



Conditional Use Permit Application

Planning Services Department

The proposed action requires approval of:

- Administrative Conditional Use Permit (Type II)
- Hearing Examiner Conditional Use Permit (Type III)

See attached for responses

All Conditional Use Permits must provide the following information:

1. List the provisions of the land use code that allows the proposal.
2. Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.
3. Please explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010.
4. If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic or cultural features.
5. Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have and any necessary conditions that can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.

In addition to Questions 1-5, all Institutional or Other Uses in a Residential Zone must ALSO address the following approval criteria as required by SMC 17C.320.080:

6. Proportion of Residential Household Living Uses.
The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the residential household living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the residential household living category and is specifically based on the:
 - a. number, size and location of other uses not in the residential household living category in the residential; and
 - b. intensity and scale of the proposed use and of existing residential household living uses and other uses.

(Continued on back)

7. Physical Compatibility.

- a. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks and landscaping; or
- b. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping and other design features.

8. Livability.

The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

- a. noise, glare from lights, late-night operations, odors and litter; and
- b. privacy and safety issues.

9. Public Services.

- a. The proposed use is in conformance with the street designations of the transportation element of the comprehensive plan.
- b. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include:
 - i. street capacity, level of service and other performance measures;
 - ii. access to arterials;
 - iii. connectivity;
 - iv. transit availability;
 - v. on-street parking impacts;
 - vi. access restrictions;
 - vii. neighborhood impacts;
 - viii. impacts on pedestrian, bicycle and transit circulation;
 - ix. safety for all modes; and
 - x. adequate transportation demand management strategies.
- c. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the engineering services department.

City of Spokane Conditional Use Permit Application

Spokane Public Schools

Sacajawea Middle School Replacement

Sacajawea Middle School – 401 East 33rd Avenue; Parcel No. 35322.0326

1. List the provisions of the land use code that allows the proposal:

The Sacajawea campus is zoned Single-Family Residential. Likewise, the surrounding properties to the north, west across Lamonte Street, to the east, and south are zoned Single-Family Residential. Adjacent to the northeast corner of the campus, and along Grand Boulevard north to 29th Avenue, is office and retail use, zoned Manito CC1-DC commercial zone. Kiddy-cornered to the southeast, the area is zoned Residential Multi-Family (RMF). The Hart Field campus across 33rd Avenue to the south is zoned RSF.

Table 17C.110-1 Residential Zone Primary Uses allows Schools as permitted uses within the Single Family zone, with the following provision ([7]CU. This provision states: “New buildings or larger additions [greater than 5,000 square feet] require a conditional use permit and are processed as a Type II application. The planning director may require a Type II conditional use permit application be processed as a Type III application when the director issues written findings that the Type III process is in the public interest. Applicants must comply with the requirements set forth in [SMC 17G.060.050](#) prior to submitting an application. This provision requires that the applicant hold a community meeting and specifies the application and notice requirements and process for holding and summarizing the meeting.

The proposed project would involve the construction of a new two-story middle school, demolishing the existing 1960 school building and site improvements, and completing the new campus with walkways, parking lot, driveways, bus drop-off lane and new landscaping.

The School District held a community meeting/informational meeting on July 22, 2021. The wall height, a flat parapet wall, is planned to be about 34 feet, which is below the maximum roof height of 35 feet, but exceeds the maximum wall height of 25 feet per Table 17C.11.215-1 Maximum Height.

2. Please explain how the proposal is consistent with the comprehensive plan and objective and policies for the property:

The Sacajawea Middle School has occupied the site since 1960. The one-story building complex, composed of brick, metal sash windows, with flat roof, occupies the southern half of the site. The eastern portion is occupied by the asphalt driveways and parking lot that extends between 33rd Avenue on the south and Grand Boulevard to the east. The buildings consist of the original 1959-60 classroom building complex and the gymnasium and music rooms east of classroom building. The purpose of the project is to provide a physical plant and campus that will meet the current and evolving future needs of Spokane Schools in providing a quality education to its students.

The role of schools and their importance to neighborhoods is cited throughout the plan. The Comprehensive Plan has some 140 entries that address schools in Spokane and their importance to the neighborhoods and to the city as a whole. The comprehensive plan states under Community Principles (page 11): “All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks, and civic facilities essential to the daily life of the residents.”

