Spokane Design Review Board

Wednesday, May 26, 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 – Recommendation Meeting • Staff Report..... 15-20 m • Applicant Presentation..... 25 m • Public Comments and Board Q & A ..... 25 m • Board Discussion and Motion(s)..... 45 m	Taylor Berberich

Board Business:

7:15 – 7:30	**6)** Approve Minutes From April 14, 2021 Meeting	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, June 09, 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: **1872 28 4394** followed by **#** when prompted for a meeting number or access code. Enter **#** when prompted for an attendee ID

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

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

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

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

Meeting Process - Spokane Design Review Board

Call to Order

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

Board Workshop

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

Staff Report

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

Applicant Presentation

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

Public Comment *

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

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

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

Design Review Board Motions

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

Design Review Board Follow-up

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

Board Business

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

Other

- Chair asks board members if there is anything else.

Adjourn

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

DESIGN REVIEW BOARD FILE NO.DRB 2102

Avista Metro Substation

2 – RECOMMENDATION MEETING

Design Review Staff Report May 21, 2021

Staff:

Dean Gunderson
Senior Urban Designer

Taylor Berberich
Urban Designer

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

Applicants:

Timothy Dickerson
Wolfe Architectural Group
509-455-6999
tdickerson@wagarch.com

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

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Background

The Design Review Board Collaborative Workshop was held on April 14, 2021.

The following materials are supplemental to this report:

- *Design Review Staff Report | Program Review/Collaborative Workshop, April 9, 2021;*
- *Design Review Board | Collaborative Workshop Advisory Actions, April 14, 2021;*

Responses to Discussions Held at Collaborative Workshop

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop including any changes made in response to advisory actions offered by the Design Review Board on April 14, 2021 as follows (*Applicant's responses are noted in blue italics*):

1. **The Applicant shall explore the opportunity to safely 'reveal' the inner workings of the facility or hint at its function as viewed from the elevated I90 corridor, the surrounding elevations, and from the pedestrian realm.**
   - *See revised Design Review Packet for updated design images and drawings.*
   - *I90 corridor: It is felt that the open-air nature of the substation and enclosure provides enough of a glimpse and understanding of the purpose of the structure. The height of the enclosure is not such that if a passerby on the I90 corridor or at the Lincoln Street off-ramp will be unable to catch a glimpse of various pieces and parts of the substation.*
   - *Surround elevations: It is felt that the open-air nature of the substation and enclosure provides enough of a glimpse and understanding of the purpose of the structure. The height of the enclosure is not such that neighboring buildings cannot look upon the inner workings of the substation.*
   - *Pedestrian realm: To reveal the inner workings a rhythmic collection of thin windows will be provided along the 3rd Avenue facade. This will provide a glimpse of the substation's equipment while also keeping the substation protected.*
   - *To provide greater activation along 3rd Avenue, the installation of a dynamic and RGB lighting experience is planned at the translucent panel 'light boxes' on the South, East and West facades.*

   Additional Staff Comments: See Additional Topic for Consideration #4.

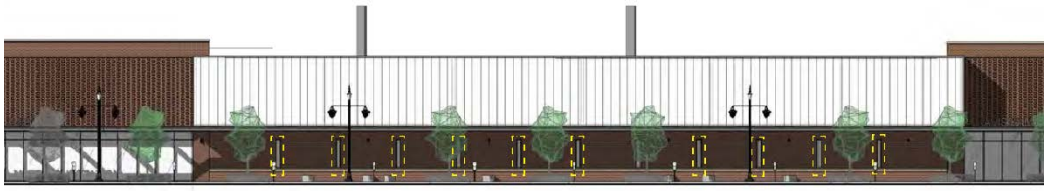


Figure 1- Portion of 3rd Ave Frontage. Yellow dashed boxes indicate location of slit (thin) windows

2. **The Applicant shall return with a more fully developed landscape plan. They are encouraged to find opportunities for additional plantings at the building base.**
   - *See the revised Design Review Packet to view the conceptual landscape design and proposed plantings and tree species.*
   - *Additional Plantings at Building Base: For safety, due to the high voltage nature of the substation, it is Avista's desire to have plantings and irrigation installed away from the enclosure.*
   - *To accommodate landscaping requirements and desires, landscape areas are to be provided at the corners of 3rd and Post and 3rd and Wall. Furthermore, landscaping will be provided in lieu of tree grates at the base of the required street trees.*

Additional Staff Comments: See Additional Topic for Consideration #1.

3. **The Applicant shall return with a more detailed concept for alley activation to include details on wall design and materials, paving concepts, and other infrastructure and amenities to enhance multiple uses and a wide range of programming. The Applicant is encouraged to continue discussions with adjacent tenants across the alley to brainstorm and coordinate ideas.**
   - *See the revised Design Review Packet for updated design images and drawings.*
   - *At this time it is the applicant's desire to not delve too far into the concept of alley activation. Avista and the neighboring property owners feel at this time that the neighborhood and Spokane are not ready for this particular alleyway to be activated with amenities and a wide range of programming. It is Avista's goal to prepare the north facing facade for future activation through the construction of a structurally sound CMU wall that in the future can be used for the implementation of various artwork or large scale murals. The alleyway will be provided with the desired security lighting that will also act as illumination for future alley activation.*
   - *As the project progresses there will be communication between Avista and the local arts community to further bring some level of activation to the alleyway, but at this time it is deemed premature.*

   Additional Staff Comments: While the Applicant is proposing a complete repaving of the alleyway, they are not proposing the inclusion of overhead catenary/festoon lighting at this time. See Applicant's lighting plan to indicate the initial amount of lighting proposed along the alleyway.

4. **As an important element to the proposed project, the Applicant is strongly encouraged to further refine the design of the chamfer corners, including but not limited to transition of adjacent materials meeting the chamfer, detailing and scale of the base and top, integration of planting, intentionality of artwork, and activation of the base with other amenities.**
   - *Transition of materials: The use of masonry is the desired material by the design team and Avista, as it is deemed relevant to the historic fabric of Spokane and the durability of masonry in general. The chamfered corners have been developed to incorporate artwork, and therefore have been designed to be free of articulation and/ or relief. The base is created by the introduction of a CMU band, while the head is detailed with soldier coursing and precast cap. Further articulation or detail would be considered wasteful as the body of the chamfer has been developed for the application of artwork.*
   - *Integration of planting: As has been stated in the previous response to the conceptual landscaping plan, it is Avista's desire to keep landscaping away from the enclosure due to the safety concerns brought on by the high voltage nature of the substation.*
   - *Activation of the base w/ amenities: Activation of the chamfered corners is desired by Avista as well, but again safety and security play a part in developing corners free of benches, landscape beds, planters, etc.*

Discussion has occurred regarding the possible installation of wayfinding signage or devices in the walking surface or on the structure, but at this time, is not something the design team is ready to move forward with.

Additional Staff Comments: See Additional Topic for Consideration #5.

5. **The Applicant shall return with designs that clarify the materiality and treatment of the backside of walls, especially the tall corner chamfered building walls. The Applicant is strongly encouraged to ensure parity of materiality of front and back sides of highly visible walls.**
   - *At this time it is the design team and Avista's goal to either use a CMU with an integrated color that is similar in color to the masonry veneer, or to use standard CMU and a concrete stain to match the masonry veneer to provide a clean appearance and minimize the industrial feel.*

6. **The Applicant is encouraged to develop the 3rd Avenue pedestrian level mid-block facade to further activate and enhance the pedestrian experience.**
   - *See the revised Design Review Packet for updated design images and drawings.*
   - *To reveal the inner workings and break up the expanse at the mid-block of 3rd Avenue a rhythmic collection of thin windows will be provided along the facade.*
   - *Small concrete seats and bench-like landscape rocks will be provided at strategic locations along 3rd Avenue to provide resting points for pedestrians.*

Additional Staff Comments: See Additional Topic for Consideration #3.

7. **In light of the nature of the commercial corridor that is 3rd Avenue, the Applicant is encouraged to explore the branding of Avista as part of the overall experience of traveling through this urban space.**
   - *At this time, it is Avista's desire to keep any large scale branding elements off the enclosure. Since this is not a public access facility Avista does not want people to get confused as to where they think the Avista office is located.*
   - *Historic mascots such as 'Reddy Kilowatt' or 'Dandy Blue Flame' are copyrighted entities and can no longer be associated with Avista.*
   - *The storefront display windows will provide an opportunity for Avista and its communications team to install Avista branding at a micro scale for educational purposes.*

Additional Staff Comments: See Additional Topics for Consideration #1, #2, #3, and #5.

Additional Suggested Topics for Consideration

Posed by staff based on the May 10, 2021 submittal:

1. The applicant's submittal packet indicates trees with round forms, however the owner has indicated a need for trees with vertical upright forms to reduce risk of conductivity and possible

climbing opportunities into the secure enclosure. What opportunities are there to provide a more concise tree species selection within the Class II tree list?

2. Under the current proposal, the Applicant is indicating a very minimal 30" projection below the light boxes, and an open framework above the display windows. This does not appear to comply with Downtown Design Guideline C-5 (Consider Providing Overhead Weather Protection). Is there an opportunity to more fully comply with key point D (Provide a drainage strategy that keeps snow and rain off the sidewalk) and Key point H (Use translucent or transparent material to maintain a pleasant environment with plenty of natural light) in a manner that is consistent with the narrow, vertical street tree forms requested by the owner and to provide overhead weather protection for pedestrians where they are more apt to view the educational displays at the storefront windows?
3. The slit windows are composed in a regular pattern along the 3rd Avenue frontage, this does not seem to coordinate with the proposed locations of seating (which does provide some mid-block level of activity). Is there an opportunity to provide a connection between these two design elements?
4. The applicant has indicated the only lighting inside the enclosure would be motion activated task lighting. Is there an opportunity to use glass treatments at the slit windows to provide a more engaging viewing experience that may allude to the shifting RGB displays in the proposed light boxes?

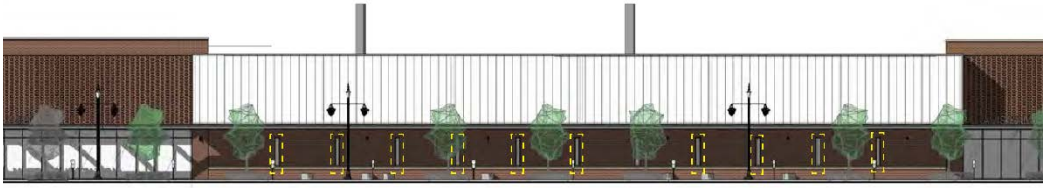


Figure 2- Portion of 3rd Ave Frontage. Yellow dashed boxes indicate location of slit (thin) windows

Figure 3- Example of public realm elements with colored glass to enhance viewing experience

5. Under the current proposal, the Applicant is not intending to provide foundational plantings next to the chamfer corners nor are they indicating a kick plate or base plinth at the storefront display windows. Is there an opportunity to provide a more well-refined level of ground level detailing, consistent with the surrounding historical context?

Supplementary Documents

(Click on the links below to jump to the desired document)

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
Streetscape Infrastructure Plan

AVISTA METRO SUBSTATION

702 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 RESPONSE | MAY 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 Spokanites 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:

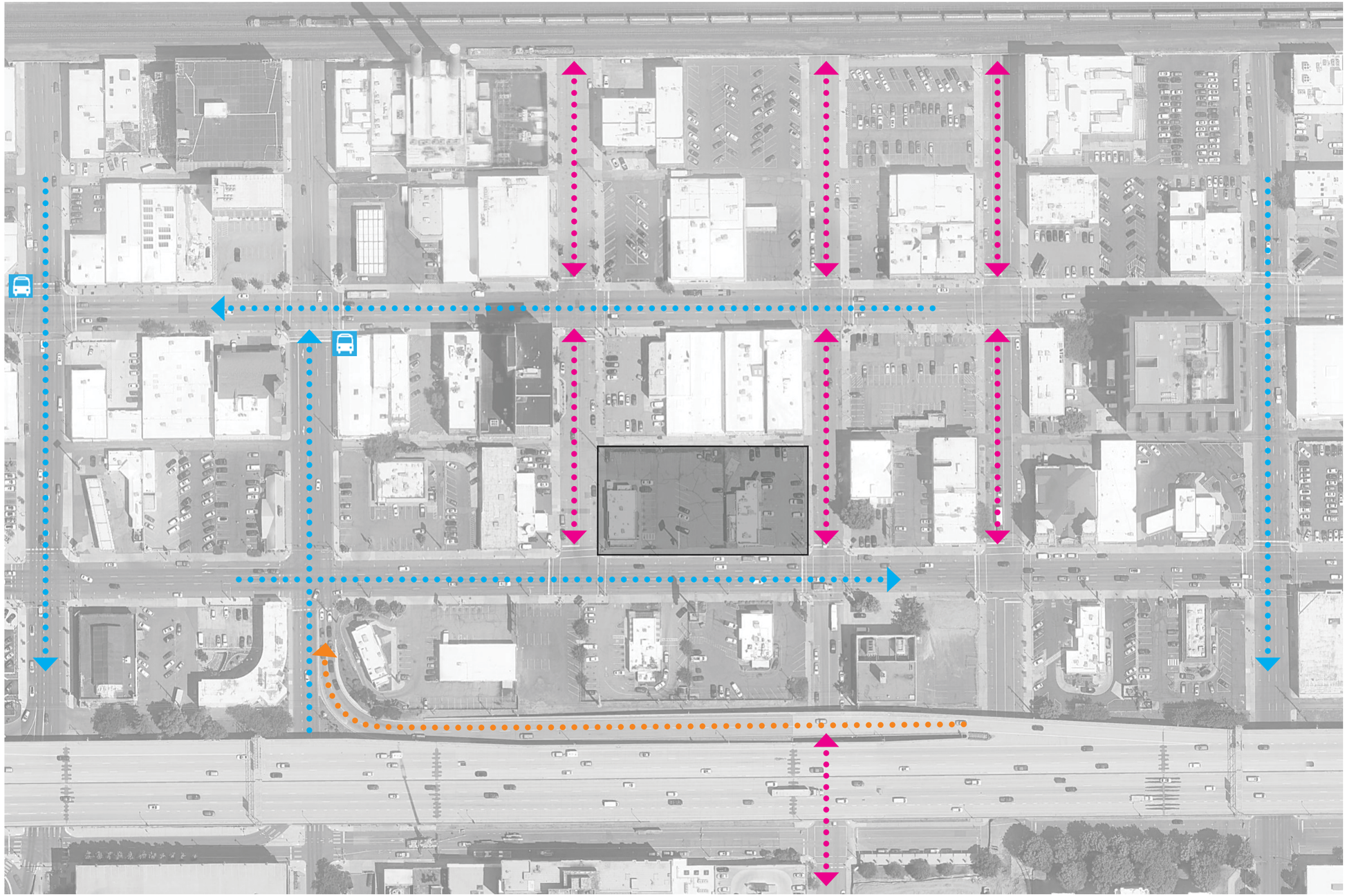
- Facades and Transparency abutting the street
- Clear sidewalks with street trees
- Inclusion of a pedestrian corner with the ability to house public art
- Lighting across the entire street frontage to unify and provide safety for pedestrians during dark hours
- Curb cuts @ 24' Max
- Contemporary massing 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 visibilty 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

