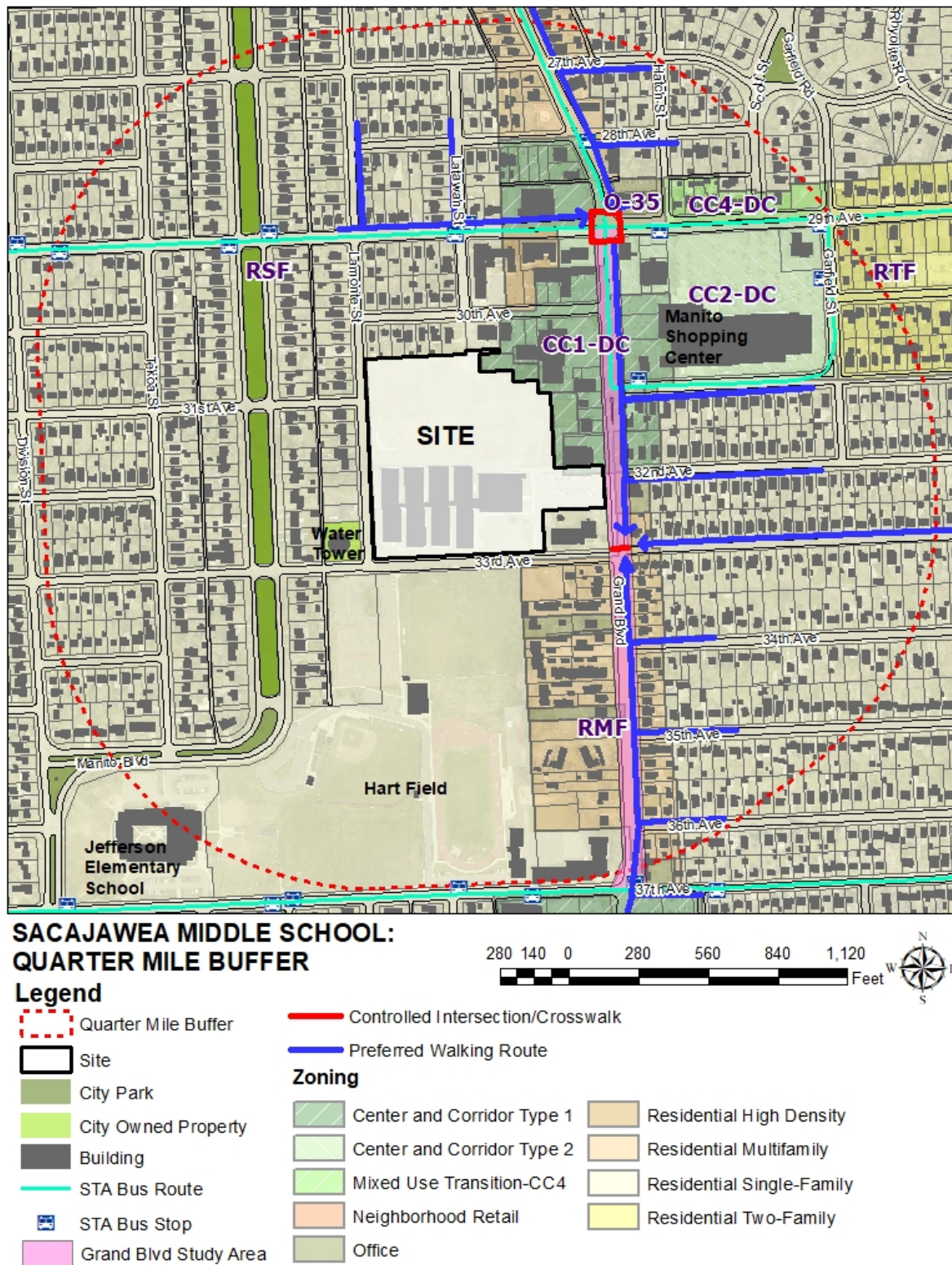
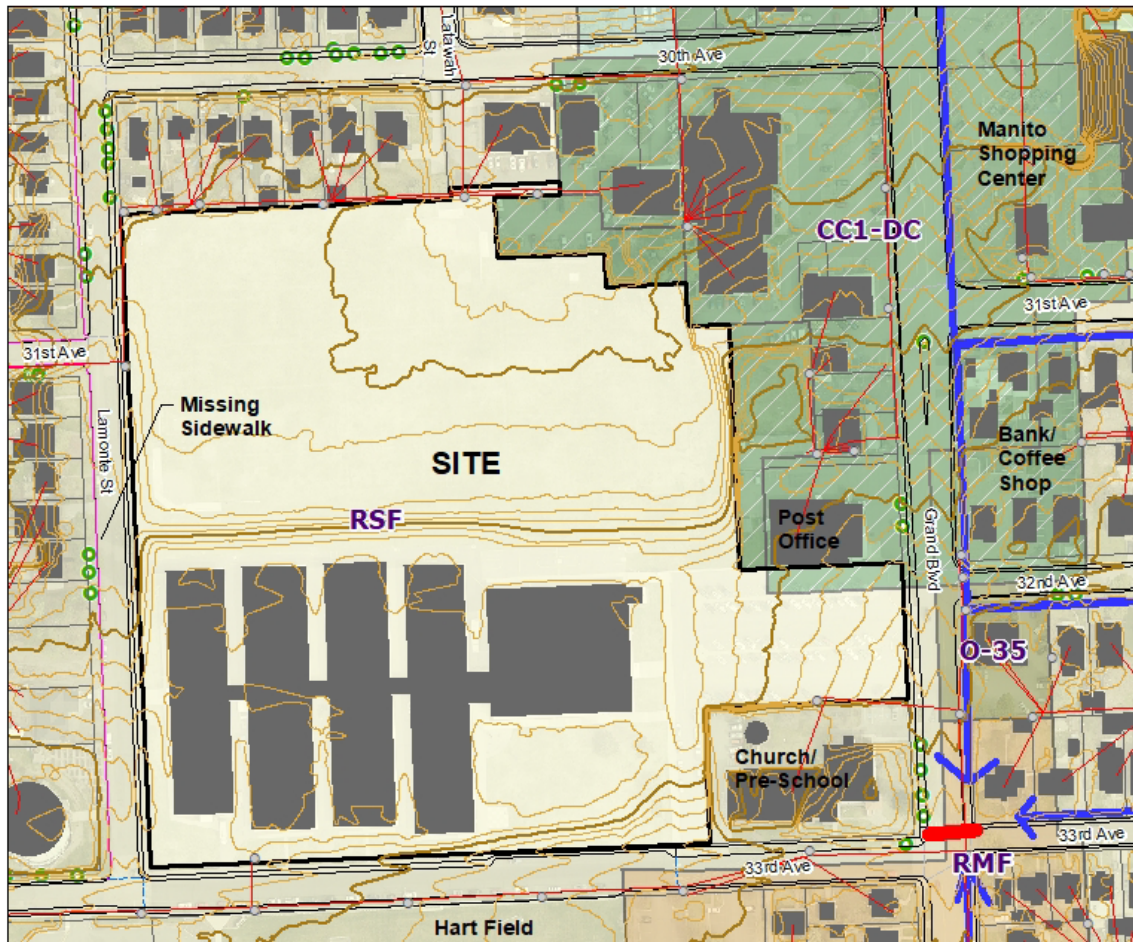


Figure 2- Sacajawea Middle School Quarter Mile Buffer

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 33<sup>rd</sup> 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

### 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

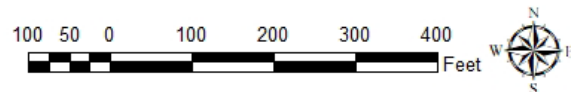


Figure 3- Sacajawea Middle School Site Context



## Topics for Consideration

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

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 31<sup>st</sup> Avenue intersection, contribute to traffic calming along Lamonte (especially at the 31<sup>st</sup> Avenue intersection)?
  - a. Note: there is currently on-street parking and no sidewalk on the west side of Lamonte Street, south of 31<sup>st</sup> Avenue. There is also no sidewalk on the south side of 31<sup>st</sup> Avenue (West of the site).