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.

Schools are among the most important public facilities society provides for its citizens. Not only are they the centers of learning for children, but they serve as important focal points for all kinds of neighborhood activities. Their libraries and auditoriums often serve as neighborhood meeting places. The health and vitality of a neighborhood school is invariably a clear indicator of the health and vitality of the neighborhood itself.

The location of the proposed middle school was included in the 2018 bond issue in which the project, the replacement of the existing Sacajawea Middle School was approved by Spokane voters. Again, the school has been serving Spokane students and parents at this location for over sixty years. It also fits the context and complements the Hart Field and the Jefferson Elementary School campuses which are immediately across 33rd Avenue to the south and southwest.

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. Again, the Sacajawea Middle School has been serving Spokane students at this location since 1960.

5.3 VISION AND VALUES

- **Values** The things that are important to Spokane’s future include:
 - ◆ Maintaining quality education and avoiding overcrowding in the schools.”

Land Use Plan Map (LU1) – 1/2020

The Land Use Map designates the Sacajawea campus as Institutional. The adjacent Manito United Methodist Church/Montessori school is also so designated. The city of Spokane water tower across Lamonte to the west, and the Hart Field/Jefferson School complex across 33rd Avenue to the south are also designated Institutional. The neighborhood across Lamonte Street to the west and along 30th to the west of Latawah Street is designated as Residential 4-10. The adjacent properties to the northeast (east of Latawah) are designated CC Core for commercial use. The land to the southeast, south of 33rd Avenue and along the west side of Grand Boulevard are designed for residential 10 to 20.

Table LU 2 describes Institutional as follows: Includes uses such as middle and high schools, colleges, universities, and large governmental facilities. Thus, middle schools are specifically identified, and as an adjunct to both middle schools and high schools are athletic fields and facilities.

LU2.1 Public Realm Features

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

The new Sacajawea Middle School’s character is designed to engage the neighborhoods families and the greater community. The school and the playfields are intended to be a community and family resource. The school campus concept will help to maintain compatibility with surrounding development and place the playfields on the south side of the campus making a visual connection with Hart Field across the 33rd Avenue to the south. Pathways along with thoughtful landscaping, properly proportioned open spaces, and access to public and private spaces throughout also help to tie the site into the existing neighborhood.

LU 5.1 Built and Natural Environment

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

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

LU 5.3 Off-Site Impacts

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

Bus drop-off and pick-up will occur on the interior south side of the site rather than on the street. Buses will enter from Grand Boulevard and exit near the southwest corner to 33rd Avenue. Parent drop off is located along the east side of Lamonte Street which is across from existing single-family houses. The parking lot will be in the southwest corner of the site (Lamonte and 33rd) with driveway access from 33rd Avenue. The service area is located on the mid-northeast side of the school building, set back from the residences (fronting 30th Avenue) with backyards adjacent to the campus. The driveway to the service area will access the campus from Lamonte and run along the northern boundary along the back yards of the adjacent homes. Both the Parking lot frontage along Lamonte Street and the service area will be screened to minimize visibility from across the street or adjacent neighbors.

Chapter 8 Urban Design and Historic Preservation

The plan identifies Historic Preservation as one of the fundamental elements of the plan and states: "The Comprehensive Plan recognizes the high value citizens place on historic resources in Spokane. Policies express public concern regarding their preservation and how to manage changes to these resources as they are impacted by new development." The Sacajawea classroom and gymnasium complex will be replaced with modern facilities in order to provide

safer and more effective educational delivery. Although it retains its historic integrity like its siblings, Shaw and Glover middle schools, it was documented photographically and narratively and placed on the Washington State Department of Archaeology and Historic Preservation's WISAARD website.

Chapter 11 Neighborhoods

Policy N2.1 Neighborhood Quality of Life

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

The proposed Middle School will provide a new school as well as recreational/playground area that can be used by neighborhood residents. Further, the school itself can potentially be used for community recreation, and for neighborhood meetings.

Policy N7.1 Gathering Places

Increase the number of public gathering places within neighborhoods
With coordination with the School District, the facilities of the new middle school could be used for neighborhood meetings and events.

3. Explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010.

The proposal is the replacement of the existing Sacajawea Middle School with a new two-story classroom building, gymnasium, music and art classrooms and studios, and outdoor playfields and courts. The site within the local neighborhood has been used as a school campus since 1960 and the city of Spokane water and sewer systems have been serving the buildings and campus.