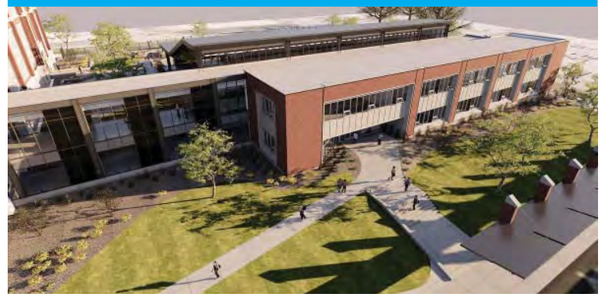
RELEVANT EXISTING BUILDINGS

1 Washingtont Water Power

2 Northwest Transport Company

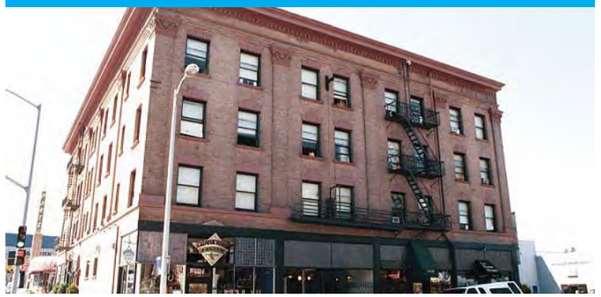
3 Lewis & Clark High School

4 Lewis & Clark High School Addition

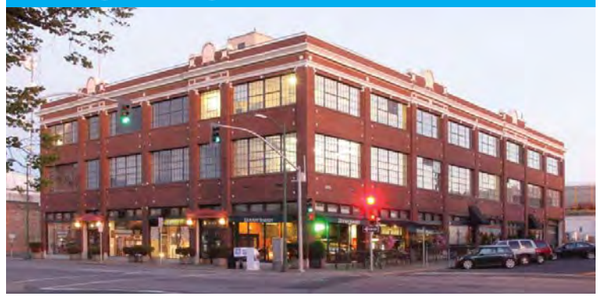


5 Hotel Carlyle

6 Hotel Upton



7 Eldrige Building



8 Wells Chevrolet Service Building

9 Steam Plant

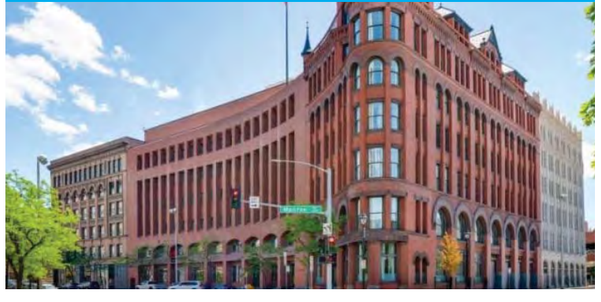
10 Crowe & Company

11 Amman Apartments

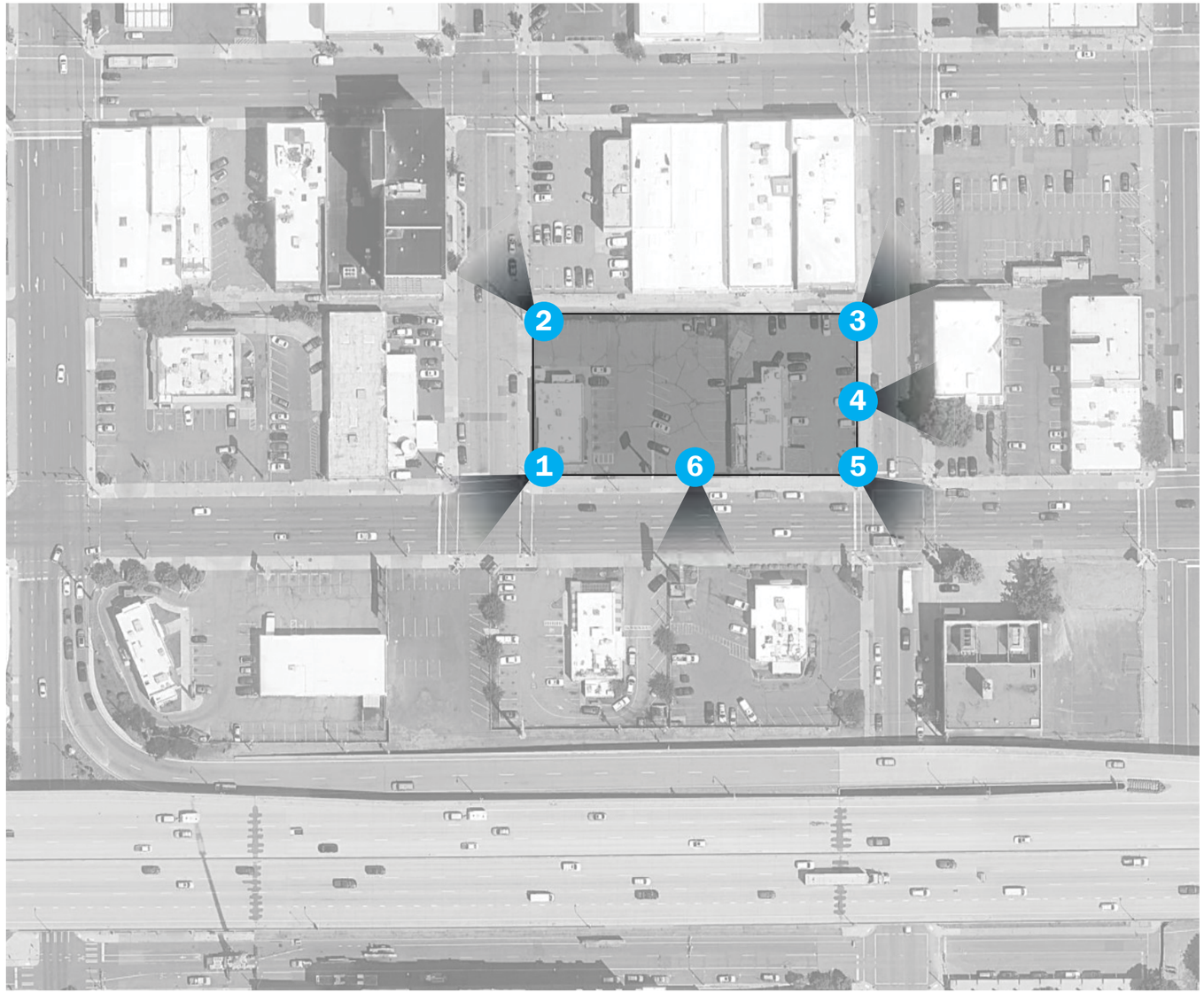
12 Carnegie Library, Main Branch

13 U.S. Pavilion

14 Spokesman-Review



VIEWS FROM THE SITE



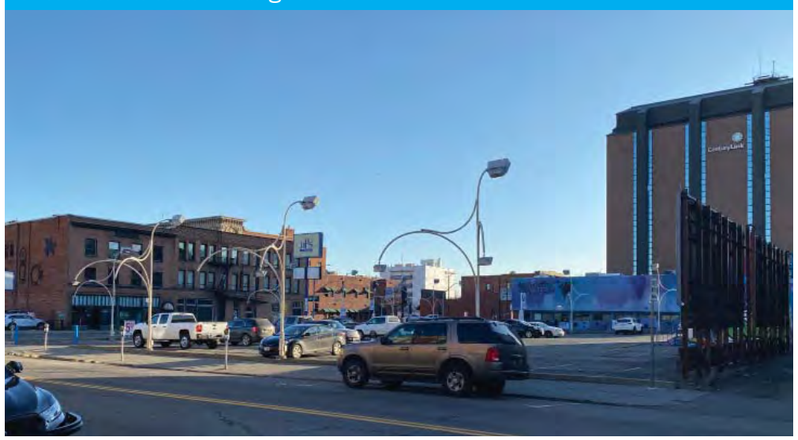
1. View from corner of 3rd and Post looking Southwest
2. View from Post and Alley looking Northwest
3. View from Wall and Alley looking Northeast
4. View from Wall St. looking East
5. View from corner of 3rd and Wall looking Southeast
6. View from 3rd Avenue looking South

VIEWS FROM SITE

1 View from West 3rd Ave. looking Southwest

2 View from Post looking Northwest

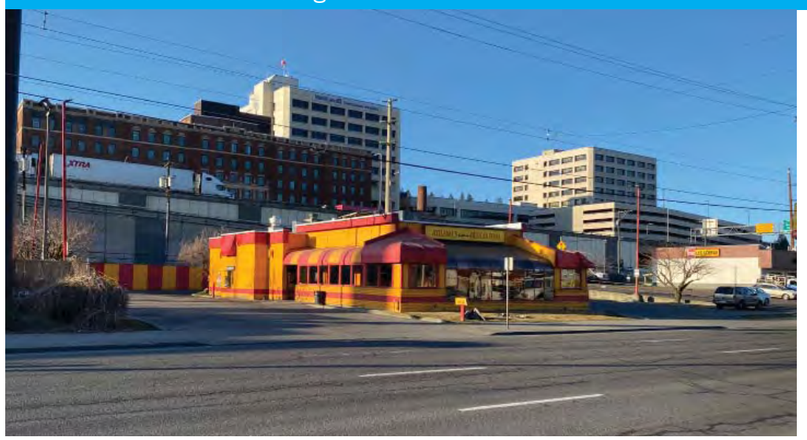
3 View from Wall looking Northeast

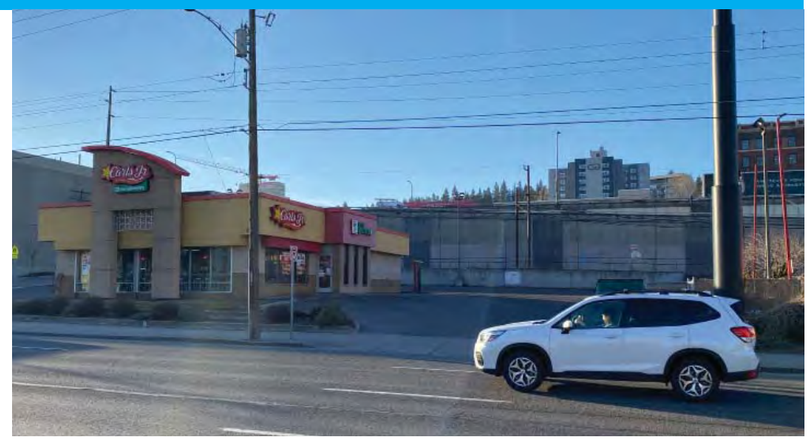


4 View from Wall Street looking East

5 View from Wall looking Southeast

6 View from 3rd Ave. looking South





SITE PHOTOGRAPHY AND CONTEXT

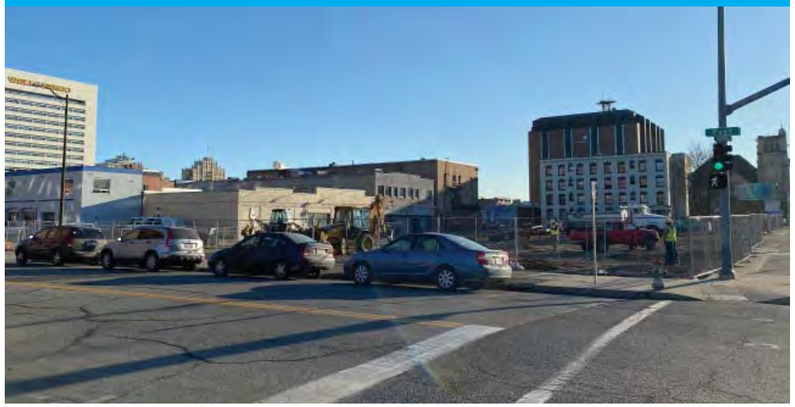
STREET VIEWS

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

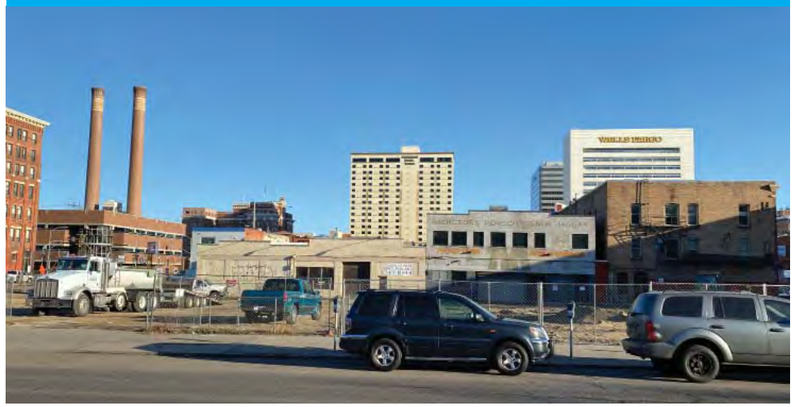
AERIAL VIEWS

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

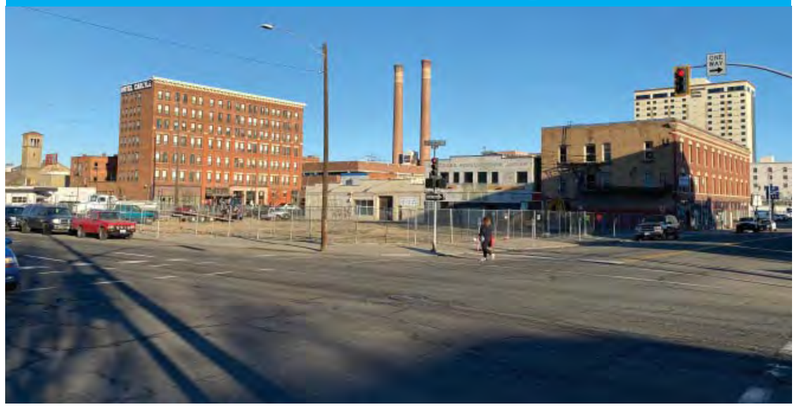
1 View from Post St looking northeast



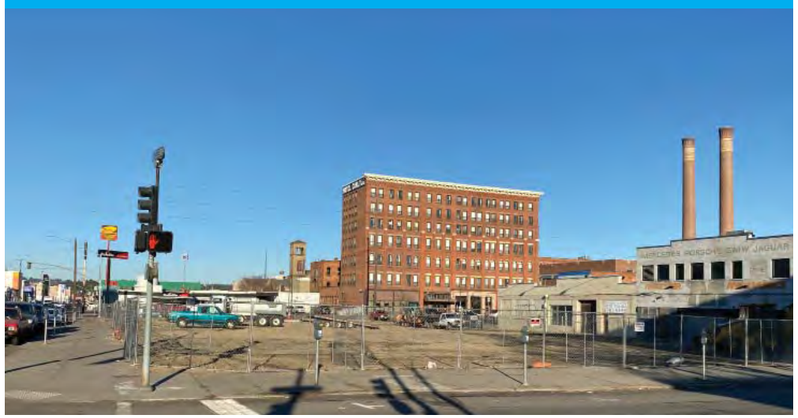
2 View 3rd Ave looking north



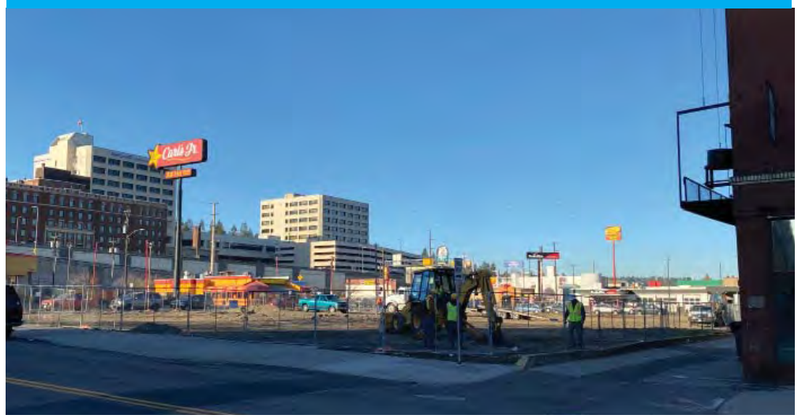
3 View from Wall St @ southeast corner looking northwest



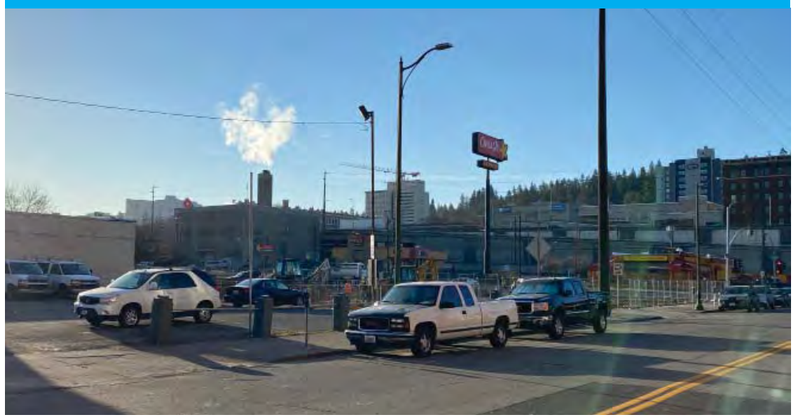
4 View from West 4th Ave. looking south



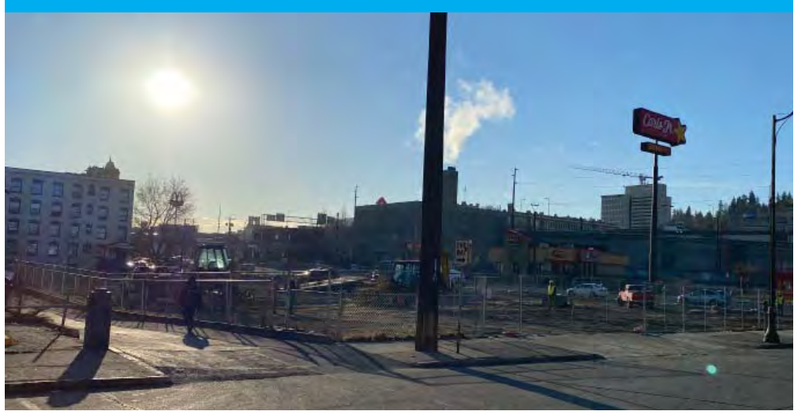
5 View from northeast corner looking southwest



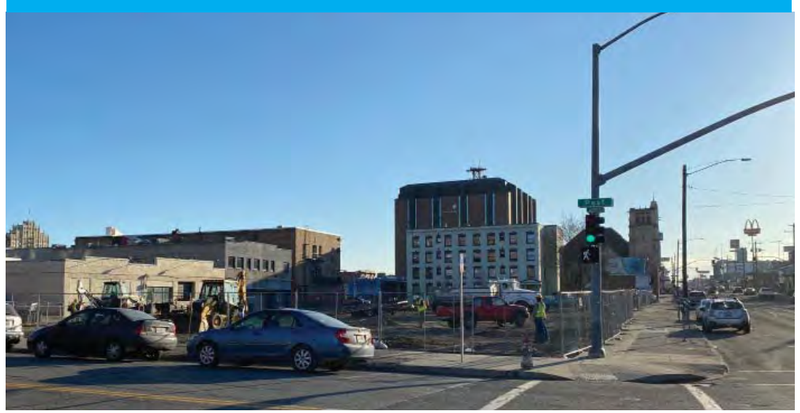
6 View from northwest corner @ Carlyle looking southeast



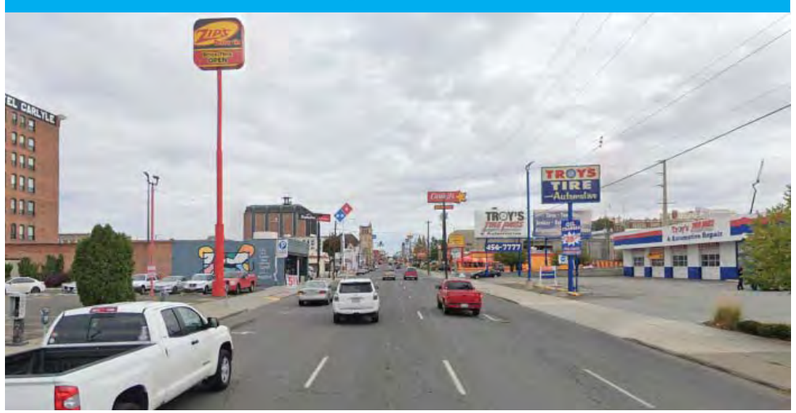
7 View from Post St @ northeast corner looking southeast