- 6 -

relocation of the school to the northwest corner of the site and the conversion of the 32<sup>nd</sup> 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 33<sup>rd</sup> 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 29<sup>th</sup> and Grand to 29<sup>th</sup> and Arthur, and 29<sup>th</sup> and Grand to 31<sup>st</sup> and Grand. The map also calls out 33<sup>rd</sup> 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 29<sup>th</sup> Avenue and 37<sup>th</sup> 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 31<sup>st</sup>, 32<sup>nd</sup>, at 33<sup>rd</sup> 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 32<sup>nd</sup> 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 33<sup>rd</sup> and Grand will likely shift to 32<sup>nd</sup> and Grand, significantly increasing the pedestrian crossings at that location, and perhaps decreasing crossings at 33<sup>rd</sup>. 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

# Sacajawea Middle School

1 - Program Review/Collaborative Workshop

June 25, 2021



**From :**  
Design Review Board  
Kathy Lang, Chair

c/o Dean Gunderson, DRB Secretary  
Neighborhood & Planning Services  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

**To :**

Jodi Kittel  
ALSC Architects  
[jkittel@alscarchitects.com](mailto:jkittel@alscarchitects.com)  
509-838-8568

ATTN: Greg Forsyth,  
Spokane Public Schools  
[gregoryf@spokaneschools.org](mailto:gregoryf@spokaneschools.org)  
509-354-5775

**CC :**

Louis Meuler,  
Interim Planning Director

Tami Palmquist,  
Principal Planner

**Based on review of the materials submitted by the Applicant and discussion during the June 23, 2021 Collaborative Workshop the Design Review Board recommends the following advisory actions:**

- 1. The Applicant is strongly encouraged to return with designs that strengthen the building engagement at Lamonte Street per SMC 17C.110.515 Buildings Along the Street. Beyond the inclusion of fenestration and architectural treatment, orientation of the building to the street should be considered.**

*Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 6.3 School Locations, TR GOAL A: PROMOTE A SENSE OF PLACE, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, and N 2.1 Neighborhood Quality of Life.*

*Please see the following SMC Design Standard: SMC 17C.110.515 Buildings Along the Street.*

- 2. The Applicant may consider the geometry, form, building element arrangement, texture, and other aspects of the immediate residential context when further refining the architectural design as one means to meet SMC 17C.110.545 Transitions between Institutional and Residential Development. The intent of this advice is not necessarily to replicate the nearby residential design, but rather to explore architectural and design cues from the neighborhood.**

*Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, and DP 2.6 Building and Site Design.*

*Please see the following SMC Design Standard: SMC 17C.110.515 Buildings Along the Street.*

3. The Applicant shall return with imagery clearly depicting the project from street level perspectives including but not limited to Grand Boulevard, 33rd Avenue, Lamonte Street, and views at and along the pedestrian path.

*Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 2.1 Neighborhood Quality of Life.*

*Please see the following goals of the Pedestrian Master Plan: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

*Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study.*

*Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.*

4. The Applicant shall return with refined architectural design of the building geometry, detail, materiality, and roof lines.

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

5. The Applicant shall return with detailed designs of the pedestrian pathway and its amenities including but not limited to architectural features, plantings, lighting, signage, and site elements.

*Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.3 School Locations, TR GOAL A: PROMOTE A SENSE OF PLACE, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, and N 4.5 Multimodal Transportation.*

**Appendix D-Bicycle Master Plan**

*Please see the following goals of the Pedestrian Master Plan: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

6. The Applicant is strongly encouraged to return with designs that strengthen the terminus view of the pedestrian path meeting Lamonte Street.

*Please see the following Comprehensive Plan Goals and Policies: LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 4.5 Multimodal Transportation.*

*Please see the following goals of the Pedestrian Master Plan: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

*Please see SMC 17C.200.150 for tree retention incentives.*

7. The Board strongly supports the proposed east-west pedestrian path connecting through the site and considers this design element foundational to the project success.

*Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.2 Open Space, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF*

*PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.5 Multimodal Transportation, and N 4.6 Pedestrian and Bicycle Connections.*

*Please see the following goals of the Pedestrian Master Plan: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

*Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study.*

*Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.*

8. **The Applicant is encouraged to develop the east pedestrian/bus loop entrance and the extent of property edge abutting Grand Boulevard in a manner that compliments and strengthens the pedestrian character, with emphasis on pedestrian, not on bus circulation.**

*Please see the following Comprehensive Plan Goals and Policies: LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, and N 4.6 Pedestrian and Bicycle Connections.*

*Please see the following goals of the Pedestrian Master Plan: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

*Please see pages 13 and 24-28 of the Grand Boulevard Transportation and Land Use Study.*

*Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.*

9. **The Applicant is encouraged to align the crossing on 33rd Avenue with the Hart Field access pathway and consider forward compatibility with potential future traffic calming measures that may be deployed to prioritize this high-value crossing.**

*Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 4.4 Connections, LU 6.3 School Locations, LU 6.5 Schools as a Neighborhood Focus, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, NE 13.1 Walkway and Bicycle Path System, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.5 Multimodal Transportation, and N 4.6 Pedestrian and Bicycle Connections.*

*Please see the following goals of the Pedestrian Master Plan: Goal 1 – Well Connected and Complete Pedestrian Network, and Goal 4 – Safe and Inviting Pedestrian Settings.*

*Please see pages 33-45 of the South Hill Coalition and Connectivity and Livability Strategic Plan.*

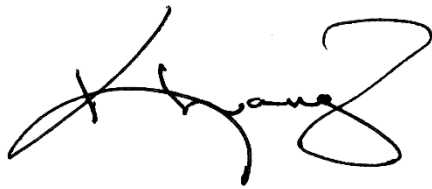
10. **The Applicant is encouraged to provide a more organic form of vegetated buffer along 33<sup>rd</sup> Avenue between the street, sidewalk, and football field.**

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

**11. The Applicant is strongly encouraged to return with a developed site and landscape plan, including for the area between the church and the post office and how it will engage with Grand Boulevard, and how it will tastefully solve the challenge of limiting permitted traffic in the bus lane.**

***Please see the following Comprehensive Plan Goals and Policies:** LU 1.1 Neighborhoods, LU 1.12 Public Facilities and Services, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, N 2.1 Neighborhood Quality of Life, and N 4.1 Neighborhood Traffic Impact.*

These Advisory Actions were approved by the Design Review Board by a unanimous vote of (6/0).

A handwritten signature in black ink, appearing to read 'Kathy Lang', with a stylized, flowing script.

Kathy Lang, Chair, Design Review Board

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



## Correspondence with John Schram (Comstock Neighborhood Council, Co-Chair)

On Mon, Jul 19, 2021 at 3:42 PM Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)> wrote:

John and Terryl,

I wanted to reach out to let you know that the Spokane Public School District and its architect for the Sacajawea Middle School are intending to submit their final review packet to the City by August 4<sup>th</sup> – to secure an August 25<sup>th</sup> meeting with the Design Review Board (DRB).

