



Spokane Design Review Board

Wednesday, April 14, 2021

5:30-7:30 PM

Teleconference

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

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

Workshop:

5:40 – 7:15	5) Avista Metro Substation – Collaborative Workshop	Taylor Berberich
	• Staff Report.....	15-20 m
	• Applicant Presentation.....	25 m
	• Public Comments and Board Q & A	25 m
	• Board Discussion and Motion(s).....	45 m

Board Business:

7:15 – 7:30	6) No previous meeting minutes need approval.	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, April 28, 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: **187 435 3906** followed by # when prompted for a meeting number or access code. Enter # when prompted for an attendee ID

While the meeting begins at 5:30pm, you can join as early as 5:15pm on the date of the meeting.

Please note that public comments cannot be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Dean Gunderson, Sr. Urban Designer
dgunderson@spokanecity.org

The audio proceedings of the Design Review Board meeting will be recorded, with digital copies made available upon request.

Meeting Process - Spokane Design Review Board

Call to Order

- Chair calls the meeting to order, noting the date and time of the meeting.
- Chair asks for roll call for attendance.
- Chair asks if there any changes to the agenda.
- Chair asks for motion to temporarily suspend the rules (see Agenda packet)

Board Workshop

- Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) the Board will not consider un-permitted, possible surrounding development(s) except those which are contemplated under the Comprehensive Plan and Development Code; c) it is the applicant's responsibility to meet all applicable Code requirements regardless of what might be presented or discussed during workshops.
- Chair asks for a staff report.

Staff Report

- Staff report on the item, giving findings of fact. Presentation will be kept to 5-10 minutes.

Applicant Presentation

- Chair invites the applicant(s) to introduce the project team and make a 10-15 minute presentation on the project.

Public Comment *

** During the Stay Home, Stay Safe order, public comments are being accepted in writing.*

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any written public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments (unless motioned otherwise).
- Chair leads discussion amongst the DRB members regarding the staff topics for discussion, applicable design criteria, identification of key issues, and any proposed design departures.

Design Review Board Motions

- Chair asks whether the DRB is ready to make a motion.
- Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
- Chair asks for discussion on the motion.
- Chair asks the applicant if they would like to respond to the motion.
- After discussion, Chair asks for a vote.

Design Review Board Follow-up

- Applicant is advised that they may stay or leave the meeting, and that the annotated & signed motion will be made available within five working days.
- Next agenda item announced.

Board Business

- Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
- Chair asks is there any old business? Any old business is discussed.
- Chair asks is there any new business? Any new business is discussed.
- Chair Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Other

- Chair asks board members if there is anything else.

Adjourn

- Chair asks for a motion to adjourn. After the motion is seconded, and approved by vote, Chair announces that the meeting is adjourned, noting the time of the adjournment.

Avista Metro Substation

1 - Program Review/Collaborative Workshop

Design Review Staff Report

April 9, 2021



Staff:

Dean Gunderson
Senior Urban Designer

Taylor Berberich
Urban Designer

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

Applicants:

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tdickerson@wagarch.com

ATTN:
Aaron Henson
Avista Corp
509-495-4550
Aaron.Henson@avistacorp.com

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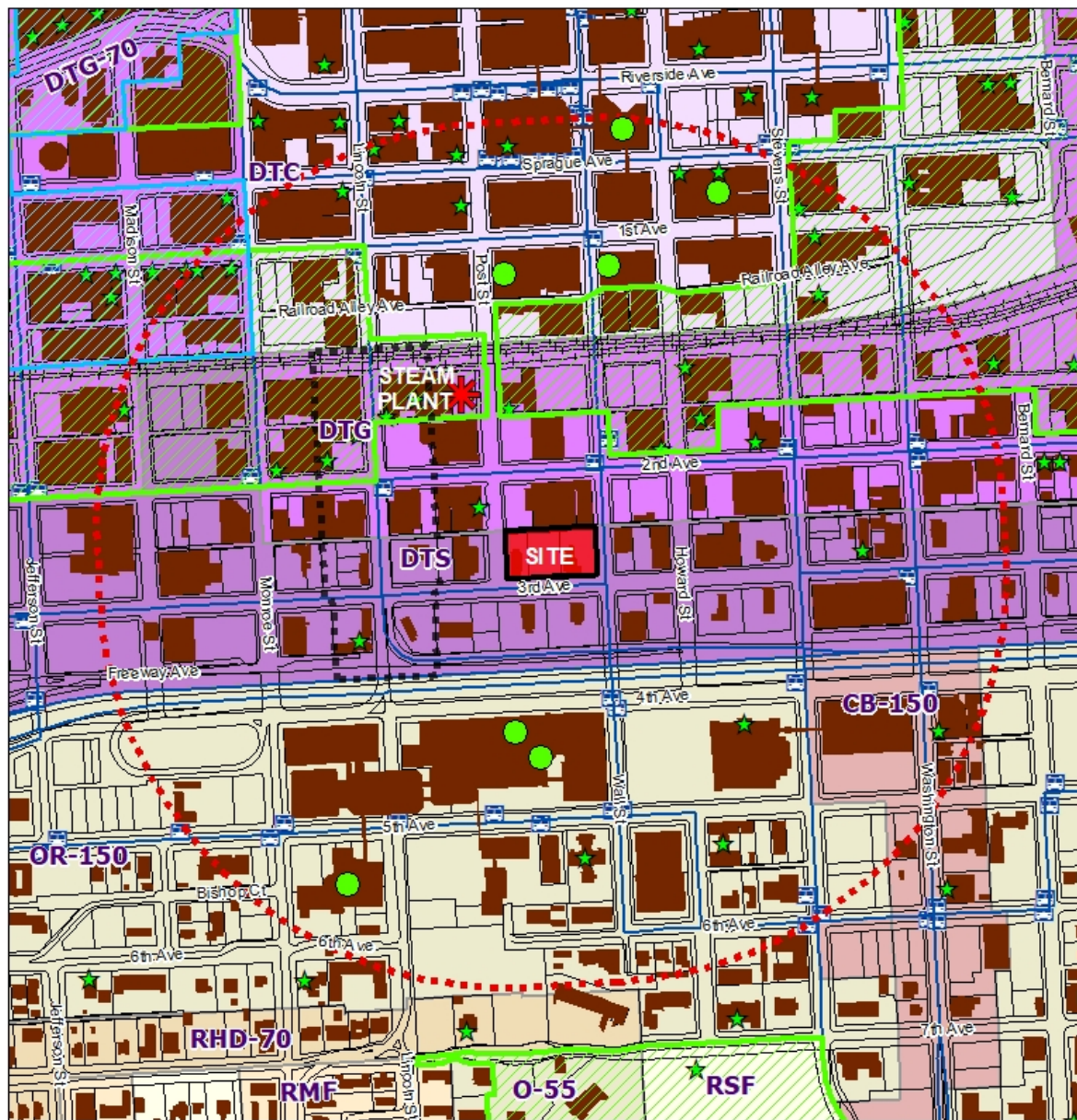
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**When a Design Review application is received, city staff evaluate the project for compliance with all applicable regulatory documents. Should staff see a potential issue that may merit further discussion between the Board and an Applicant, staff then outline the issue in the Topics for Consideration. These topics should not be viewed as required changes to the project.*

Project Description

Please see applicant's submittal information.

Location & Context



Legend

5-Minute Walk Radius

Site

Historic District

Character Areas

Design Review Threshold: Gateway

Original Substation

STA Bus Route

STA Bus Stop

Historic Property

Landmarks

Zoning

Community Business

Downtown Core

Downtown General

Downtown South

Office Retail

Residential High Density

Residential Multifamily

Residential Single-Family

The site is clearly visible from I-90, located on 3rd Avenue between Post Street and Wall Street. It falls within the Riverside Neighborhood Council. There are multiple historic buildings and landmarks within a quarter of a mile, including the Hotel Carlyle, Baymont Hotel, the Steam Plant, and Deaconess Hospital south of the I-90 freeway. There are two bus stops nearby, one on 2nd Avenue and Post Street, the other on 2nd Avenue and Wall Street. The STA bus route 43 run eastbound along 3rd Avenue and turns to the north along Wall Street. The STA route 94 runs westbound along 2nd Avenue (stops and routes may differ due to Covid-19).

One block to the southwest of the project site is the Lincoln Street Gateway into the city, which sees traffic from the I-90 Lincoln Street off-ramp and south hill traffic from South Monroe Street. While not in a designated character area or historic district, the site is one block south of the East Downtown Historic District and two blocks south of the West Downtown Historic District. The Carnegie Square/ West First Avenue Character Area is approximately 1/3 of a mile to the northwest.

Character Assets



30 15 0 30 60 90 120 Feet



Legend

- | | | |
|--------------------------|----------------|--------------------|
| Site | Curb Cut | 5 foot contour |
| Tree Inventory | Street Light | 1 foot contour |
| Type III Complete Street | Pole Structure | Overhead Conductor |
| Type IV Complete Street | | |

There are no city-owned street trees indicated on-site. The two buildings shown on the map above have been demolished. Wall Street and Post Street are both type IV complete streets (Neighborhood Streets) and 3rd Avenue is a Type III Complete Street (City/Regional Connector). There is an overhead power line along the Post Street frontage which has a clearance of 50 feet at its lowest point.

Topics for Consideration

When a Design Review application is received, city staff evaluate the project for compliance with all applicable regulatory documents. Should staff see a potential issue that may merit further discussion between the Board and an Applicant, staff then outline the issue in the Topics for Consideration. These topics should not be viewed as required changes to the project.

To address the Downtown Design Standards, Downtown Design Standards, Fast Forward Downtown Plan, and Comprehensive Plan Policies staff would offer the following for consideration and discussion:

Neighborhood

1. Is there an opportunity to attract people to the site from more frequented sections of downtown?

Site

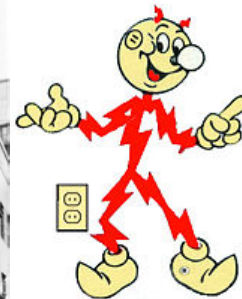
2. Is there an opportunity to incorporate amenities into the adjacent alley, as detailed in the city's [Alley Innovation Toolkit](#)?
 - a. Could the efforts to activate the alley also satisfy Downtown Design Standard 17C.124.580, Plazas and other Open Spaces?
3. SMC 17C.124.280.C.3A states "vehicular access should first be from alleys, then from Type IV, then from Type III, then from Type II Complete Streets." As the Applicant has expressed an interest in activating the alley, they are choosing to provide maintenance vehicle access from the Type IV streets (Post Street and Wall Street). Does the Board wish to discuss this further?

Building

4. Consider reflecting Spokane's power history in the design. For example, the original downtown Washington Water Power office (at the southwest corner of Riverside and Lincoln) had a neon sign with the character Reddy Kilowatt. Could the new substation include an homage to this historic mascot?



Figure 1- The original downtown Washington Water Power office, with Reddy Kilowatt neon sign above the entrance



5. The Applicant has provided renderings showing large art installations and light panel displays along the structure's street-facing facades. Is there also an opportunity to provide features for pedestrians to interact with, such as informational panels, real-time energy usage, pedestrian-scale art, etc.? An example of this is the Spokesman Review building with historic busts along the façade.

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 Interim Planning Director and the Chair of the Riverside Neighborhood Council.

Zoning Code Requirements

The site is zoned Downtown South (DTS). 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.

Downtown Design Standards

[Section 17C.124.500](#) Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.590 follow [SMC 17C.124.015](#), Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

[Section 17C.124.510](#) Windows – Building Design

A. Purpose.

In the downtown the facade and window standards are required in order to:

1. *provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;*
2. *encourage observation or viewing opportunities by restricting fortress-like facades at street level; and*
3. *avoid a monotonous pedestrian environment.*

[Section 17C.124.520](#) Base/Middle/Top – Building Design

- A. *Purpose.*
To reduce the apparent bulk of the buildings by providing a sense of “base” and “top.”

Section 17C.124.530 Articulation – Building Design

- A. *Purpose.*
To reduce the massiveness of larger buildings.

Section 17C.124.550 Ground Level Details – Building Design

- A. *Purpose.*
To ensure that buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape.

Section 17C.124.560 Roof Expression – Building Design

- A. *Purpose.*
To ensure that rooflines present a distinct profile and appearance for the building.

Section 17C.124.570 Treating Blank Walls – Building Design

- A. *Purpose.*
To mitigate blank walls by providing visual interest.

Section 17C.124.580 Plazas and Other Open Spaces

- A. *Purpose.*
To provide a pedestrian-friendly environment by creating a variety of usable and interesting open spaces within private development.

City of Spokane Comprehensive Plan
[Comprehensive Plan link](#)

Comprehensive Plan Policies:

Chapter 3: Land Use

Policies:

LU 2.1 Public Realm Features

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

LU 2.2 Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

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 4.2 Land Uses That Support Travel Options and Active Transportation

Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.

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 5.1 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.

Discussion: Ensure the provision of adequate landscaping and other site design features that enhance the compatibility of development with the surrounding area.

LU 5.3 Off-Site Impacts

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

LU 5.5 Compatible Development

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

Chapter 4: Transportation

Goals:

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.

Policies and Actions:

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 6 Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

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 15 Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 18 Parking

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

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.

TR 22 Law Enforcement & Emergency Management

Partner with other agencies to bolster enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

Chapter 8: Urban Design and Historic Preservation

Goals and Policies:

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 1.3 Significant Views and Vistas

Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

DP 1.4 Gateway Identification

Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

DP 2.2 Design Guidelines and Regulations

Adopt regulations and design guidelines consistent with current definitions of good 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 2.5 Character of the Public Realm

Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

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.

DP 2.21 Lighting

Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

DP 4.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

Downtown Design Guidelines

[Guidelines PDF Link](#)

A-1 Respond to the Physical Environment

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

B-1 Respond to the Neighborhood Context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 Create Transitions in Bulk and Scale

Building form should be consistent with the character of Downtown Spokane as an urban setting and create a transition in height, bulk, and scale of development; from neighboring or nearby areas with less intensive development, and between buildings and the pedestrian realm.

B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area

Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-4 Design a Well-proportioned and Unified Building

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-5 Explore Opportunities for Building 'Green'

Promote 'green' buildings by choosing sustainable design practices whenever possible.

C-1 Promote Pedestrian Interaction

The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-2 Design Facades at Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The building façade should create and reinforce a 'human scale' not only at the street level, but also as viewed from farther away.

C-3 Provide Active Facades

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-5 Consider Providing Overhead Weather Protection

Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 Develop Alley Facades

To increase pedestrian safety, comfort, and interest; develop portions of the alley facade in response to the unique conditions of the site or project.

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D-1 Provide Inviting and Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

D-2 Enhance the Building with Landscaping

Enhance the building and site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-4 Provide Elements that Define the Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable 'sense of place' associated with the building.

D-5 Provide Appropriate Signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-6 Provide Attractive and Appropriate Lighting

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Personal Safety and Security

Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create 'Green Streets'

Enhance pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site, and reducing the area of heat islands.

E-1 Minimize Curb Cut Impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-3 Minimize the Presence of Service Areas

Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible; screen from view those elements which cannot be located to the rear of the building.

E-4 Design 'Green' Parking

Design places for parking that mitigate automobile impacts to air, temperature, and water; and improve the City's visual and environmental quality.