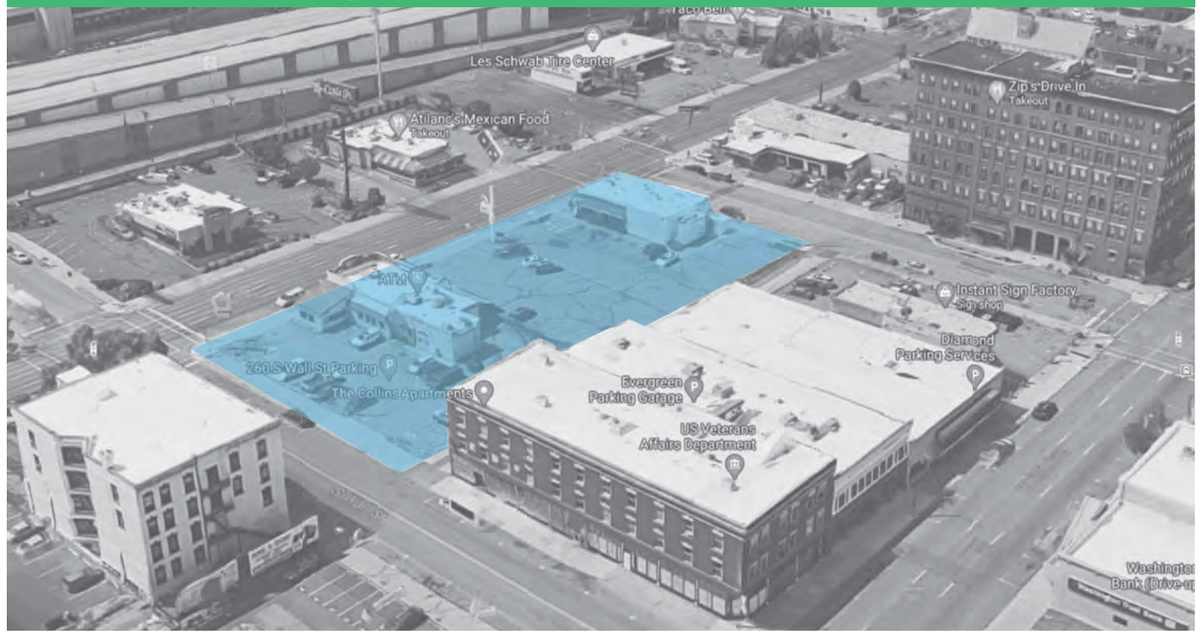
8 View from Post St @ southwest corner looking east



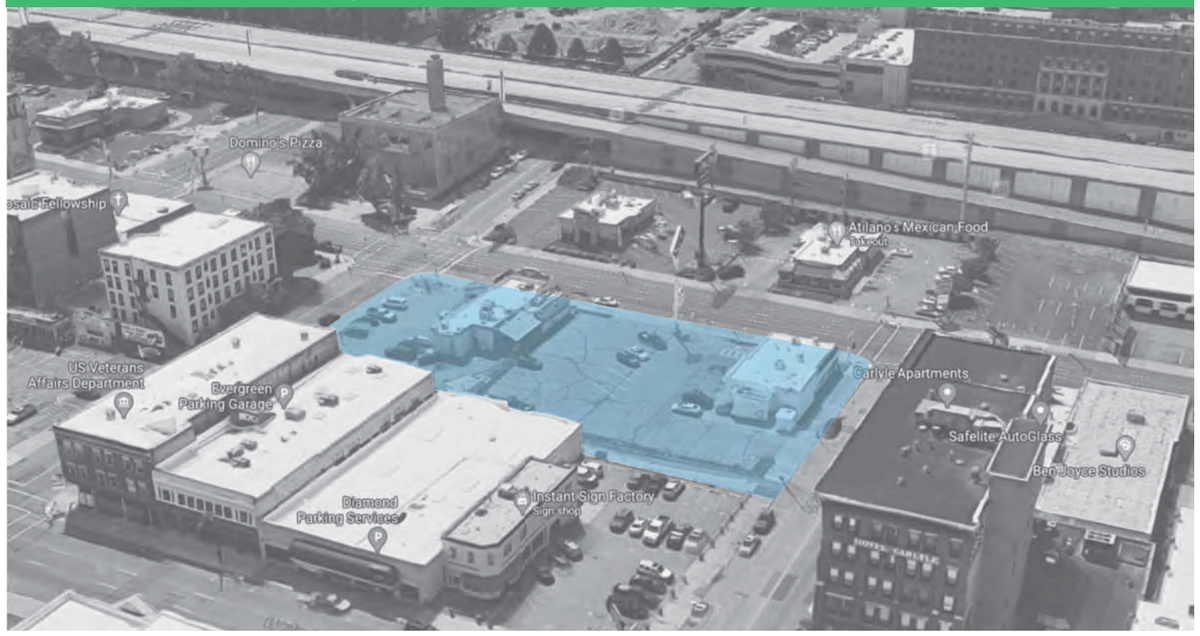
9 View from Lincoln St looking east



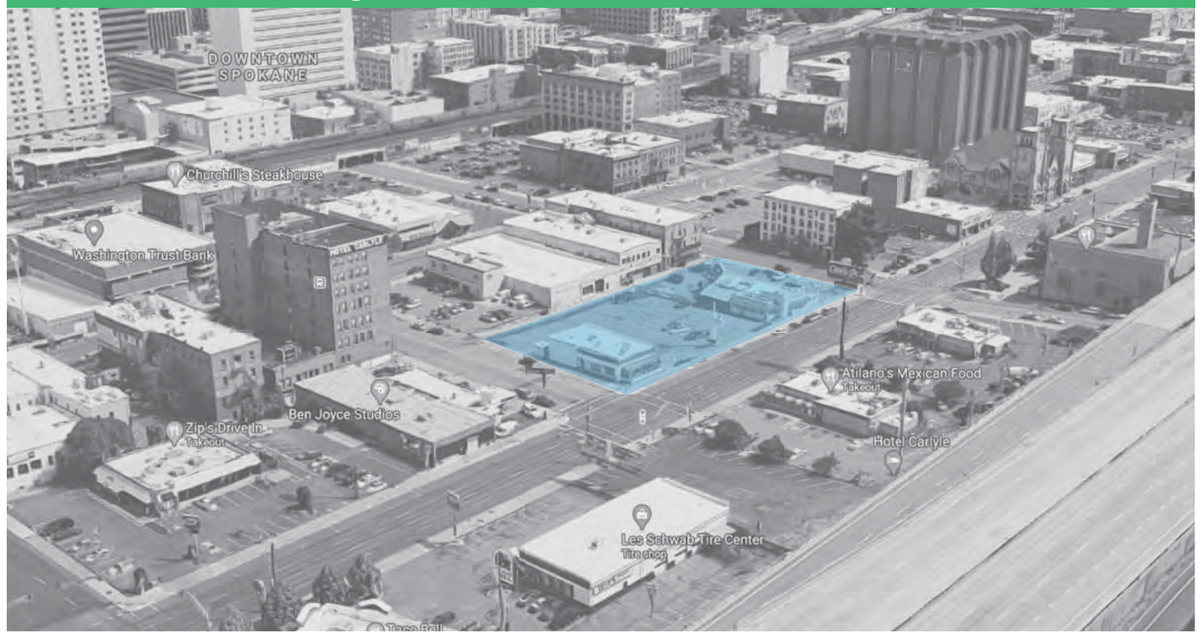
A View from Northeast looking Southwest



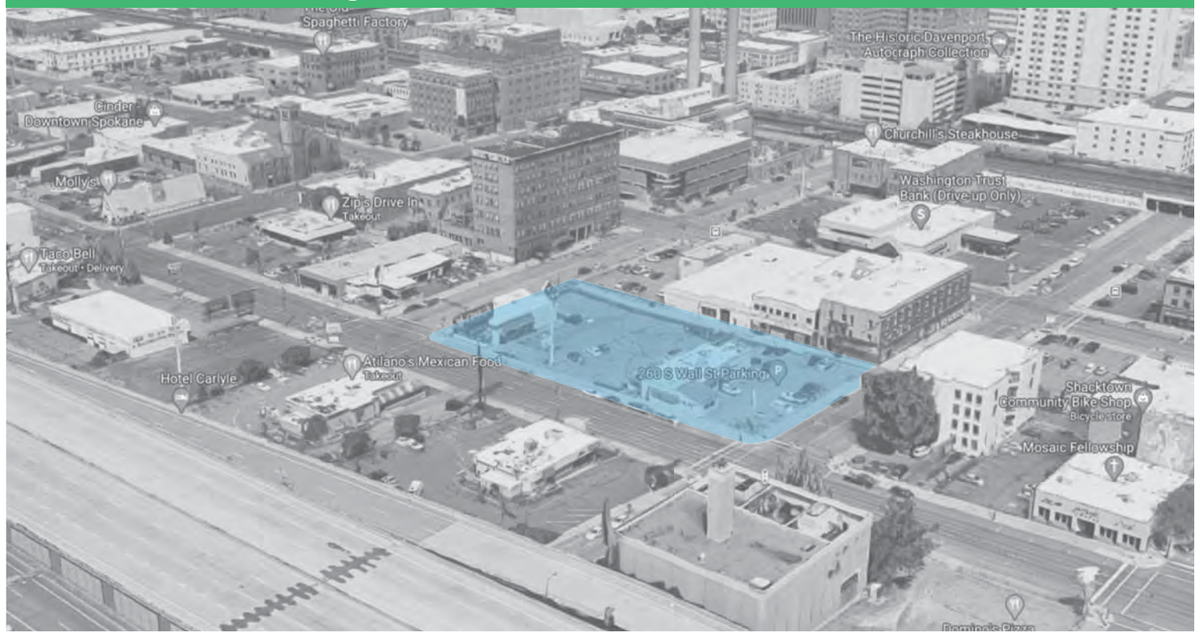
B View from Northwest looking Southeast



C View from Southwest looking Northeast



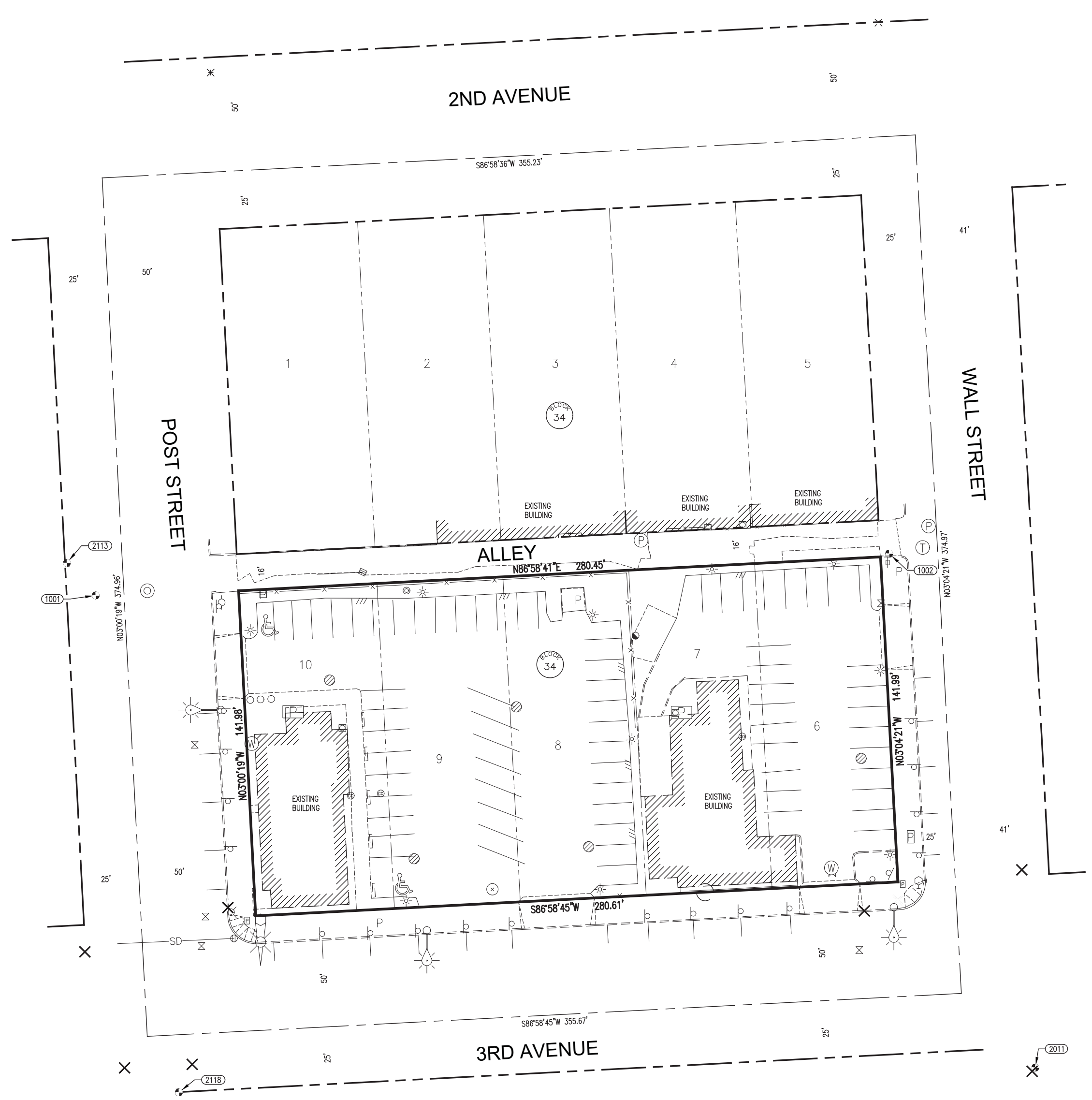
D View from Southeast looking Northwest



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



N

SCALE
30 0 15 30 60
(FEET)
1 INCH = 30 FEET

LEGEND

- PARAMETRIX CONTROL POINT, SEE TABLE
- FOUND SCRIBED X
- SANITARY SEWER MANHOLE
- CLEANOUT
- DRYWELL
- STORM MANHOLE
- CATCH BASIN
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- TELEPHONE HANDHOLE
- 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:

1. THIS MAP CORRECTLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY IN DECEMBER, 2020.
2. CONVENTIONAL AND GPS SURVEY EQUIPMENT WAS USED IN THE PERFORMANCE OF THIS SURVEY. ALL EQUIPMENT IS MAINTAINED IN CONFORMANCE WITH CURRENT STATE STATUTE.
3. THIS SURVEY WAS PREPARED BY FIELD TRAVERSE AS PER WAC 332-130-090, PART C. RELATIVE ACCURACY EXCEEDS 1 FOOT IN TEN THOUSAND.
4. 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 ONSITE UNDERGROUND UTILITY MARKINGS PERFORMED BY OTHERS.
5. 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.
6. 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.
7. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT, WHICH MAY REVEAL RESTRICTIONS OR EASEMENTS OF RECORD. ACCORDINGLY, NONE ARE SHOWN HEREON.
8. ALL DISTANCES TO FENCES AND STRUCTURES ARE MEASURED AT RIGHT ANGLES TO THE PROPERTY LINES.
9. THIS SURVEY WAS REQUESTED BY AVISTA CORPORATION FOR DESIGN PURPOSES.
10. 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 NAIL CP6
1002	257176.83	2480860.37	1906.90	FOUND MAG NAIL CP15
2011	256952.65	2480924.17	1911.61	FOUND MAG NAIL
2113	257172.74	2480501.63	1907.54	FOUND REBAR NO CAP
2118	256941.83	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 NGS MONUMNET PUBLISHED BY NOAA.

POINT DESIGNATION: W 263 (PID SV0702)
ELEVATION: 1916.32 U.S. SURVEY FEET

HORIZONTAL DATUM (WSRN):

HORIZONTAL DATUM FOR THIS SURVEY IS NAD 1983(XX), 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 NGS MONUMENTS PUBLISHED BY NOAA

POINT DESIGNATION: W 263 (PID SV0702)
NORTHING: 257173.698
EASTING: 2477489.800

PATH: U:\Spok\Projects\Clients\2867-AvistaCorp\377-2867-040

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	DWC
APPROVED	

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

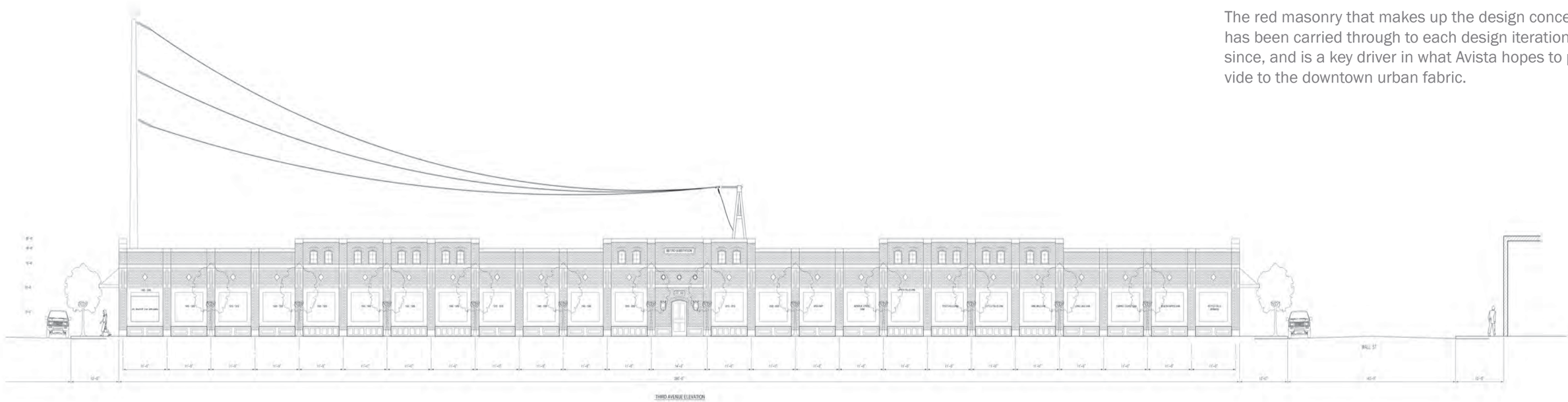
AVISTA METRO STATION
AVISTA
CITY OF SPOKANE

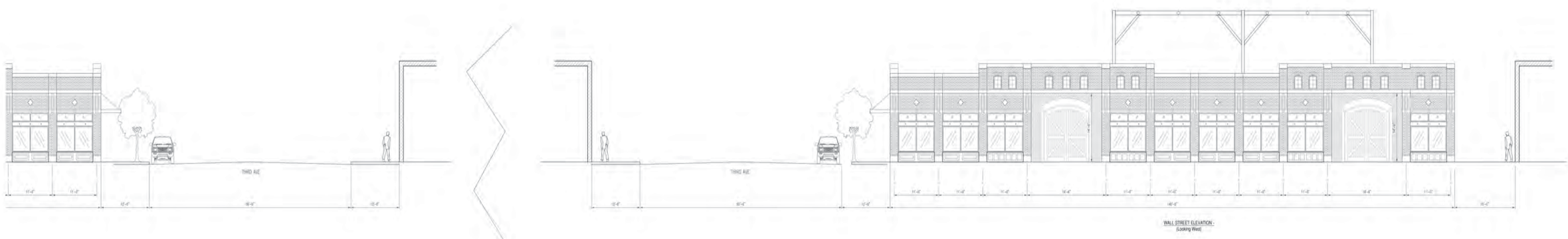
DRAWING NO. 1 OF 2

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 interation 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.