The project's initial review by the DRB was held on June 23<sup>rd</sup>, with notice to the Comstock Neighborhood Council posting on June 18<sup>th</sup> – along with a link to the meeting agenda that contained the School District's early proposed design and the city urban design staff's report (also found – [HERE](#)). I've attached a copy of the Design Review Board's Advisory Actions for the project (coming from that first meeting).

If the School District submits their final review packet by August 4<sup>th</sup>, the notice for that DRB meeting (along with the applicant's design submission and our staff report) will be posted on Friday, August 20<sup>th</sup>.

To date we have not received any public comments for the project. This may not be unusual for the various Middle School redevelopments, as most (like Sacajawea) are occurring on existing Junior High School sites. I've also cc'ed the DRB Chair (Kathy Lang) in this message, as she is also the Community Assembly's Design Review Board liaison. If either of you have any questions about the project please feel free to reach out to either Kathy or myself.

Thanks!

Dean

**From:** Comstock NHC Chair <[comstockneighborhoodcouncil@gmail.com](mailto:comstockneighborhoodcouncil@gmail.com)>

**Sent:** Monday, July 19, 2021 7:43 PM

**To:** Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)>

**Cc:** Terryl Black <[terrylb@comcast.net](mailto:terrylb@comcast.net)>; Kathy Lang <[klang0132@gmail.com](mailto:klang0132@gmail.com)>; Berberich, Taylor <[tberberich@spokanecity.org](mailto:tberberich@spokanecity.org)>; Palmquist, Tami <[tpalmquist@spokanecity.org](mailto:tpalmquist@spokanecity.org)>; [mikek@spokaneschools.org](mailto:mikek@spokaneschools.org); Wilkerson, Betsy <[bwilkerson@spokanecity.org](mailto:bwilkerson@spokanecity.org)>; Kinnear, Lori <[lkinnear@spokanecity.org](mailto:lkinnear@spokanecity.org)>; Jeffrey Mergler <[jeffreymergler@gmail.com](mailto:jeffreymergler@gmail.com)>; Phil Svoboda <[phil.boda@yahoo.com](mailto:phil.boda@yahoo.com)>

**Subject:** Re: Spokane Design Review - Sacajawea Middle School

Dean, thanks for the email. I will take personal responsibility for quickly dismissing the June 18th email as the body of the email said absolutely nothing about the Sac redo and I assumed it was another bureaucratic notice of the many citywide boards that are received almost daily to this email.

If I am not responding correctly for design feedback then please forward on to the appropriate person.

Feedback:

1) What are you people thinking? I'm no land use designer or architect but at least I understand the main rule to get the best out of any project.... At all costs don't be painted into a corner (pun intended) by an existing structure unless physically impossible otherwise. The main driver of the

site location is due to leaving the kids in the existing building. This is a horrible decision. The best location for the school building is at its current location on the corner of 33rd and Lamonte and leaving the primary parking access on Grand. We have a perfectly adequate temporary school at the corner of 37th and Grand to put the kids. With a projected cost of \$49 million it is absurd to eliminate the best site location. Everyone involved in the project to date owns this one.

**2)** The elimination of the east side parking lot will exacerbate even further the parking issues that have been created by the new Thomas Hammer/WA Trust complex. Complaints forwarded to me from neighbors on 31st and 32nd street indicate that parking in front of their houses are now full all day long with not only a rotation of customer traffic which often results in driveways being blocked but also from employees who are prohibited from parking on site. Having minimal parking required is not going to magically make people start riding bikes and Lime scooters instead of cars and the traffic will spill out into the neighborhood to its detriment. While it is not the City's responsibility to provide parking for the Post Office, church or any neighborhood business, this has been and is the utilization in the current Sac parking lot configuration. Moving the parking lot to the other side of the property will permanently drive even more vehicle traffic into the east side of Grand neighborhood. This is one bad planning decision dumped on the top of an existing bad planning decision.

**3)** Instead of school traffic (parents and visitors) being primarily directed out onto a main arterial as it should be, you will now push the majority of that traffic across 33rd to the west and up Lamonte into the residential zone. I already get enough complaints about self important parents racing through the neighborhood disregarding the speed limit and uncontrolled intersection protocol. This is not neighborhood friendly and is an actual design criteria of yours that seems to be largely ignored or severely minimized in this design.

**4)** While the lack of sidewalk on the west side of Lamonte from 31st to 33rd is noted I am unclear whether installation is required. No matter what the situs treatment turns out to be, this section of sidewalk should be mandated and paid for by the School District. We have private developers pay impact fees and the School District should be held to an even higher standard. Of additional concern is the potentially incorrect notation that only the south side of 31st (west of Lamonte) does not have a sidewalk. My google map shows the entire block on both the north and the south sides of 31st are without sidewalks. If I am unaware of a north side sidewalk, please accept my apologies. If not then this street should be considered for treatment as well.

**5)** As it appears there will be an increase in the numbers of kids attending along with a corresponding increase of teachers/support staff and parents, the parking/parent waiting design seems to be inadequate at best. While on campus bus loading is appropriate no matter from what street, there does not seem to be mention of purposefully installing on street parking where the current bus pickup is located now. If not, this needs to be incorporated as well. On street parking will be utilized even more than it already is. My street view Google map likely shows a typical school day of parking on Lamonte filling up the west side of the street across from the school building's back entrance. This will only get worse in any scenario and will choke the neighborhood to the west just like it will to the east (see #2).

**6)** In looking at the notice for the meeting on the 22nd at Sac I see that it is merely a required meeting to discuss the conditional use permit and although comments and questions can be submitted, it appears as though this plan is already baked and ready for final minor tweaks and signatures. Again, unless I am missing something from the last year or two, there has been no substantive outreach to the neighborhood regarding the site plan. Has everyone forgotten the neighborhood revolt that occurred 10 years ago with regards to the Jefferson rebuild? The mistrust

of the School District continues to this day. The only thing better would be to have Dr. Mark Anderson come to Wednesday's meeting to smile his way through another pandering spin cycle of how much better this will be "for the kids".

While the above thoughts are not a consensus of the neighborhood yet (since there was no substantive opportunity to engage on this issue) I am confident that these can not be too far off from what a reasoned person might formulate. I ask that this process be put on indefinite hold so the reasonable option (existing site replacement) can be fully developed so as not to permanently decrease the livability of the surrounding neighborhood on all three sides.

John Schram, Comstock

On Wed, Jul 21, 2021 at 1:55 PM Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)> wrote:

Mr. Schram,

Thank you for your comments. I will make sure that they are included in the staff report that will be prepared by the city's urban design team when the School District submits its revised design documents for their Recommendation Meeting with the Design Review Board.

These comments will also be passed along to the city's Development Services Center, which is charged with issuing any required permits for the Sacajawea Middle School (as you mentioned, the Condition Use Permit). As you noted some of your concerns are related to issues outside the Design Review Board's purview (off-site parking, school enrollment levels, etc.), some of these issues can be addressed in the Conditional Use Permit process.

The emailed notices for Design Review Board meetings contain a link to the full agenda packet. In addition to the meeting's agenda, that document will also contain all the applicant's submitted documents (design drawings/illustrations and written narrative), the city's urban designers' staff report, and any public comments submitted prior to the agenda's publication. This agenda packet is also posted on the Spokane Design Review Board's webpage – [HERE](#).