Downtown Plan Objectives:

2.2 BUILT FORM AND CHARACTER

Goal: Foster and improve upon the unique, Downtown “sense of place”

2.3 MULTI-MODAL CIRCULATION AND PARKING

Goal: Improve circulation and parking in and around Downtown for all users

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

2.6 ENVIRONMENTAL STEWARDSHIP

Goal: Incorporate sustainable practices in redevelopment efforts

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

Downtown Design Guidelines

Fast Forward Downtown Plan

AVISTA METRO SUBSTATION

700 W. 3RD AVENUE

WAG

Wolfe Architectural Group

1015 N. Calispel, Suite B

Spokane, WA 99201

509.455.6999

Contact: Tim Dickerson, tdickerson@wagarch.com



DESIGN REVIEW | APRIL 2021

PROJECT INFORMATION

PROJECT DESCRIPTION

Design of a security enclosure for Avista’s open-air high voltage sub-station.

BUILDING INFORMATION

Building Area:	39,668 S.F.
Building Height:	20’- 0”- 40’-0”
Building Occupancy:	N/A
Construction Type:	II
Allowable Area:	11,000 sf / floor
Occupant Load:	N/A
No. of Exits:	2
Fully Sprinklered:	No
Fire Alarm:	No

ZONING INFORMATION

Parcel Numbers:	35192.2205, 35192.2206, 35192.2207
Parcel Area:	39,806 sf
Zoning:	DTS (Downtown South)
Setbacks:	Front: 0’-0” Side: 0’-0” Rear: 0’-0”
Parking REQ:	N/A

DESIGN PROPOSAL

STATEMENT OF DEVELOPMENT OBJECTIVES

The new Metro Substation will be the backbone of the power grid that serves downtown Spokane. The new station is a replacement of the existing station which can no longer be feasibly upgraded. This project is being designed to meet the power demands of the downtown area for the next 50-100 years.

An electrical substation isn’t necessarily developed as a standard building or as architecture. Avista’s existing substations located in Kendall Yards and near their headquarters are housed within an eight feet tall concrete masonry wall with security fencing and security gates. Avista knows that to build a new substation within the downtown core of Spokane that it cannot be designed in the same way. The development of the 700 block of West Third Avenue is an opportunity to take a neglected group of lots and develop a language that connects to historical architecture located nearby, but also create a connection to Avista’s historic Washington Water Power building and to the future of Spokane’s comprehensive plan.

It has been stated that the substation’s enclosure is not technically a building. Nor is it technically a fence. What it is, is an opportunity to develop something lasting that not only securely houses Avista’s operations, but also brings new life and aesthetic to Spokane’s Southside for years to come.

DESIGN GOALS

With it’s location adjacent to I-90, and direct access from the Lincoln Street off ramp, the site has an opportunity to be a beacon or welcome mat into Spokane’s downtown. The goal is to create to a safe and secure structure for Avista’s power operations, but also dial the typical substation enclosure up and create a piece of architecture that can stand the test of time and provide a welcoming message to Spokaneites and visitors to the city. The architecture pulls from the historic Washington Water Power Building and nearby historic downtown structures (Steam Plant, Lewis & Clark High School) but also provides simple lines and visual transparency. Avista has a strong desire to work with the city of Spokane’s local arts council and artists to develop a revolving public art program that will be installed on all four facades of the structure. Along with a comprehensive lighting scheme, this concept maximizes sight lines and security in an otherwise neglected and undesirable area south of the downtown core and the divisive nature of the rail line.

CITY COMPREHENSIVE PLAN, DOWNTOWN GUIDELINES

The Comprehensive Plan encourages urban growth and density to reduce sprawl while maintaining access to open space and a connection to natural features. The current site is in a unique area which acts a transition site between neighborhoods. This site, has the opportunity to become a catalyst for future Southside development. As a Centers and Corridors project, we do not anticipate any design departures from the City of Spokane Guidlines. Some of the requirements we will be meeting and enhancing include:

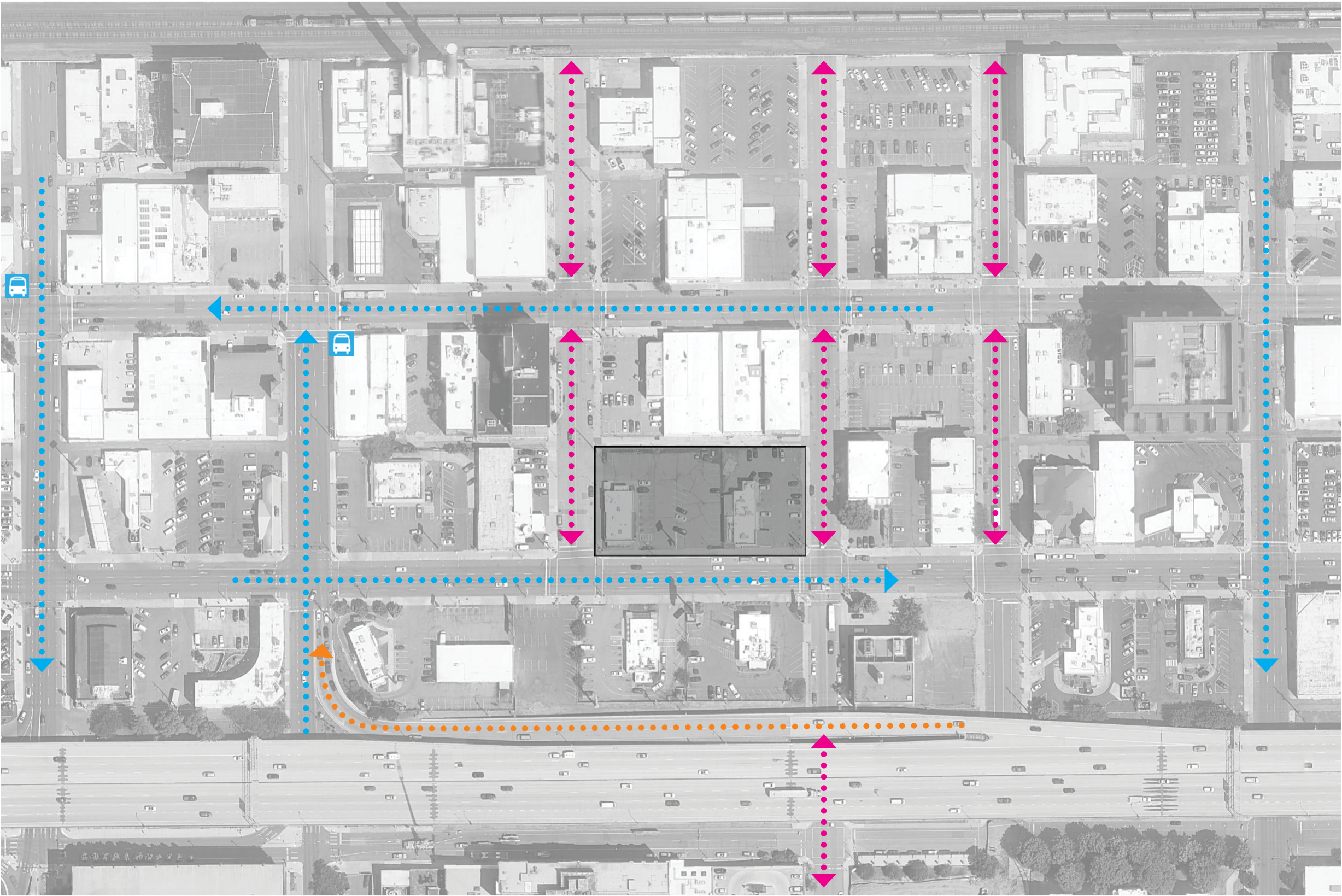
- Facades and Transparency abutting the street
- Clear sidewalks with street trees
- Inclusion of a pedestrian corner with the ability to house public art
- Lighting across the entire street frontage to unify and provide safety for pedestrians during dark hours
- Curb cuts @ 24’ Max
- Contemporary massing with masonry reveals and a clear, defined cornice.
- References to the surrounding and historic architecture that make up the downtown core, including the Carlyle Hotel directly adjacent, the Washington Trust Bank Ops Center, the Steam Plant and Avista’s Washington Water Power Building.
- Homage to the transitional nature of the site, with a color palette reminiscent of the Lower South Hill and a massing that alludes to the urbanity of a downtown corridor.

SITE CIRCULATION

MAP KEY

This highly visible site has a high amount of visibility and vehicular traffic. Providing safe pedestrian travel and access to the site is of utmost concern.

- Freeway Connection
- Arterial
- Minor Arterial
-  Bus Stop



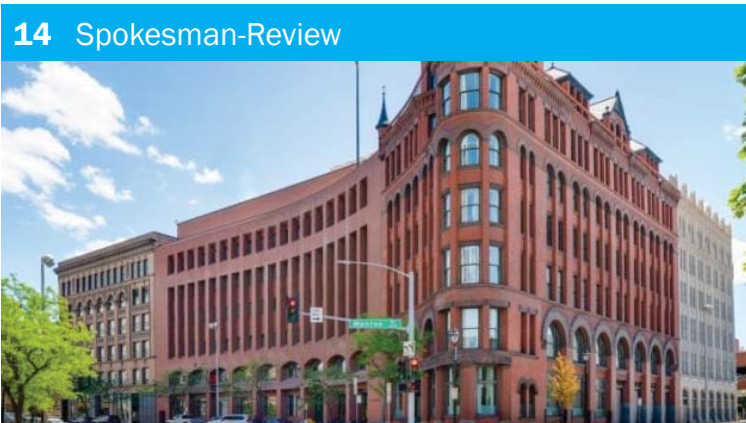
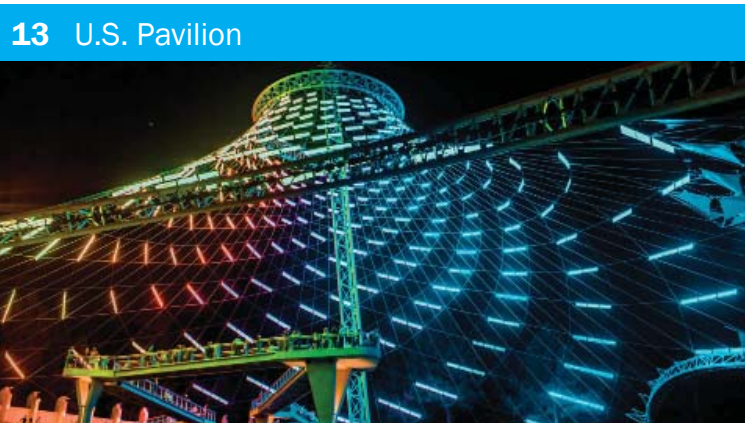
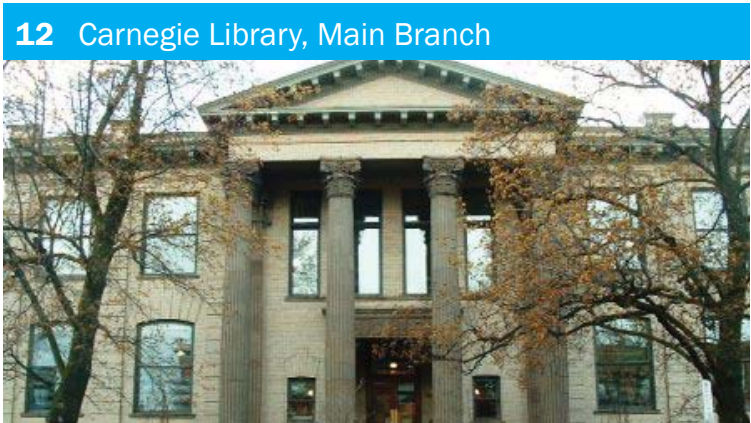
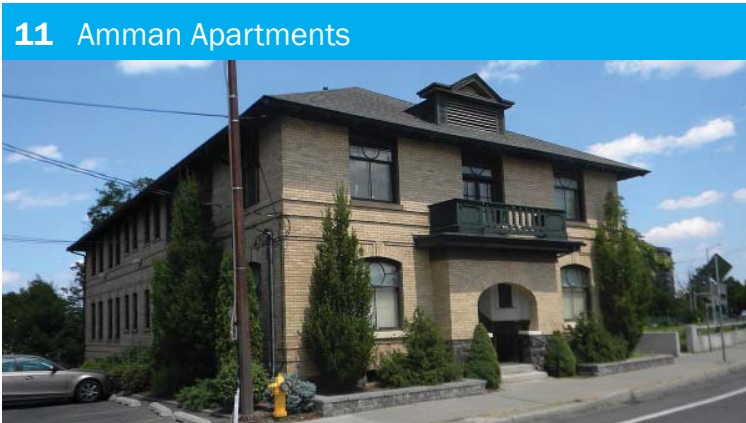
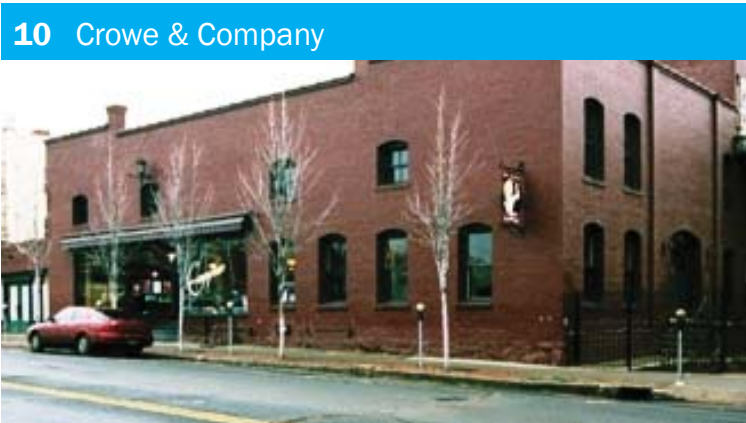
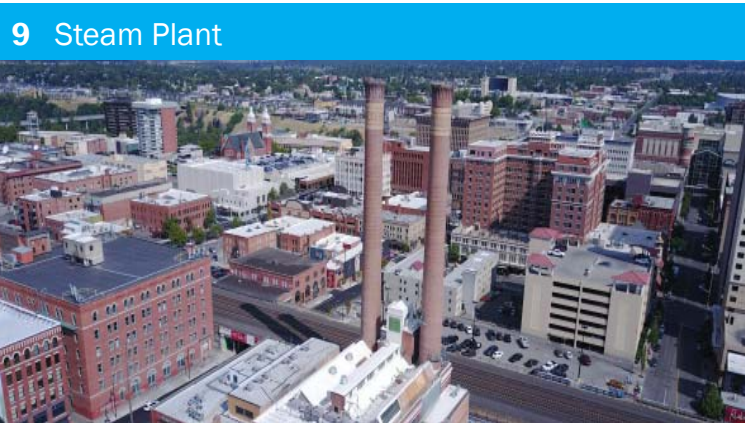
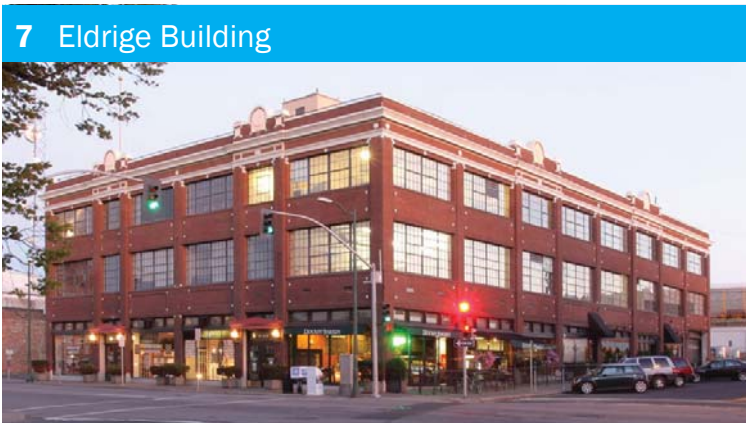
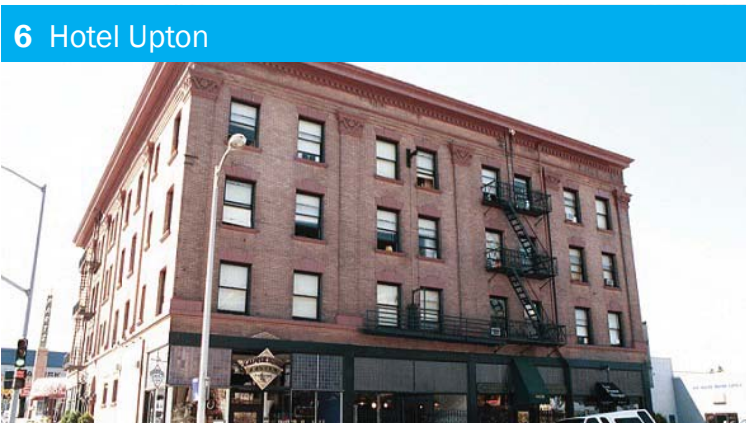
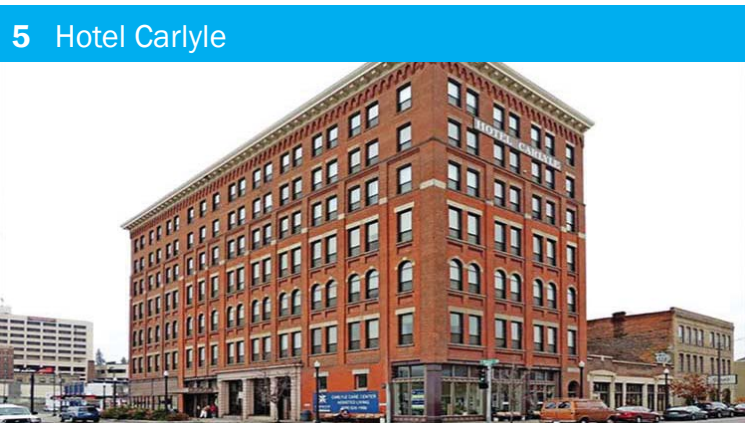
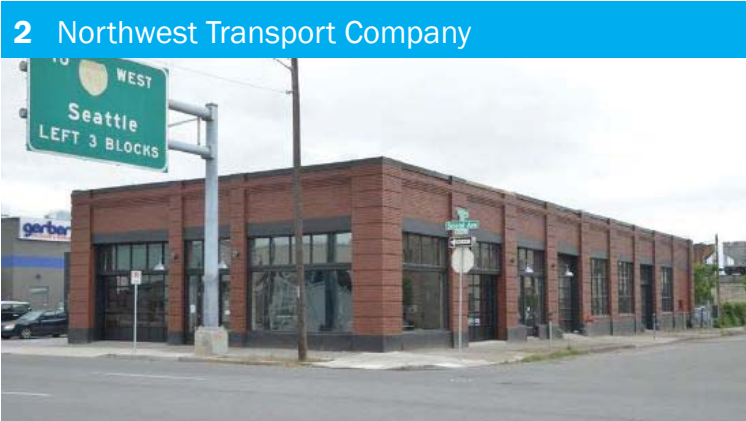
HISTORIC PROPERTIES

