APPENDIX F

2019 AIRPORT ENTRANCE N. FANCHER RD. IMPROVEMENT STUDY

Felts Field Gateway Study

May, 2019

VICINITY MAP: Felts Field Historic Airfield

Spokane FELTS FIELD

B W A BERNARDO | WILLS ARCHITECTS PC

Our Mission Statement

To create a Sense of Place, capitalizing on Felts Field Airport's rich aviation history within the regional context of the Pacific Northwest and surrounding community. To improve wayfinding and accessibility, while developing a beautiful aesthetic progression and arrival experience with new streetscape and gateway features.

Acknowledgements

Staff Coordination: Spokane Airports

Larry Krauter, CEO
Todd Woodard, Director, Marketing and Public Affairs
Judy Gifford, Director, Properties and Contracts
Ryan Sheehan, Director, Operations and Maintenance
Matt Breen, Director, Planning and Engineering
Lisa Corcoran, Project Manager, Planning and Engineering

Agency Coordination: City of Spokane

Andrew Schenk, P.E., Principal Engineer, Developer Services Center
Eldon Brown, P.E., Principal Engineer, Planning and Development

Consultant Team

Kathryn Burke-Hise, M.S. - Historical Research Associates, Inc. (HRA)
Ken Geibel, P.E., Associate - David Evans & Associates
Bill LaRue, ASLA, Associate - Bernardo|Wills Architects
Paz Ochoa, ASLA - Bernardo|Wills Architects
Christina Raschko, L.C., Senior Lighting Designer - Escent Lighting Design
Dylan Cunningham, P.E., RCDD, Principal - MW Engineers
Michael Courtney, Principal/Creative Director - Michael Courtney Design (MCD)
Fran Terry, Senior Designer - Michael Courtney Design (MCD)
Joe Tschida, Senior Designer - Michael Courtney Design (MCD)
Chris Brummett, Playground Consultant - Northwest Playground Equipment, Inc.

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Design Narratives

Introduction

The Felts Field Gateway Study aims to provide a Gateway/Entry Feature Master Plan, crafting Felts Field's identity, public image, and historic importance as a national historic landmark—the birthplace of aviation in the Inland Northwest. The master plan will serve as a guide in the future development of the Airfield's public facade, entrance, and wayfinding program. It will promote the visitor experience, safety and ease of access, and encourage additional investments and business developments in the neighborhood. Through a robust, collaborative public and agency process, site analysis, and design development, the team synthesized various concepts into a preferred plan providing a framework that creatively examines primary corridor improvements, connectivity, landscaping, lighting, signage, wayfinding, historic interpretation, and preservation.

Existing Conditions

Historical

Historical Research Associates, Inc. (HRA), worked with Bernardo|Wills Architects (BWA) and the project team to create a Gateway/Entry Feature Master Plan document for Spokane Airports that includes improvements to the Felts Field gateway areas to reflect and enhance the historic character of the Felts Field Historic District (District). The Gateway/Entry Feature Master Plan includes elements of wayfinding such as interpretive panels, lighting, signage, and improvements to landscaping, street, sidewalk, and parking. These elements will be compatible with the historic character-defining features of the Art Deco style architecture found throughout the District.

The Felts Field Historic District had a period of significance of ca. 1927–1941 and features nine contributing buildings, structures, and objects including three aircraft hangars (one of which is the National Guard hangar built by the CCC in 1934), the National Guard headquarters building (also built by the CCC, between 1927–1932), the Art Deco terminal building, control tower, a storehouse, the Nick Mamer Memorial Clock Tower, and a neon Chevron fuel sign.

Civil Engineering

Roadways: The main access route to Felts Field is from Fancher Road and Rutter Avenue. Union Pacific Railroads (UPRR) mainline through Spokane crosses Fancher just south of Rutter Avenue. With the exception of the portion of Fancher Road between Trent Avenue and Parkwater Avenue, which is a five-lane section, the current roadways do not meet City of Spokane road standards for their respective classifications. Fancher Road is classified as an arterial roadway while Rutter Avenue is classified as a local access. Currently, both roadways are narrow two-lane roadways without curbing or sidewalks. The absence of any curbing along each of these roadways has resulted in undefined access to many of the airport properties within Felts Field. The Fancher Road pavement is aged and in poor condition, while Rutter Avenue was overlaid in 2016 by the City of Spokane.

Stormwater facilities along each roadway are very limited and do not meet the current regional stormwater guidelines. The drainage facilities within the corridor are limited to a drywell on each side of Fancher Road just north of Trent and catch basins on the northwest and southwest corners of Fancher and Commerce Avenue. In all other locations, the roadway runoff sheds to the adjacent properties and ponds or infiltrates.

There are overhead power and communication lines that run along the east side of Fancher Road within the right-of-way (ROW) between Parkwater Avenue and the alleyway between Commerce and Union. There are also overhead power and communication lines along the south side of portions of Rutter Avenue. However, these utilities are located outside the existing roadway right-of-way on UPRR right-of-way.

Other utilities within the corridor consist of water lines on both Fancher and Rutter as well as a sewer main within Rutter.

Given that the majority of the corridor currently doesn't meet the City of Spokane roadway standard and drainage guidelines, there are a number of opportunities the Gateway/Entry Feature Master Plan recommends in order to improve the overall condition and functionality of the corridor. However, the widths of the existing rights-of-way for Fancher Road and Rutter Avenue along with the constraints imposed by the UPRR right-of-way affect the level of improvements that can be completed without property acquisitions. Currently, the right-of-way of Fancher is 60 ft. wide between Trent and Parkwater Avenue and then narrows to 55 ft. north of Parkwater Avenue, while the right-of-way of Rutter Avenue is only 40 ft. While right-of-way acquisition for improvements to Fancher are feasible, the proximity of many of the existing Felts Field buildings along with the location of the UPRR right-of-way significantly constrains the ability for acquiring additional right-of-way along Rutter.

Airport Property on Fancher: The Airport property along Fancher Road, situated between Mansfield and Knox Avenue has been cleared of all previous improvements, graded, graveled, and fenced. As with Fancher and Rutter, Mansfield and Knox Avenues are narrow two-lane paved roadways that do not meet current City standards. With the City limits being the easterly right-of-way line of Fancher, this property is situated in the City of Spokane Valley.

Terminal: As with many of the parking facilities serving the buildings of Felts Field along Rutter, the terminal parking lot is a wide-open parking facility. There are no defined access points off Rutter but rather the entire frontage of the parking area is an access to Rutter. While the existing parking lot does not meet current stormwater guidelines for treatment, there are drywells situated within the parking lot that capture and dispose of the parking lot runoff.

Landscape Architecture

The Felts Field Historic District does not have a program in place to help define and brand the area as a distinct and cohesive whole. Its rich historic past is invisible to the nearby community and passersby. At the same time, the District is in dire need of basic street amenities for a safer and a more conducive pedestrian and vehicular experience, circulation, and route wayfinding.

Both Fancher Road and Rutter Avenue lack continuous pedestrian sidewalks with accessible corner curb ramps and strategic crosswalks on both sides of the roadways. They also lack curbs, gutters, and pedestrian lighting to clearly delineate the vehicular traffic, increase wayfinding and visibility, and assist with directing stormwater to specific stormwater collection areas. There is a predominance of poorly marked, aging pavement, marginal infrastructure, and distracting visual clutter, such as the overhead utility lines. Given that right-of-way for the Union Pacific Railroad runs along the southern edge of Rutter, there is minimal opportunity to regrade and address stormwater along this local access roadway or make streetscape enhancements that are sorely missing along the southern edge of Rutter Avenue.

The historic Felts Field Airport Terminal area currently blends into the nondescript industrial area. The parking lot spills directly onto Rutter Avenue. It lacks adequate lighting, pedestrian walks, a clear delineation between the parking area and the adjacent arterial road, commemorative or historical signage/interpretive components, and welcoming or inviting public gestures such as decorative paving, plantings, seating, and stormwater conveyance structures.

Electrical Engineering and Lighting

Existing lighting along Fancher Road and Rutter Avenue is provided by standard cobra head fixtures on davit arms mounted directly to the wooden utility poles. Branch circuit power is distributed overhead from pole-mounted utility transformers. The Felts Field terminal and property on Fancher are illuminated in a similar manner.

Electric power and communications distribution runs along the east side of Fancher Road and south side of Rutter Avenue. A significant overhead power line crosses Fancher Road between Commerce Avenue and Mansfield Avenue and continues east through the property on Fancher and supplies existing structures at the intersection of Dickey Road and Mansfield Avenue. An additional overhead power line crosses Fancher Road between Parkwater Avenue and Commerce Avenue. Services to existing structures will need to be maintained throughout the duration of construction.

Wayfinding and Signage

The Felts Field Historic District currently has limited signage, identification, information about the field, and no

directional signage or wayfinding. Many public events are held at Felts Field every year and currently there is nothing to aid first-time visitors to the Airport or historic district. The Airport does not feel like a destination, but a series of buildings. What little signage there is on site is either not appropriately sized or is oriented in the wrong direction. Currently there is nothing that speaks to the rich history of the area or encourages pedestrians to explore on foot.

Opportunities and Constraints

Historical

Felts Field has a long-storied foundational history in the Inland Northwest. The Historic District, with its distinctive, aviation-related architectural elements, creates a sense of place as a visual living history for both citizens of and visitors to the Spokane area. The new wayfinding elements will enhance and complement this distinctive sense of place, will promote Felts Field and the District as a destination, and will provide economic benefit to the community.

The new work will be compatible with the existing features, thus protecting the integrity of the District and its elements, without creating a false sense of historical development. Historic resources that are contributing to the Historic District should be restored or rehabilitated, not altered.

Landscape Architecture

The project area presents a variety of opportunities that will greatly enhance the sense of the Historic District, improve the aesthetics and overall experience of both pedestrians and vehicles, and create a safer and more welcoming environment for residents, employees, and visitors. The constraints in the area are complicated and challenging due to conflicts between the development codes and requirements of the multiple overlapping municipal and existing railroad jurisdictions in some locations. Careful coordination between multiple agencies and stakeholders will be required.

The proposed roadway improvements on Fancher Road will require additional land acquisitions and/or negotiations of ROWs with property owners to allow for implementation. In addition, streetscape improvements may need to meet the City of Spokane's Streetscape Guidelines which require street trees and buffer plantings. The trees themselves pose a conflict with the existing overhead utilities and powerlines.Overcoming these impediments on Fancher Road would add enormous benefits.