If the School District and their architect are able to submit their revised documents to us by August 4<sup>th</sup>, they will be able to secure a meeting with the Design Review Board at their regular August 25<sup>th</sup> meeting. The agenda packet for that meeting will be published (and notices sent out) on Friday August 20<sup>th</sup>. If public comments are received before the Board meeting, they will be transmitted to the applicant and the members of the DRB before the meeting.

If you are in contact with others who wish to submit written comments, please pass my contact information on to them – and let them know that if I can receive their written comments before Friday August 20<sup>th</sup>, they will be included in the urban design staff report.

Thank you!

Dean

**From:** Comstock NHC Chair <[comstockneighborhoodcouncil@gmail.com](mailto:comstockneighborhoodcouncil@gmail.com)>

**Sent:** Wednesday, July 21, 2021 4:39 PM

**To:** Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)>

**Cc:** Terry Black <[terrylb@comcast.net](mailto:terrylb@comcast.net)>; Kathy Lang <[klang0132@gmail.com](mailto:klang0132@gmail.com)>; Berberich, Taylor <[tberberich@spokanecity.org](mailto:tberberich@spokanecity.org)>; Palmquist, Tami <[tpalmquist@spokanecity.org](mailto:tpalmquist@spokanecity.org)>; Jeffrey Mergler <[jeffreymergler@gmail.com](mailto:jeffreymergler@gmail.com)>; Phil Svoboda <[phil.boda@yahoo.com](mailto:phil.boda@yahoo.com)>; Wilkerson, Betsy <[bwilkerson@spokanecity.org](mailto:bwilkerson@spokanecity.org)>; Kinneer, Lori <[lkinneer@spokanecity.org](mailto:lkinneer@spokanecity.org)>; [mikek@spokaneschools.org](mailto:mikek@spokaneschools.org)

**Subject:** Re: Spokane Design Review - Sacajawea Middle School

Dean, thank you for the response and inclusion of my comments in the staff report which will be given to the Design Review Board. Is there an avenue to communicate directly to the Design Review Board members? Likely tonight the Comstock Neighborhood Council will take a vote of no confidence on this design and ask that the Design Review Board not approve. I hope that this is not another ivory tower rubber stamp board that will not interact directly with those with concerns.

John Schram, Comstock

On Wed, Jul 21, 2021 at 6:12 PM Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)> wrote:

Mr. Schram,

Again thank you for your comments.

The city's Design Review Board is a recommending body and has never been authorized to deny (or dis-approve) a development proposal – see [SMC 17G.040.010 Design Review Board Authority](#). It cannot design a project for an applicant, and must base its advice on the design proposed (on the site proposed).

The Design Review Board usually meets with an applicant and their design team twice before concluding their review. In the first meeting (the Collaborative Workshop), the Board provides the best professional advice to an applicant for the applicant's preliminary design proposal – in order to align that proposal with the adopted plans, design standards, design guidelines, and adjacent physical context. In the second meeting (the Recommendation Meeting), the Board reviews the applicant's more refined design and then writes a set of recommendations to the city's Planning Director. If the Board votes unanimously for a recommendation ([for an issue that falls within the Board's scope of authority](#)) then the Planning Director can add that recommendation as a condition of approval for any permit the applicant will be seeking. There are certain items that can be addressed through the Conditional Use Permit process, but fall outside the Design Review Board's authority to review (like parking adequacy, traffic impacts, etc.). Occasionally, if an applicant's design is unresolved in some manner or the Board feels that the proposed design does not adequately address some aesthetic shortcoming, then the Board can ask the applicant to return for an additional Recommendation Meeting with information or a design modification that addresses this aesthetic deficiency.

The Board has had some success in providing advice and making recommendations for the four new Middle School projects that have completed their design reviews (Shaw, Glover, Flett, and Yasuhara).

Again, if you know folks who wish to submit additional written comments – please pass on my contact information.

Thank you!

Dean

On Thu, Jul 22, 2021 at 10:23 AM Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)> wrote:

Mr. Schram,

I wanted to let you know that I did pass on your comments to Greg Forsyth, the Spokane Public School District's Director of Capital Projects who represents the School District for both Sacajawea Middle School's Conditional Use Permit and the project's design review.

It appears that the majority of your concerns are more related to the land use permit for the project, so it seemed that passing on your comments outside the regular design review process seemed appropriate.

Dean

On Wed, Aug 18, 2021 at 12:04 AM Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)> wrote:

Mr. Schram,

On July 21<sup>st</sup> you indicated that the Comstock Neighborhood Council would be having a discussion about the proposed Sacajawea Middle School project the evening of the 21st. You indicated that the Neighborhood Council would take some formal position on the matter.

Since that time the Spokane Public School District and their architect opted to delay the submission of their next design iteration to the Design Review Board, hoping to secure a September 8<sup>th</sup> Recommendation Meeting.

They submitted that package this morning and will be having their Recommendation Meeting on **Wednesday, September 8<sup>th</sup>, 2021**. The Public Notice for that meeting will be published on Friday, Sept. 3<sup>rd</sup>. That notice will include a link to that meeting's agenda packet, that packet will include the applicant's submission, urban design staff's report, and any public comments received by urban design staff before the publication date. The agenda packet will also include directions on how to login to the online 9/8/21 meeting.

If you have any comments or Comstock Neighborhood Council motion you would like included in the urban design staff report, please feel free to pass them on to me.

Thank you,

Dean

**From:** Comstock NHC Chair <[comstockneighborhoodcouncil@gmail.com](mailto:comstockneighborhoodcouncil@gmail.com)>

**Sent:** Wednesday, August 18, 2021 12:55 PM

**To:** Gunderson, Dean <[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)>

**Cc:** Berberich, Taylor <[tberberich@spokanecity.org](mailto:tberberich@spokanecity.org)>; Cortright, Carly <[ccortright@spokanecity.org](mailto:ccortright@spokanecity.org)>

**Subject:** Re: Sacajawea Middle School

Dean, perfect timing as I was just about to send the resolution out: (see attached also)

**07-21-2021 Comstock Sacajawea Middle School resolution**

WHEREAS: A discussion and unanimous vote of members in good standing at the 7-21-2021 Comstock Neighborhood Council meeting, it is hereby resolved that the Comstock Neighborhood Council expresses its concern regarding the Spokane School District's current site plan for the Sacajawea Middle School replacement building.

WHEREAS: The current site plan eliminates parking access from the Grand Boulevard arterial which is a primary source of school staff, visitor, and other ancillary parking including the US Post Office, Manito United Methodist Church, along with the recently opened businesses of WA Trust Bank and Thomas Hammer Coffee. Eliminating this efficient parking and student pickup lot will push parking further into the already crowded residential streets surrounding the school property as well as negate the purpose of Grand Boulevard as a desired arterial for the safe and efficient flow of traffic.

WHEREAS: Moving the school situs location from the existing frontage on 31<sup>st</sup> Avenue will force additional unwanted staff/visitor parking and student pickups further into the narrow residential streets to the north and west of the school property. The required traffic study has concluded that there will not be a statistically significant number of additional vehicle trips to the school while in use but it does not address the detrimental effects of the building/parking changes which will logistically push the vast majority of vehicle trips into the surrounding residential neighborhood.