The new Middle School would use existing city of Spokane sewer and water which are currently available to the site. Avista Utilities natural gas and electricity are available to the site. Stormwater is disposed on site or runs off to existing catch basins in the street. The civil engineers will coordinate with the geotechnical engineers to provide a safe and effective stormwater management system. The campus would front along the north side of 33rd Avenue, a neighborhood street that connects a city arterial—Grand Boulevard-- just east of the campus (the existing parking lot fronts along Grand Boulevard). Lamonte Street, a local street bounds the west edge of the camps and connects with 29th Avenue to the north.

Spokane Transit Authority's (STA) Route 43 Lincoln/37th provides 30-minute weekday service from downtown between 6:20 am and 11:20 pm to the South Hill Park and Ride Lot. The route runs along 37th Avenue the entire length of the site with several stops between Manito Boulevard and Grand Boulevard. Route

4 runs along Grand Boulevard to 29th Avenue (stops at Manito) and turns to the east along 29th Avenue to Southeast Boulevard, the Regal Street and 57th Avenue to the Moran Station Park and Ride Lot. The route originates at the Five-Mile Park and Ride lot at 0525 then stops at the Downtown Plaza with a 0553 departure to the South Hill and Moran Park and Ride. Headways during the business day are 15 minutes and 30 minutes in the evening until the last departure from the Plaza at 2110.

- 4. If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: physical characteristics of the property, including but not limited to size, shape location, topography, soils, slope, drainage characteristics, the existence of ground or surface water, and the existence of natural historic or cultural features:**

The 13.5 acre site has accommodated the Sacajawea campus since 1960. The new two-story building would be built in the flat northern half of the site and follow the guidelines and recommendations of the geotechnical and civil engineers in establishing grades, preparing the site for construction, and structural specifications. Geotechnical reports indicate the soils to be suitable for construction, there is no surface water or flood zones, and there are no significant natural features. The geotechnical report noted undocumented fill, shallow groundwater, and shallow basalt but indicated the “site is suitable for use of shallow foundations.” The SEPA Checklist for the proposed project made a determination of “non-significance” for the proposed replacement school and reconfigured campus. Because the site has been developed as a middle school campus, there are no natural, historical or cultural features remaining. As previously indicated, the existing school is potentially eligible for listing on the historic register and has been inventoried and documented on the WISAARD website in accordance with the state Department of Archaeology and Historic Preservation guidelines. The existing building will be removed and the site prepared for new athletic fields, parking lot and access lane for school bus loading and unloading.

- 5. Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have, and any necessary conditions that can be placed on the proposal to avoid significant effects of interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use:**

The project is allowed by the city’s zoning code, but will require a variance for its height of 34 feet that exceeds the maximum wall height of 25 feet, but is below the roof height of 35 feet.

The SEPA checklist for the new Sacajawea Middle School, dated and distributed 8/13/2021 and with a comment period closing on 8/27/21, made a determination

that the proposed project would not have a significant adverse effect on the environment.

6. Proportion of Residential Household Living Uses

The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the residential household living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the residential household living category and is specifically based on the:

a. number, size and location of other uses not in the residential household living category in the residential; and

Since the 1960 the project site has been used as the campus of Sacajawea Junior High School, the Middle School. The campus is within a district of retail shopping and office uses to the northeast with Manito Shopping Center, multi-family to the east, institutional use in the form of Hart Field and Jefferson Elementary School to the south. Single-family uses have historically and remain the neighbors to the west and north. The school campus has been a neighbor to these uses since 1960 and has not affected the composition of neighborhood land uses.

b. intensity and scale of the proposed use and of existing residential household living uses and other uses.

The new Sacajawea Middle School building will shift to the northern half of the site and will change in size and orientation from the existing school building. The existing one-story building spreads as fingers projecting from a central east-west corridor with the taller gymnasium anchoring the east side. Although the building replacing this structure will be a taller two-story building, it will be oriented on the site to minimize its large mass. This will be accomplished by placing the corners as points nearest to the adjacent backyard neighbors to the north and front yard neighbors to the west across Lamonte Street with the façade plane receding toward the interior of the site; thus, the large mass of the building will not be pressing up against the neighboring single-family residences. The building will be designed and landscaped in accordance with city of Spokane design and landscape standards. The campus will include solid attractive buildings, landscaping, turf play areas, gathering areas, driveways, and parking lots. The open spaces, gathering areas, and play grounds will be available to neighborhood residents during non-school hours. Further, the school will be available for neighborhood meetings and school-

approved activities in a manner consistent with other Spokane Public School buildings and sites.