Rutter Avenue is restricted by a limited existing right-of-way. There are numerous existing buildings along the north side of Rutter Avenue that abut or infringe on the ROW. The existing constraints do not allow for the same type of crucial enhancements proposed along Fancher Road.

Felts Field Airport Terminal is on the Airport's property and within the Historic District which allows the design team more flexibility to propose significant and noticeable enhancements.The historical artifacts at the Airport terminal provide opportunities for engagement and education for visitors and the community at large.

The Airport property on Fancher Road enables the Airport to supplement the current limited available parking and give prominence to the roadway enhancements and parking lot remediation. Interpretive opportunities for pedestrians and vehicles can be developed along the street front itself.

Electrical Engineering and Lighting

Replacement of the existing lighting will provide aesthetic continuity, increased illumination levels, and enhanced uniformity with the historic theme along Fancher Road and Rutter Avenue. Lighting replacement provides opportunities for pole-mounted security cameras, speakers, banners, and other elements.

Pedestrian lighting will be designed to strike the right balance between light levels and historic character. The pedestrian lighting fixtures established as the standard by the City of Spokane may not achieve the desired aesthetic and is available in a limited number of photometric distribution patterns which presents performance challenges. Custom fixtures, while providing the desired aesthetic, may require more maintenance and may deliver inadequate light levels.

Relocation of the existing overhead power and communication lines along Fancher Road and utility crossings along Rutter Avenue will require the cooperation of multiple utility companies and coordination with UPRR. Maintaining continuity of services to the existing structures adjacent to the project can be accomplished with careful phasing.

Wayfinding and Signage

There are many opportunities for the wayfinding and identification scheme at Felts Field to address both pedestrian and vehicular signage. A prominent gateway will create an announcement and arrival experience for the visitor and give the Historic District a distinct boundary. New interpretive elements give visitors the opportunity to discover the rich history of the area.

Constraints include locating signage on non-Airport property if unable to acquire additional easements or property; providing wayfinding and interpretive elements with a small footprint due to limited or no ROW in some areas; and devising a way to power signage elements if they are not located on Airport property (i.e. potentially looking at solar options).

Design Charette Outcomes

Historical

HRA's research utilized historical photographs, maps, books, online sources, oral interviews, and newspaper and magazine articles to uncover details about Felts Field as the birthplace of aviation in the Pacific Northwest. HRA applied the Secretary of the Interior's Standards and Guidelines of the Treatment of Historic Properties to review the concepts and designs of the proposed improvements, specifically to ensure that these improvements are compatible with the historic nature of the District and do nothing to affect, alter, or destroy historic materials, features, and spatial relationships that characterize the District.

Landscape Architecture

After the Visioning Session with the client and team, there were several outcomes that surfaced.

Primary and secondary areas of interest were identified within the study area. Two streetscape options were developed; one with a roundabout on Fancher and a second without. The railroad property was considered off-limits in terms of streetscape improvements for now, though negotiating access around the areas will be addressed. The design team assumed that the ROW acquisitions, existing private driveway negotiations, and overhead utility relocation would all be resolved in a positive manner to allow for a close-to-ideal design layout. In addition, the Airport included opportunities for improving sidewalk and connection to the Millwood Trail, which is being studied by the City of Spokane. If the Millwood Trail were extended, the Airport recommends improvements, where practical, along the northern edge of Rutter Avenue as a 10-ft. wide multimodal path that runs continuously from the intersection with Fancher to the intersection with Bradley.

Wayfinding, directional signage, and interpretive constructs, in combination with historic or custom lighting fixtures, would knit the District together and speak to the Art Deco and aviation history of the area.

Electrical Engineering and Lighting

It is understood that the right-of-way along Fancher Road narrows from 60 ft. to 55 ft. north of Parkwater Avenue and that the right-of-way along Rutter Avenue is 40 ft. There are several locations were the existing overhead utilities encroach into the railroad right-of-way. Utilities may be required to relocate existing utilities per the franchise agreements.

Wayfinding and Signage

After the Visioning Session with the team, Michael Courtney Design (MCD) provided design directions to review and prepare during the design charette. Several key design elements resulted from the Visioning Session: a nod to the Art Deco era while maintaining a clean look were found to be desirable, as was adding historic, interpretive elements.

During the charette, MCD proposed several options for design concepts that referenced the Art Deco era while addressing the needs of the wayfinding scheme (gateway element, wayfinding, and interpretive elements). A preliminary design direction was selected for the wayfinding. The selected option is a series of pylons with a beacon atop that references back to the Art Deco style as well as the original airport beacon.

Proposed Site Enhancements

Historical

HRA provided an interpretive framework that can be developed and executed at Felts Field. The purpose of interpretive elements is to attract and hold a visitor's attention. Few people will come to Felts Field with the express purpose of reading about the history of the site. Any interpretive media should succinctly provide the Airport features with meaning and significance. An average visitor spends approximately 30 to 60 seconds at an interpretive sign. Highly visual interpretive signs, with minimal text, are accessible to a wide range of visitors, including those with low vision and those with cognitive and learning disabilities. The inclusion of tactile elements will give visitors with visual impairments access to the interpretive content and will also engage people with different learning styles. Interpretive element designs should adhere to the Smithsonian Institution's *Smithsonian Guidelines for Accessible Exhibition Design*.

Civil Engineering

With Fancher Road serving as the main access to Felts Field, there is a desire for this road corridor to have more of a gateway feel rather than just a standard arterial road appearance. Two options were developed for the improvements to Fancher Road. The first option would develop Fancher as a 40-ft. curbed roadway with planter strips and sidewalks along both sides and include a roundabout located at the intersection of Fancher and Mansfield. For the second option, the typical section for Fancher would include center landscape medians through much of the alignment with separated curb and sidewalk along both sides. In the second option, a minimum curb-to-curb width of 20 ft. was held with an 11-ft. median. A break in the median between Union and Commerce will be provided to allow for access to the alleyway. Since Fancher is an arterial and serves both the businesses at Felts Field and the industrial property east of Fancher, design considerations for larger semi-trucks were evaluated to insure unimpeded access and turning movements at each of the intersections.

In each option, stormwater treatment and infiltration improvements would be incorporated into the planter strips separating the curb and sidewalk along each side. Additional stormwater easements behind the sidewalk may be required to completely bring the roadway up to current stormwater treatment requirements. Property acquisitions along both the east and west side of Fancher Road will be necessary to accommodate the road widening, sidewalks, and planter strips.

Because of the limited width of the existing right-of-way and the constraints of existing buildings and UPRR right-of-way, the proposed improvements to Rutter are less significant. Through meetings with the City of Spokane, a minimum curb-to-curb section of 32 ft. with sidewalk along the north side was agreed upon. However, in order for this to occur, additional right-of-way acquired from UPRR will be needed.

The Airport property on Fancher is proposed to be developed as overflow parking for events such as "Neighbor Day." Since the property falls within the City of Spokane Valley, it will be designed to meet or exceed all the applicable code requirements for circulation, ADA, landscape, access, and stormwater treatment. Improvement of the property will also trigger the requirement to improve the road frontages of Mansfield and Knox Avenues. These improvements include widening the property side of each of the existing frontage roads to meet commercial local access standards, adding curb and gutter, planter strips, drainage treatment, and sidewalks.

Landscape Architecture

After considerable client and team design deliberation, the following site inprovements are proposed:

- **Fancher Road:** In addition to introducing architectural gateway elements, continuous sidewalks, accessibility ramps, crosswalks, lighting, and wayfinding signage, the Gateway/Entry Feature Master Plan suggests designated, engineered stormwater collection areas/swales that would allow for the treatment and the mitigation of stormwater runoff and assist in treating some of the pollutants. At the same time, the street trees and additional greenspaces, as required by the various landscape ordinances, will help mitigate the heat island effect, and air and water pollution, creating more contiguous and diverse habitat corridors. Key foundation islands and plantings assist in calling attention to, and identifying, key locations for wayfinding. The improvements would create greater visibility and a discernible language that will help orient pedestrians and vehicles.

- **Rutter Avenue:** The primary design enhancements proposed are wayfinding, improving night visibility through lighting along the pedestrian multimodal path on the north side of Rutter, and articulating key locations along this same edge with key planting areas, trees, and signage (i.e. the intersection of Fancher and Rutter, at the intersection of Rutter and North Bradley Road, and the entries to the terminal parking area).

- **Airport Property on Fancher:** This site will be designed to accommodate the maximum number of parking spaces while meeting the City of Spokane Valley's parking lot landscaping and streetscape requirements. The existing chain-link fencing along the property line on Mansfield and Knox Avenues will need to be replaced with another comparable 6-ft. high substitute and set back in order to accommodate a 10-ft. bioswale and 5-ft. pedestrian sidewalk required by code. (**Note:** There might exist the possibility of shrinking the bioswales to 7 ft. wide and gaining additional parking spaces if the Airport wanted to pursue a variance with the City of Spokane Valley.) The existing chain-link fence that faces Fancher could be removed and replaced with a more ornamental 6-ft. high fence type for aesthetic and design mission considerations. It will be set back to allow for a more gracious pedestrian walk that will be set further onto the site. This will allow for more stormwater collection areas, a more substantial roadway buffer, and the possibility of introducing repetitive wayfinding and interpretive elements. The parking lot itself will meet, or exceed, all applicable ADA, planting, lighting, emergency access, and stormwater requirements. (**Note:** The parking lot trees that run east-west through the middle of the lot are predicated on the removal of the existing overhead utility line feeding the building next door.) The goal is to service the Blankenship & Associates building from the east. If this were not possible, the four to ten trees proposed could not be placed in this location.

- **Airport Terminal:** There are numerous design strategies being proposed at the terminal itself. Repairing the clock mechanism and restoring the exterior of the historic clock tower, while providing seating and interpretive pylons for visitors, will help create a node of interest and encourage visitor interaction. The redesign of the parking lot will provide a clear delineation between the busy adjacent local access road, clear access points, and designated fire lanes. The design team is proposing an obvious and friendly visitor and pedestrian arrival and entry sequence created with decorative paving on axis with the main entrance, the roadway signage, and plantings. Generous parking lot islands will allow for stormwater and winter snow collection and provide greenspace. Interpretive historical elements will educate and bring to life the impressive past of the site. Lastly, a new proposed aviation-themed K-5 playground in the same vicinity will allow parents and children visiting to enjoy themselves in a safe and stimulating outdoor space designed to be site-specific in nature.

These design strategies will create a safer, more visually and sensorially pleasing experience. The design team has no doubt that they will succeed in creating a distinct sense of place and illuminate the obscured past embedded on the location, creating a valuable local and regional destination. (**Note:** Tree quantities and species have been selected to minimize bird activity near the airfield.)