CORNER OF 3RD AVENUE & POST STREET - 04.14.21

DESIGN EVOLUTION - 04.14.21

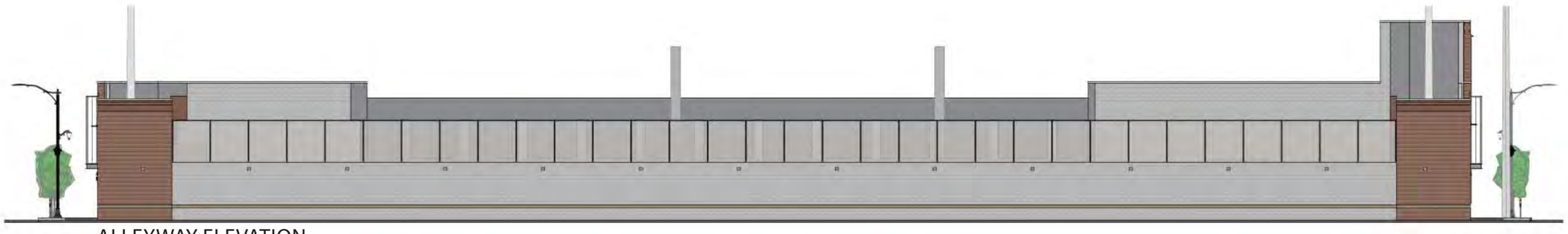
CORNER OF 3RD AVENUE & WALL STREET - 04.14.21

DESIGN EVOLUTION - 04.14.21

3RD AVE. ELEVATION

POST ST. ELEVATION

WALL ST. ELEVATION



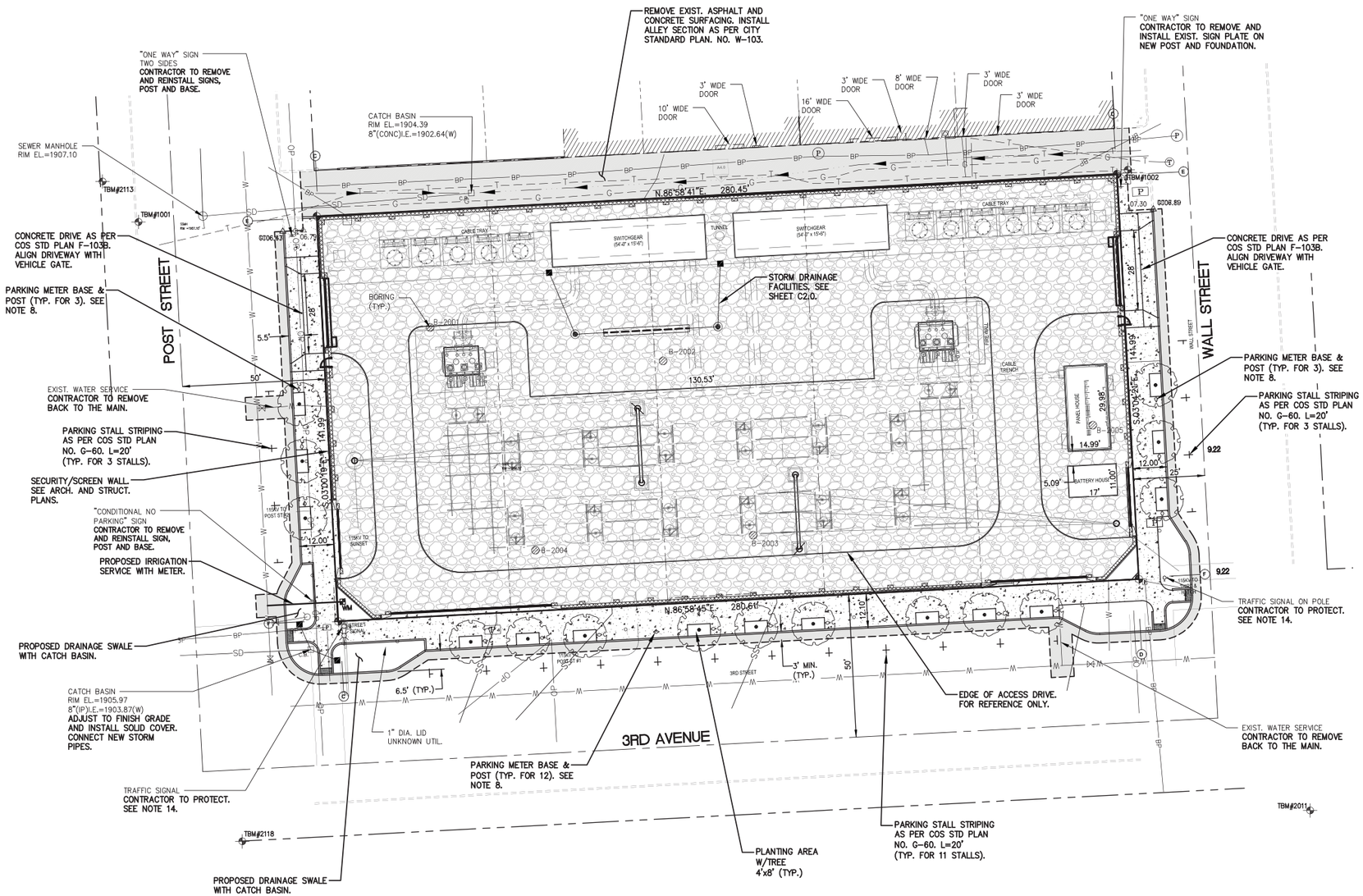
ALLEYWAY ELEVATION

CONCEPT GRADING PLAN

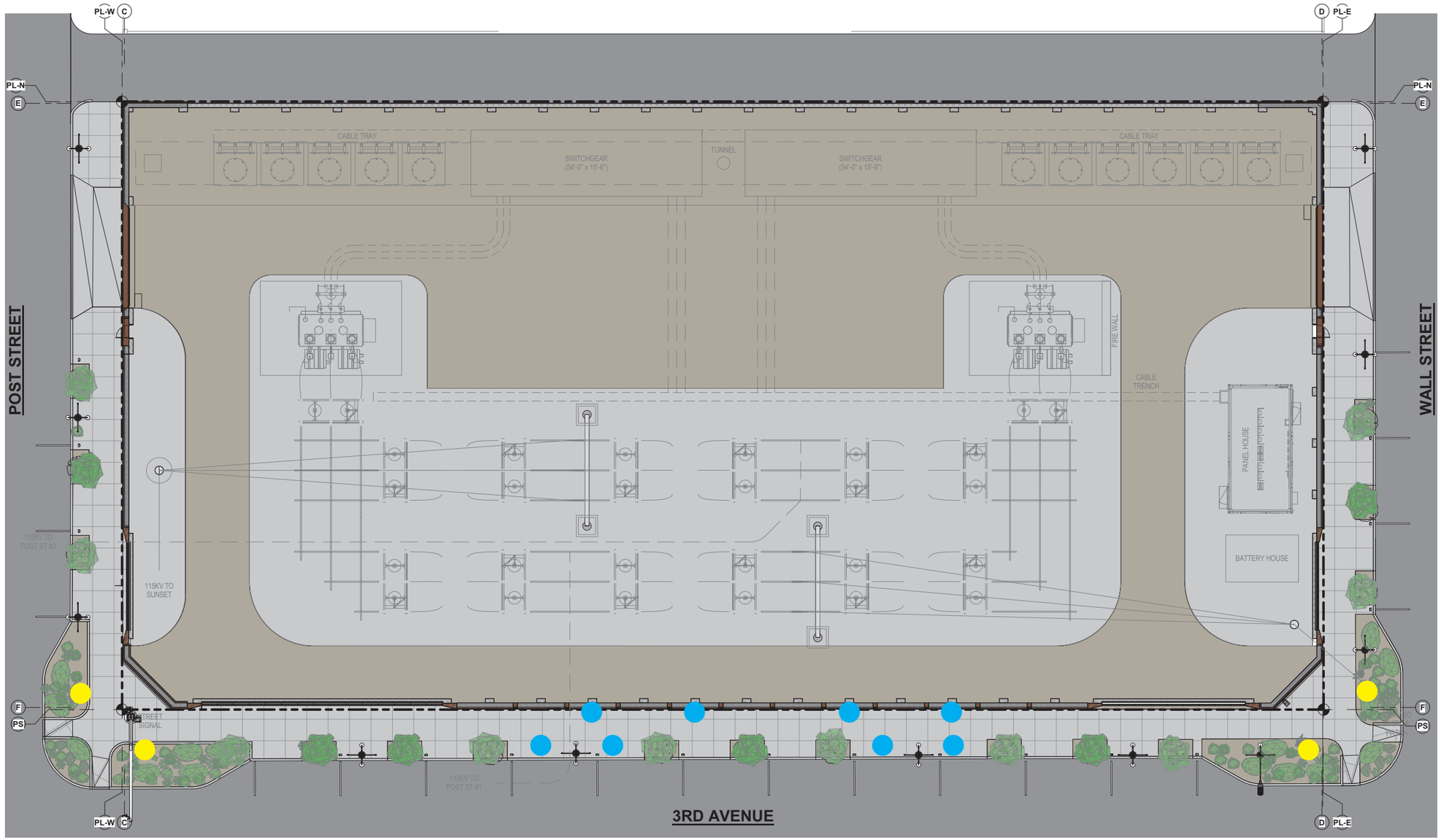
UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. PARAMETRIX MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, WE DO NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN EXACT LOCATION INDICATED, ALTHOUGH WE DO CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG



CONCEPT SITE PLAN



- Concrete seating/ resting spot
- Landscape boulder seating

CONCEPT RENDERING

CORNER OF 3RD AVENUE & POST STREET

CONCEPT RENDERING

CORNER OF 3RD AVENUE & WALL STREET

CONCEPT RENDERING

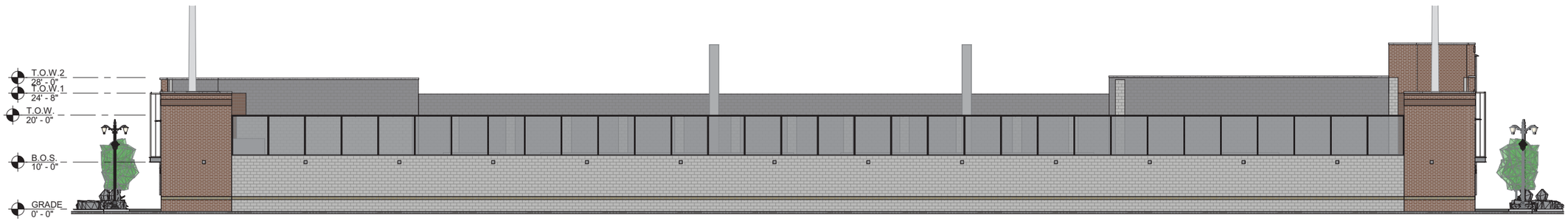
VIEW TO NORTHWEST FROM LINCOLN OFF RAMP

CONCEPT ELEVATIONS

3RD AVE. ELEVATION

POST ST. ELEVATION

WALL ST. ELEVATION

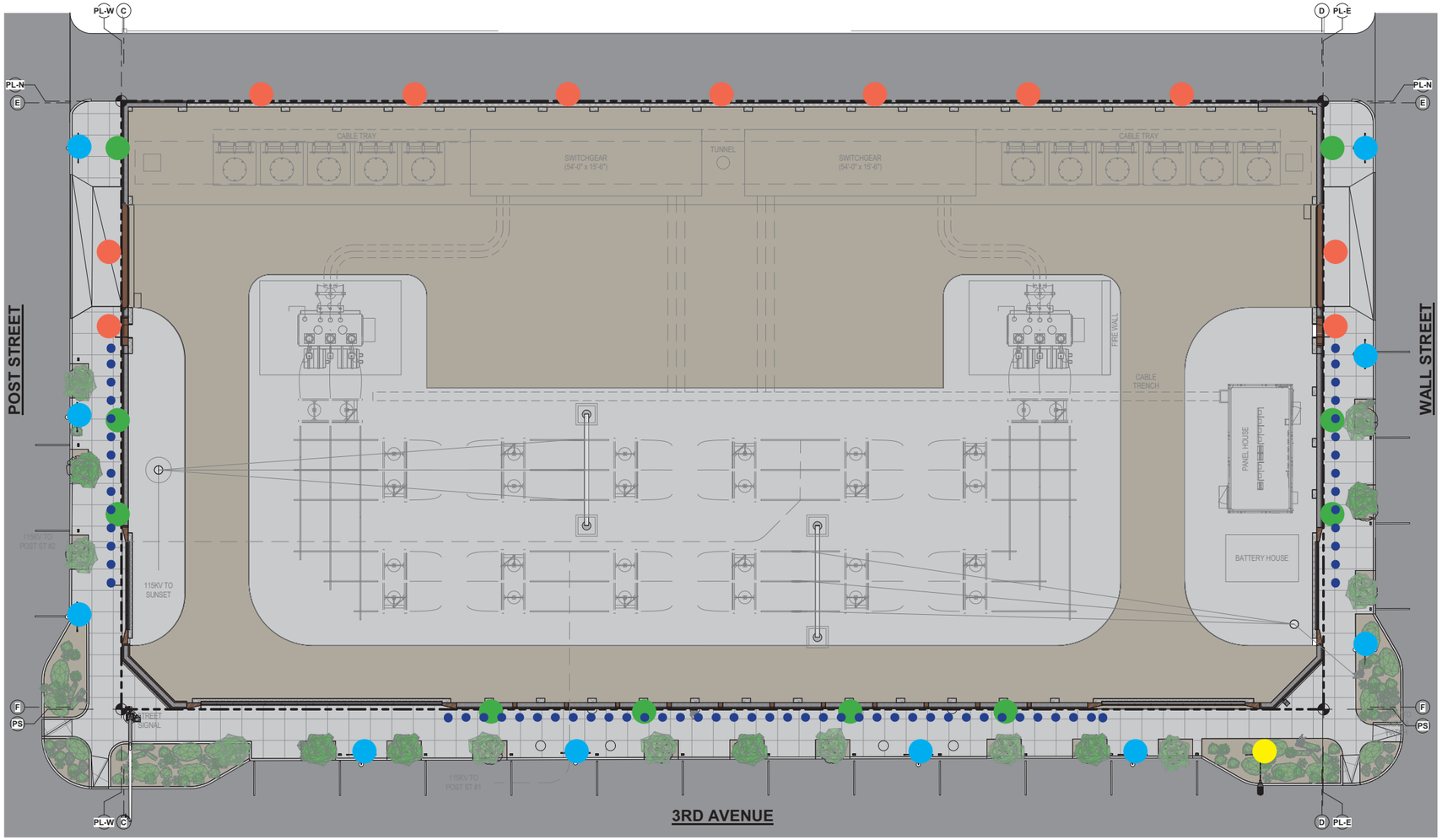


ALLEYWAY ELEVATION

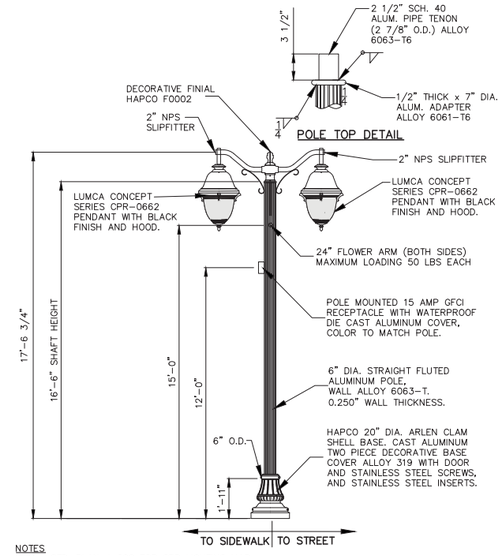
CONCEPT ELEVATIONS

SOUTH ELEVATION @ 3RD AVENUE

CONCEPT LIGHTING PLAN

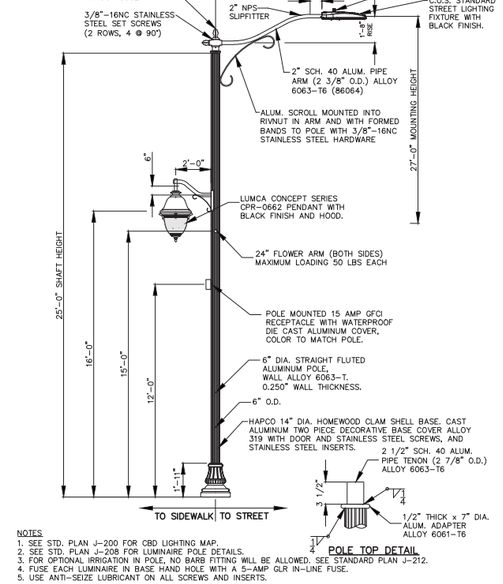


- RGBW LED Strip Fixtures
- City of Spokane P2B Luminaire Pole
- City of Spokane S2B Luminaire Pole
- Security Wall Pack/ Downlight
- Up/Down Wall Sconce



NOTES
1. SEE STD. PLAN J-200 FOR CBD LIGHTING MAP.
2. SEE STD. PLAN J-208 FOR LUMINAIRE POLE DETAILS.
3. FOR OPTIONAL IRRIGATION IN POLE, NO BARB FITTING WILL BE ALLOWED. SEE STANDARD PLAN J-211.
4. FUSE EACH LUMINAIRE IN BASE HAND HOLE WITH A 5-AMP GLR IN-LINE FUSE.
5. USE ANTI-SEIZE LUBRICANT ON ALL SCREWS AND INSERTS.