The relevant historical and contemporary buildings represent a variety of styles and periods. The concepts of attention to detail, color and playfulness can be used as driving forces for the Avista Substation site.

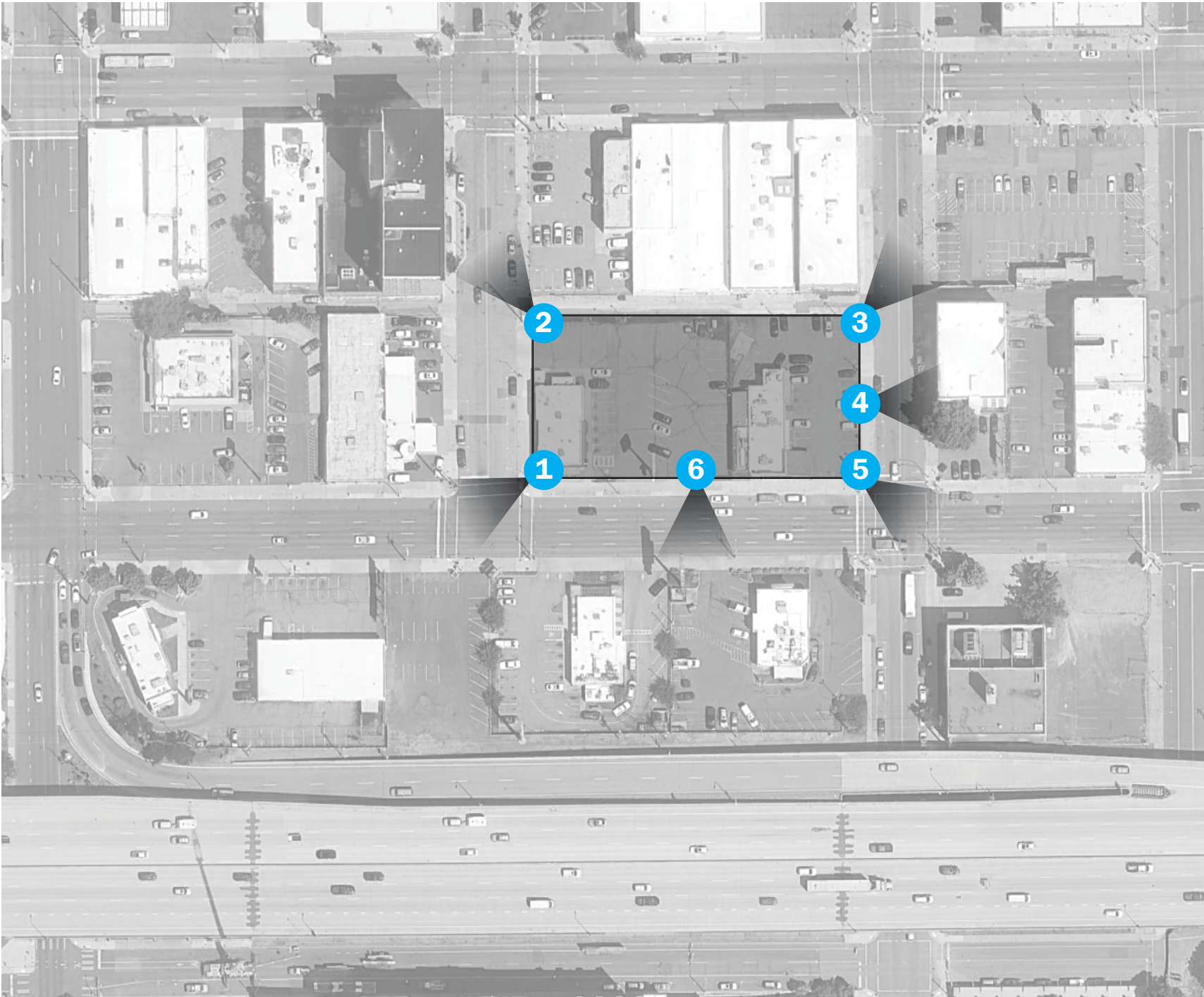
- 1** Washington Water Power
- 2** Northwest Transport Company
- 3** Lewis & Clark High School
- 4** Lewis & Clark High School Addition
- 5** Carlyle Hotel
- 6** Hotel Upton
- 7** Eldridge Building
- 8** Wells Chevrolet Service Building
- 9** Steam Plant
- 10** Crowe & Company
- 11** Amman Apartments
- 12** Carnegie Library, Main Branch
- 13** U.S. Pavilion
- 14** Spokesman-Review



RELEVANT EXISTING BUILDINGS



VIEWS FROM THE SITE



- 1 View from corner of 3rd and Post looking Southwest
- 2 View from Post and Alley looking Northwest
- 3 View from Wall and Alley looking Northeast
- 4 View from Wall St. looking East
- 5 View from corner of 3rd and Wall looking Southeast
- 6 View from 3rd Avenue looking South

VIEWS FROM SITE

1 View from West 3rd Ave. looking Southwest



2 View from Post looking Northwest



3 View from Wall looking Northeast



4 View from Wall Street looking East



5 View from Wall looking Southeast



6 View from 3rd Ave. looking South



SITE PHOTOGRAPHY AND CONTEXT

STREET VIEWS

- 1 View from South Maple looking northeast
- 2 View from South Maple looking east
- 3 View from the corner of S. Maple & West 4th Ave. looking southeast
- 4 View from West 4th Ave. looking south
- 5 View from The corner of S. Walnut & West 4th Ave. looking southwest
- 6 View from S. Walnut looking west
- 7 View from S. Walnut looking northwest
- 8 View from below I-90 Looking north
- 9 View from below I-90 Looking northeast

AERIAL VIEWS

- A View from Northeast looking southwest
- B View from Northwest looking southeast
- C View from Southwest looking northeast
- D View from Southeast looking northwest



1 View from Post St looking northeast



2 View 3rd Ave looking north



3 View from Wall St @ southeast corner looking northwest



4 View from West 4th Ave. looking south



5 View from northeast corner looking southwest



6 View from northwest corner @ Carlyle looking southeast



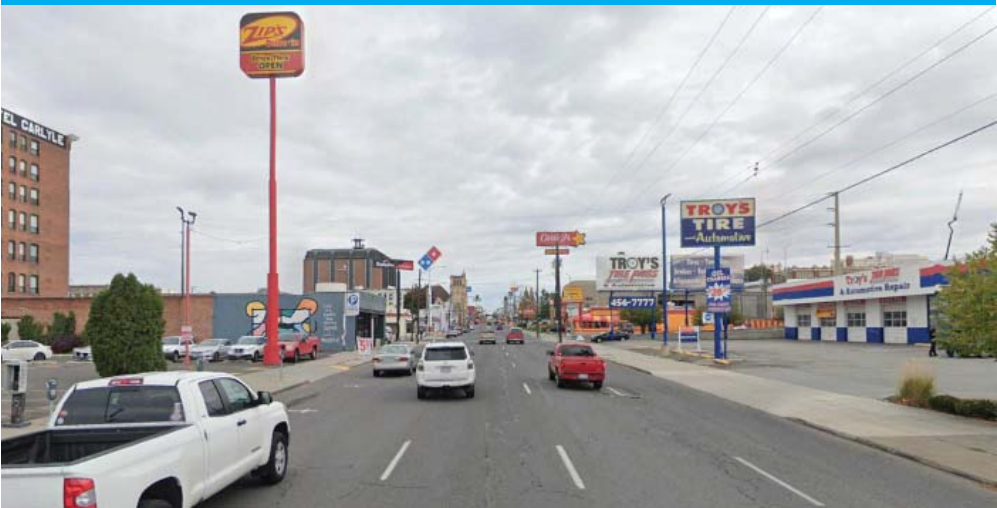
7 View from Post St @ northeast corner looking southeast



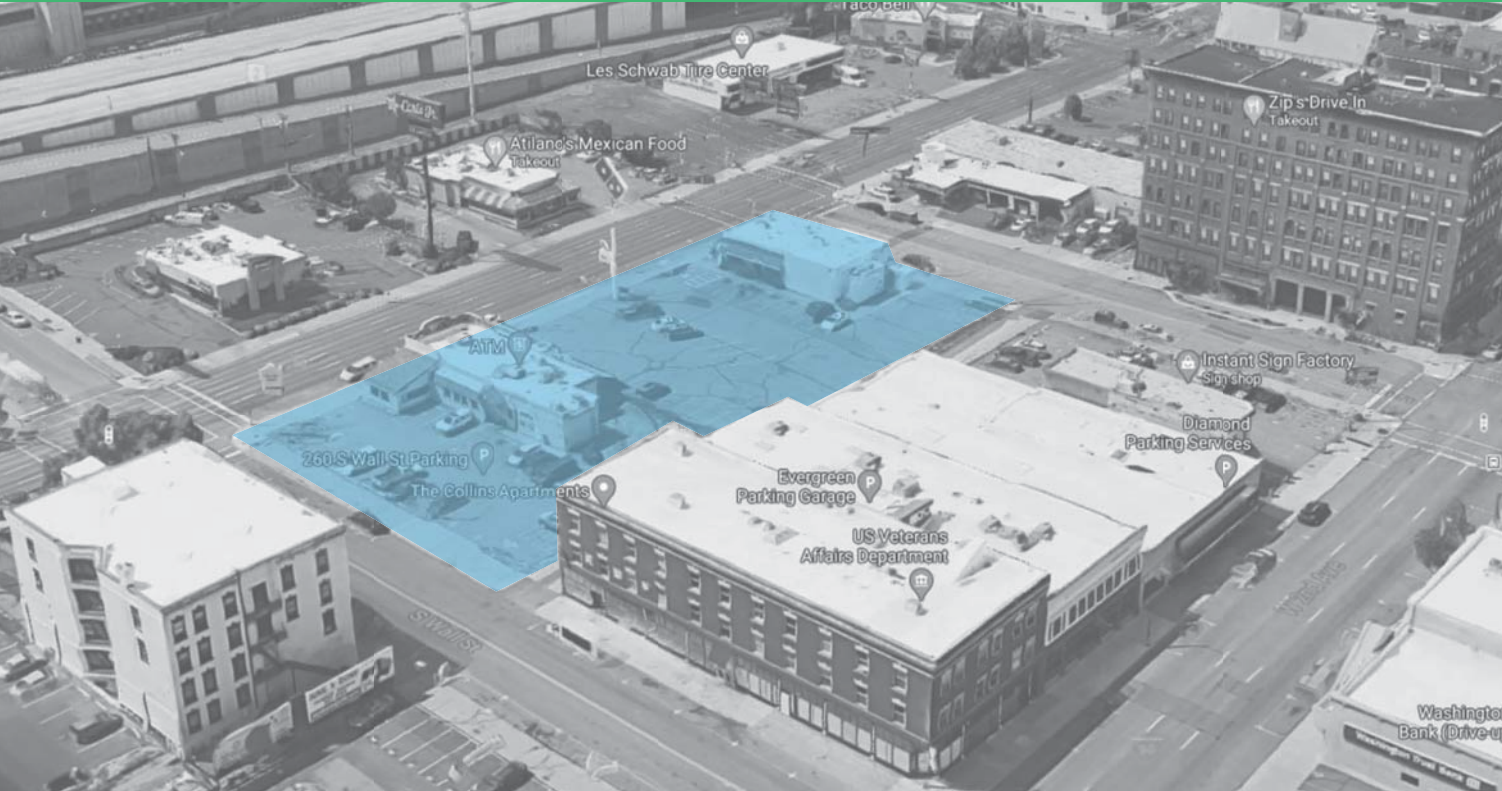
8 View from Post St @ southwest corner looking east