Electrical Engineering and Lighting

- **Lighting:** Two lighting approaches are proposed for roadway and pedestrian scale lighting along Fancher Road, in the parking lot, along Rutter Avenue, at the Felts Field terminal parking lot, and extending to Dora Road:

  a. The City of Spokane's historic standards call for pedestrian light fixtures on 16-ft. poles along the roadway, sidewalks, and park and monument areas. The City of Spokane's historic standards call for pedestrian light fixtures with high output on 25-ft. poles in parking lots. Refer to attached cut sheets.

  b. Custom fixtures constructed from commercially available "off the shelf" components (i.e. pole, fixture head and bracket arm, LED array, driver, etc.) that can be easily obtained to facilitate maintenance and replacement with custom ornamentation as shown in the site packet.

  c. LED lighting will be incorporated into the design of the monument portal including the illuminated beacon

and backlit lettering. The vertical supports for the monument portal will be illuminated utilizing ground mounted LED flood lights. Similarly, LED lighting will be incorporated into the design of the large and small pylons to internally illuminate the beacons, seams between panels, and informational panels. LED lighting will be incorporated into the existing historic clock at the Felts Field terminal. Property identifier signs will be illuminated utilizing ground mounted LED flood lights at Fancher Road and Rutter Avenue and at the Felts Field terminal.

- **Electrical Utilities:** The existing overhead electric and communications utility infrastructure along the east side of Fancher Road, starting north of Trent Avenue and extending to the intersection with Rutter Avenue, will be replaced with underground infrastructure. The existing overhead electric and communications utility infrastructure along the south side of Rutter Avenue, starting at the intersection with Fancher Road and extending northeast to Dora Road, will be maintained with existing overhead service drops being relocated to underground. The proposed utility relocation will require the elimination of approximately 20 wooden utility poles. Where utility pole line intersections and road crossings occur, new wooden utility poles and guy wires will be required on either side of the crossing.

  A new system of raceways will be constructed within the right-of-way along Fancher Road, at roadway crossing between Commerce Avenue and Mansfield Avenue, between Parkwater Avenue and Commerce Avenue, at the intersection of Fancher Road and Rutter Avenue, and at multiple locations along Rutter Avenue between Fancher Road and Dora Road. Along this underground raceway system, electric and communications infrastructure will be installed. Electric infrastructure will consist of medium voltage cables terminated at pad mounted switches and utility transformers, underground secondary conductors to existing structures, and new service pedestals required to support the upgraded lighting. Communications infrastructure will consist of cable vaults and copper, optical fiber, coaxial cables through the project area and to existing structures, and new service pedestals required to support the upgraded lighting.

  The existing overhead electric power line, including wooden utility poles, lighting, and pole-mounted utility transformer, extending through the Airport-acquired property located east of Fancher Road between Knox Avenue and Mansfield Avenue will be relocated underground and terminated at a new pad-mounted junction enclosure and utility transformer located directly west of the existing structure located at 2219 N. Dickey Road.

Wayfinding and Signage

For new wayfinding within the Felts Field Historic District, the team proposes including a primary gateway element at Trent Avenue and Fancher Road to announce arrival to the District, secondary gateway elements at the east end of the Airport property on Rutter Avenue, and one at the intersection of Fancher Road and Rutter Avenue. New vehicular and pedestrian wayfinding signage will aid visitors in navigating the area. A new monument element will be included at the terminal parking area as part of the parking lot redevelopment. As part of the restoration of the historic clock tower, a new plaza area with embedded graphics and interpretive pylons is proposed. To simplify navigation, and reduce signage sizes and future upkeep, the team suggested a simplified numbering of the buildings and providing identification signage at each building to include tenant names.

To aid navigation to the District, we will negotiate highway signage with WSDOT directing visitors off Interstate 90. Other locations to add directional signage are on Broadway Avenue and the turn onto Fancher Road. There are also options for directional signage along Fancher Road prior to the Trent Avenue intersection.

Next Steps

Historical

The interpretive content developed for this project should be able to answer the question, “What is the historical significance of Felts Field?” Correspondingly, all interpretive media developed for this project will support a central interpretive theme, such as “Felts Field was an important site in early Pacific Northwest aviation history and continues to serve the community of Spokane.” The interpretive framework developed by HRA assumes that there will be three main areas of display at the airport. The first area focuses on the history of commercial aviation at Felts Field. Additional stories could be included in this area, such as a profile on commercial aviation in the 1930s, a history of airmail service at Felts Field, and a profile on the airport in the 21st century. The second area focuses on the military history of Felts Field. Potential additional stories include a profile on the 116th Observation Squadron of the Washington Air National Guard, a profile on Lt. James Buell Felts, and a history of aerial racing at the site, including information on women aviators. The third area focuses on the District. Potential additional stories include a profile on Nick Mamer and a self-guided walking tour of the major contributing features of the District.

Civil Engineering

A critical element to the success of developing Fancher Road into the desired “gateway” will be the acquisition of necessary property along the east and west sides of Fancher for street improvements and architectural gateway features. Upon completion of the final concept, initial contact with the individual property owners will be crucial to gauge the ability to move the project forward to final design and ultimately implementation.

Landscape Architecture

In order for the Master Plan effort to create a sense of place, elucidate the historic value and make the much needed enhancements to the District, the next step will involve working with Spokane Airports to prioritize which of the specific projects (and it’s associated improvements) should be tackled. Utilizing the Opinion of Probable Cost, the design team will assist in furthering the development and detailing of the key Master Plan elements while considering Phasing and Alternate options to accomplish the Airport’s end goals.

Within this document the following projects (that can be dissected into stand alone portions of the whole) were identified as instrumental in branding and creating a cohesive vision for the Airport and District. The most immediate and urgent of these are:

The Felts Field Gateway

This will entail refining the aesthetics and engineering of the Gateway as an iconic entryway marker for the District, as well as, addressing the landscape, traffic circulation, etc., while coordinating the interface with the various consultants, City Planning and Traffic Engineers to properly site the gateway taking adjacent property owner’s and visibility parameters into account.

The Terminal Parking, Playground and revelatory Historic Components

This will entail making necessary parking lot improvements (stormwater, signage, planting, hardscape materials, snow removal areas, custom lighting that speaks to the Art Deco and historic past of the area, and any site furnishings such as benches, bike racks, and trash receptacles) and creating a welcoming, entryway sequence on the Terminal site itself. Design efforts will continue to refine the playground graphics and physical elements in conjunction with the historic Clock Tower and Fuel Sign restoration. The design team will need to work with the playground, wayfinding/signage and historical consultants, to flush out a more cohesive and integral design for the existing physical elements, the additional playground that ties into the historical Terminal context and the visitor experience/navegation and parking area configuration.

Fancher & Rutter Streetscape Improvements

This will entail fulfilling the various City Ordinances for Streetscape design while carefully coordinating ROW easement negociations and property adjacency acquisitions, utility, stormwater, planting, irrigation, wayfinding/ signage and valuable historical information.

The Wayfinding Plan & Signage Kit of Parts

In addition, the design team will lead the permitting process through the City of Spokane and the City of Spokane Valley, and work through Design Development and Construction Documents, Bidding, and Construction Administration to ensure that the Airport’s vision and design intent are carefully carried out.

Electrical Engineering and Lighting

The following tasks are recommended:

1. Arrange on-site meetings with representatives of the electric and communications utility companies to discuss the proposed relocation of overhead infrastructure to underground and to request detailed cost estimates.

2. Identify specific internal electrical components (i.e. LED arrays, drivers, etc.) that the City of Spokane prefers to stock for custom lighting fixtures.

Wayfinding and Signage

Further development and detailing of the gateway, pylons, signs and beacons to occur during Design Development. Specific items to be addressed in the next iterations of the design include: revising the beacon element on the pylons to more closely reflect the historic Felts Field beacon, truncating the three horizontal bands around the beacon so they don’t protrude beyond the edges of the light itself, and refining the precise hue of blue and intensity of the light so they don’t distract drivers at night. We will need to address raising the gateway element to allow for a minimum clearance of 20 ft. above the roadway per the City’s request. This will require raising the roadway arc 4 ft. above what is currently indicated. Studies will need to be done to determine if the base is raised 4 ft. or if the pylon is to become taller, or a combination of the two.

Sign messaging and more detailed sign locations will be determined. Interpretive stories will be developed along with the panel layouts. The team will determine if phasing of the wayfinding program needs to occur and if so, what that phasing is.

The wayfinding and signage elements will need to be submitted to the City of Spokane to ensure that: a.) the Beacon lights themselves do not distract drivers at night, b.) the location of any wayfinding/signage element is located within an Airport land or easement acquisition, c.) the Airport takes responsibility for the power source to these elements, and d.) if the elements are not on Airport property, they are at least 10 ft. behind back of curb, outside the “Clear Zone.” The additional wayfinding and signage elements that are located outside the immediate study area of Fancher Road and Rutter Avenue must meet the Manual on Uniform Traffic Control Devices (MUTCD), WSDOT, City of Spokane Valley, and possibly the City of Millwood’s roadway signage standards.

Playground at Terminal

Design Elements and Play Value

The conceptual designs incorporate great imaginative play and the aviation history of Felts Field to truly give an immersive play experience. The best playgrounds not only provide great physical play experiences, but also creative and imaginative play opportunities. Imagining roles, scenarios, and places benefits children in a way that is not directly visible to adults. It is a time when they break through the walls of reality to become someone or something different from themselves and dramatize situations and actions to go along with the roles they have chosen to play. This type of play remains an integral part of the developmental learning process. This playground theme invokes memories of flying and pretending, where the kids are in control of their own "Felts Field."