7. Physical Compatibility.

- a. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks and landscaping; or**

The site is a 13.4-acre site that has housed the existing Sacajawea Middle School campus since 1960. The site has sufficient space to accommodate the new replacement Sacajawea Middle School campus. This is a district of institutional, open space, single family residential, multi-family and commercial uses. Single-family houses are adjacent to the north and across Lamonte Street to the west.

The new Sacajawea Middle School will be two stories in height and composed of brick, metal, glass and designed by major local design team. The building design and landscaping will follow city of Spokane design guidelines and will be reviewed by the city of Spokane Design Review Committee. The building size and scale will be compatible with the size existing Sacajawea Middle School, but will be somewhat more compact, two stories in height, irregular in shape, and set on the northern portion of the site at a 45-degree angle so that the middle of the mass recedes from the neighboring single-family residences. The northeast and northwest corners are points that will be nearest the existing frontage and north side neighbors to keep the facades and appearance of mass to the interior of the site. As a middle school, as it has been since constructed in 1960, the building is significantly larger than the single-family uses across the street and rear yards.

- b. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping and other design features.**

Yes, as stated above, the project has been reviewed by the city of Spokane Design Review Committee and presented in a community meeting

8. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

- a. noise, glare from lights, late-night operations, odors and litter; and**

Historically, the site has generated noise and lights from the operations of the existing Sacajawea Middle School. That school

and the residences across Lamonte Street and with rear yards abutting the northern boundary of the site have been neighbors since 1960. The location of the building relative to the houses will change and the building will be nearest to those residents across and adjacent to the northwest corner of the site. Thus, the lighting pattern and the view field will change. The design and specifications will follow guidelines to reduce the potential impact of yard and street lights. The bus drop-off lane will be south of the school building and buffered from the neighbors by the building; further, the drop-off lane will enter the site from Grand Boulevard and exit to 33rd Avenue east of the intersection with Lamonte Street. A new parking lot will replace the school building in the southwest corner of the site. The lot will be landscaped per city standards and screened to reduce the potential for automobile headlights intruding on houses across Lamonte Street. The parking lot will be illuminated with lighting that has minimal lateral spread to reduce potential impacts to those houses as well.

A new fire access lane which will also function as a service drive will access the site from Lamonte Street at the northwest corner of the site. This will add some traffic from District 81 service and supply vehicles, and city of Spokane Solid Waste that will access the service entrance along the mid-point of the northeast façade. It is not expected that this traffic will be significant.

The school district has a maintenance staff at the school that will be responsible for maintaining the building and the grounds. It is not expected that the school or its activities would generate noxious or offensive odors.

Facilities on the campus will be available to the neighborhood during non-school hours in a manner consistent with other Spokane Public School buildings and sites. The use will be compatible with the neighborhood.

The project would add landscaping as well as street trees in accordance with an overall site landscaping plan.

b. privacy and safety issues.

The new school building will be two-stories in height and nearer to the adjacent neighbor's backyards along the north boundary. The rooms in this wing will be classrooms used by students during the school day.

The school building, campus, driveways and parking areas will be illuminated with state-of-the-art fixtures that will minimize spill-over light. The building will be alarmed and include a fire control system and security monitoring system.

Playgrounds will be available for neighborhood use per Spokane Schools policies and provide active use areas during non-school hours.