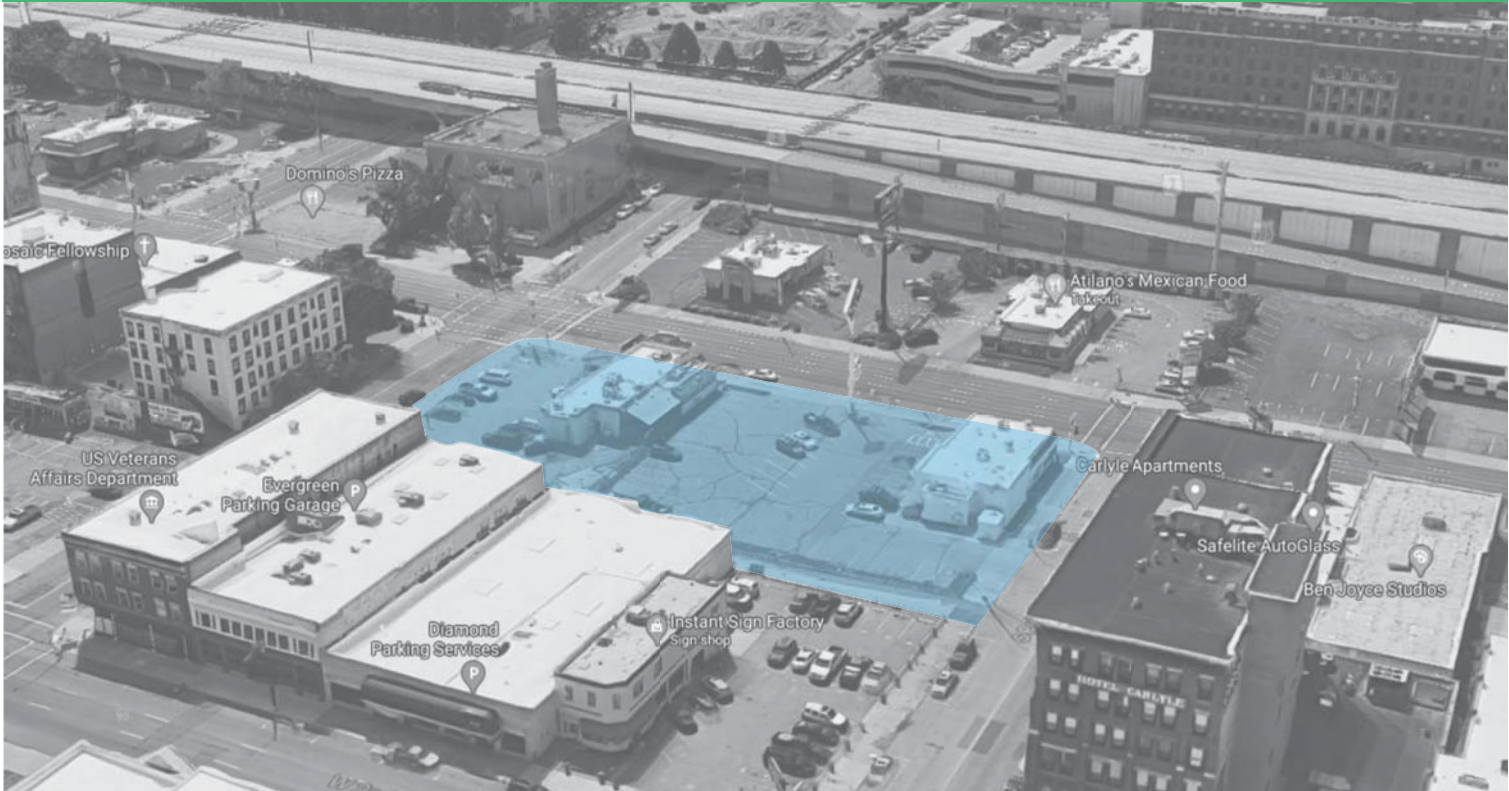
9 View from Lincoln St looking east



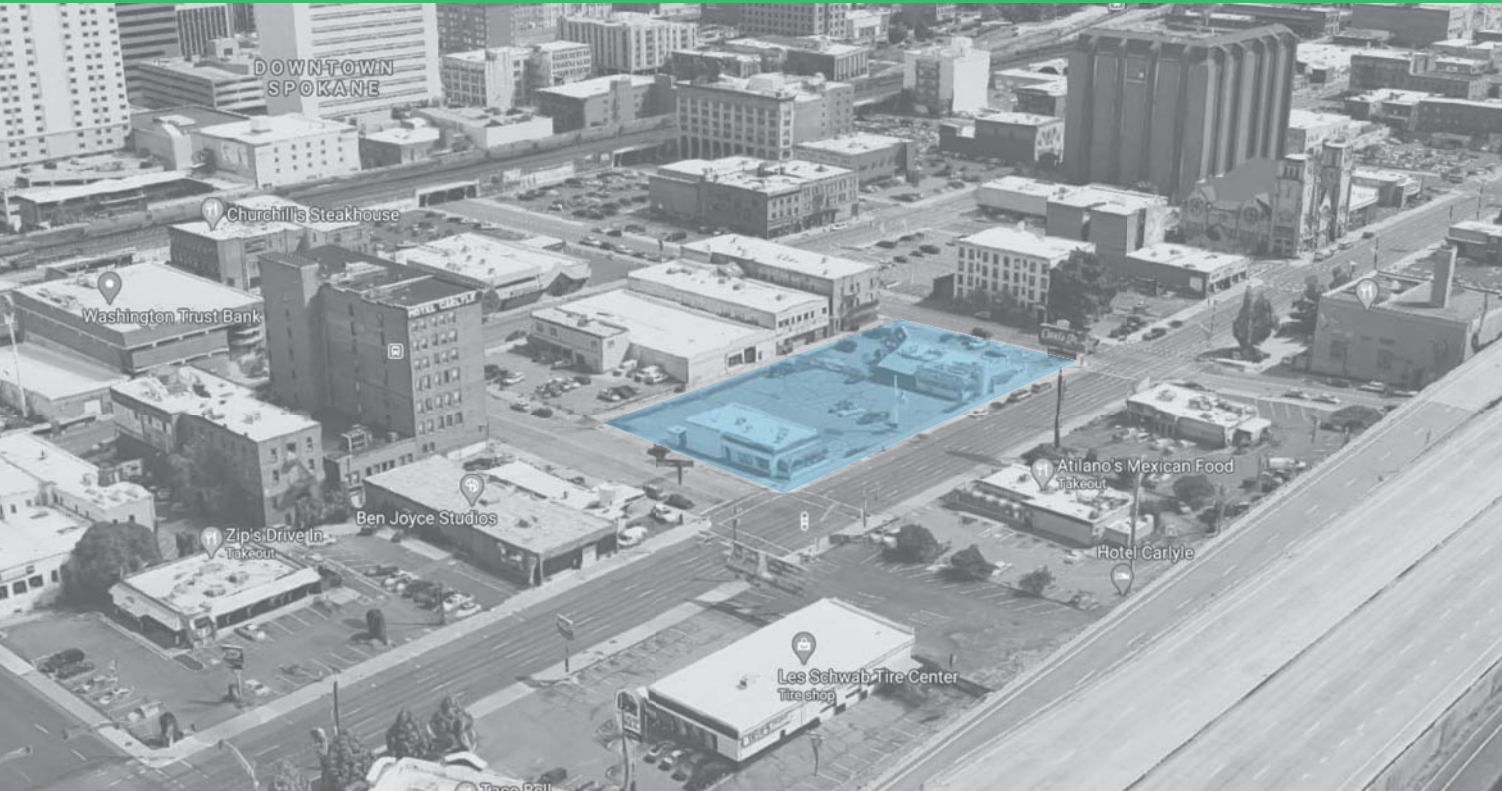
A View from Northeast looking Southwest



B View from Northwest looking Southeast



C View from Southwest looking Northeast



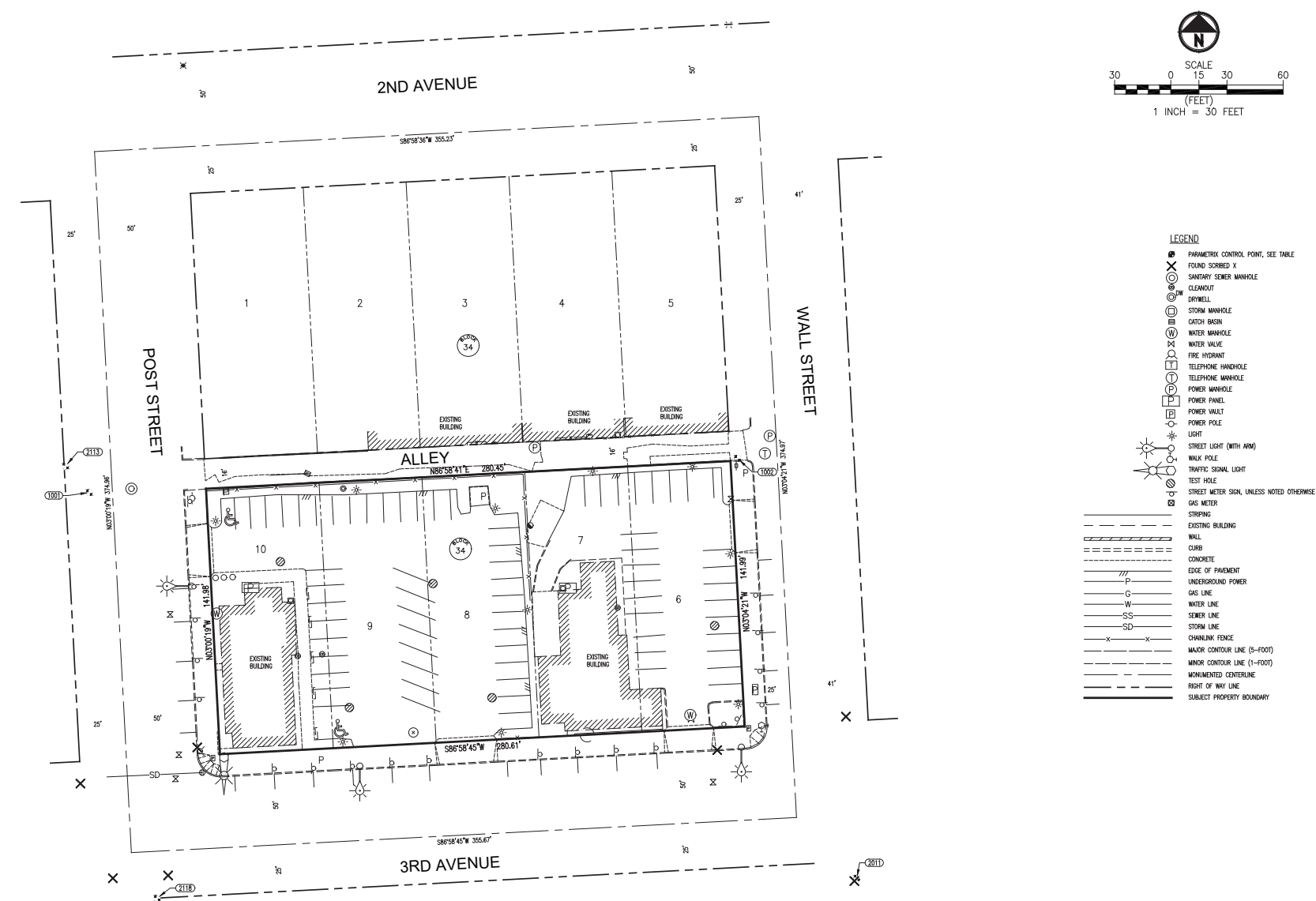
D View from Southeast looking Northwest



EXISTING SURVEY

TOPOGRAPHIC SURVEY

LOTS 6 THROUGH 10, BLOCK 34 OF RAILROAD ADDITION TO SPOKANE FALLS,
LOCATED IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF
SECTION 19, TOWNSHIP 25 NORTH, RANGE 43 EAST, WILLAMETTE MERIDIAN,
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON



LEGEND

- PARAMETRIX CONTROL POINT, SEE TABLE
- FOUND SCORBED X
- SANITARY SEWER MANHOLE
- CLEANOUT
- DRYWELL
- STORM MANHOLE
- CATCH BASIN
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- TELEPHONE MANHOLE
- POWER MANHOLE
- POWER PANEL
- POWER VAULT
- POWER POLE
- LIGHT
- STREET LIGHT (WITH ARM)
- WALK POLE
- TRAFFIC SIGNAL LIGHT
- TEST HOLE
- STREET METER SIGN, UNLESS NOTED OTHERWISE
- GAS METER
- STRIPING
- EXISTING BUILDING
- WALL
- CURB
- CONCRETE
- EDGE OF PAVEMENT
- UNDERGROUND POWER
- GAS LINE
- WATER LINE
- SEWER LINE
- STORM LINE
- CHAINLINK FENCE
- MAJOR CONTOUR LINE (5-FOOT)
- MINOR CONTOUR LINE (1-FOOT)
- MONUMENTED CENTERLINE
- RIGHT OF WAY LINE
- SUBJECT PROPERTY BOUNDARY

- SURVEY NOTES:**
- THIS MAP CORRECTLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY IN DECEMBER, 2020.
 - CONVENTIONAL AND GPS SURVEY EQUIPMENT WAS USED IN THE PERFORMANCE OF THIS SURVEY. ALL EQUIPMENT IS MAINTAINED IN CONFORMANCE WITH CURRENT STATE STATUTE.
 - THIS SURVEY WAS PREPARED BY FIELD TRAVERSE AS PER WAC 332-130-090, PART C. RELATIVE ACCURACY EXCEEDS 1 FOOT IN TEN THOUSAND.
 - ALL SURFACE FEATURES AND INVERT STRUCTURE ELEVATION SHOWN HEREON WERE FIELD LOCATED AND MEASURED BY PARAMETRIX FOR THIS SURVEY. UNDERGROUND UTILITY LINES ARE BASED UPON A COMBINATION OF ASBUILT PLANS, SURFACE FEATURE MEASUREMENTS AND ON-SITE UNDERGROUND UTILITY MARKINGS PERFORMED BY OTHERS.
 - THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.
 - THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY. INFORMATION SHOWN HEREON IS BASED ON A RECORD OF SURVEY BEING COMPLETED IN CONJUNCTION WITH THE TOPOGRAPHIC SURVEY. BOUNDARY LINES SHOWN HEREON ARE FOR GRAPHICAL REFERENCE ONLY.
 - THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT, WHICH MAY REVEAL RESTRICTIONS OR EASEMENTS OF RECORD. ACCORDINGLY, NONE ARE SHOWN HEREON.
 - ALL DISTANCES TO FENCES AND STRUCTURES ARE MEASURED AT RIGHT ANGLES TO THE PROPERTY LINES.
 - THIS SURVEY WAS REQUESTED BY AVISTA CORPORATION FOR DESIGN PURPOSES.
 - CONTOURS SHOWN WERE DERIVED FROM DIRECT FIELD OBSERVATIONS AND ARE ACCURATE TO WITHIN ONE-HALF OF A CONTOUR INTERVAL.