WHEREAS: We strongly encourage the Spokane School District to consider all options regarding the short-term relocation of students (including the former Jefferson Elementary building and the soon to be constructed Carla Peperzak Middle School) during the demolition and rebuilding of the replacement middle school so that the building may be located in it most logical positioning on the existing 31<sup>st</sup> Avenue site.

WHEREAS: We call upon the Spokane School District to suspend this current site plan from moving forward and further call upon the City of Spokane to not approve any conditional use permits until these issues are resolved in favor of the neighborhood.

John Schram, Co-Chair Comstock Neighborhood Council      7/21/2021 (signed)

## SPOKANE

203 N. Washington

Ste. 400

Spokane, WA

99201

P 509.838.8568

alscarchitects.com

August 18, 2021

**Narrative Response to DRB Comments  
Sacajawea Middle School Replacement**

Since the Collaborative Workshop, the team has worked on exterior refinements in materials and detailing as well as further development of the site design.

**DRB Comments:**

**1. The Applicant is strongly encouraged to return with designs that strengthen the building engagement at Lamonte Street per SMC 17C.110.515 Buildings Along the Street. Beyond the inclusion of fenestration and architectural treatment, orientation of the building to the street should be considered.**

*Design Team Response:*

*The building is angled away from the street to provide separation of the two story structure from the one story residences and create a more "yard"-like feel along the north side of Lamonte. The angle also creates visually interesting views of the building as each wing presents itself differently along the street.*

**2. The Applicant may consider the geometry, form, building element arrangement, texture, and other aspects of the immediate residential context when further refining the architectural design as one means to meet SMC 17C.110.545 Transitions between Institutional and Residential Development. The intent of this advice is not necessarily to replicate the nearby residential design, but rather to explore architectural and design cues from the neighborhood.**

*The design team has considered many of the nearby buildings when developing the form and materiality of the new school, see attached "Context Analysis" diagram. Influences seen in the new building specifically include:*

- Brick color
- Use of brick pattern in creating shadow/interest
- Variations in building height/scale, layering of materials
- Window mullion pattern (inspired by historic Jefferson)

**3. The Applicant shall return with imagery clearly depicting the project from street level perspectives including but not limited to Grand Boulevard, 33rd Avenue,**

**Lamonte Street, and views at and along the pedestrian path.**

*See attached plan and perspectives of the Grand Boulevard, 33rd Avenue, Lamonte Street and sidewalk accessing the school from Grand Boulevard and Lamonte Streets.*

**4. The Applicant shall return with refined architectural design of the building geometry, detail, materiality, and roof lines.**

*See attached renderings showing design refinements.*

**5. The Applicant shall return with detailed designs of the pedestrian pathway and its amenities including but not limited to architectural features, plantings, lighting, signage, and site elements.**

*The design of the pedestrian walk that connects the school to Grand Boulevard, bus drop off and Lamonte Street student drop off zone will incorporate a number of site elements. These will include:*

- Seat walls*
- Defined planting areas with integrated stormwater*
- Connections to age-appropriate play areas with seating and courts*
- Bicycle racks*

*Primary school signage will be located at the south end of the parking lot at 33<sup>rd</sup> and integrated into the building design.*

**6. The Applicant is strongly encouraged to return with designs that strengthen the terminus view of the pedestrian path meeting Lamonte Street.**

*The design of the pedestrian walk that connects the school to Grand Boulevard, bus drop off, and Lamonte Street student drop off zone facilitates clear access to the school. The design team has reviewed the DRB's recommendation regarding a terminal element for the pedestrian path at Lamonte and we feel very strongly that this emphasis would be misplaced and would detract from the primary role and functionality of the pedestrian walk providing access to the school and parent drop off along Lamonte.*

**7. The Board strongly supports the proposed east-west pedestrian path connecting through the site and considers this design element foundational to the project success.**



*The design team agrees with the DRB that the pedestrian walk connecting Grand and Lamonte to the school is very important. However, it should be noted that:*

- 33<sup>rd</sup> provides the primary east west connection for the neighborhood across Grand Boulevard and students will continue to be directed to cross Grand Boulevard with crossing guards at 33<sup>rd</sup>.*
- The pedestrian walk does not have a connection on the west side of Lamonte and that students and pedestrians would not be encouraged to make a mid-block crossing.*

**8. The Applicant is encouraged to develop the east pedestrian/bus loop entrance and the extent of property edge abutting Grand Boulevard in a manner that compliments and strengthens the pedestrian character, with emphasis on pedestrian, not on bus circulation.**

*See attached plan and perspectives of Grand Boulevard.*

*Grand Boulevard: The sidewalk fronting Grand Boulevard is proposed to include a 10' planter strip with a 7' walk consistent with the Grand Boulevard Transportation and Land Use Study. This configuration necessitates transitions on the north and south to the existing sidewalks that are 5' wide with a 7' planter strip. This new walk will connect to the internal pedestrian walk along the north side of the bus loop. The pedestrian quality of this walk is emphasized with a planting separation with trees and landscape buffer between the walk and the Post Office to the north.*

**9. The Applicant is encouraged to align the crossing on 33rd Avenue with the Hart Field access pathway and consider forward compatibility with potential future traffic calming measures that may be deployed to prioritize this high-value crossing.**

*The walk from the main entry of the school to 33<sup>rd</sup> will be visually aligned to Hart Field, no physical connection will be included. The school district does not want to encourage mid-block crossings. Pedestrians will be required to go to the existing cross walk at 33<sup>rd</sup> and Lamonte.*

**10. The Applicant is encouraged to provide a more organic form of vegetated buffer along 33rd Avenue between the street, sidewalk, and football field.**