City of Spokane P2B Luminaire Pole



NOTES
1. SEE STD. PLAN J-200 FOR CBD LIGHTING MAP.
2. SEE STD. PLAN J-208 FOR LUMINAIRE POLE DETAILS.
3. FOR OPTIONAL IRRIGATION IN POLE, NO BARB FITTING WILL BE ALLOWED. SEE STANDARD PLAN J-212.
4. FUSE EACH LUMINAIRE IN BASE HAND HOLE WITH A 5-AMP GLR IN-LINE FUSE.
5. USE ANTI-SEIZE LUBRICANT ON ALL SCREWS AND INSERTS.

City of Spokane P2B Luminaire Pole

CONCEPT RENDERING

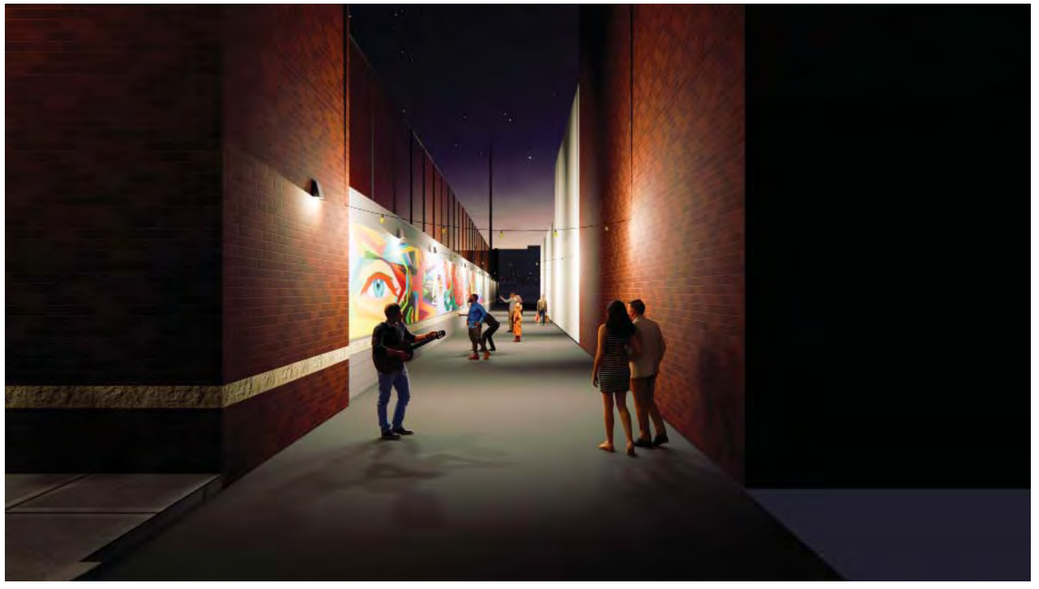
LIGHTING PRECEDENT

CORNER OF 3RD AVENUE & POST STREET

CONCEPT RENDERING

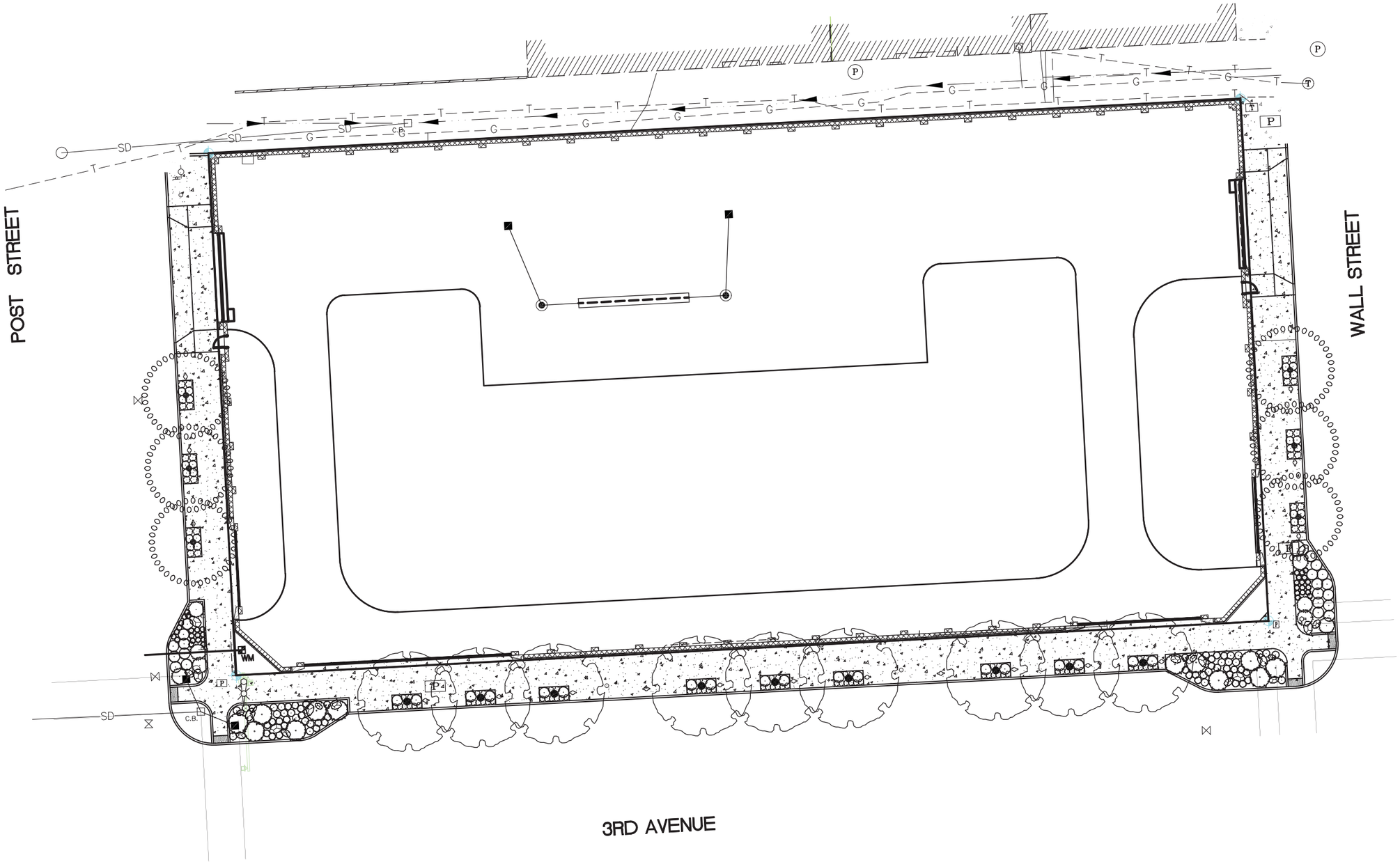
CORNER OF 3RD AVENUE & WALL STREET

CONCEPT RENDERING



ALLEYWAY @ WALL STREET

CONCEPT LANDSCAPE PLAN



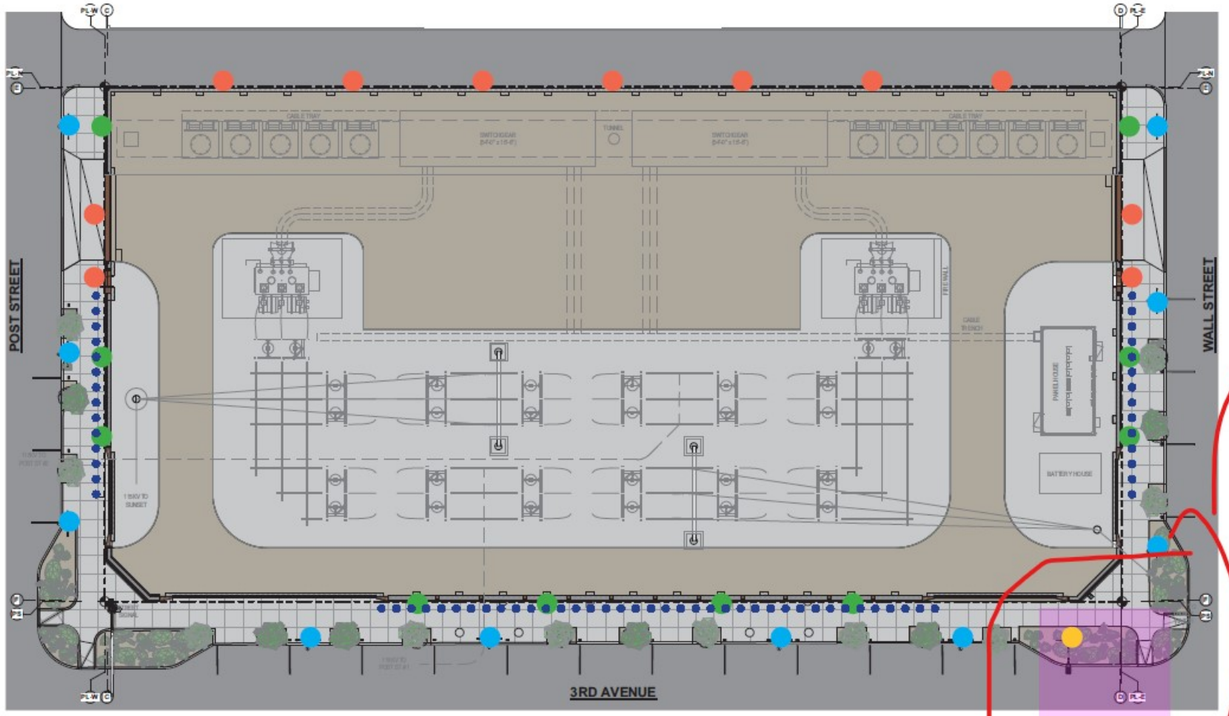
PLANT PALETTE & SITE FURNISHING CONCEPTS

3RD AVENUE TREES

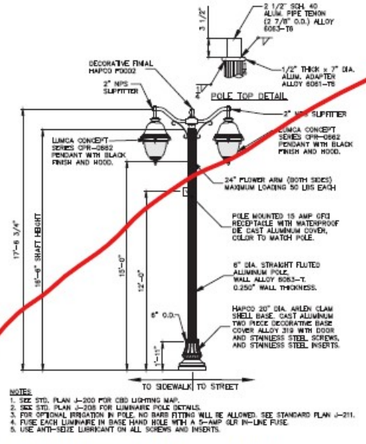
POST & WALL STREET TREES

PLANTING AREAS

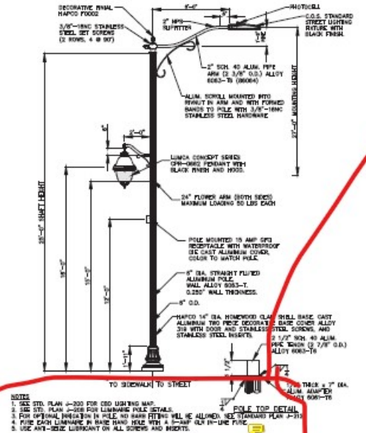
CONCEPT LIGHTING PLAN



- RGBW LED Strip Fixtures
- City of Spokane P2B Luminaire Pole
- City of Spokane S2B Luminaire Pole
- Security Wall Pack/ Downlight
- Up/Down Wall Sconce



City of Spokane P2B Luminaire Pole



City of Spokane P2B Luminaire Pole

3 comments

PAGE 25 3

kknutson 11:22

Should be S2B, Standard Plan J-206

kknutson 13:11

Cobra head portion of luminaire should illuminate the north-south crosswalk. Because of the pole's large offset from the sidewalk that runs parallel to Wall St shown here, it isn't clear that the crosswalk will be the focus of the lighting.

kknutson 11:39

There are no metered City electrical service points on that particular block to power hte S2B and P2B poles. The nearest City electrical services are at the NE corner of Third Ave & Wall St, and on the SW corner of Post St & Third Ave.

Berberich, Taylor

From: Timothy Dickerson <tdickerson@wagarch.com>
Sent: Wednesday, May 12, 2021 3:42 PM
To: Berberich, Taylor
Cc: Gunderson, Dean
Subject: Re: Avista Metro Substation Submittal- Staff Questions
Attachments: Conceptual Site Plan-05.12.21.pdf; Conceptual Lighting Plan-05.12.21.pdf

If you cannot access the ShareFile due to your firewall, I have attached just the new Site Plan and Lighting Plans.

On Wed, May 12, 2021 at 3:37 PM Timothy Dickerson <tdickerson@wagarch.com> wrote:

> Taylor,
>
> See responses below, and I have uploaded a new design packet as well as individual sheets for the lighting and site plan to our ShareFile due to the file sizes.
>
> Access here: https://wagarch.sharefile.com/d-sf023eee2ae9549f58d5be83afe1b5dca
>
> 1. In your submittal packet, it appears pages 1-17 include your submittal for the Collaborative Workshop. If this is the case, would you be ok with me making a note of this in the staff report? It's helpful for the board to know what is review and what is new material. That is correct. It is a continuation of the collaborative workshop packet. It is okay to make a note of this. I included it as that is what WAG has done in the past, and allows for the reviewers to see how the design has progressed.
>
> Windows
>
> 2. Under your response to Advisory Actions #1 and #6, you mention "thin" windows. I was wondering if you meant "narrow" windows. I wasn't sure if you were referring to the thickness of the glass or the width of the window itself. Narrow windows is probably better wording. The windows at this time are only 12" wide, so as to allow for a view into the structure, but not allow enough space for someone to break out the window and climb through.
>
> 3. The building elevations indicate the glass windows extend all the way to the finish grade. Is this the case, or will there be kick plate beneath the windows? At this time the windows extend to finish grade without a kickplate. The windows are fiberglass rather than aluminum storefront, due to the conductive nature of metals.
>
> 4. Are you proposing static images inside the storefront windows, or will there be interactive signage/education components? Currently it is proposed that the storefront will be part of a set of display windows. Avista's marketing and communications team will determine what will be displayed. This is indicated in our response to Advisory Action #7. The imagery in the renderings is a place holder.
>
> 5. It appears the vertical slit windows are only on 3rd avenue. Can you verify this is the only location for these windows, or will they be along Post and Wall as well? At this time the vertical slit windows are only along 3rd Avenue.

Lighting

6. I didn't see a lighting plan in your submittal. I do see the locations of the pole lighting on your site plan, but we need a separate sheet marking the locations of all lighting and what types, if they are up-lights (which may impact nearby residents) and images of each lighting type. Will there be lighting inside the facility? The plan doesn't need to be elaborate, I have attached an example from a previous project for reference. Please also include proposed lighting for the alleyway, as well as the locations of hookups for festoon lighting (if intended). I have attached the lighting plan. There will only be security lighting within the enclousre that will be on motion sensors. It is not in Avista's plans to draw attention to the interior equipment in the evening and night. What occurs on the interior of the wall is separate from what is occurring on the exterior of the enclosure.

With regard to festoon lighting, a plan for connections or hookups has not been lined out. At this time, as has been stated in the our response regarding the alleyway, a direction for the alleyway is fluid, as Avista and the building owners to the north of the alleyway feel it is premature to provide a direction for what the alleyway will become.

7. You have indicated 3rd Avenue will have an RGB moving display, will the other facades have this as well? Will they be static lights? Will they be turned off or dimmed in the evening so the adjacent residences aren't disturbed? The Post and Wall facades will have RGB lighting as well. The RGB lighting is intended to be a mix of static and dynamic dependent on the time of year, holidays or event occurring in the city. The 'light boxes' on Post and Wall will work with the 'light box' along 3rd Avenue until a designated time each day at which time they will dim and become static, so as to not distract or add stress to the residents of the apartment building on Wall and the Carlyle Hotel on Post. The 3rd Avenue facade will remain dynamic throughout the evening.

Landscape

8. Please provide the class for each tree you are proposing (I,II,III or IV). Both trees are currently Class II per the city's standards for the location. This may change as we progress through construction documents. Avista feels Class II trees (average height of 30-50 feet) may become an issue with the overhead transmission lines that will run from north to south over 3rd Avenue.

9. Are you intending to match the tree well plantings to those at the Wonder Building, along Mallon? (I ask because this was another project done by WAG that went through Design Review, so staff have a point of reference.) That is the intention. See the Conceptual Landscape Plan.

10. In the building elevation and your response to Advisory Action #6, there seems to be some indication of rock and/or concrete cast blocks for individual seating. In the site plan, these are not indicated. Will they be clustered around the windows? Clustered at the mid-block? Please clarify the orientation and locations. See attached Conceptual Site Plan and Design Packet. The locations of small seating opportunities have been labeled.

11. Dean and I aren't positive the landscape bed in the curb ramp bulbout (at the southwest corner) will be allowed by the street department. I have sent a message to them to verify just to be sure. I will let you know their response as soon as I hear back. WAG and Parametrix have had extensive discussions with Ali Brast and Mike Nilsson with regard to these corner treatments, and have been given approval to proceed as shown in our landscape and site plans.

Other

12. In the alley, the elevation is showing CMU block to a certain elevation and then fencing above that. What is the proposed treatment of the fencing? Vinyl coated, etc.? The final fencing treatment has not been determined at this time. Two options that have been discussed are a black vinyl coating or the use of a chemical that essentially stains the galvanized fencing to a rust color (see image below)

13. What's the status on the discussion surrounding art in the project? Is it public art or art owned and managed as part of Avista's corporate collection? See our response to Advisory Action #3. Communication with the local arts community has not progressed as Avista feels it premature at this time. It is Avista's goal to allow the Arts Council and Spokane Arts to curate the artwork at 3rd Avenue and within the alley, but at this time no conversations have occurred.

14. How deep are the proposed canopies/soffits? Do they provide overhead weather protection? The awnings are 30"-36" deep. They will only provide protection from weather at the areas directly below the 'light boxes'.

I think I've provided a response to all. Thank you.