PARAMETRIX CONTROL TABLE				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1001	257158.57	2480514.22	1906.44	FOUND MAG NAL CP#
1002	257176.83	2480860.37	1906.90	FOUND MAG NAL CP15
2011	256852.65	2480924.17	1911.61	FOUND MAG NAL
2113	257172.74	2480501.83	1907.54	FOUND REBAR NO CAP
2118	256841.83	2480550.52	1907.84	FOUND REBAR AND CAP

VERTICAL DATUM (WSRN):
VERTICAL DATUM FOR THIS SURVEY IS NAVD 88 BASED ON THE WASHINGTON STATE REFERENCE NETWORK (WSRN) WITH VERIFICATION TIES TO THE FOLLOWING MONUMENT PUBLISHED BY NOAA.
POINT DESIGNATION: W 263 (PID 3V0702)
ELEVATION: 1916.32 U.S. SURVEY FEET

HORIZONTAL DATUM (WSRN):
HORIZONTAL DATUM FOR THIS SURVEY IS NAVD 88 (1983/00), WASHINGTON STATE PLANE NORTH ZONE COORDINATE SYSTEM, U.S. SURVEY FEET, BASED ON THE WASHINGTON STATE REFERENCE NETWORK (WSRN) WITH VERIFICATION TIES TO THE FOLLOWING MONUMENTS PUBLISHED BY NOAA.
POINT DESIGNATION: W 263 (PID 3V0702)
NORTHING: 257173.68
EASTING: 2477489.80

Parametrix
ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

835 N Post, Suite 201 | Spokane, WA 99201
P 509.328.3371
WWW.PARAMETRIX.COM

SURVEYED: DRS
DRAWN: DAN
CHECKED: DMC
APPROVED:

ONE INCH AT FULL SCALE, IF NOT, SCALE ACCORDINGLY
FILE NAME: XSP2867040V-BA
JOB NO: 377.2867.040
DATE: December 7, 2020

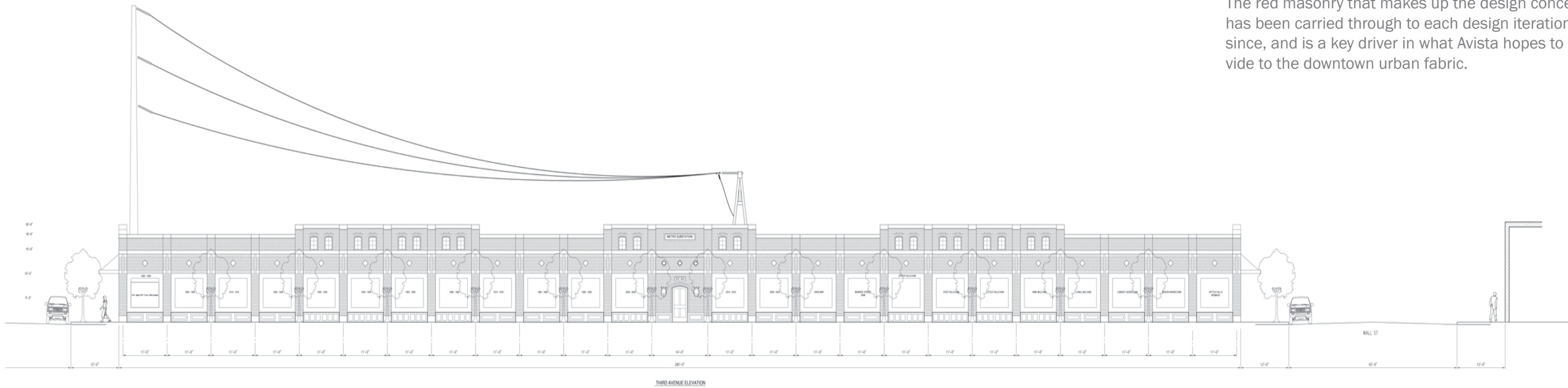
**AVISTA METRO STATION
AVISTA
CITY OF SPOKANE**

DRAWING NO.
1 OF 2

EARLY DESIGN EVOLUTION

This design concept was developed prior to WAG’s involvement in the project by Aaron Henson, Principal Engineer for Avista. Aaron developed his design by pulling from the historic masonry fabric of the downtown core, and Avista’s infamous Washington Water Power Building located on the Spokane River.

The red masonry that makes up the design concept has been carried through to each design iteration since, and is a key driver in what Avista hopes to provide to the downtown urban fabric.



EARLY DESIGN EVOLUTION



This is Wolfe Architectural Group’s initial response to Avista’s request for proposals at the beginning of 2020. Avista requested a proposed south elevation as part of the RFP. The design concept and corresponding imagery led to WAG being selected as the architect for the project.

The design concept that is shown here, was developed over a two week period, and delved into ideas that WAG felt honored the city of Spokane’s urban fabric of red brick masonry as well as introduced a splash of green and color through the use of a ‘green’ wall. The concept also was developed around the City of Spokane’s design standards with focus on the use of glazing at pedestrian level, base-body-head proportioning and the articulation of large expanses of wall through masonry pilasters, window awnings and planters.

Many of the concepts that made up this design have been carried through to the current design, but items such as the green wall, planters and masonry pilasters were inevitably removed due to safety and security issues (pilasters), spatial requirements (planters) and maintenance concerns (‘green’ wall)



EARLY DESIGN EVOLUTION



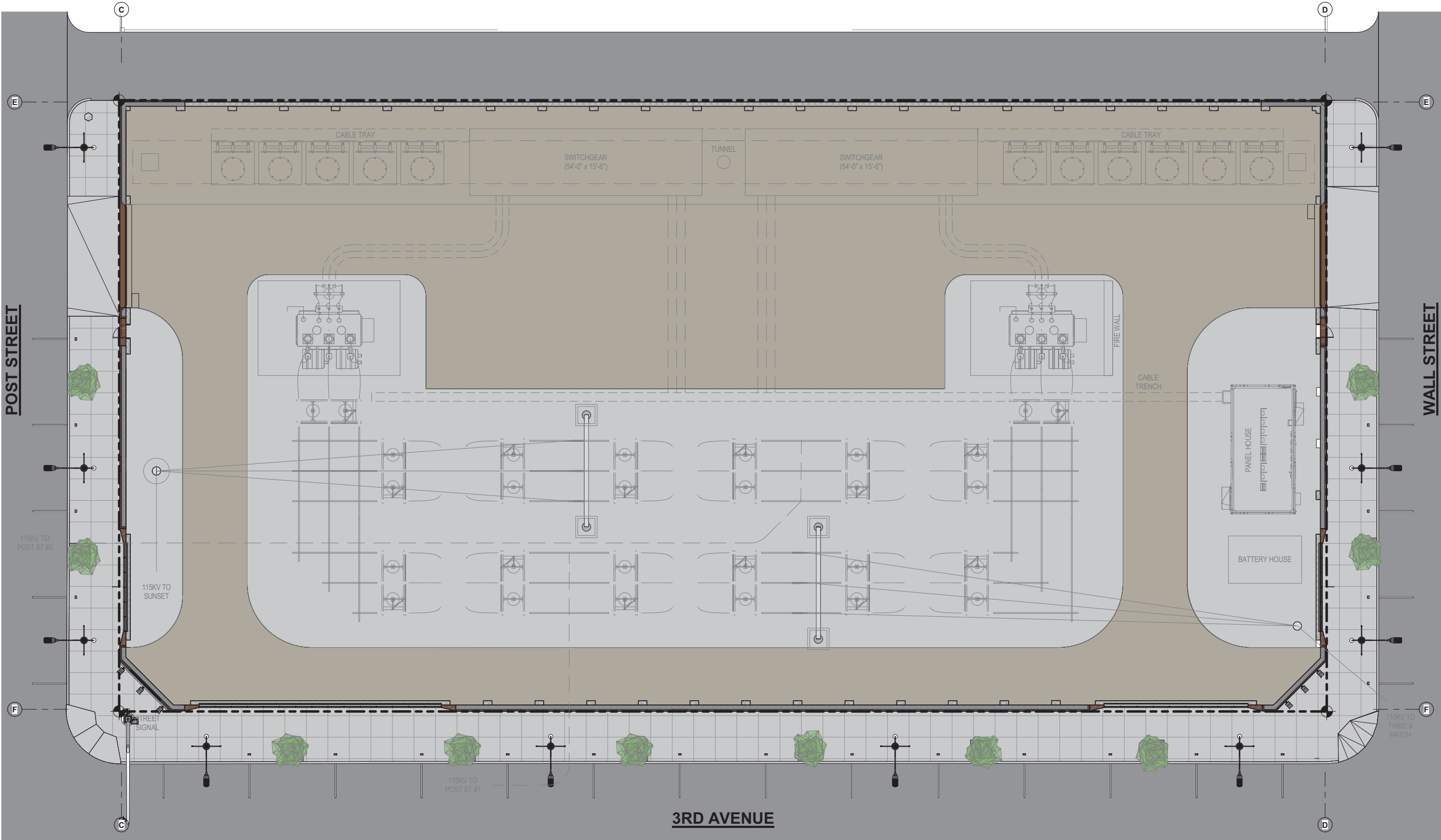
Continuation of the red masonry theme, and a step forward from the initial RFP concept.

The corners at Wall and at Post are seen as a points of interest, and developed as such. At the Wall Street corner the use of glazing is provided for the installation of art work or educational displays. On the Post Street corner a tower element was developed to tie to the steam stacks from the Steam Plant as well as provide vertical articulation along the 3rd Avenue facade.

The two corners were inset at 90-degrees in this interaction as well, to provide some relief at the corners, but were inevitably chamfered due to concerns of safety due to the creation of a hiding space.



CONCEPT SITE PLAN



CONCEPT RENDERING



CORNER OF 3RD AVENUE & POST STREET

CONCEPT RENDERING



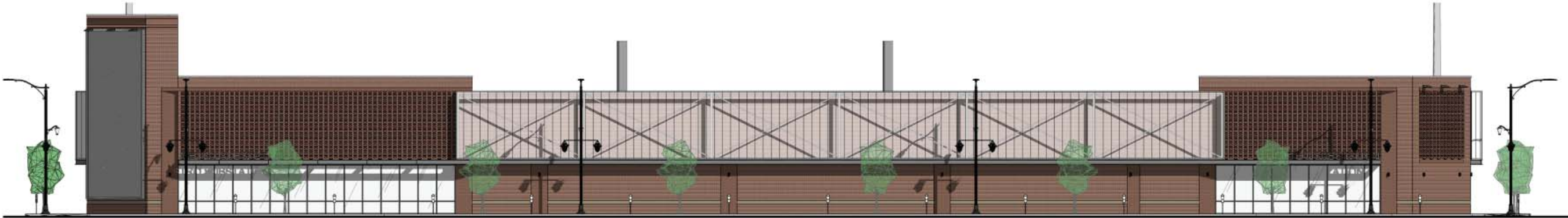
CORNER OF 3RD AVENUE & WALL STREET

CONCEPT RENDERING



VIEW TO NORTHWEST FROM LINCON OFF RAMP

CONCEPT ELEVATIONS



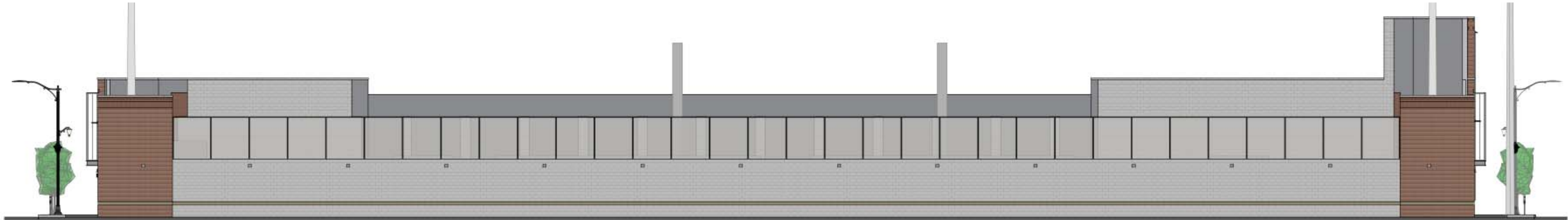
3RD AVE. ELEVATION



POST ST. ELEVATION



WALL ST. ELEVATION



ALLEYWAY ELEVATION

CONCEPT RENDERING



VIEW TO NORTHWEST FROM LINCON OFF RAMP

CONCEPT RENDERING



VIEW TO NORTHWEST FROM LINCON OFF RAMP

PLANT PALETTE & SITE FURNISHING CONCEPTS

BLUE FESCUE



PEKING TREE LILAC - FALL COLOR



PEKING TREE LILAC



HEAVY METAL SWITCH GRASS



DOWNTOWN SPOKANE TREE GRATE



4X8 TREE GRATE





Metro Substation Final Report

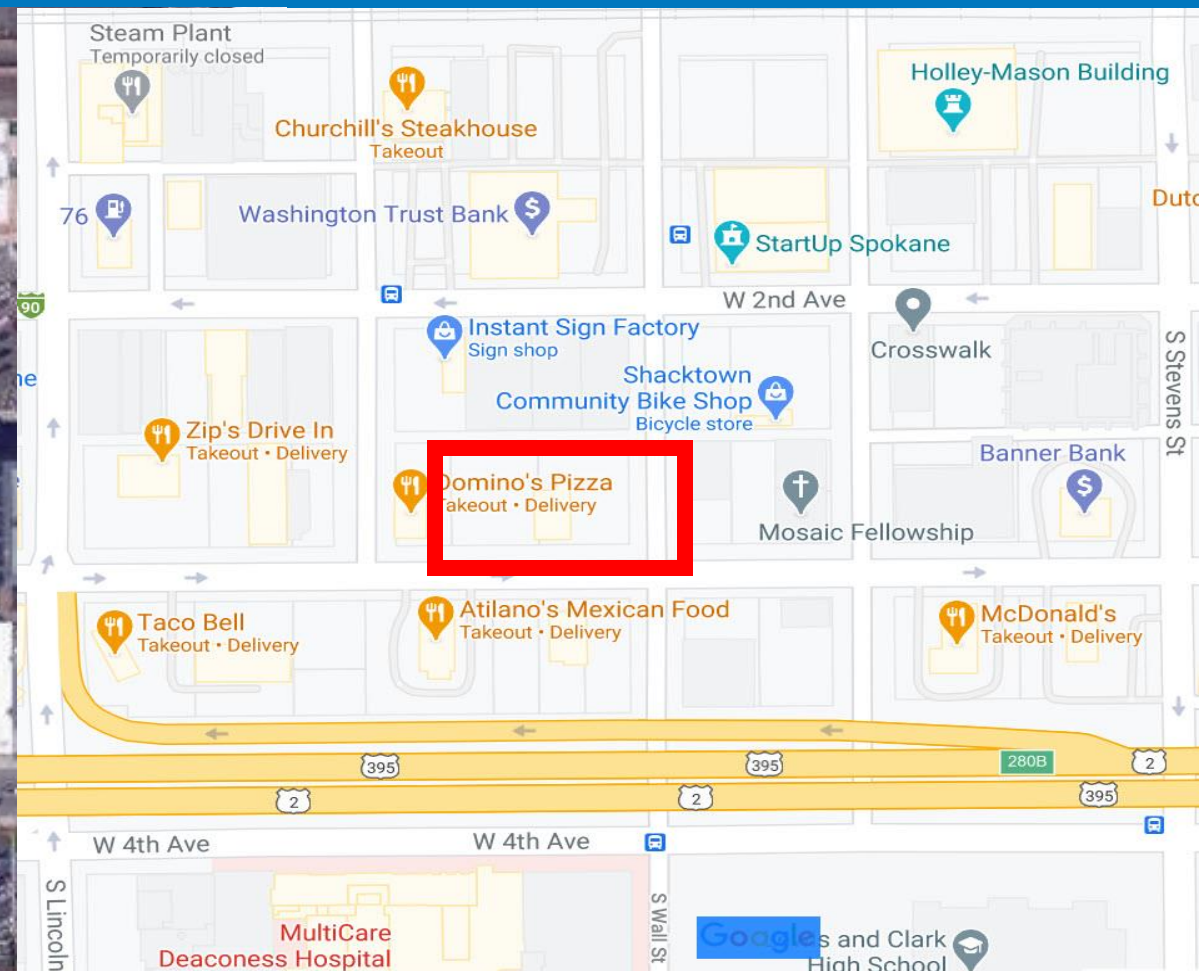
October 2020





Challenge: How might we create community benefit and garner support for the new Metro Sub?