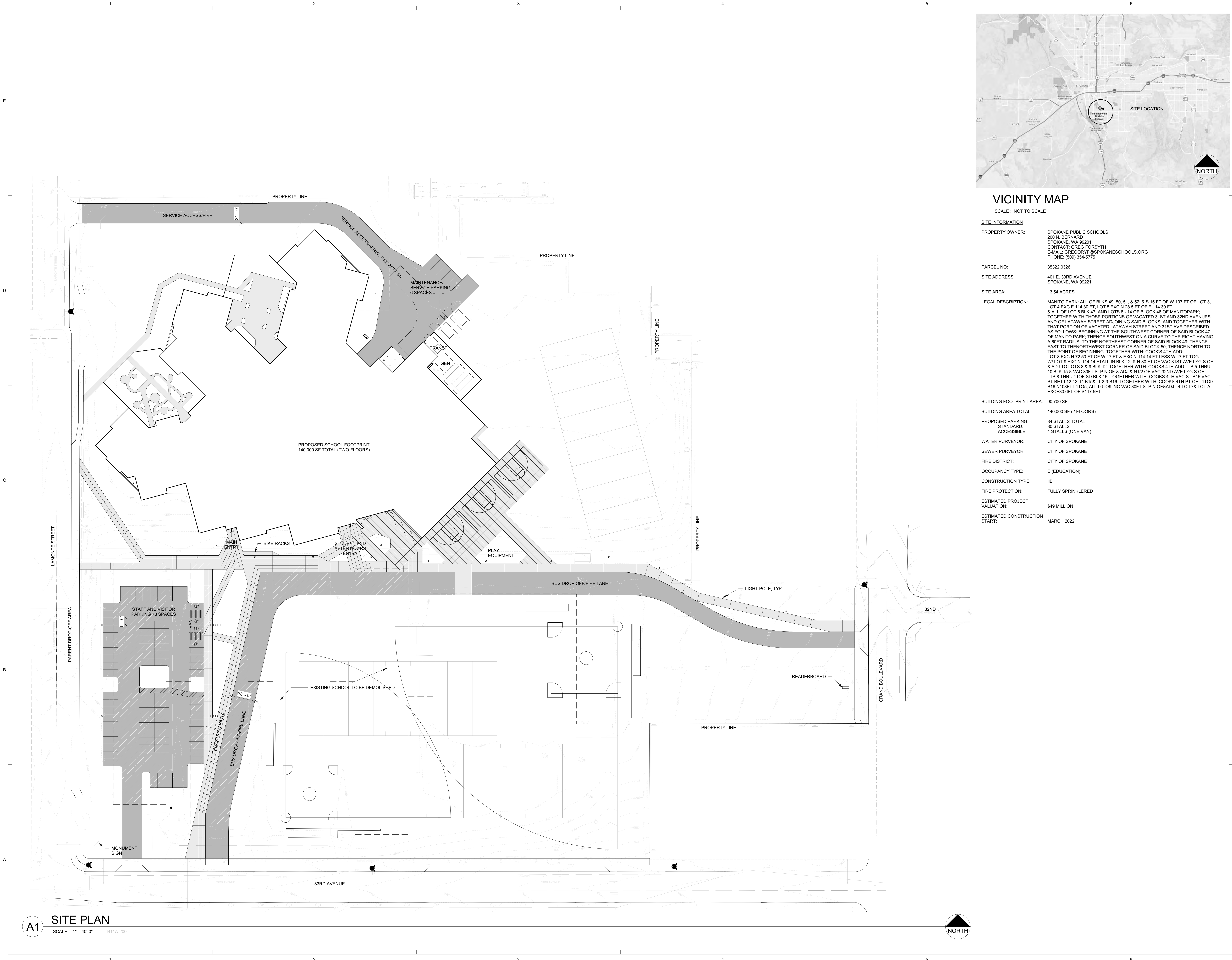
*The new Sacajawea Middle School development will incorporate a separated sidewalk streetscape that will meet city of Spokane Municipal Code design requirements. Due to the constraints of required athletic facilities and grade limitations, the streetscape is designed to incorporate with the design sense of place of 33rd street on the south side and Grand Boulevard. Due to the design language and nature of the forms for Sacajawea Middle School, a section where room allows will incorporate a*

*complementary design language to the school design and use organic material and surfacing south of the parking lot along 33rd Avenue.*

**11. The Applicant is strongly encouraged to return with a developed site and landscape plan, including for the area between the church and the post office and how it will engage with Grand Boulevard, and how it will tastefully solve the challenge of limiting permitted traffic in the bus lane.**

*See attached plan and perspectives of Grand Boulevard.*

*Grand Boulevard: The sidewalk fronting Grand Boulevard is proposed to include a 10' planter strip with a 7' walk consistent with the Grand Boulevard Transportation and Land Use Study. This configuration necessitates transitions on the north and south to the existing sidewalks that are 5' wide with a 7' planter strip. This new walk will connect to the internal pedestrian walk along the north side of the bus loop. The pedestrian quality of this walk is emphasized with a planting separation with trees and landscape buffer between the walk and the Post Office to the north.*



A1 SITE PLAN  
SCALE : 1" = 40'-0" B1/ A-200

VICINITY MAP  
SCALE : NOT TO SCALE

**SITE INFORMATION**

PROPERTY OWNER: SPOKANE PUBLIC SCHOOLS  
200 N. BERNARD  
SPOKANE, WA 99201  
CONTACT: GREG FORSYTH  
E-MAIL: GREGORYF@SPOKANESCHOOLS.ORG  
PHONE: (509) 354-5775

PARCEL NO: 35322 0326

SITE ADDRESS: 401 E. 33RD AVENUE  
SPOKANE, WA 99221

SITE AREA: 13.54 ACRES

LEGAL DESCRIPTION: MANITO PARK; ALL OF BLKS 49, 50, 51, & 52; & S 15 FT OF W 107 FT OF LOT 3, LOT 4 EXC E 114.30 FT, LOT 5 EXC N 28.5 FT OF E 114.30 FT, & ALL OF LOT 6 BLK 47; AND LOTS 8 - 14 OF BLOCK 48 OF MANITOPARK; TOGETHER WITH THOSE PORTIONS OF VACATED 31ST AND 32ND AVENUES AND OF LATAWAH STREET ADJOINING SAID BLOCKS; AND TOGETHER WITH THAT PORTION OF VACATED LATAWAH STREET AND 31ST AVE DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID BLOCK 47 OF MANITO PARK; THENCE SOUTHWEST ON A CURVE TO THE RIGHT HAVING A 60FT RADIUS, TO THE NORTHEAST CORNER OF SAID BLOCK 49; THENCE EAST TO THE NORTHWEST CORNER OF SAID BLOCK 50; THENCE NORTH TO THE POINT OF BEGINNING, TOGETHER WITH: COOKS 4TH ADD: LOT 8 EXC N 72.50 FT OF W 17 FT & EXC N 114.14 FT LESS W 17 FT TOG W/ LOT 9 EXC N 114.14 FT ALL IN BLK 12; & N 30 FT OF VAC 31ST AVE LYG S OF & ADJ TO LOTS 8 & 9 BLK 12; TOGETHER WITH: COOKS 4TH ADD L7S S THRU 10 BLK 15 & VAC 30FT STP N OF & ADJ & N1/2 OF VAC 32ND AVE LYG S OF L7S 8 THRU 11 OF SD BLK 15; TOGETHER WITH: COOKS 4TH VAC ST B15 VAC ST BET L12-13-14 B15&L13-3 B16; TOGETHER WITH: COOKS 4TH PT OF L1106 B16 N108FT L1T05; ALL L6T09 INC VAC 30FT STP N OF & ADJ L4 TO L7 & LOT A EXCE 30.6 FT OF S117.5 FT

BUILDING FOOTPRINT AREA: 90,700 SF

BUILDING AREA TOTAL: 140,000 SF (2 FLOORS)

PROPOSED PARKING: 84 STALLS TOTAL  
STANDARD: 80 STALLS  
ACCESSIBLE: 4 STALLS (ONE VAN)

WATER PURVEYOR: CITY OF SPOKANE

SEWER PURVEYOR: CITY OF SPOKANE

FIRE DISTRICT: CITY OF SPOKANE

OCCUPANCY TYPE: E (EDUCATION)

CONSTRUCTION TYPE: IIB

FIRE PROTECTION: FULLY SPRINKLERED

ESTIMATED PROJECT VALUATION: \$49 MILLION

ESTIMATED CONSTRUCTION START: MARCH 2022

SACAJAWEA  
MIDDLE  
SCHOOL  
REPLACEMENT

SPOKANE  
PUBLIC  
SCHOOLS

DESIGN  
DEVELOPMENT

REV	DATE	DESCRIPTION

PROJ. NO.	2020-035
DRAWN	LS
CHECKER	JK
DATE	8/18/21
© ALSC ARCHITECTS, P.S.	