The following is a list of play events that will be found on this project:

- **Teeter Tunnel Airplane:** This signature playground piece will have the look of the wings and tail of an airplane with a nod to the "teeter totter." This piece will sit on a pour-in-place safety surfacing with a silhouette of an airplane and the teeter tunnel acting as tilting wings. The lexan top (clear polycarbonate windows) of the teeter tunnel will give the imaginative play experience of the cockpit.There is also the option to add a custom "Texaco Sun God- CA-6" tail climber. The cheerful shouts of the kids will make you feel like you're at the amusement park! Unity Teeter Tunnel engages core muscles and encourages socialization and cooperation as kids learn to work together to go up and down. Unlike traditional see-saws, many kids can participate at once: stand, sit, lie down, or hang out in the tunnel while your friends push.
- **Control Tower:** This composite play structure will be a 5-12 play structure that will give kids an opportunity to get a view from above the playground with great imaginative play and the illusion of risk. Proposed are two different styles of tower for this playground. One style will pay homage to the Art Deco style with custom play panels to match the surrounding architecture, and the other will be a two-story control tower with a 10 ft. tube slide. This tower will also have interactive tower sounds and flight plan play panels and an observation deck to watch the nearby planes in action.
- **Dynamo Biplane Climber:** This is a custom 2-12 rope climber made to look like a biplane that kids can crawl on, around, and through. This playground piece promises to deliver real adventure and excitement that fuels the children's imaginations. Rope-style climbers offer play that is not confined by traditional playground type experiences. Instead, children are encouraged to find as many ways as possible to climb from the front to the back and on top of the wings and cockpit of the plane, even upside down is always a great way to play! The biplane climber is specifically designed to give younger children the challenge they receive from perceived risk. This encourages them to test their limits, push themselves further, and grow as people with fit bodies and fit minds.
- **Airplane Spring Riders:** These vehicles come alive when little ones hop on offering active, pretend play, enhanced music, and delightful sound. Designed for up to two toddlers at one time, overall height and footholds are lower to specifically accommodate young children. Each Spring Rider makes the appropriate sound when a child interacts and plays on it, making them feel as if they're piloting an airplane and revving its engine before takeoff.
- **Custom Playworld Helicopter:** This signature play piece includes a cozy cocoon cockpit and tail section climber. One option for this piece can include a maypole-style propeller pole where the kids can spin the props from the ground.The cocoon cockpit is a great inclusive play item designed for those with autism spectrum disorders in mind. It is an enclosed "cozy space" for a child to escape the playground when over-stimulated.
- **Flex Ground Pour-in-Place Rubber:** This pour-in-place surfacing will not only provide an inclusive, ADA-compliant safety surfacing, but will also add to the play value. We intend to bring in clouds, a runway, and a green area to pull together all areas of the playground theming.

Physical Play Activities

This design provides opportunities for six of the nine of the different types of play recommended by the inclusive play design guide: sliding, climbing, jumping, balancing, rocking, and "walking, running, and rolling."

Sensory Activities

The Guide recommends five different types of sensory experiences—this playground design covers all of them. The are many different types of play panels for experiencing sensory activities. In addition to these, there are many different types of textures for children to experience in this playground including boulders, tactile patterns in the GFRC, rubber, metal, and rope.There are distinct types of auditory experiences. With the spring rider airplanes, children work on both speaking and listening. Quiet spaces may prove to be difficult considering the area this playground will be in, but we have intentionally included areas in the tower and the Sun God climber to provide "cubbies" where children can find a space of their own.

Social Play

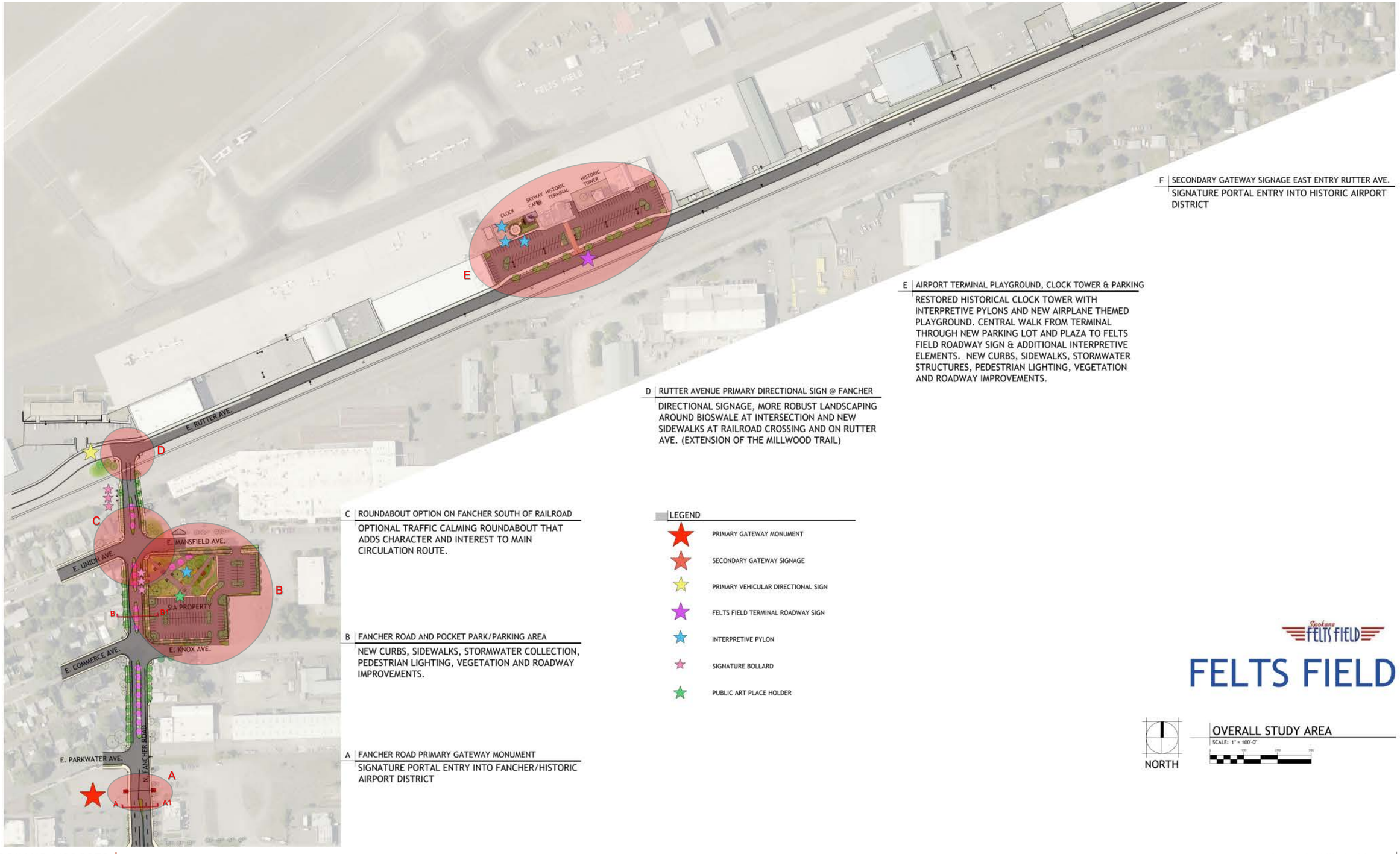
The above, underneath, around, and through nature of play features such as the "Sun God" and "Control Tower" makes it the perfect setting for social play for children of all abilities and creates multiple interactions for both able-bodied and limited mobility users.

Next Steps

The next steps in the playground design process are simple. The plan highlights multiple themed designs for the playground space with themed play events such as the control tower, helicopter, and multiple airplane climbers and motion play events. It also provides line item budgets for each of the playground concepts. These designs will provide a great place to narrow the focus of what the final playground design will be. All the play elements, including the pour in place surfacing, is customizable. From colors, to logos, and all the small details that create a great play experience are available to be changed. Full customization ensures the vision you have for the playground becomes the reality of what is delivered. Finalization of these details and the costs/budget are required to get to a single preferred playground design that the entire design team (Felts Field, BWA, playground manufacturers, installers) can utilize for the playground build.

Master Plans

Master Plan: Overall Study Area



F | SECONDARY GATEWAY SIGNAGE EAST ENTRY RUTTER AVE.

SIGNATURE PORTAL ENTRY INTO HISTORIC AIRPORT DISTRICT

E | AIRPORT TERMINAL PLAYGROUND, CLOCK TOWER & PARKING

RESTORED HISTORICAL CLOCK TOWER WITH INTERPRETIVE PYLONS AND NEW AIRPLANE THEMED PLAYGROUND. CENTRAL WALK FROM TERMINAL THROUGH NEW PARKING LOT AND PLAZA TO FELTS FIELD ROADWAY SIGN & ADDITIONAL INTERPRETIVE ELEMENTS. NEW CURBS, SIDEWALKS, STORMWATER STRUCTURES, PEDESTRIAN LIGHTING, VEGETATION AND ROADWAY IMPROVEMENTS.

D | RUTTER AVENUE PRIMARY DIRECTIONAL SIGN @ FANCHER

DIRECTIONAL SIGNAGE, MORE ROBUST LANDSCAPING AROUND BIOSWALE AT INTERSECTION AND NEW SIDEWALKS AT RAILROAD CROSSING AND ON RUTTER AVE. (EXTENSION OF THE MILLWOOD TRAIL)

C | ROUNDABOUT OPTION ON FANCHER SOUTH OF RAILROAD

OPTIONAL TRAFFIC CALMING ROUNDABOUT THAT ADDS CHARACTER AND INTEREST TO MAIN CIRCULATION ROUTE.

B | FANCHER ROAD AND POCKET PARK/PARKING AREA

NEW CURBS, SIDEWALKS, STORMWATER COLLECTION, PEDESTRIAN LIGHTING, VEGETATION AND ROADWAY IMPROVEMENTS.