Location





Substation Observations



3rd & Hatch



Current Metro Substation



Liberty Lake



Sunset



College & Walnut



Southeast

Forming Insights

Insight	# of Stars
You're not designing a substation; you're defining an entire neighborhood for decades to come.	6
Art is an important tool in exhibiting vibrancy and attracting the community and tourists.	6
Pedestrian centric design is key to revitalizing the area	6
Do not repeat the same mistake of other downtown projects and design a structure which creates a "lost block" in our downtown.	5
The buildings visible from the freeway serve as a visual identity for Spokane.	5
Neighbors want to improve alley utilization	4
The human connection/experience is not the same without landscaping	4
A neglected connector: we have to drive through it and we don't like it	4
Get me off the street quick and easy	4
There are interested community entities ready to partner with Avista	4

Insight: Do not create a “lost block” in our downtown.



Davenport Grand

Las Vegas Strip

Insight: Pedestrian centric design is key to revitalizing the area



Insight: Art is an important tool to exhibit vibrancy & attract people



Interactive Greenway Public Art, Boston

Insight: Human experience is not the same without landscaping



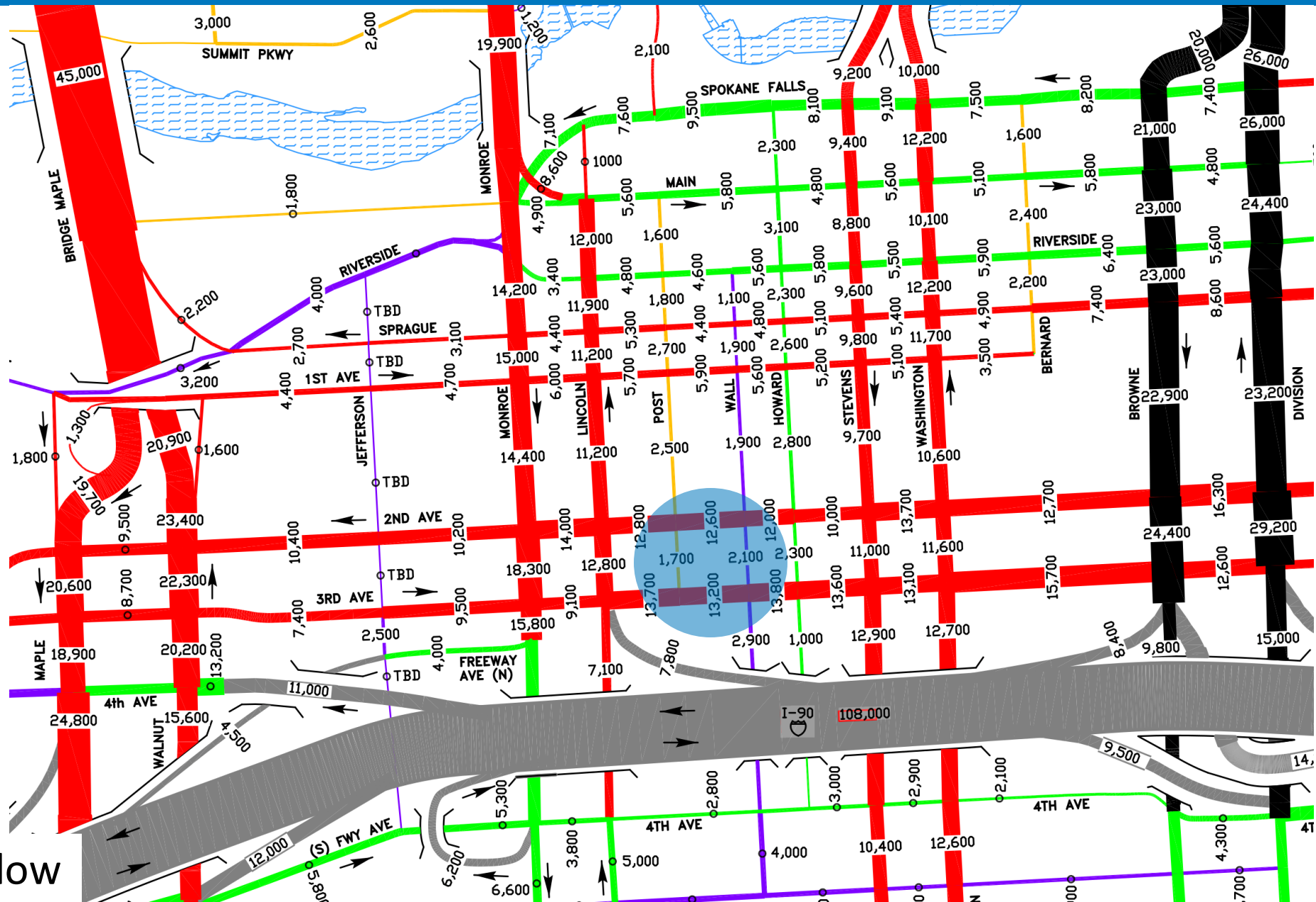
College and Walnut Substation

Insight: Alley concealment attracts illicit activity



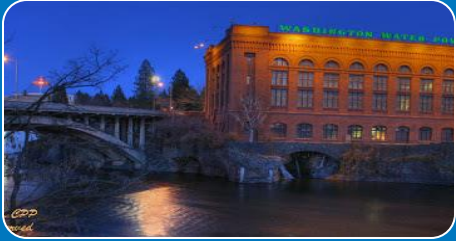
2nd-3rd Alley from Wall to Post

Insight: Get on and off high traffic streets quickly, safely, and easily



2019 Traffic Flow

Reframing the Challenge



How might we design a substation that defines the entire neighborhood for decades to come?

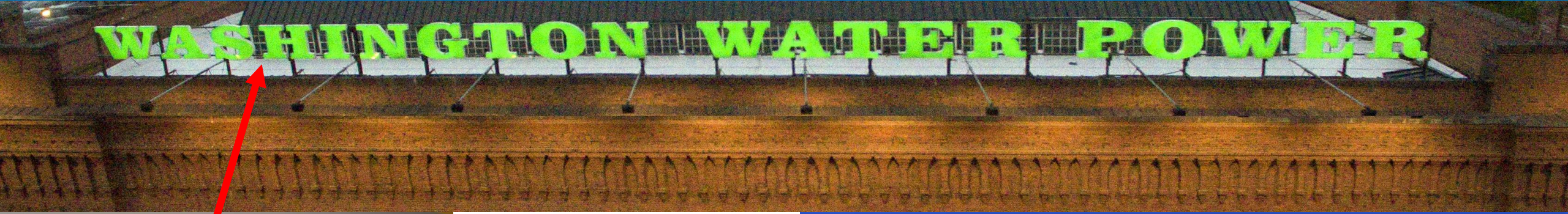


How might we exhibit vibrancy and attract the community and tourists?



How might we make the alleyway better, not worse?