SITE PLAN





SACAJAWEA MIDDLE SCHOOL - EXHIBIT A  
LANDSCAPE CONCEPT

## CALLOUTS

- 1 HIGH JUMP, LOCATED ON BASKETBALL COURT.
- 2 LONG JUMP/TRIPLE JUMP PIT.
- 3 SHOT PUT.
- 4 MATERIAL STORAGE.
- 5 EXISTING POWER POLE.
- 6 EXISTING OVERHEAD UTILITIES.
- 7 MONUMENT SIGN LOCATION.
- 8 CLEARVIEW TRIANGLE PER CITY OF SPOKANE MUNICIPAL CODE.
- 9 SOFTBALL FIELD.
- 10 BASEBALL FIELD.
- 11 PLAYGROUND.
- 12 SENSORY COURTYARD.
- 13 COMMONS PLAZA.
- 14 FLAGPOLE.
- 15 BIKE RACKS.
- 16 FIRE HYDRANT.
- 17 EXISTING STREET LIGHT.
- 18 EXISTING MANHOLE.
- 19 STREET SIGN (NO PARKING, STUDENT DROP OFF, CROSS WALK, SPEED LIMIT)

## LEGEND

- ASPHALT.
- CONCRETE.
- TURF GRASS SOD WITH OVERHEAD IRRIGATION.
- PLANTER AREA WITH BUBBLER IRRIGATION.
- PARKING LOT PLANTER AREA WITH BUBBLER IRRIGATION
- L3: OPEN AREA LANDSCAPING LANDSCAPE TYPE PLANTING
- ARTIFICIAL TURF.
- PLAYGROUND SAFETY SURFACING
- NO STREET TREE PLANTING ZONE AS PER CITY OF SPOKANE DESIGN MANUAL 3.5-2 NEW STREET TREES. DISTANCES 15 FEET TO EDGE OF DRIVEWAY, 25 FEET TO STREET LIGHT LUMINAIRE, 15 FEET TO HYDRANTS AND UTILITY POLES, 5 FEET TO UNDERGROUND DUCT OR PIPE, 10 FEET FROM CURB CUT FOR DRAINAGE, AND 20 FEET FROM DRYWELL. DOES NOT ACCOUNT FOR FUTURE REQUIRED LIGHTING (NOT DESIGNED)
- SITE FENCING/ATHLETIC NETTING.

## PLANT LEGEND

### STREET TREES BOTANICAL / COMMON NAME

- Acer saccharum / Sugar Maple
- Cornus florida `Cloud 9` / Cloud 9 Dogwood
- Pinus ponderosa / Ponderosa Pine
- Tilia tomentosa `Sterling` / Sterling Silver Linden
- Zelkova serrata / Sawleaf Zelkova

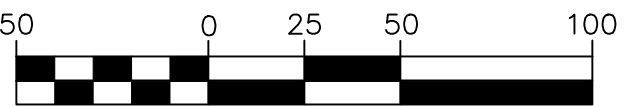
### TREES

- Acer saccharum / Sugar Maple
- Cercis canadensis `Forest Pansy` / Forest Pansy Eastern Redbud
- Cornus florida `Cloud 9` / Cloud 9 Dogwood
- Juniperus scopulorum `Skyrocket` / Skyrocket Juniper
- Liriodendron tulipifera `Arnold` / Arnold Tulip Poplar
- Magnolia stellata `Royal Star` / Royal Star Magnolia
- Nyssa sylvatica / Tupelo
- Pinus flexilis `Vanderwolf`'s Pyramid` / `Vanderwolf`'s Pyramid Pine
- Pinus ponderosa / Ponderosa Pine
- Tilia tomentosa `Sterling` / Sterling Silver Linden
- Zelkova serrata / Sawleaf Zelkova

### SHRUBS

- Arctostaphylos uva-ursi `Massachusetts` / Massachusetts Manzanita
- Buxus x `Green Gem` / Green Gem Boxwood
- Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass
- Cornus sericea `Kelsey` / Kelsey Dogwood
- Cornus stolonifera `Arctic Fire` / Arctic Fire Redtwig Dogwood
- Euonymus fortunei `Ivory Jade` / Wintercreeper
- Helictotrichon sempervirens / Blue Oat Grass
- Hemerocallis x `Little Business` / Little Business Daylily
- Hemerocallis x `Stella de Oro` / Stella de Oro Daylily
- Lavandula angustifolia `Hidcote` / Hidcote Lavender
- Mahonia aquifolium / Oregon Grape
- Miscanthus sinensis `Little Zebra` / Little Zebra Silver Grass
- Miscanthus sinensis `Morning Light` / Eulalia Grass
- Panicum virgatum `Shenandoah` / Switch Grass
- Pennisetum alopecuroides `Desert Plains` / Desert Plains Fountain Grass
- Physocarpus malvaceus / Mallov Ninebark
- Physocarpus opulifolius `Center Glow` / Center Glow Ninebark
- Pinus mugo pumilio / Dwarf Mugo Pine
- Pinus strobus `Blue Shag` / Blue Shag White Pine
- Potentilla fruticosa `Gold Star` / Gold Star Potentilla
- Rosa x `Meiboulka` P.P.A.F. / Oso Easy Cherry Pie Rose
- Rudbeckia hirta `Indian Summer` / Gloriosa Daisy
- Yucca filamentosa / Adam's Needle

### GRAPHIC SCALE

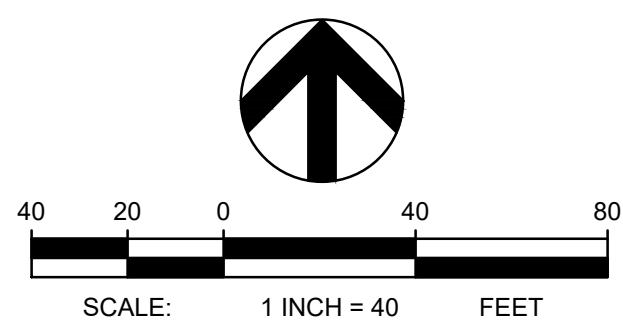


( IN FEET )  
1 inch = 50 ft.



MICHAEL TERRELL - LANDSCAPE ARCHITECTURE, PLLC  
1421 N. HEADWOOD LANE, SUITE 150  
LIBERTY LAKE, WA 99019  
PHONE (509) 922-7449  
DATE: SEPTEMBER 8, 2021





TBM INFORMATION

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
25	20,000.000	50,000.000	2,346.73	#3 REBAR & CAP
44	20,028.470	49,530.712		MAGNAIL STAKE
45	19,956.831	49,528.710	2,343.41	MAGNAIL 9967
51	19,961.971	50,523.007		CITY MONUMENT
53	19,993.971	49,555.417	2,343.37	MAGNAIL
54	20,486.403	49,554.829	2,338.41	MAGNAIL
55	20,733.248	49,352.179	2,335.18	MAGNAIL

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIATED AT THE CONTRACTOR'S EXPENSE.

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SACAJAWEA  
MIDDLE  
SCHOOL  
REPLACEMENT

SPOKANE  
PUBLIC  
SCHOOLS

REV	DATE	DESCRIPTION

PROJ. NO.	2020-035
DRAWN	KCM
CHECKER	JCB
PROJ MNGR	SAA
DATE	8/16/2021

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OVERALL GRADING  
PLAN

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:  
LANDTEK, LLC  
619 N. Madison St.  
Spokane, WA 99202  
509-926-2821  
DATED: 03/28/2021  
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

UTILITY STATEMENT  
LOCATION OF EXISTING UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM DRAWINGS AND FIELD LOCATES SUPPLIED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY LOCATIONS SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH UTILITY.