--

Timothy G Dickerson, RA
Architect

WAG

1015 N. Calispel, Suite B
Spokane, WA 99201
Office: (509) 455-6999
Cell: (509) 869-9077
Fax: (509) 455-3933
www.wagarch.com

v

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DESIGN REVIEW BOARD FILE NO.DRB 2101

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:

Timothy Dickerson
Wolfe Architectural Group
509-455-6999
tdickerson@wagarch.com

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

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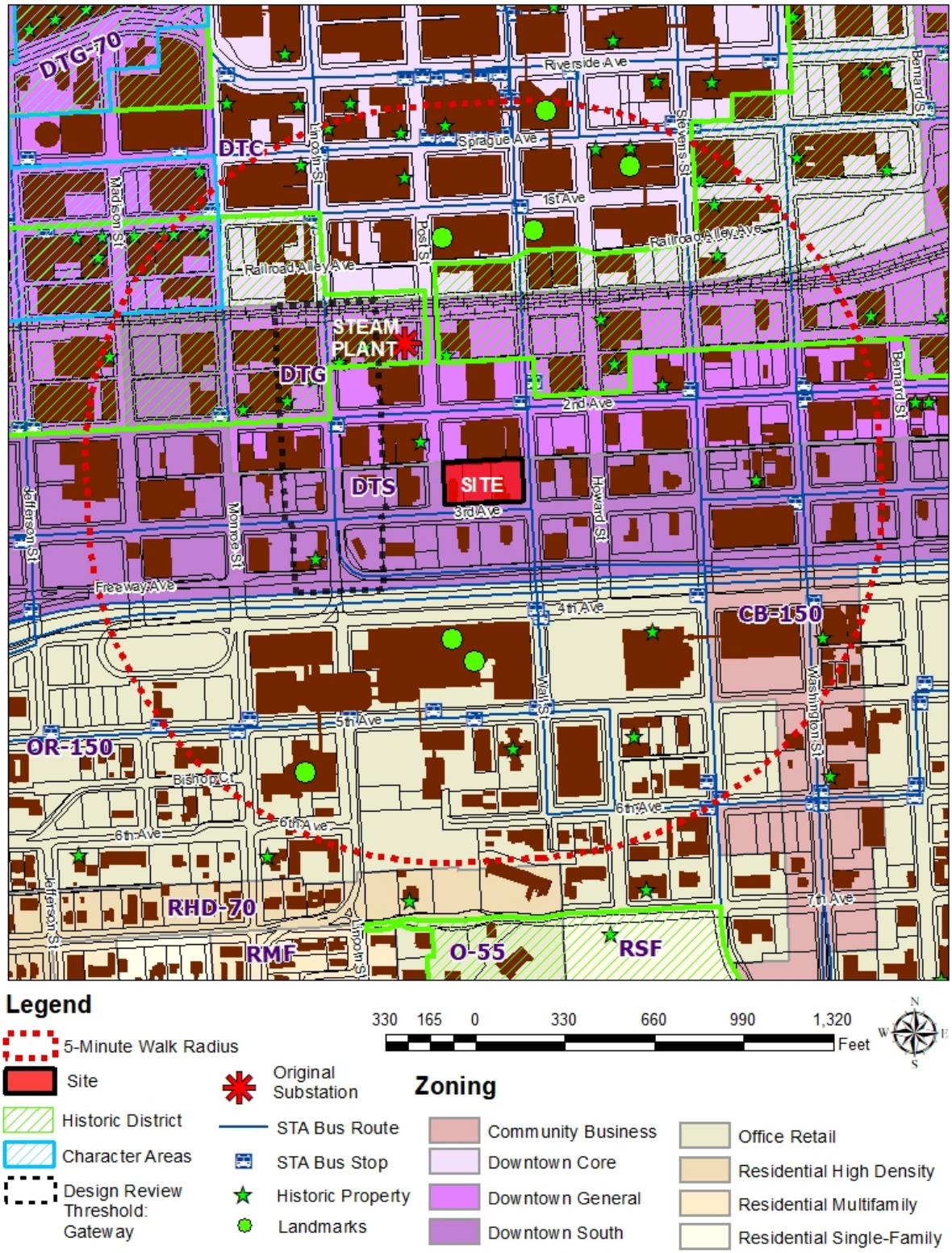
Project Description

Please see applicant's submittal information.

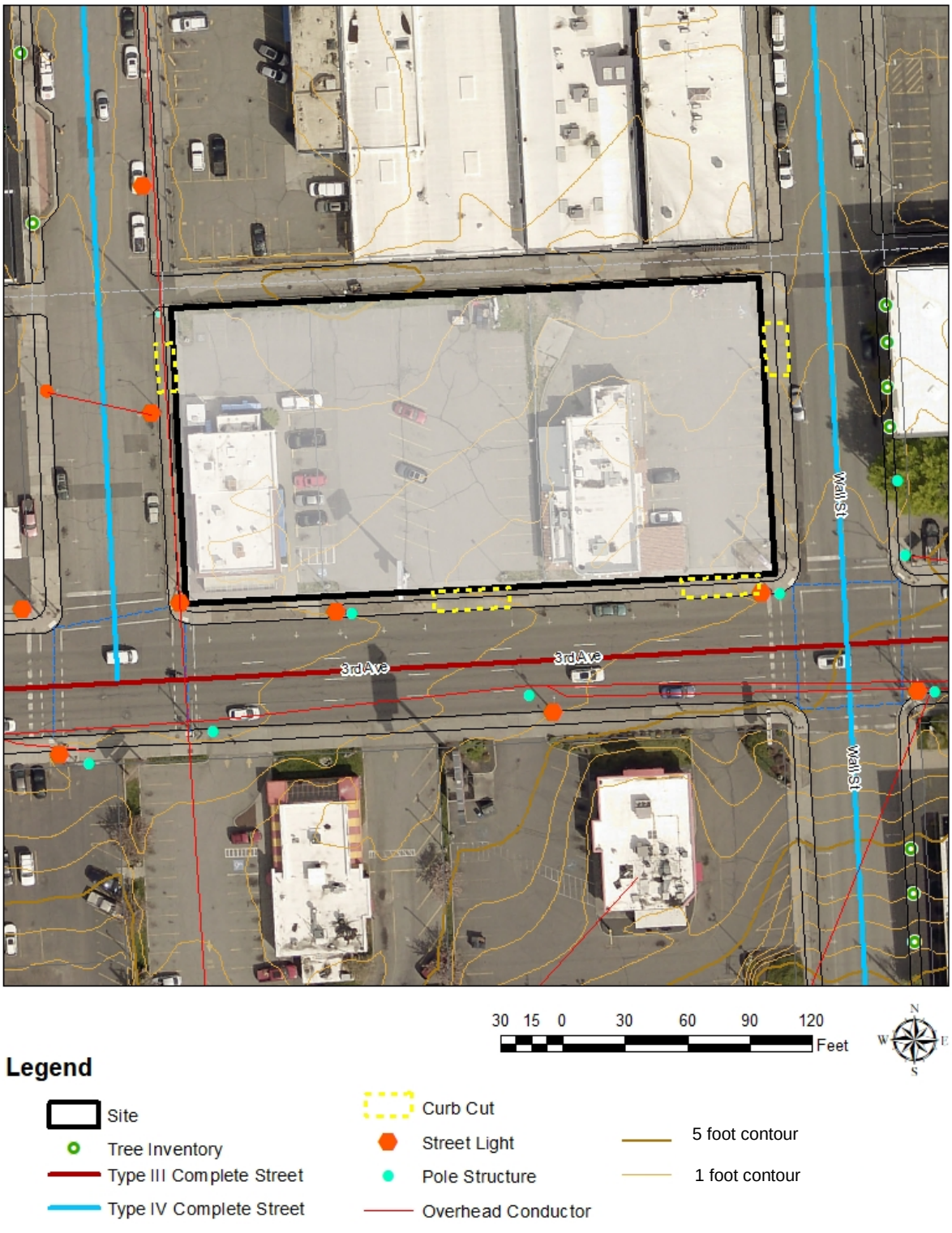
Location & Context



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



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?

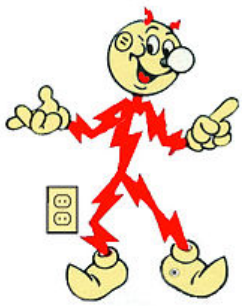


Figure 1- The original downtown Washington Water Power office, with Reddy Kilowatt neon sign above the entrance

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 Polices:

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 Spokanites 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:

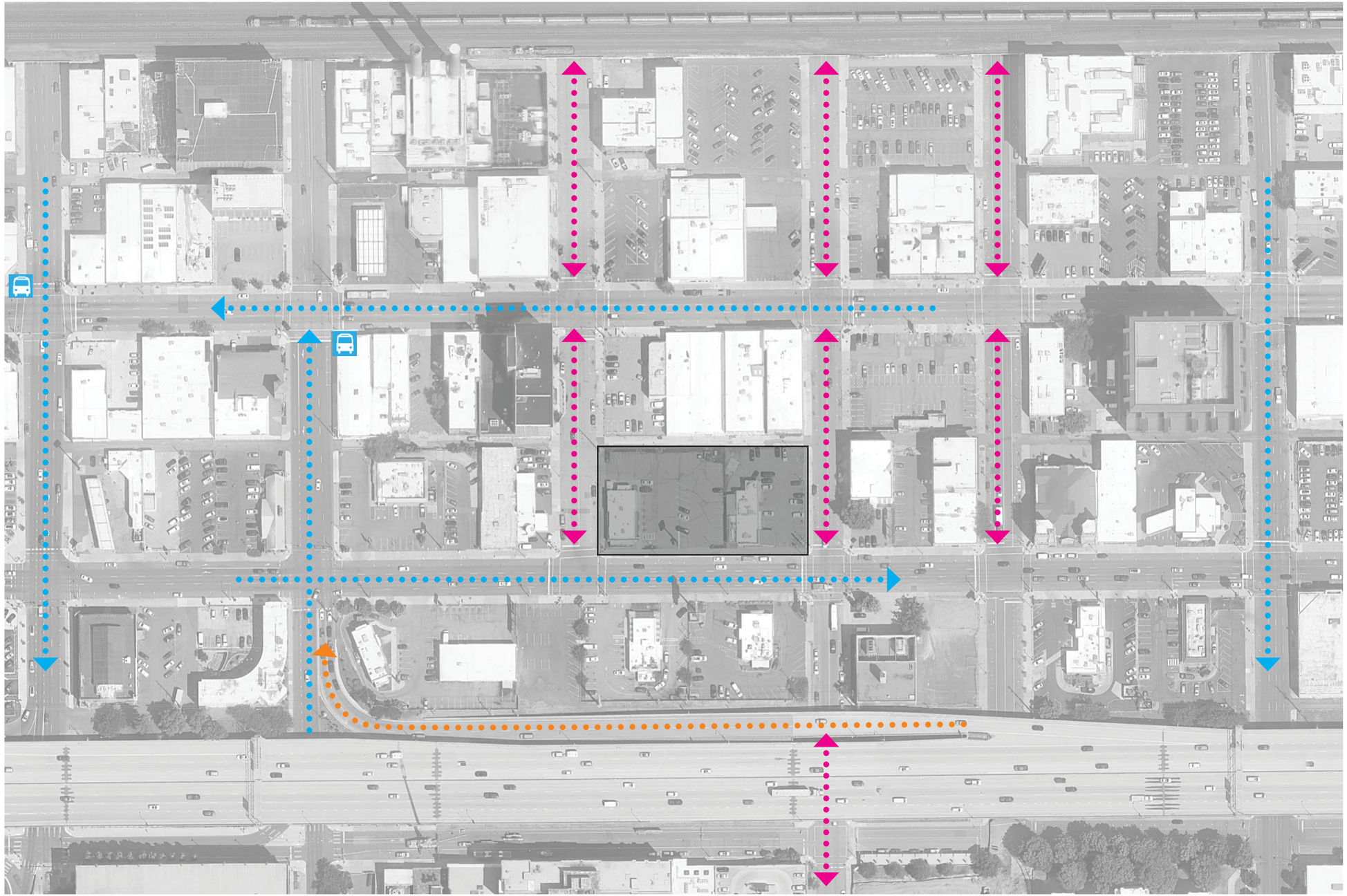
- Facades and Transparency abutting the street
- Clear sidewalks with street trees
- Inclusion of a pedestrian corner with the ability to house public art
- Lighting across the entire street frontage to unify and provide safety for pedestrians during dark hours
- Curb cuts @ 24' Max
- Contemporary massing 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 visibilty 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

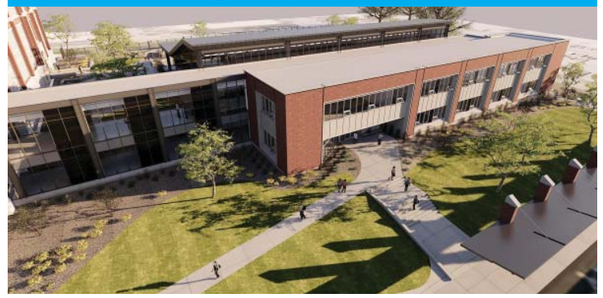
RELEVANT EXISTING BUILDINGS

1 Washingtont Water Power

2 Northwest Transport Company

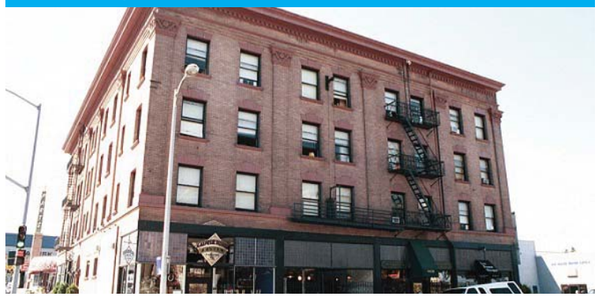
3 Lewis & Clark High School

4 Lewis & Clark High School Addition

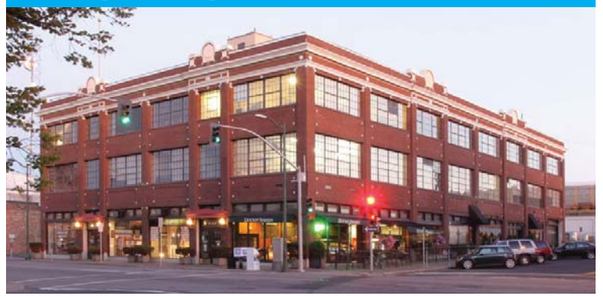


5 Hotel Carlyle

6 Hotel Upton

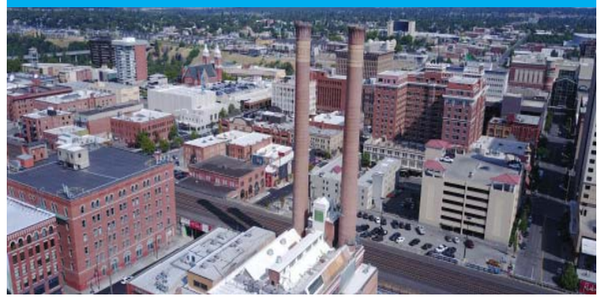


7 Eldrige Building



8 Wells Chevrolet Service Building

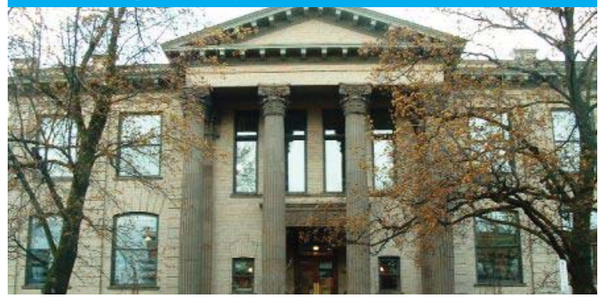
9 Steam Plant



10 Crowe & Company

11 Amman Apartments

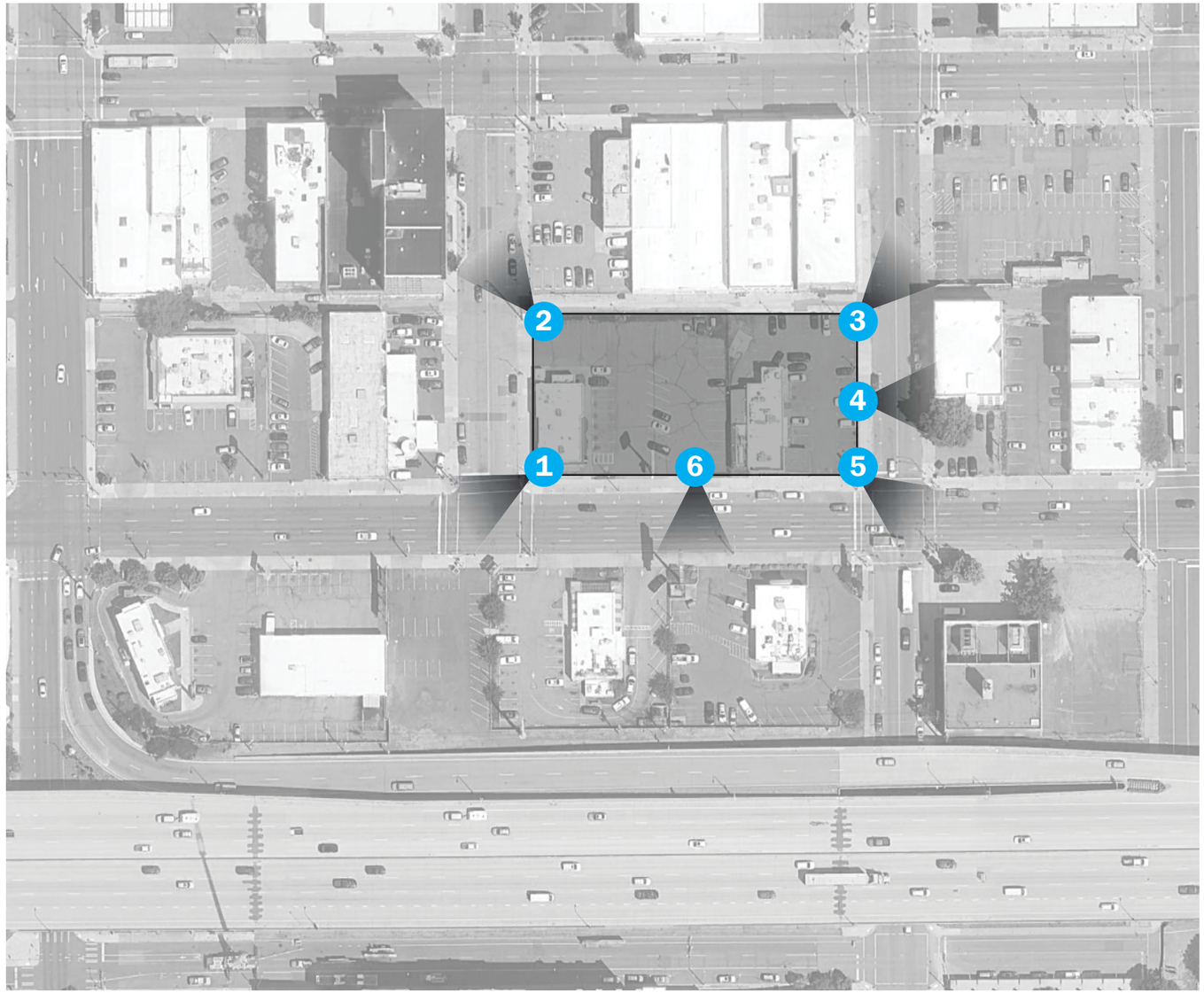
12 Carnegie Library, Main Branch



13 U.S. Pavilion

14 Spokesman-Review

VIEWS FROM THE SITE

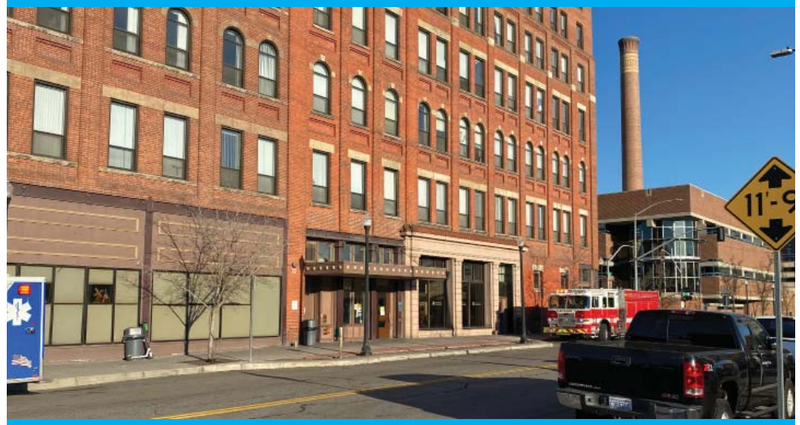


1. View from corner of 3rd and Post looking Southwest
2. View from Post and Alley looking Northwest
3. View from Wall and Alley looking Northeast
4. View from Wall St. looking East
5. View from corner of 3rd and Wall looking Southeast
6. View from 3rd Avenue looking South