Prototype: Freeway Visible Sign and Lighting



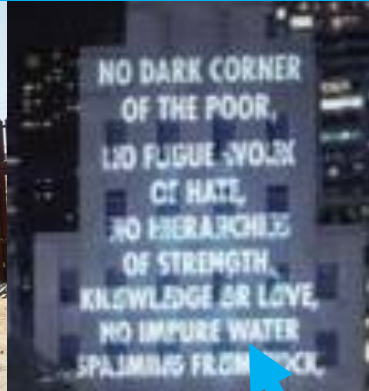
Color Changing Up Lights



Freeway Visibility



Columnar Trees



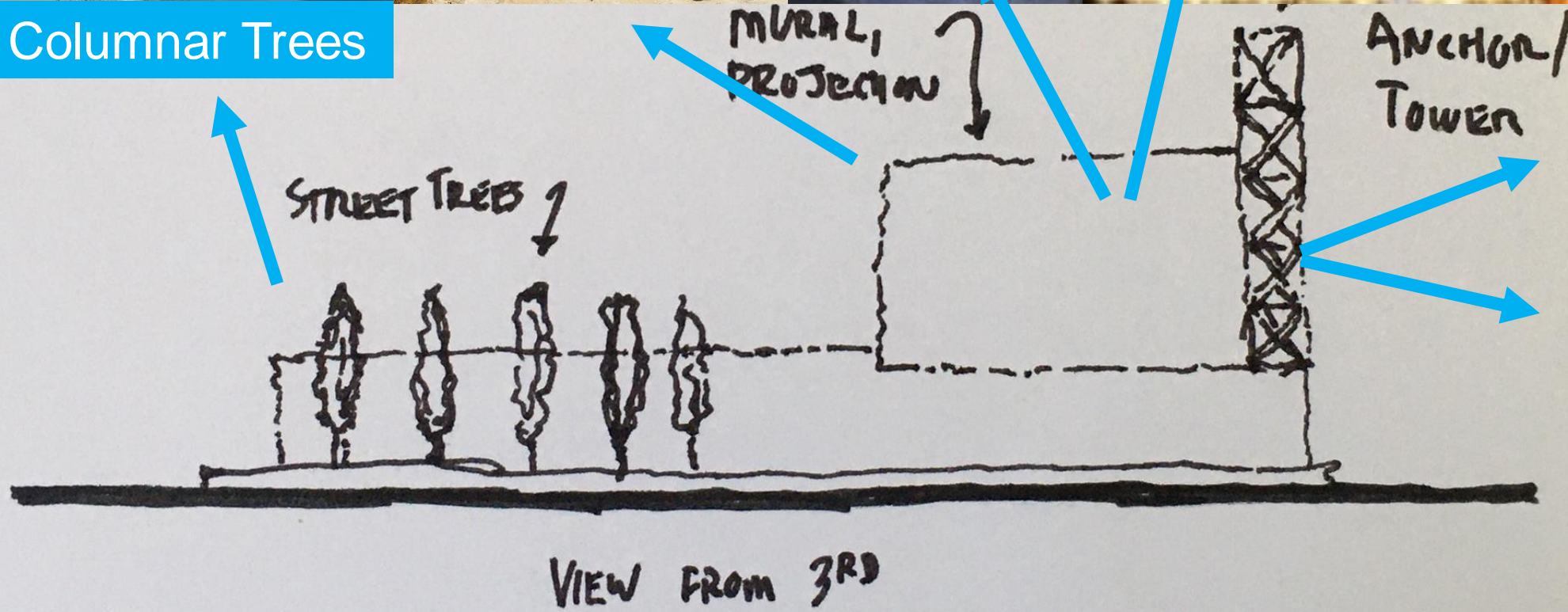
Mural / Projection



Cantilevers



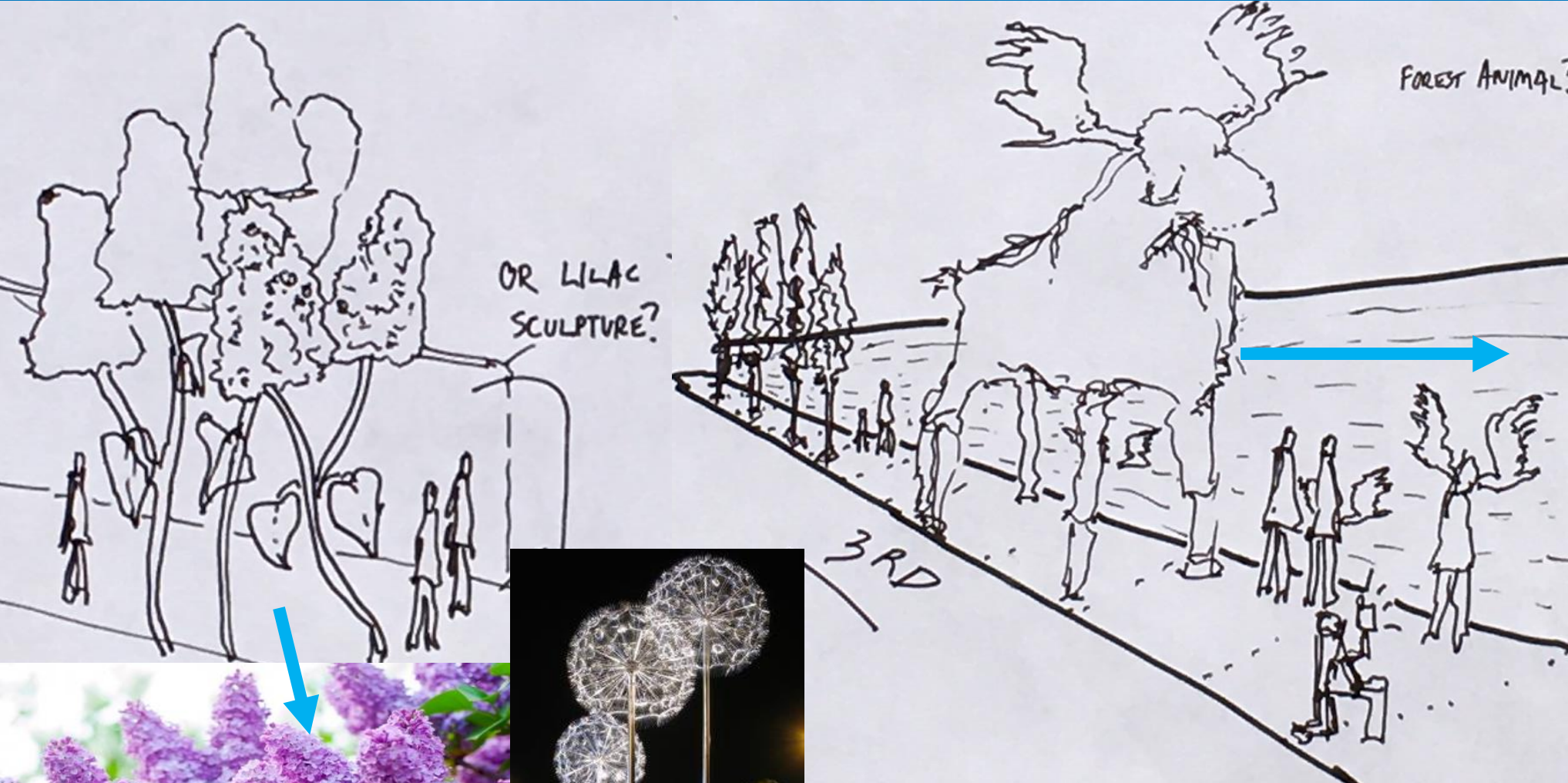
Lattice



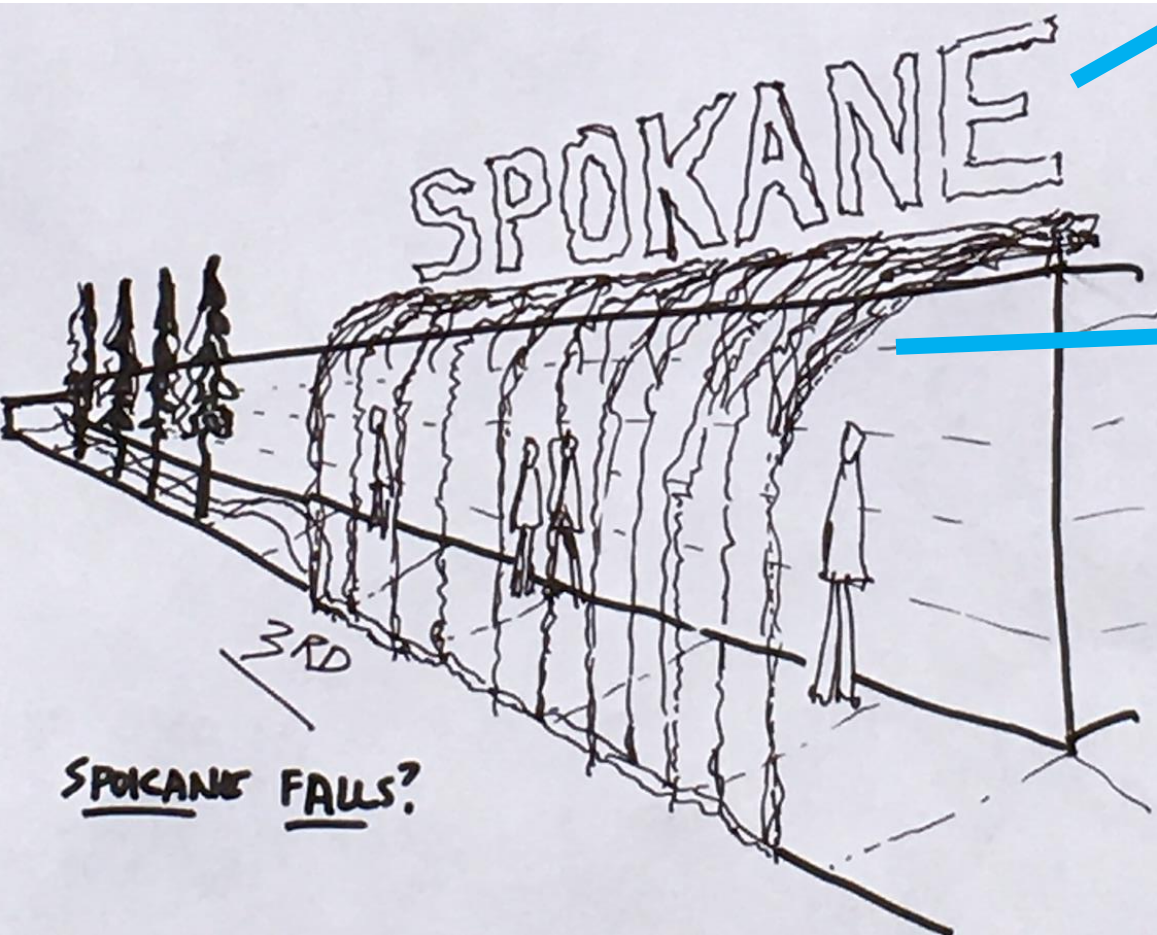
Prototype: Light Up Substation



Prototype: Lilac City / Large Animal Sculpture Art



Prototype: Spokane Falls Sculpture Art



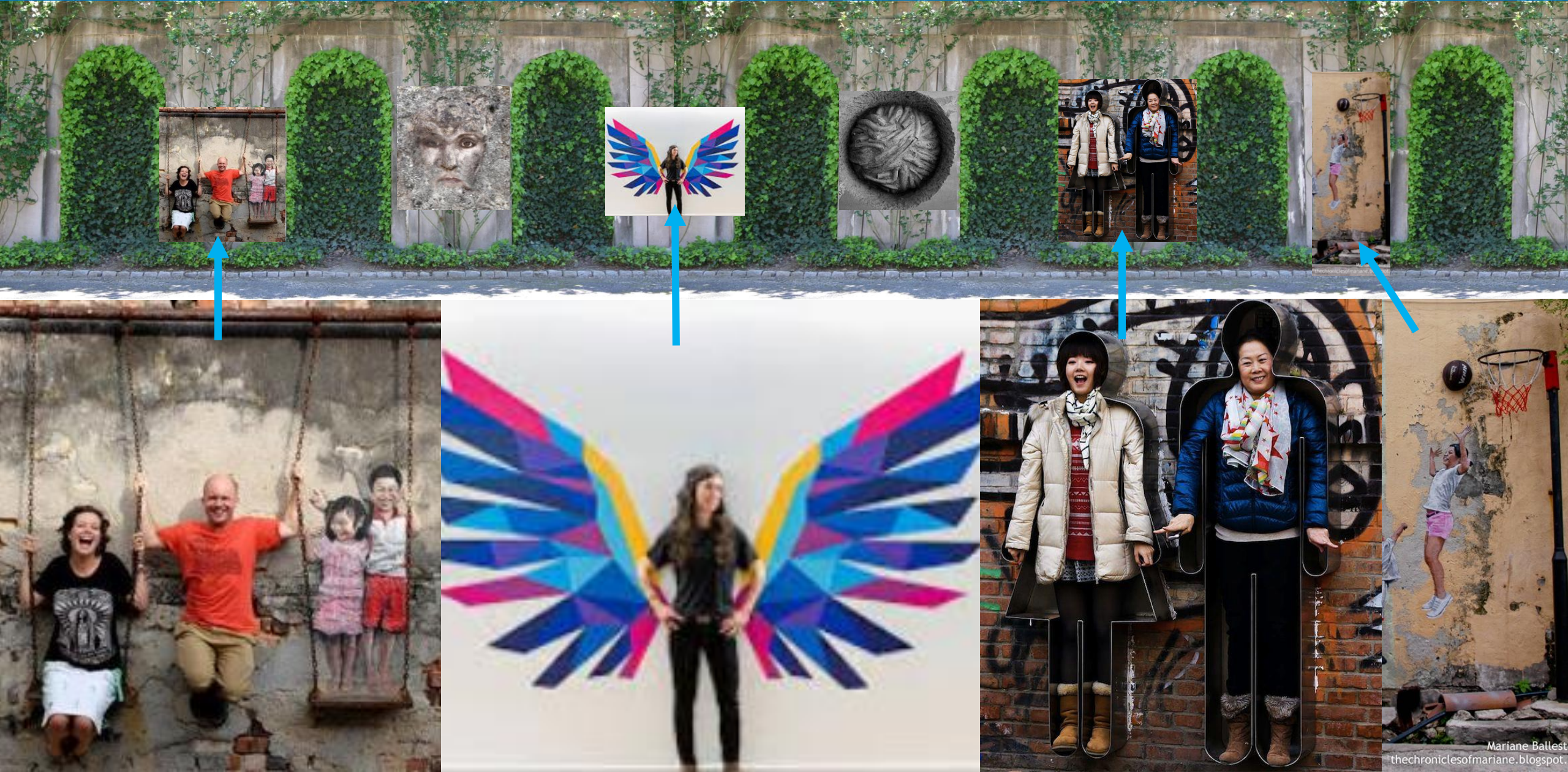
Prototype: Rotating Art and Murals



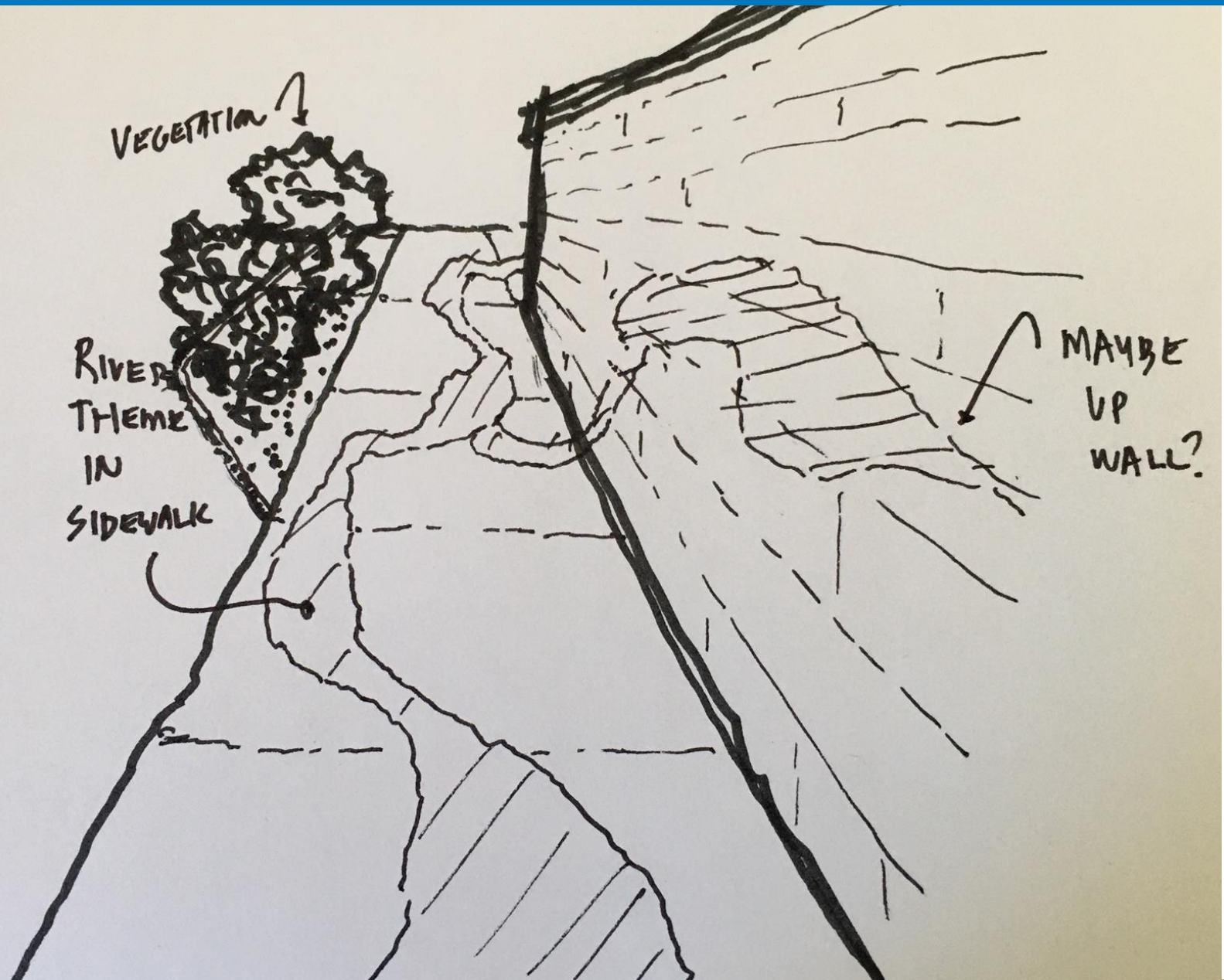
Prototype: Interactive Art



Prototype: Interactive Art / Green Wall



Prototype: Embedded River and Graffiti Wall

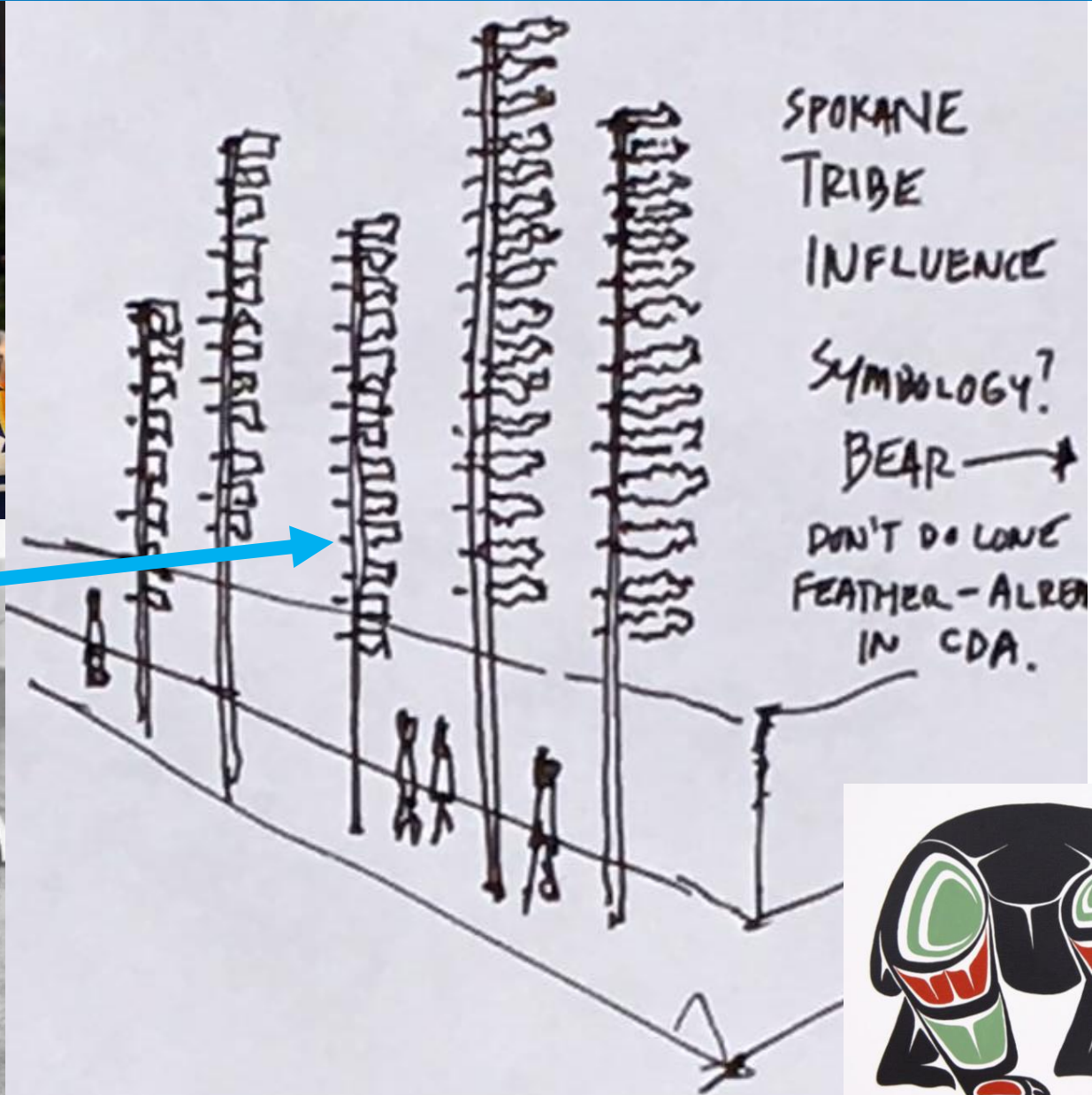


Prototype: Chalkboard

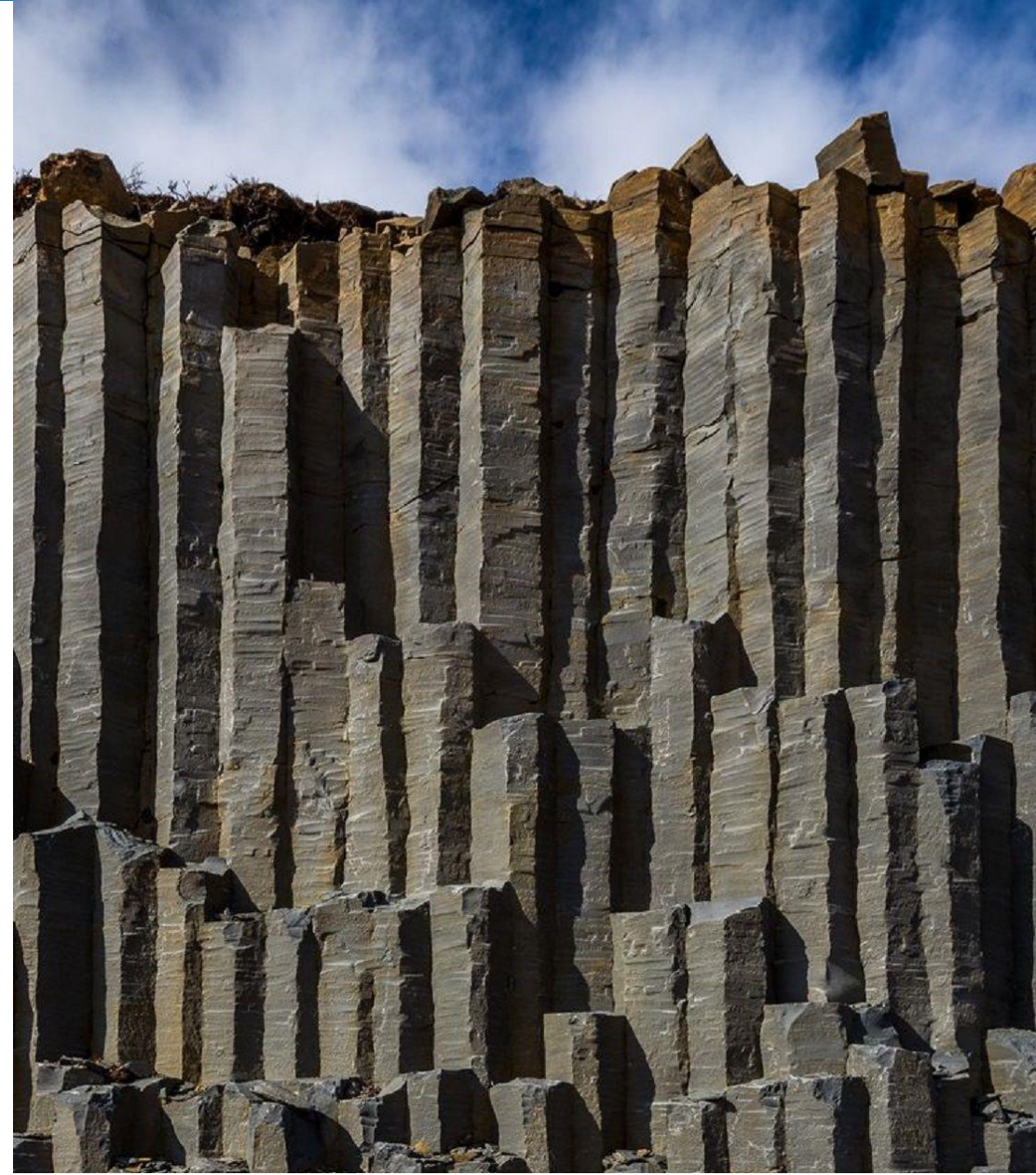