C3.0



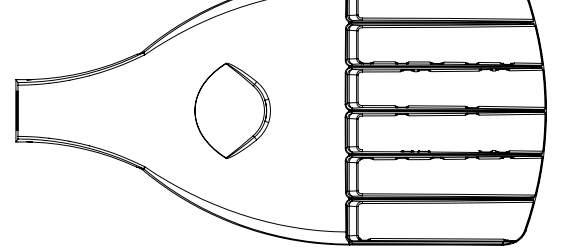
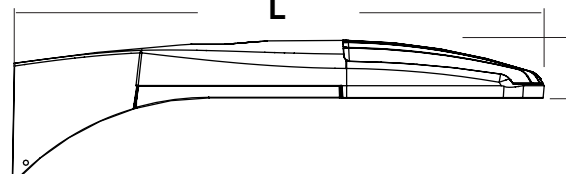
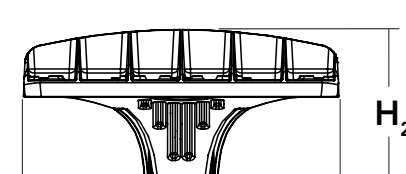


**D-Series Size 0**  
LED Area Luminaire



Buy American

Specifications

EPA:	0.95 ft <sup>2</sup> (.09 m <sup>2</sup> )	
Length:	26" (66.0 cm)	
Width:	13" (33.0 cm)	
Height:	3" (7.62 cm)	
Height:	7" (17.8 cm)	
Weight (max):	16 lbs (7.25 kg)	

Fixture type Z.A1, Parking lot lights



MA20

MA20-S30\*

- Cast aluminum LED heat sink.
- Optical system assembly w/tempered glass lens.
- Set of two cast aluminum supporting struts.
- Removable cast aluminum cover for easy access to electrical components and driver.
- Cast aluminum LED driver housing. Fits with 4" (102mm) or 5" (127mm) pole. 6" (152mm) O.D. available on request.
- Optional 90° strut position. (Option 90D)

\*Optional Ø 30" aluminum shade. (Option S30)

Fixture type Z.B1, Pedestrian/Bus loop lights

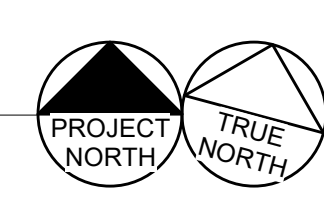


Lithonia  
**d'series**

Fixture type Z.W1, Wall packs/building mounted lights

Site Lighting will reinforce the pedestrian walkways to the building entries providing clear, lighted and direct access. The site lighting will be designed with full cutoffs to limit off site light spill in accordance with City of Spokane code requirements. Additional information will be provided on permit drawings.

The design team is proposing that pole lights not be installed along the north service drive, which is close to neighbors' property.







1ST FLOOR PLAN



2ND FLOOR PLAN

- |   |  |   |   |
|---|--|---|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #d9e1f2; border: 1px solid black;"></span> <span style="display: inline-block; width: 15px; height: 10px; background-color: #bdc3e2; border: 1px solid black;"></span> <span style="display: inline-block; width: 15px; height: 10px; background-color: #97b3d4; border: 1px solid black;"></span> CLASSROOM | <span style="display: inline-block; width: 15px; height: 10px; background-color: #d4e15d; border: 1px solid black;"></span> BREAKOUT | <span style="display: inline-block; width: 15px; height: 10px; background-color: #f4b084; border: 1px solid black;"></span> ADMINISTRATION  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #c0c0c0; border: 1px solid black;"></span> <span style="display: inline-block; width: 15px; height: 10px; background-color: #808080; border: 1px solid black;"></span> SUPPORT |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #a2d4c9; border: 1px solid black;"></span> <span style="display: inline-block; width: 15px; height: 10px; background-color: #76b82a; border: 1px solid black;"></span> SPECIAL INSTRUCTION   | <span style="display: inline-block; width: 15px; height: 10px; background-color: #f1e233; border: 1px solid black;"></span> DI / BI  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #a2d4c9; border: 1px solid black;"></span> <span style="display: inline-block; width: 15px; height: 10px; background-color: #76b82a; border: 1px solid black;"></span> FITNESS |   |



# SITE AERIAL + SECTION





# ELEVATIONS



SOUTH



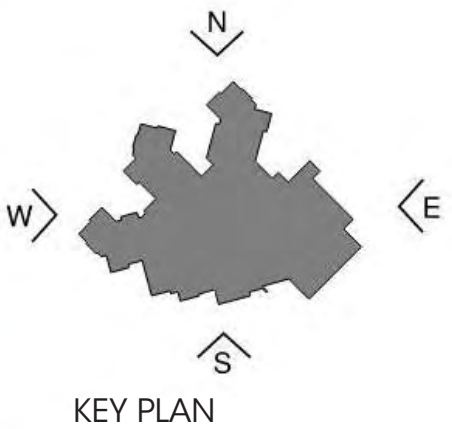
WEST



NORTH



EAST





# ELEVATIONS AXON



SOUTH



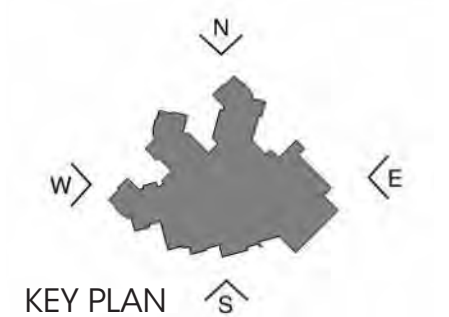
WEST



NORTH



EAST





# ANALYSIS CONTEXT

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 Context





## E 33RD AVE RENDERS



STAFF PARKING / BUS LOOP



STREET LEVEL FROM 33RD



# S GRAND BLVD RENDERS



APPROACHING DIGITAL READER BOARD



# S LAMONTE ST RENDERS



LOOKING TOWARDS LAMONTE FROM E 31ST AVE



AERIAL VIEW



# PEDESTRIAN PATHWAYS RENDERS



MAIN ENTRANCE FROM BUS LOOP



MAIN ENTRANCE APPROACH



STUDENT ENTRY APPROACH



## PEDESTRIAN PATHWAYS RENDERS



PATH WAY FROM LAMONTE



# SIGNAGE RENDERS



EXISTING SIGNAGE - JEFFERSON & HART FIELD



NEW MONUMENT SIGNAGE  
AT 33RD & LAMONTE



NEW DIGITAL READER BOARD  
ON GRAND



# Design Review Board - Meeting Minutes Draft

August 25, 2021

Online via WebEx

Meeting called to order at 5:32 PM by Kathy Lang

## Attendance:

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

Kathy Lang moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Chuck Horgan seconded. Motion carried. (7/0)

## Changes to Agenda:

- None

## Workshops:

1. **Collaborative Workshop Committee - Recommendation**
  - Staff Presentation: Dean Gunderson
  - Discussion ensued
2. **New Design Guidelines - Workshop**
  - Staff Presentation: Dean Gunderson, Taylor Berberich
  - Discussion ensued

## Board Business:

- **Approval of July 28, 2021 Meeting Minutes**

## **Old Business:**

- Sacajawea Middle School requested a change of date for their recommendation meeting which was originally expected to be held at today's meeting. Board members completed a poll to select an additional meeting date. Dean will review the results of the poll and let board members know which date was chosen.

## **New Business:**

- Dean advised there are two potential planned unit developments that will be coming in:
  - The first is in an existing subdivision
  - The second is mostly townhouses

## **Chair Report -**

- None

## **Secretary Report - Dean Gunderson**

- None

**Meeting Adjourned at 8:01 PM**

Next Design Review Board Meeting scheduled for Wednesday, September 8, 2021