9. Public Services.

a. **The proposed use is in conformance with the street designations of the transportation element of the comprehensive plan.**

Sacajawea Middle School has been operating on the site since 1960 and traffic has moved efficiently along 33rd Avenue and Lamonte Street without significant conflict.

b. **The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include:**

i. **street capacity, level of service and other performance measures;**

The school has been operating at this site with the same street and traffic pattern since 1960. It is expected that project impacts will occur in off-peak hours and will not pose a LOS concurrency issue. A Trip Destination and Generation Memo was submitted to the City by T-O Engineers in June of 2021. This study calculates that 140 trips would be generated by the school during the PM peak hour of a typical weekday. With 33rd Avenue connecting with Lamonte and Manito Boulevard, on the west and Grand Boulevard adjacent to the east street capacity and level of service should continue to be adequate to support the proposed middle school.

ii. **access to arterials;**

Access to the arterial street network, in this case the north-south Grand Boulevard, is provided by 33rd Avenue which forms the southern boundary of the school campus. Twenty-ninth Avenue to the north and 37th Avenue to the south are both arterials that are connected by Grand Boulevard on the east and Manito Boulevard on the west. The intersections of Grand Boulevard of 29th Avenue and of 37th Avenue are

signalized. The school bus drop-off lane will access the site from Grand Boulevard and exit to 33rd Avenue.

iii. connectivity;

The project will promote connectivity for vehicle and pedestrian/bike users by improving sidewalks along the frontages of the site and adding an internal bus drop-off loop from Grand Boulevard.

iv. transit availability;

Spokane Transit Authority's (STA) Route 43 Lincoln/37th provides 30-minute weekday service from downtown between 6:20 am and 11:20 pm to the South Hill Park and Ride Lot. The route runs along 37th Avenue the entire length of the site with several stops between Manito Boulevard and Grand Boulevard. Route 4 runs along Grand Boulevard to 29th Avenue (stops at Manito) and turns to the east along 29th Avenue to Southeast Boulevard, the Regal Street and 57th Avenue to the Moran Station Park and Ride Lot. The route originates at the Five-Mile Park and Ride lot at 0525 then stops at the Downtown Plaza with a 0553 departure to the South Hill and Moran Park and Ride. Headways during the business day are 15 minutes and 30 minutes in the evening until the last departure from the Plaza at 2110.

v. on-street parking impacts;

The existing school has a parking lot on the east end of the campus. Bus loading zones are along the north frontage of 33rd Avenue and the east frontage of Lamonte Street during school hours. On-street parking is allowed along the south side of 33rd Avenue and along the west side of Lamonte Street. This parking would remain as currently exists. Because the new internal bus drop-off lane will remove the need for curbside loading and off-loading the north side of 33rd could be made available for on-street parking. A new parking lot will be constructed on the southwest corner of the site to replace the existing east end parking. On-site parking and passenger loading zones will be in accordance with city standards and Spokane School district needs.

vi. access restrictions;

No access restrictions are proposed with the project.

vii. neighborhood impacts;

The Sacajawea Middle School has been a neighbor to the residences to the west and north since 1960. The north boundary of the campus is adjacent to the back yards of seven single-family houses. Ten single-family houses (and three vacant lots) are along the west side of Lamonte Street and face the school site.

The overall impact to the neighborhood will be that of a new reconfigured middle school campus with the same impacts as have historically taken place. The location of the school building, however, will be shifted to the formerly open grass playfield in the north half of the site. Thus, the proximity of the school will be nearer to the north side neighbors. Also, the scale of the new building will be taller and the façade will be nearer thus affecting the openness of the existing context. The views of the residences along the west side of Lamonte will change in that the open playfield will be replaced by a two-story school building and associated landscaping as the predominant view. In the southwest corner, a landscaped parking lot will replace the school building. The overall activity of the site is not expected, however, to substantially change or to be adverse.

viii. impacts on pedestrian, bicycle and transit circulation;

The proposed middle school will not impact transit circulation which presently uses 37th Avenue and 29th Avenue south and north of the proposed campus. Existing and new sidewalks will improve pedestrian circulation along the bordering streets along Lamonte Street and 33rd Avenue. The provision of these facilities will improve pedestrian and bicycle mobility and safety.

ix. safety for all modes; and

Spokane Public Schools will follow best transportation practices in separating vehicle, bus, and pedestrian/bicycle travel modes in accessing and circulating through the site. A separate bus loading/off-loading driveway will enter the site from Grand Boulevard and exit the site on 33rd Avenue. This promotes safety for all roadway users through design, which the District has employed successfully on their last several school projects.

x. adequate transportation demand management strategies.

The primary impacts of the school will occur outside the weekday PM peak hour, the highest hour of travel demand in Spokane. In effect, this is a substantial TDM strategy schools employ innately with no need for further strategy.

c. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the engineering services department.

Please See Number 3 above.