A | FANCHER ROAD PRIMARY GATEWAY MONUMENT

SIGNATURE PORTAL ENTRY INTO FANCHER/HISTORIC AIRPORT DISTRICT

LEGEND

- PRIMARY GATEWAY MONUMENT
- SECONDARY GATEWAY SIGNAGE
- PRIMARY VEHICULAR DIRECTIONAL SIGN
- FELTS FIELD TERMINAL ROADWAY SIGN
- INTERPRETIVE PYLON
- SIGNATURE BOLLARD
- PUBLIC ART PLACE HOLDER

Spokane FELTS FIELD

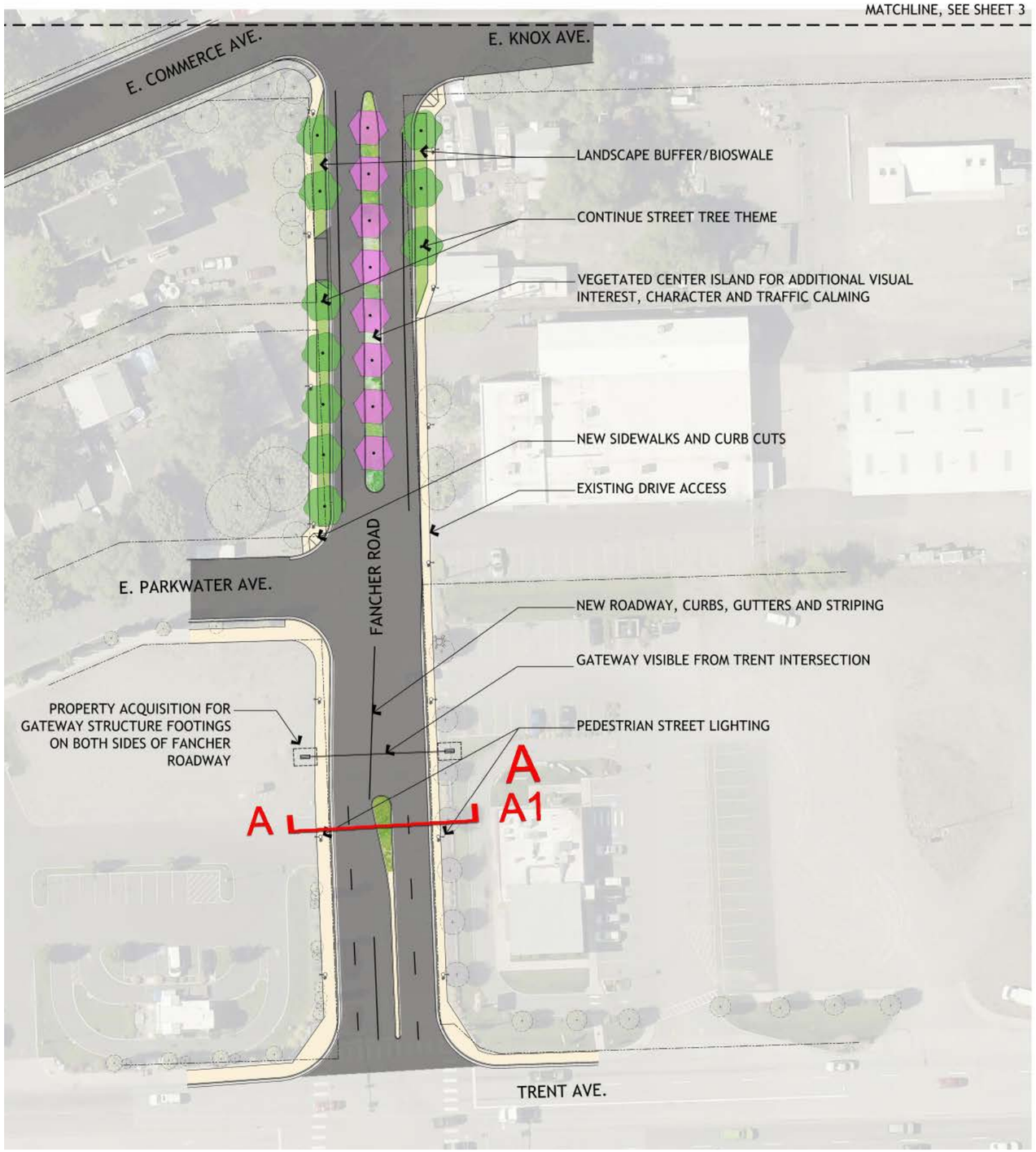
FELTS FIELD

NORTH

OVERALL STUDY AREA

SCALE: 1" = 100'-0"

Master Plan: Fancher Road A



LEGEND

- POWER POLE (EX.)
- COBRA HEAD LIGHTING (EX.)
- FIRE HYDRANT (EX.)
- PEDESTRIAN STREET LIGHT
- PROPERTY PARCELS

STREETSCAPE

TREE LINED STREETSCAPE. OVERHEAD POWER AND UTILITIES RELOCATED DUE TO CHANGES IN STREET ALIGNMENT. NEW SIDEWALKS, CURB CUTS, ROADWAY STRIPING, PEDESTRIAN LIGHTING AND VEGETATED BIOSWALES AND CENTER ISLANDS.

PRIMARY GATEWAY MONUMENT

PROMINENT OVERHEAD GATEWAY ENTRY FEATURE INTO HISTORIC DISTRICT.

Spokane FELTS FIELD

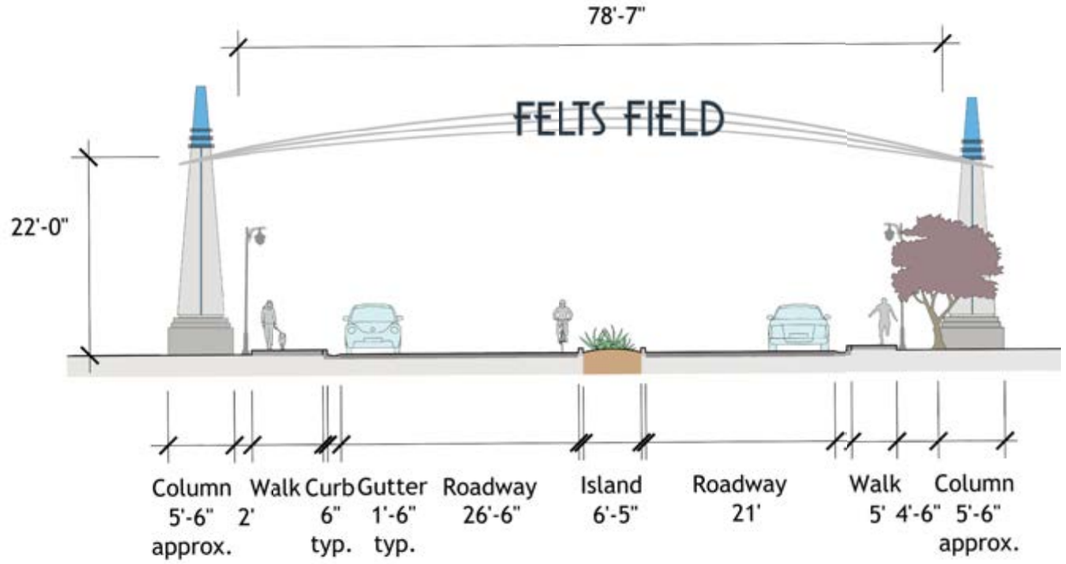
FELTS FIELD

NORTH FANCHER ROAD

SCALE: 1" = 30'-0"

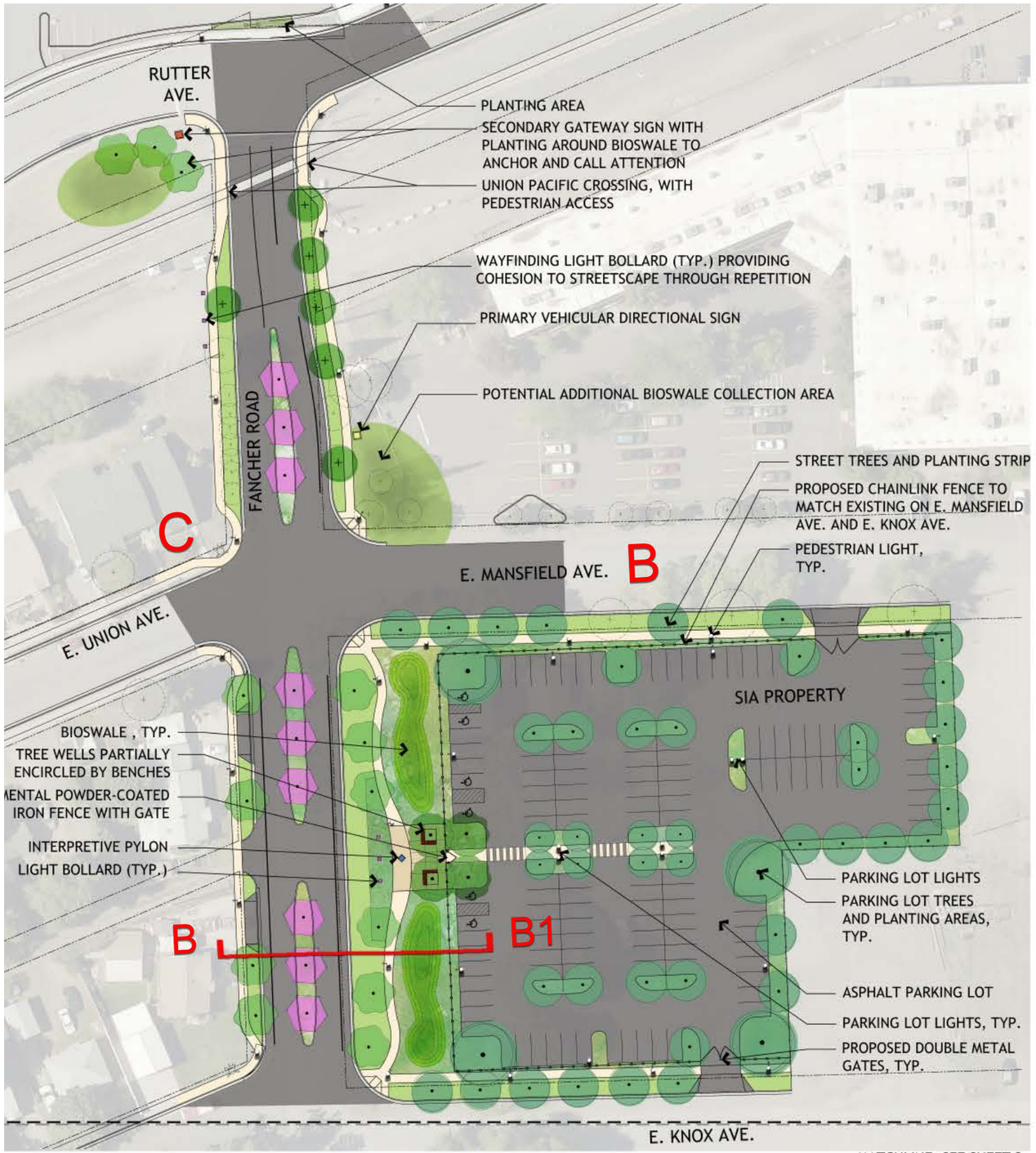
NORTH

A | PRIMARY GATEWAY MONUMENT (intersection of Trent & Fancher looking north)



SECTION A - A1
SCALE: 1"-10'-0"

Master Plan: Fancher Road B



LEGEND

- POWER POLE (EX.)
- COBRA HEAD LIGHTING (EX.)
- FIRE HYDRANT (EX.)
- PEDESTRIAN STREET LIGHT
- PROPERTY PARCELS

B | PROPOSED SIA PARKING LOT

PROPOSED FENCED ASPHALT PARKING LOT (131 STALLS) WITH ADA PARKING, LIGHTING,STRIPED PEDESTRIAN CROSS WALK, TREES, PLANTING ISLANDS AND BIOSWALES.
THE PARKING LOT IS ACCESSED BY VEHICLES OFF E. MANSFIELD AVE. AND E. KNOX AVE. PEDESTRIAN ACCESS IS PROVIDED OFF FANCHER ROAD THROUGH A PLAZA LIKE SETTING ANNOUNCED VIA LIGHT BOLLARDS, AN INTERPRETIVE PYLON, TREES AND L-SHAPED BENCHES.