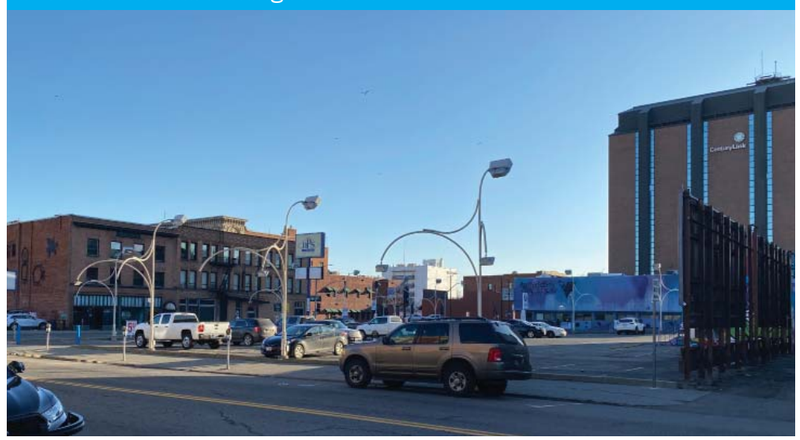
VIEWS FROM SITE

1 View from West 3rd Ave. looking Southwest

2 View from Post looking Northwest



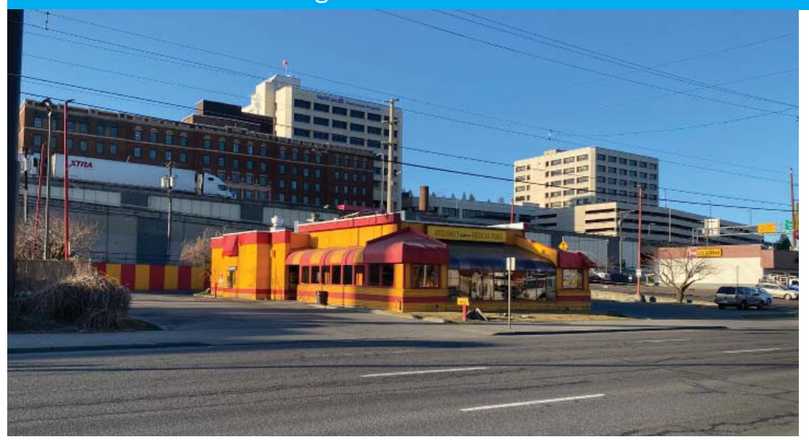
3 View from Wall looking Northeast

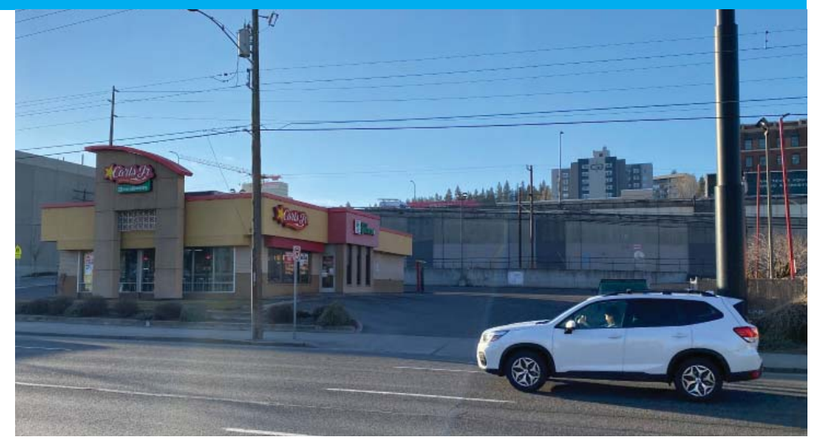


4 View from Wall Street looking East

5 View from Wall looking Southeast

6 View from 3rd Ave. looking South





SITE PHOTOGRAPHY AND CONTEXT

STREET VIEWS

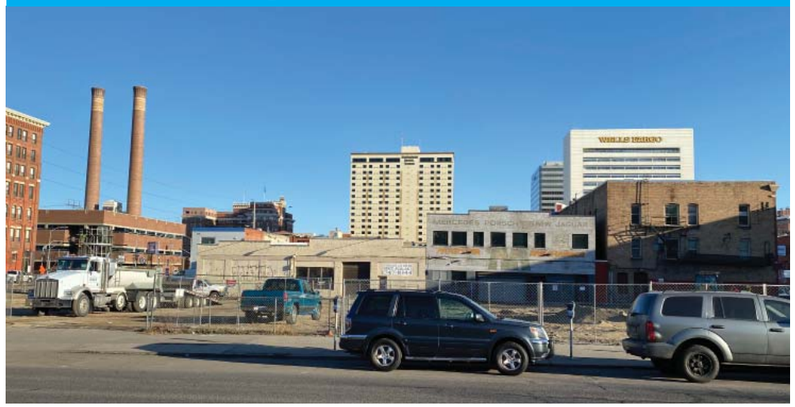
1. View from South Maple looking northeast
2. View from South Maple looking east
3. View from the corner of S. Maple & West 4th Ave. looking southeast
4. View from West 4th Ave. looking south
5. View from The corner of S. Walnut & West 4th Ave. looking southwest
6. View from S. Walnut looking west
7.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

AERIAL VIEWS

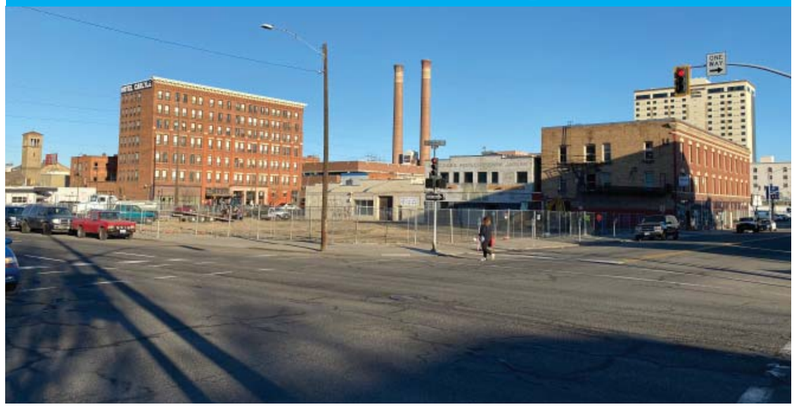
- A View from Northeast looking southwest
- B View from Northwest looking southeast
- C View from Southwest looking northeast
- D View from Southeast looking northwest

1 View from Post St looking northeast

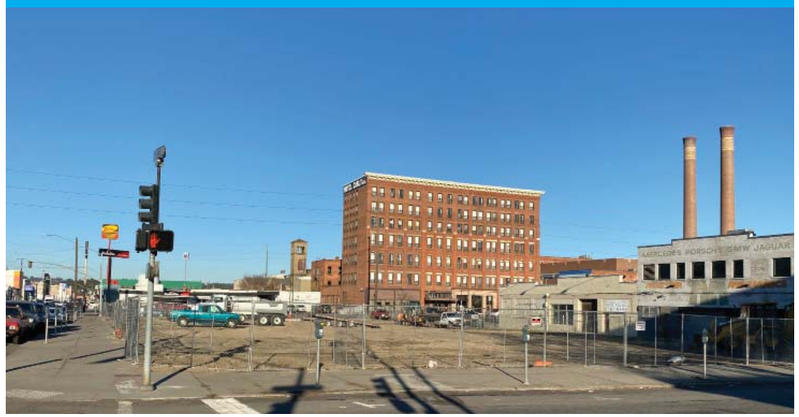
2 View 3rd Ave looking north



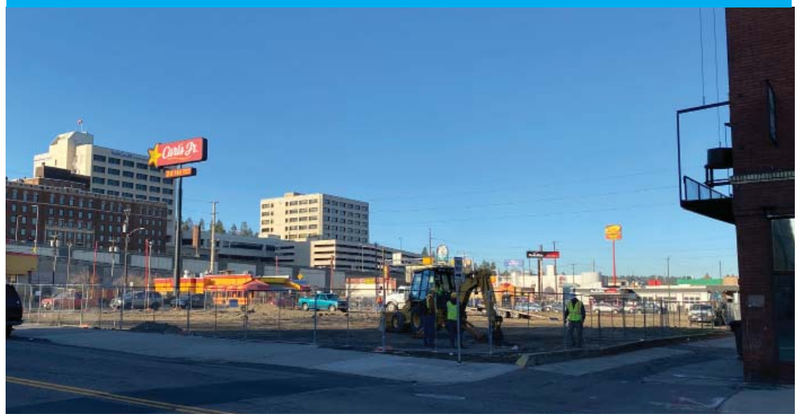
3 View from Wall St @ southeast corner looking northwest



4 View from West 4th Ave. looking south

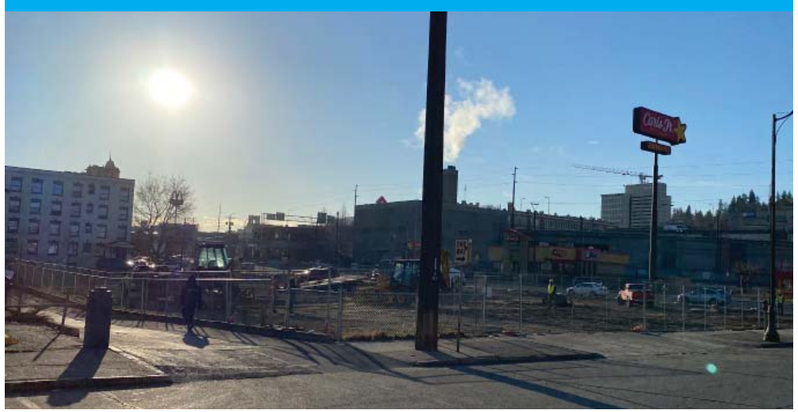


5 View from northeast corner looking southwest



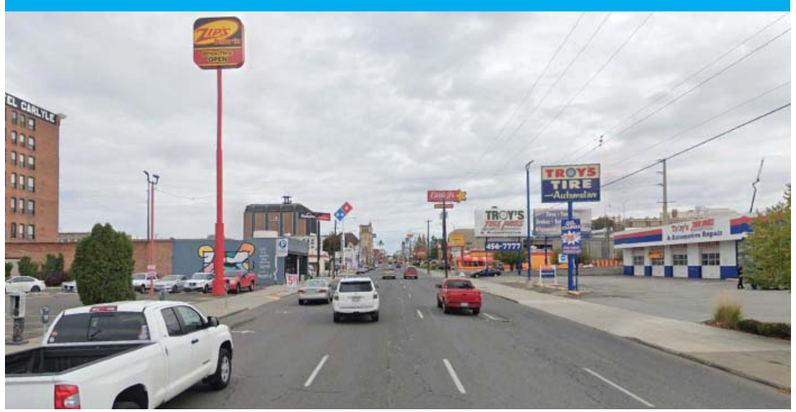
6 View from northwest corner @ Carlyle looking southeast