Inappropriate Artwork Concern

Prototype: Spokane Tribe History and Sculpture Art



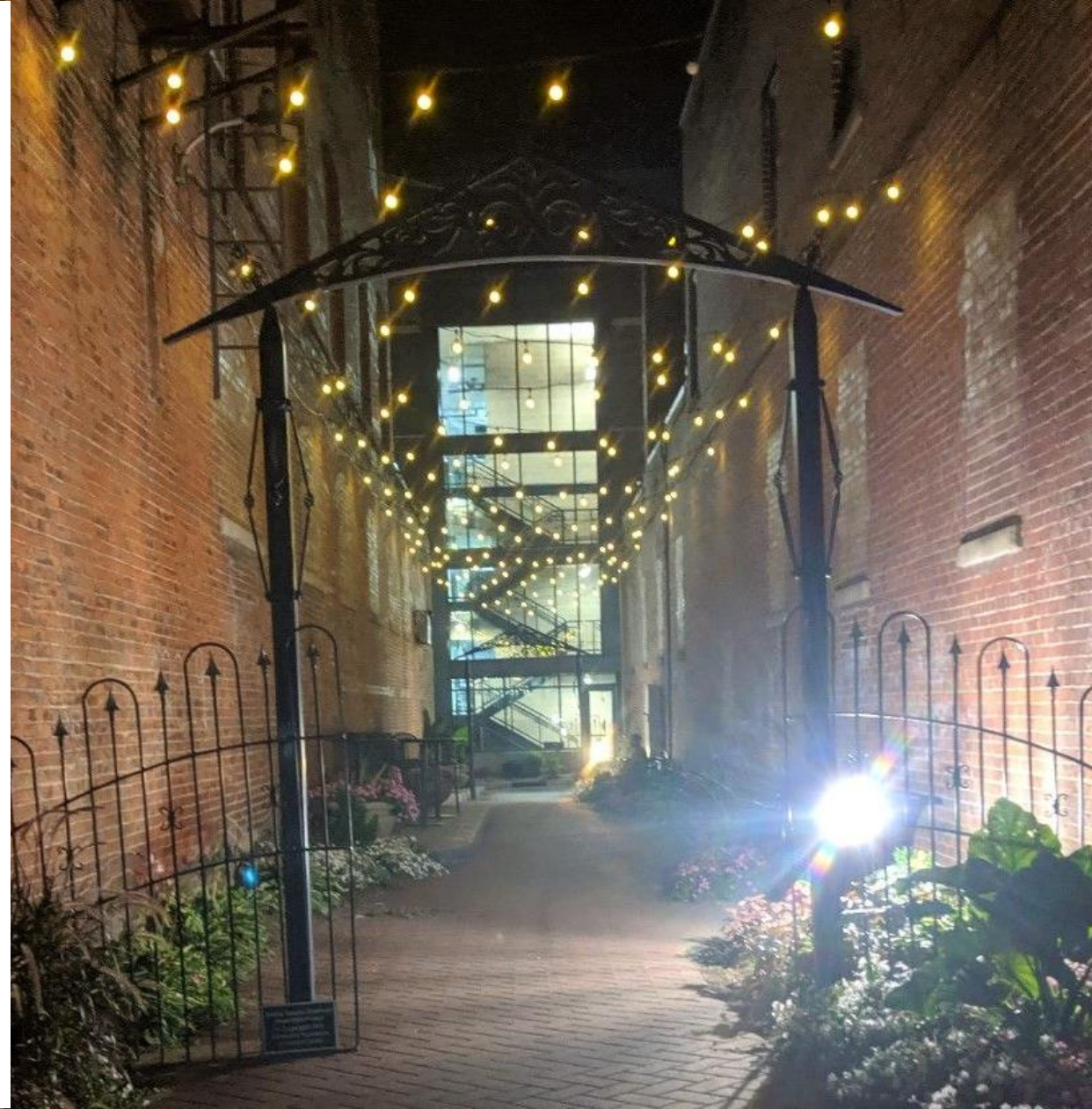
Prototype: Corner Feature



Prototype: Monopoly / Spokaneopoly



Prototype: Alley Plaza



Prototype: Alley Dog Park



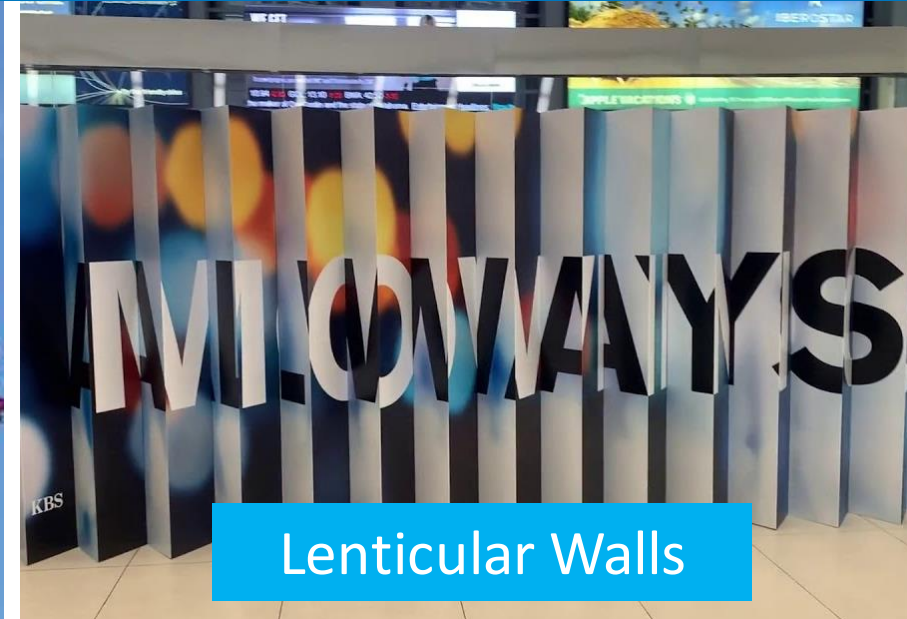
Other Prototypes to Consider



Innovative Masonry



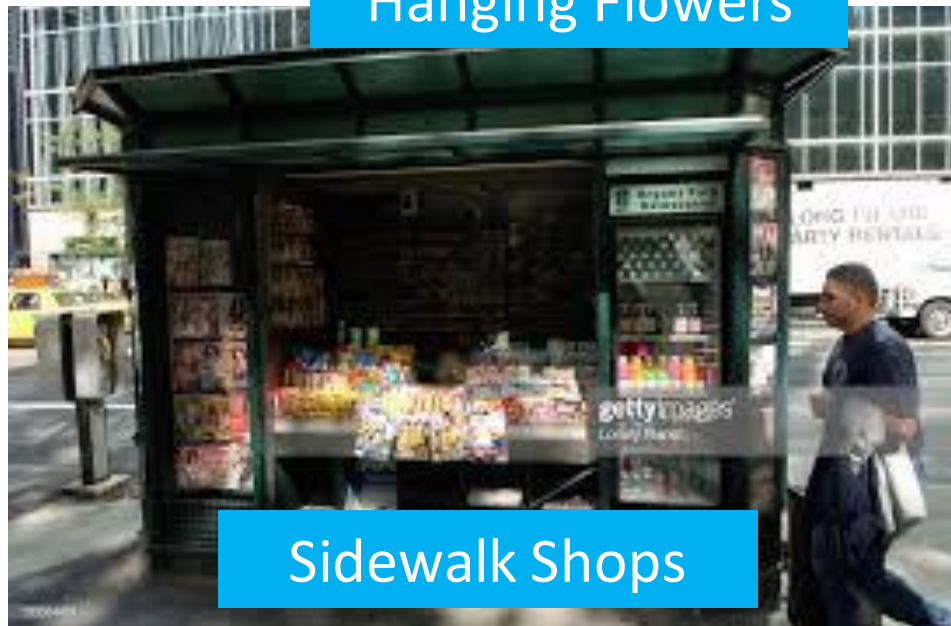
Historic Lights with
Hanging Flowers



Lenticular Walls



Trellis Canopies



Sidewalk Shops



Visitor Added Art

Building On Ideas of Others



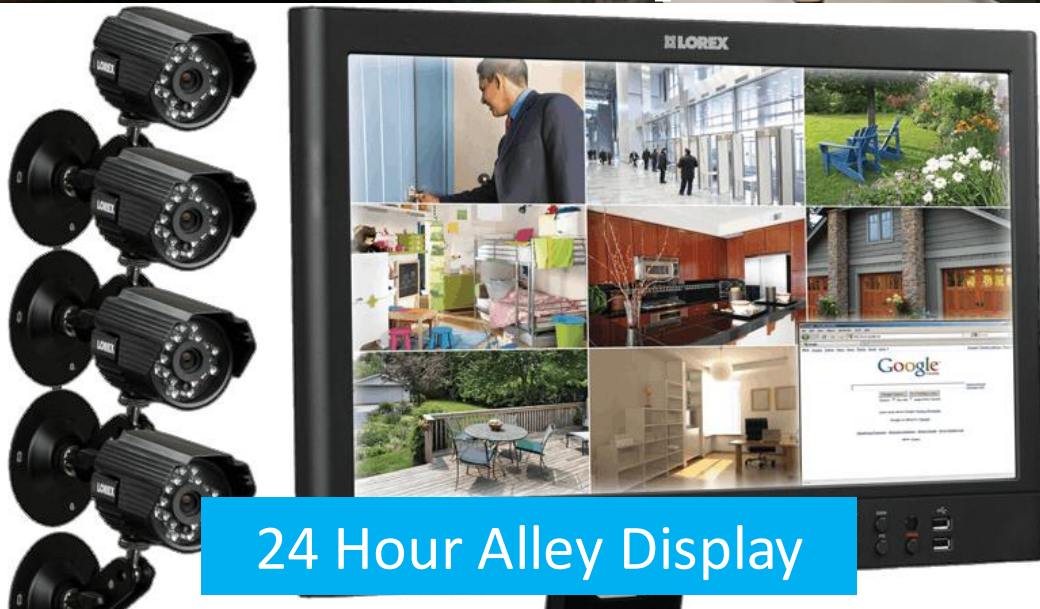
Avista's Story & History



See into the Panelhouse



Carbon Sequestering

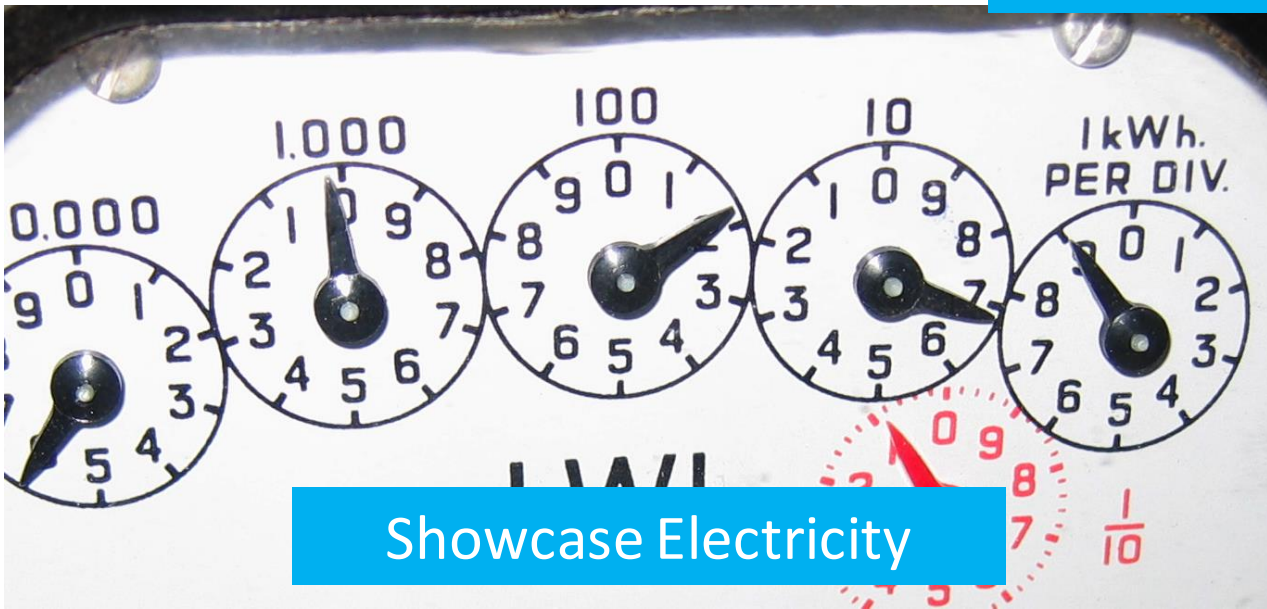


24 Hour Alley Display



Sister Cities Live Feeds

Building On Ideas of Others (cont'd)





MTR

W Steam Plant Alley