A | STREETSCAPE

TREE LINED STREETSCAPE. OVERHEAD POWER AND UTILITIES RELOCATED DUE TO CHANGES IN STREET ALIGNMENT. NEW SIDEWALKS, CURB CUTS, ROADWAY STRIPING, PEDESTRIAN LIGHTING AND VEGETATED BIOSWALES AND CENTER ISLANDS.

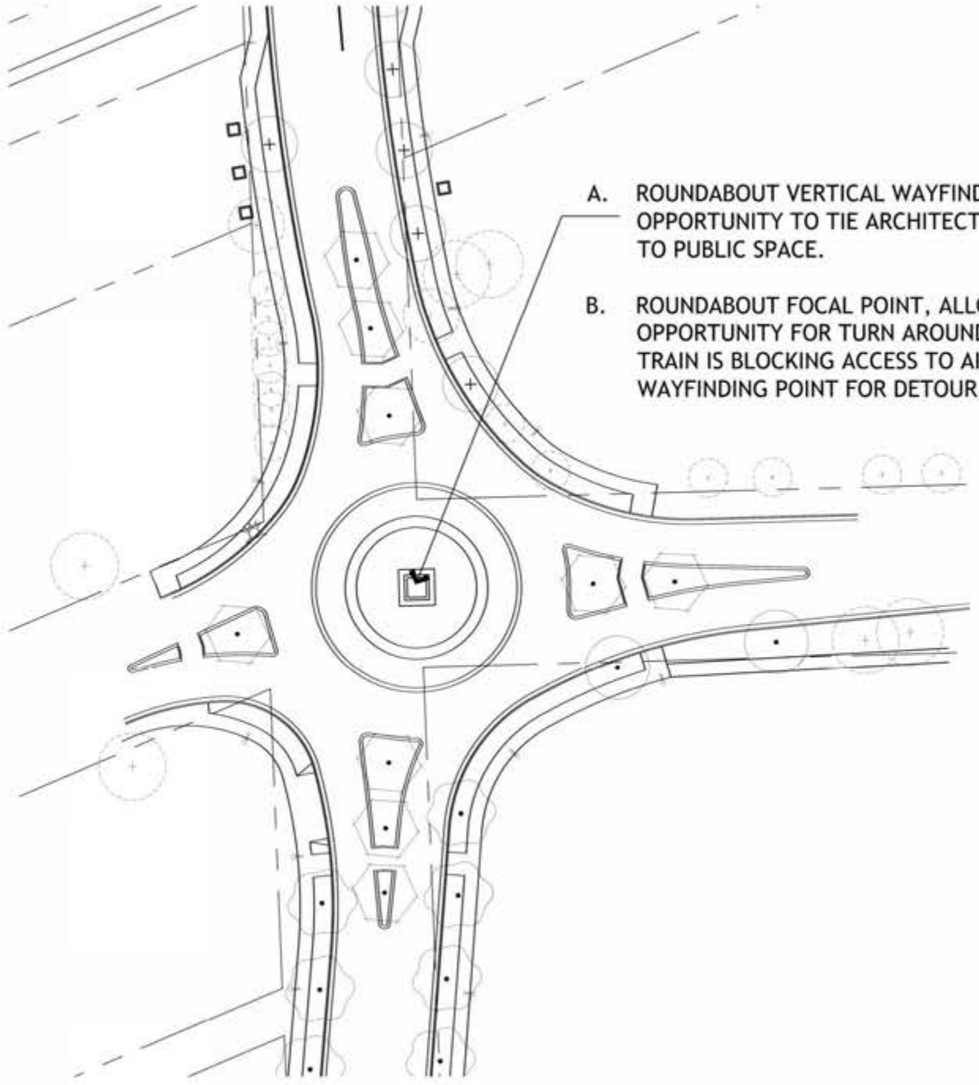
Spokane FELTS FIELD

FELTS FIELD

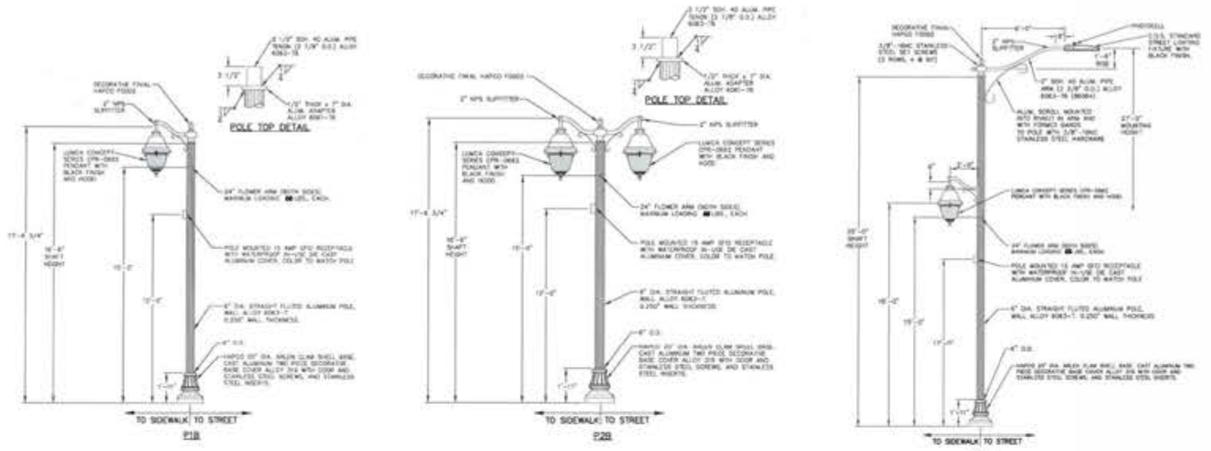
NORTH FANCHER ROAD

SCALE: 1" = 30'-0"

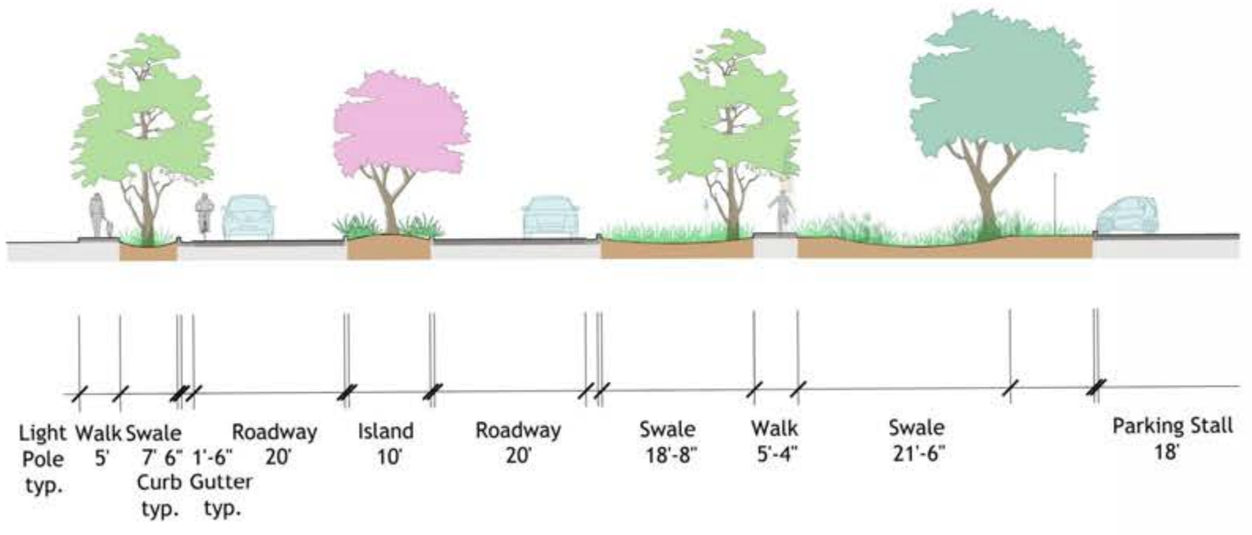
NORTH



C | ROUNDABOUT OPTION



"HISTORIC" DISTRICT LIGHT POLE



STREET SECTION B - B1

SCALE: 1"-10'-0"

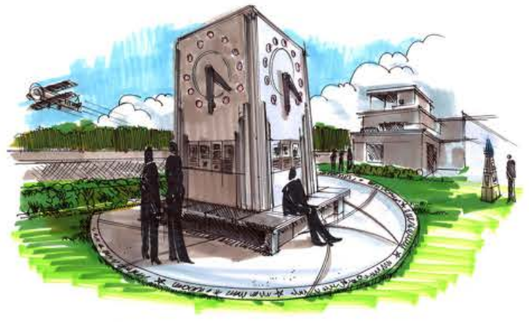
Master Plan: Airport Terminal

1 | CLOCK TOWER/MEMORIAL

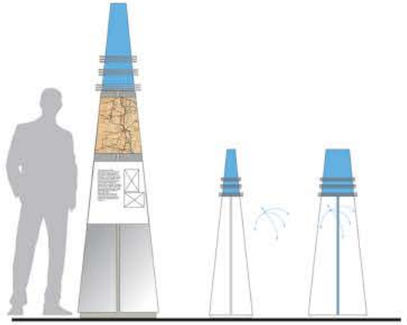
RESTORE CLOCK WORKS AND EXTERIOR OF CLOCK TOWER. REMOVE DUPLICATE PLAQUES (FROM MONUMENT AND SITE) EXHIBIT ON INTERPRETIVE PANELS.

14 | HISTORIC NEON SIGN

POTENTIAL FOR HISTORIC RESTORATION AND INCORPORATION INTO CHILDREN'S PLAYGROUND



1 | RESTORED CLOCK TOWER

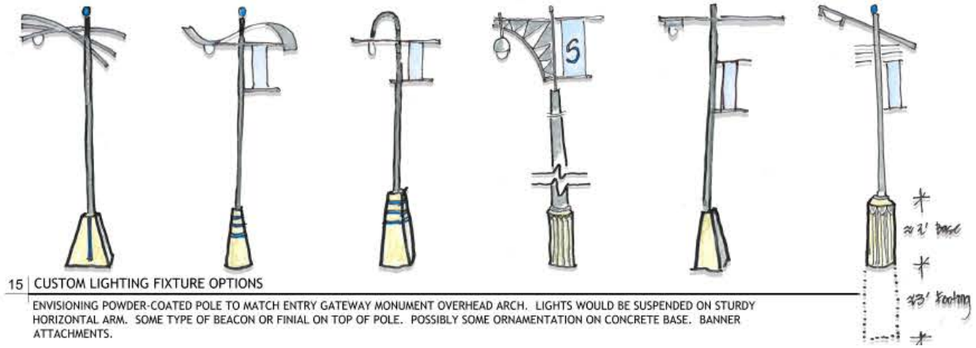


2 | WAYFINDING SIGNAGE ELEMENTS

INTERPRETIVE PYLONS WITH HISTORIC FLIGHT PATH MAPS AND PLAQUES DISPLAYED ON PANELS

3 | FELTS FIELD TERMINAL ROADWAY SIGN

11 | ACCENT PAVING OPTIONS



15 | CUSTOM LIGHTING FIXTURE OPTIONS

ENVISIONING POWDER-COATED POLE TO MATCH ENTRY GATEWAY MONUMENT OVERHEAD ARCH. LIGHTS WOULD BE SUSPENDED ON STURDY HORIZONTAL ARM. SOME TYPE OF BEACON OR FINIAL ON TOP OF POLE. POSSIBLY SOME ORNAMENTATION ON CONCRETE BASE. BANNER ATTACHMENTS.

KEY

7. PLAYGROUND SIGN
8. POURED IN PLACE FALL SURFACING
9. GRASSY MOUND (SOUND/VISUAL BUFFER)
10. GRASSY PLAY AREA
11. PEDESTRIAN CORRIDOR WITH ACCENT PAVING
12. RAISED CROSS WALK TO ALLOW FOR ACCESSIBILITY
13. NEW PARKING LOT
14. HISTORIC NEON SIGN
15. CUSTOM FELTS FIELD AIRPORT LIGHTING FIXTURES (TBD)
16. 10' WIDE BIKE/PEDESTRIAN TRAIL (CONTINUATION OF MILLWOOD TRAIL)
17. VEGETATED ISLANDS ADDING VISUAL INTEREST, MITIGATING HEAT ISLAND AND BUFFERING PEDESTRIANS FROM RUTTER AVE.
18. PARALLEL STREET PARKING
19. EXISTING FLAGPOLE TO BE RELOCATED (LOCATION TBD)
20. SITE BENCH OPTIONS

LEGEND

- POWER POLE (EX.)
- COBRA HEAD LIGHTING (EX.)
- FIRE HYDRANT (EX.)
- PEDESTRIAN STREET LIGHT
- PROPERTY PARCELS
- CITY OF SPOKANE LIMITS

Spokane FELTS FIELD

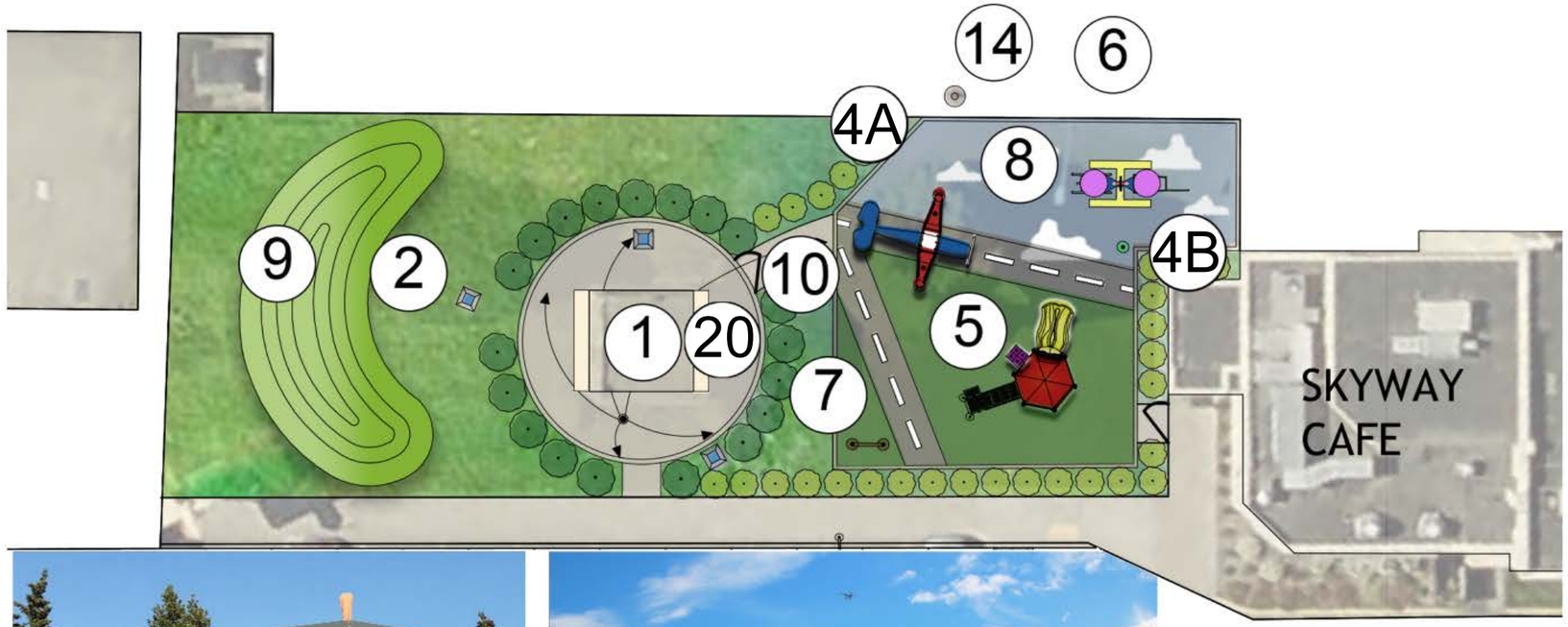
FELTS FIELD

NORTH

AIRPORT TERMINAL STUDY AREA

SCALE: 1" = 30'-0"

Master Plan: Playground at Terminal

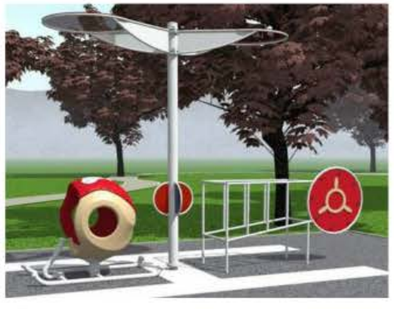


4B | AND TALKING TUBE(S)

5 | THEMATIC CHILDREN'S PLAY AREA
FLIGHT CONTROL TOWER

4A | THEMATIC CHILDREN'S PLAY AREA
DYNAMO CLIMBER

20 | SITE BENCH OPTIONS



6 | HELICOPTER AND (OPT.) SPRING RIDERS

9 | GRASS MOUND

KEY

7. PLAYGROUND SIGN
8. POURED IN PLACE FALL SURFACING
9. GRASSY MOUND (SOUND/VISUAL BUFFER)
10. GRASSY PLAY AREA
11. PEDESTRIAN CORRIDOR WITH ACCENT PAVING
12. RAISED CROSS WALK TO ALLOW FOR ACCESSIBILITY
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18. PARALLEL STREET PARKING
19. EXISTING FLAGPOLE TO BE RELOCATED (LOCATION TBD)
20. SITE BENCH OPTIONS

NORTH

PLAYGROUND STUDY AREA

Terminal Playground:Option 1

Terminal Playground: Option 2

Terminal Playground: Option 3A

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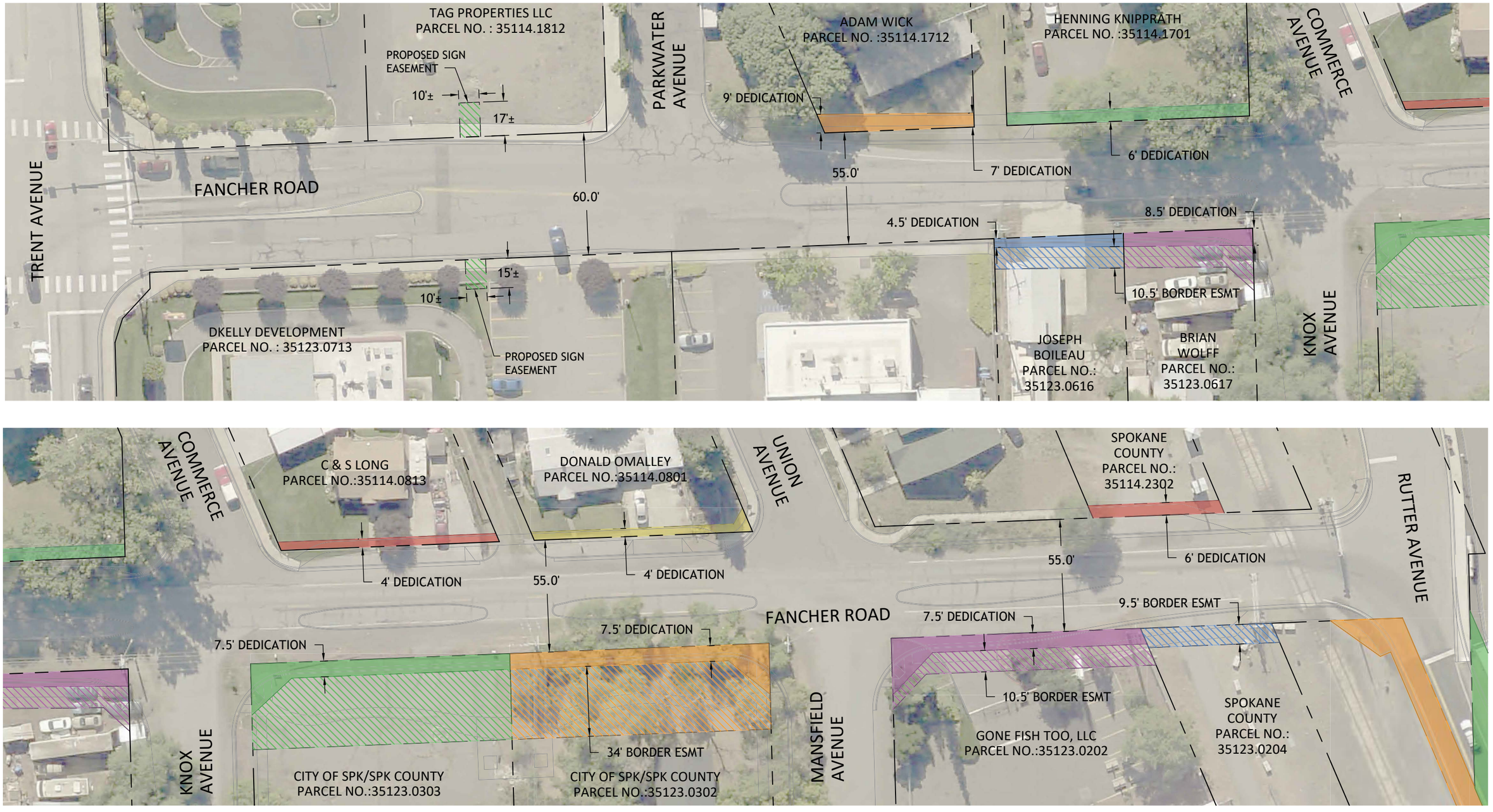
Terminal Playground: Option 3B (potentially similar to this precedent in Dulles, VA)

Acquisition Plan: Fancher Road



NOTE: THE PROPOSED DEDICATIONS AND BORDER EASEMENTS SHOWN ARE APPROXIMATE IN NATURE BASED ON THE CONCEPTUAL DESIGN PLANS AND ARE NOT INTENDED TO BE FINAL. THE FINAL REQUIRED ACQUISITIONS WILL VARY BASED ON THE ACTUAL FINAL APPROVED DESIGN PLANS.

LEGEND

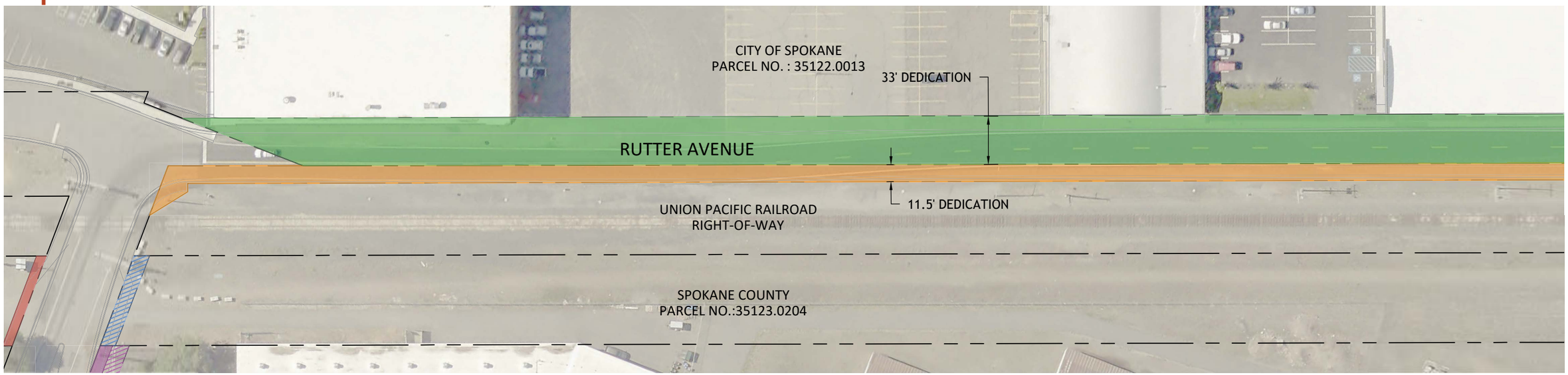
PROPOSED BORDER EASEMENT
PROPOSED RIGHT OF WAY DEDICATION

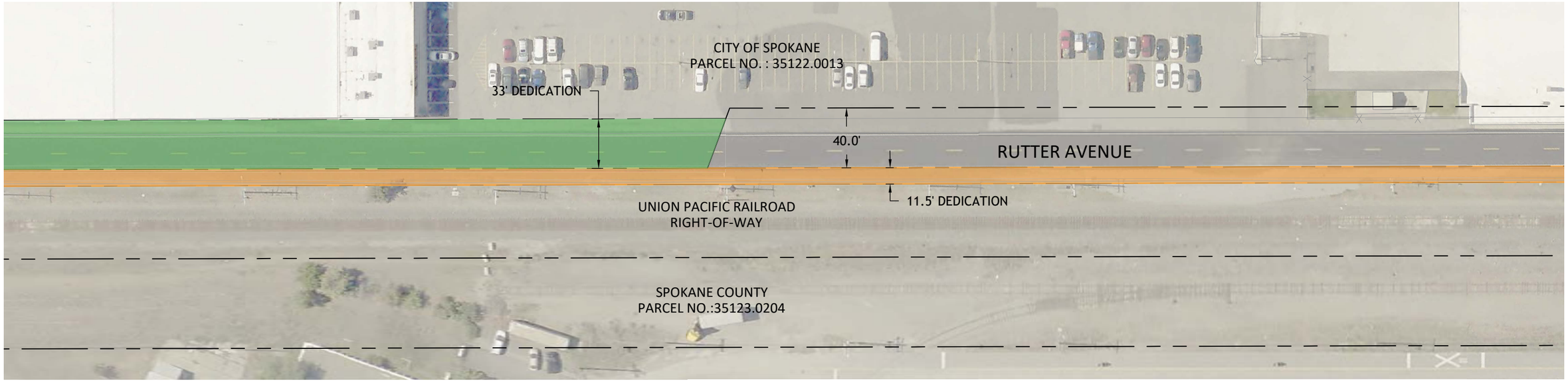
COLOR DEPICTS THE LIMITS OF THE EASEMENT OR DEDICATION NEEDED FROM THE INDIVIDUAL PARCEL (TYP)

NORTH

FANCHER ROAD
SCALE: 1" = 30'-0"

Acquisition Plan: Rutter Avenue A





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LEGEND

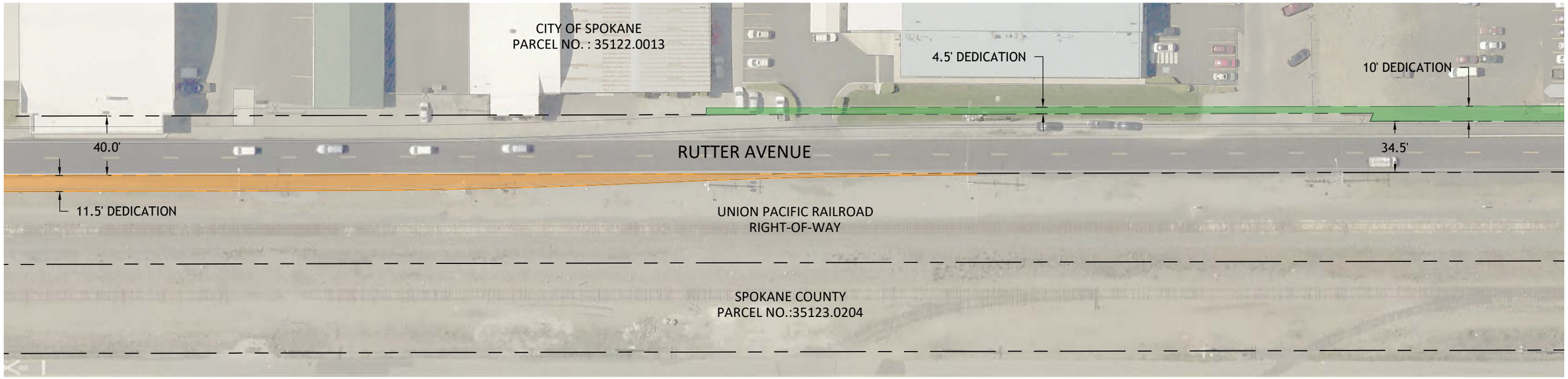
PROPOSED BORDER EASEMENT
PROPOSED RIGHT OF WAY DEDICATION

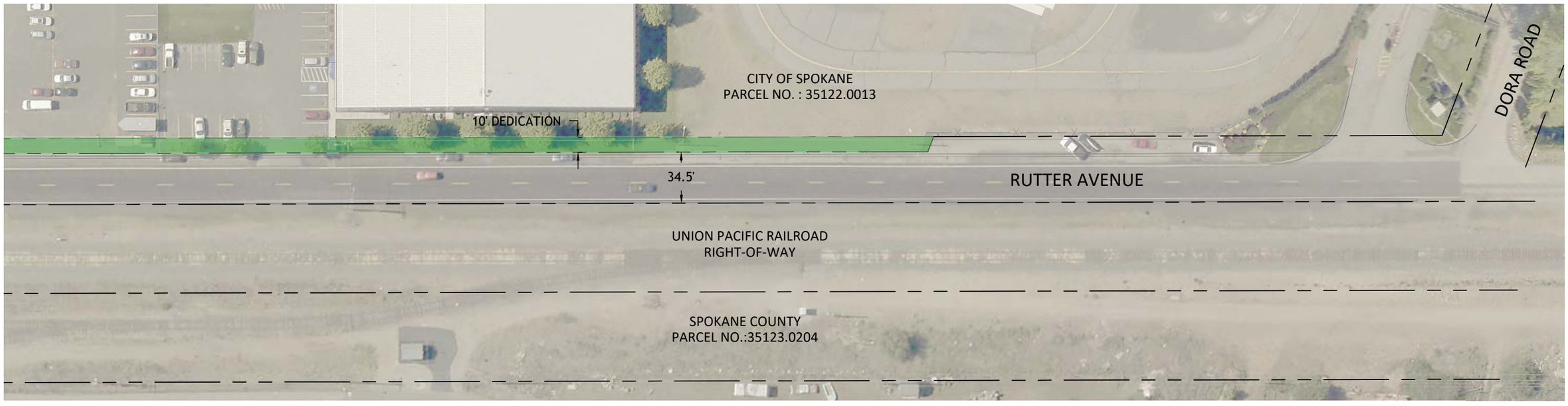
COLOR DEPICTS THE LIMITS OF THE EASEMENT OR DEDICATION NEEDED FROM THE INDIVIDUAL PARCEL (TYP)

NORTH

RUTTER AVENUE A
SCALE: 1" = 30'-0"

Acquisition Plan: Rutter Avenue B





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LEGEND

PROPOSED BORDER EASEMENT
PROPOSED RIGHT OF WAY DEDICATION

COLOR DEPICTS THE LIMITS OF THE EASEMENT OR DEDICATION NEEDED FROM THE INDIVIDUAL PARCEL (TYP)

NORTH

RUTTER AVENUE B
SCALE: 1" = 30'-0"