7 View from Post St @ northeast corner looking southeast

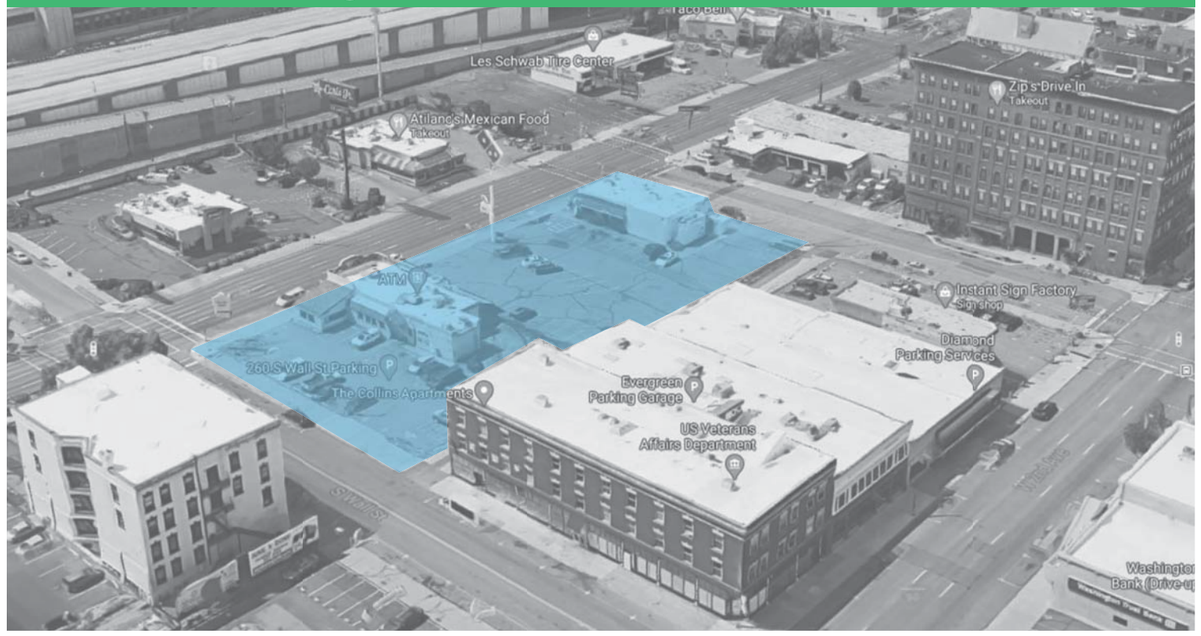


8 View from Post St @ southwest corner looking east

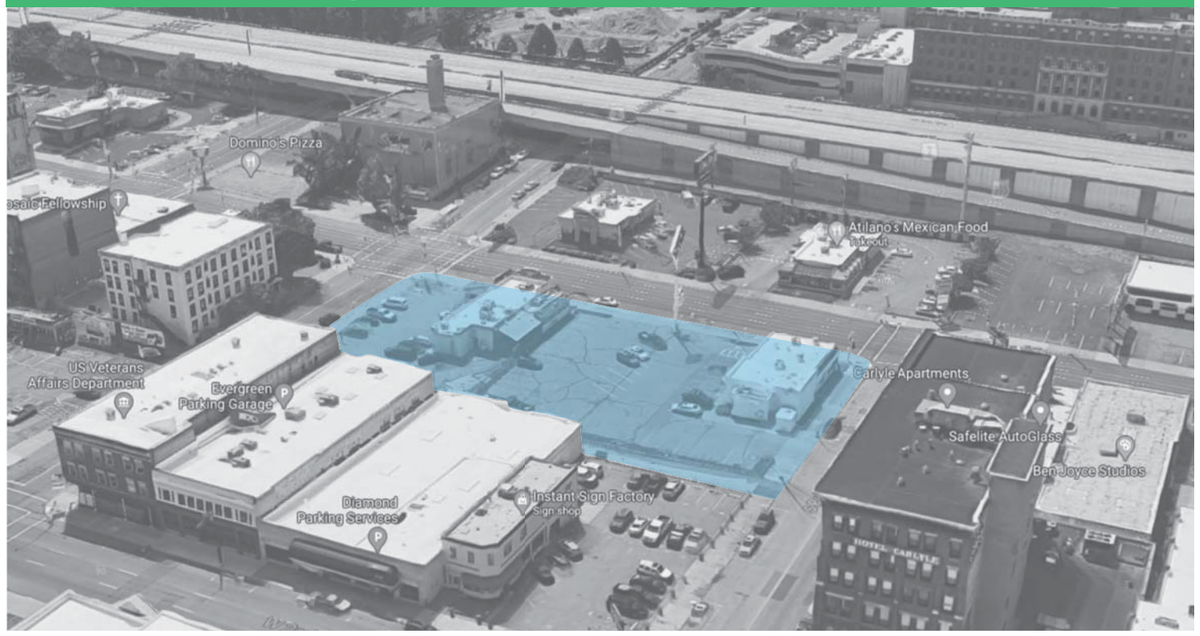
9 View from Lincoln St looking east



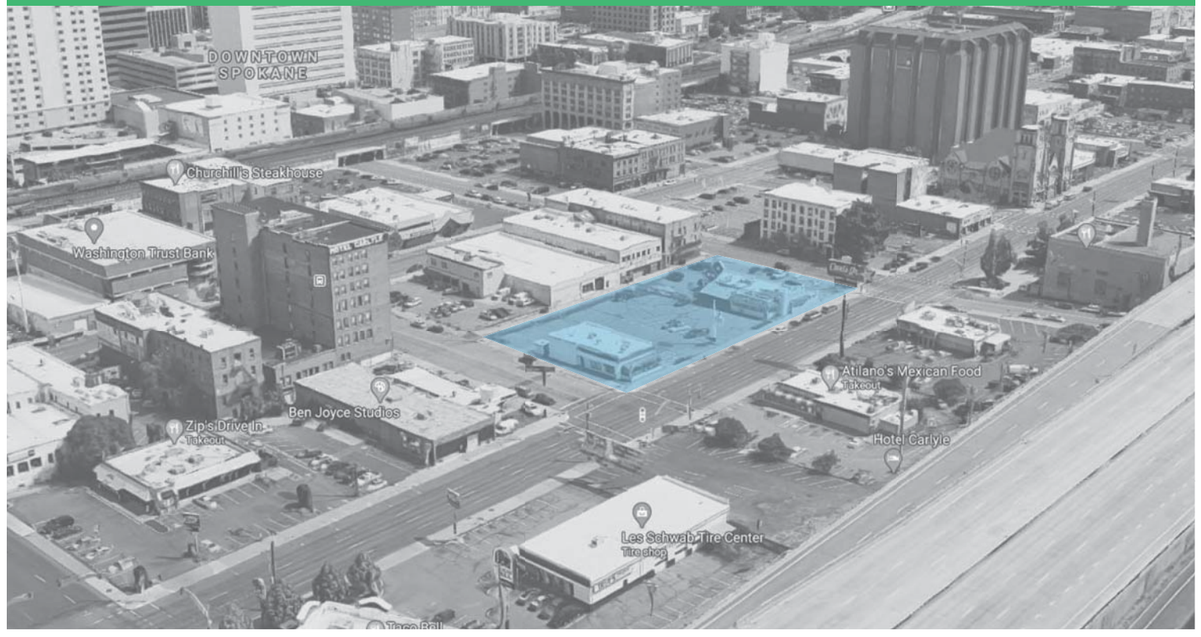
A View from Northeast looking Southwest



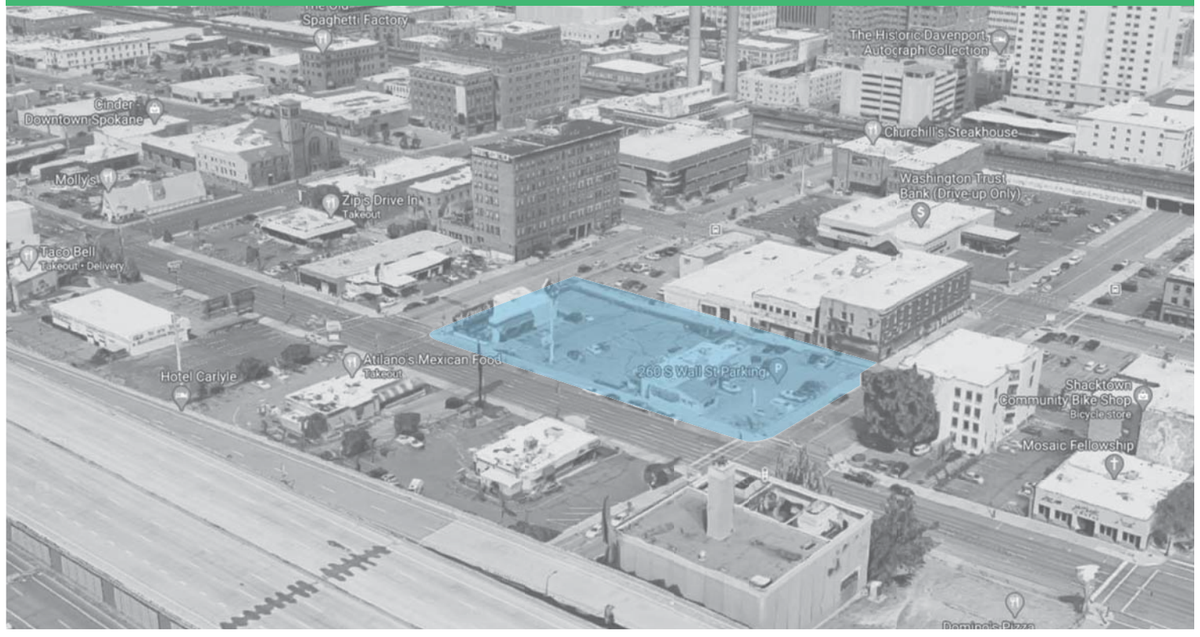
B View from Northwest looking Southeast



C View from Southwest looking Northeast



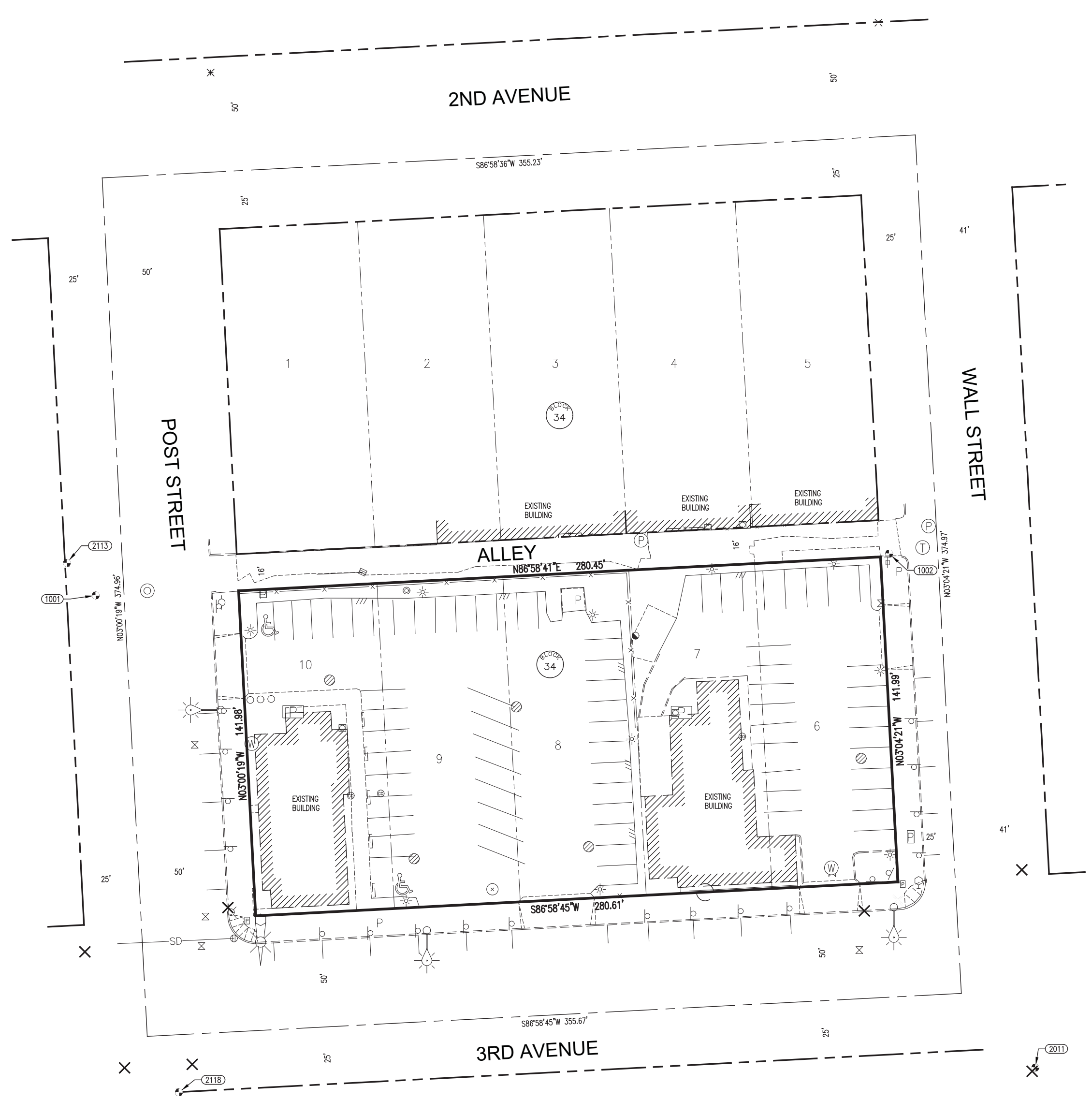
D View from Southeast looking Northwest

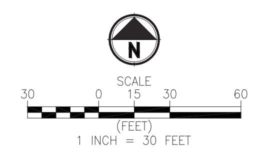


EXISTING SURVEY

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 SCRIBED X
- SANITARY SEWER MANHOLE
- CLEANOUT
- DRYWELL
- STORM MANHOLE
- CATCH BASIN
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- TELEPHONE HANDHOLE
- 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:

1. THIS MAP CORRECTLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY IN DECEMBER, 2020.
2. CONVENTIONAL AND GPS SURVEY EQUIPMENT WAS USED IN THE PERFORMANCE OF THIS SURVEY. ALL EQUIPMENT IS MAINTAINED IN CONFORMANCE WITH CURRENT STATE STATUTE.
3. THIS SURVEY WAS PREPARED BY FIELD TRAVERSE AS PER WAC 332-130-090, PART C. RELATIVE ACCURACY EXCEEDS 1 FOOT IN TEN THOUSAND.
4. 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 ONSITE UNDERGROUND UTILITY MARKINGS PERFORMED BY OTHERS.
5. 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.
6. 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.
7. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT, WHICH MAY REVEAL RESTRICTIONS OR EASEMENTS OF RECORD. ACCORDINGLY, NONE ARE SHOWN HEREON.
8. ALL DISTANCES TO FENCES AND STRUCTURES ARE MEASURED AT RIGHT ANGLES TO THE PROPERTY LINES.
9. THIS SURVEY WAS REQUESTED BY AVISTA CORPORATION FOR DESIGN PURPOSES.
10. 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 NAIL CP6
1002	257176.83	2480860.37	1906.90	FOUND MAG NAIL CP15
2011	256952.65	2480924.17	1911.61	FOUND MAG NAIL
2113	257172.74	2480501.63	1907.54	FOUND REBAR NO CAP
2118	256941.83	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 NGS MONUMNET PUBLISHED BY NOAA.

POINT DESIGNATION: W 263 (PID SV0702)
ELEVATION: 1916.32 U.S. SURVEY FEET

HORIZONTAL DATUM (WSRN):

HORIZONTAL DATUM FOR THIS SURVEY IS NAD 1983(XX), 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 NGS MONUMENTS PUBLISHED BY NOAA

POINT DESIGNATION: W 263 (PID SV0702)
NORTHING: 257173.698
EASTING: 2477489.800

PATH: U:\Spok\Projects\Clients\2867-AvistaCorp\377-2867-040

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 DWC
APPROVED

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

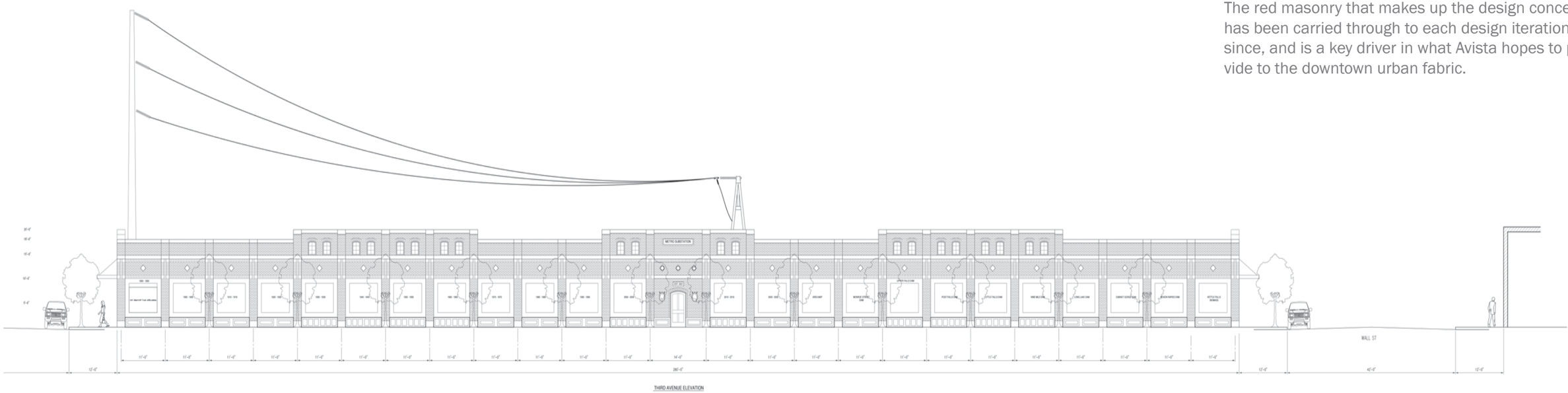
AVISTA METRO STATION
AVISTA
CITY OF SPOKANE

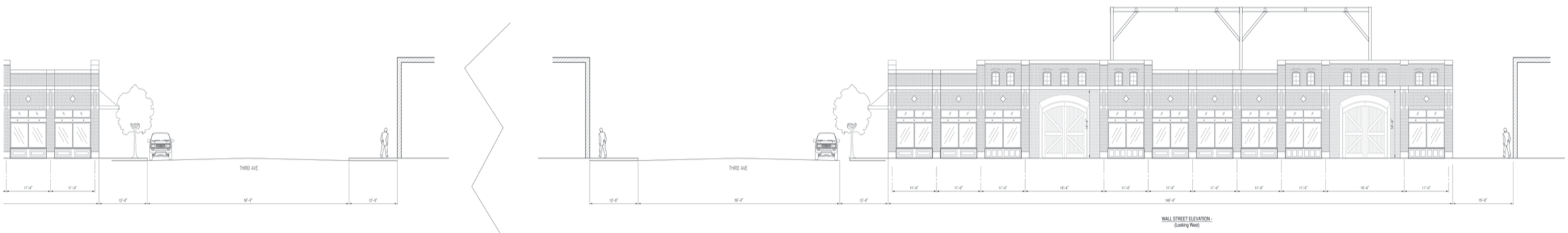
DRAWING NO. 1 OF 2

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)

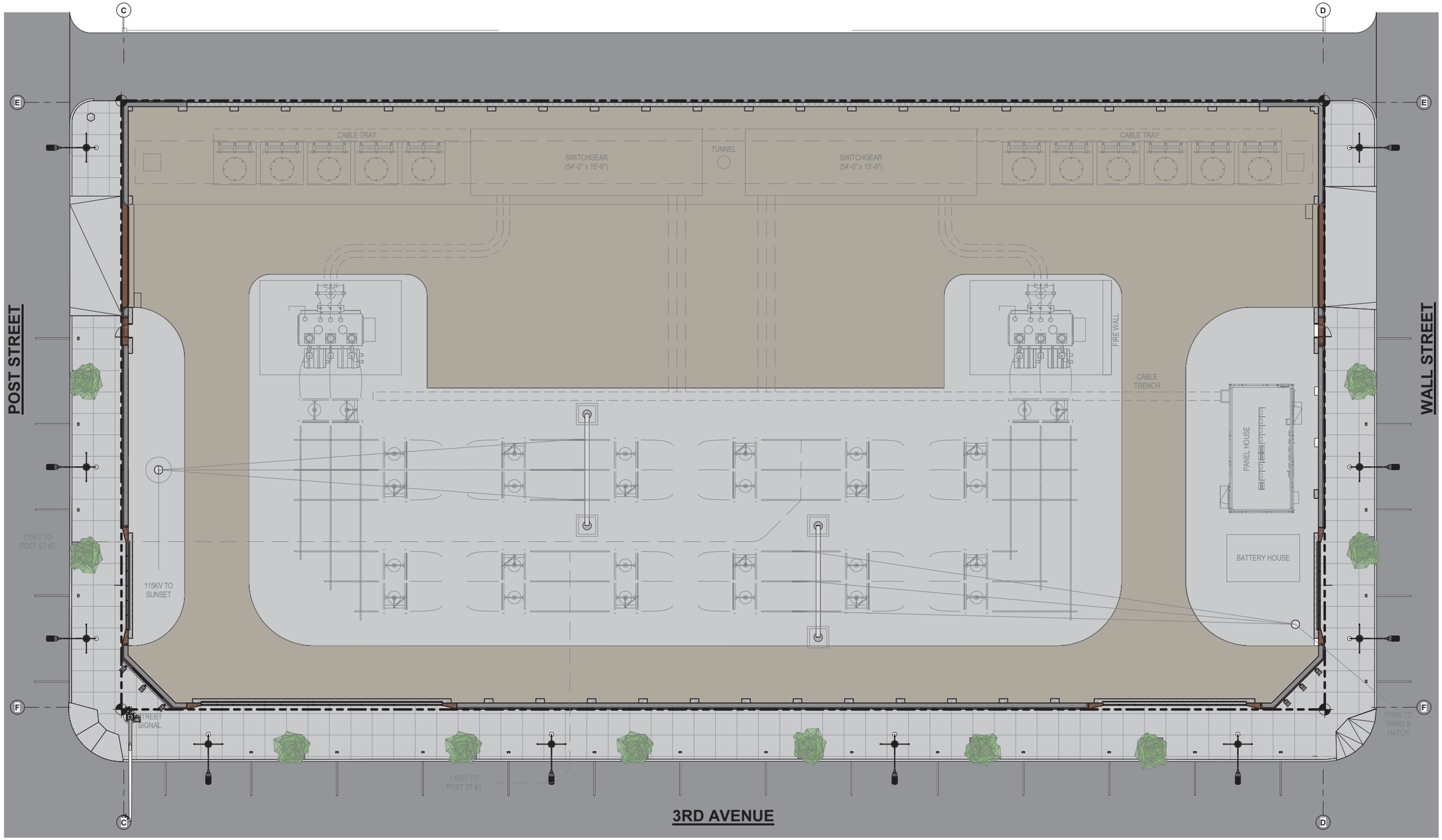
EARLY DESIGN EVOLUTION

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 interation 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

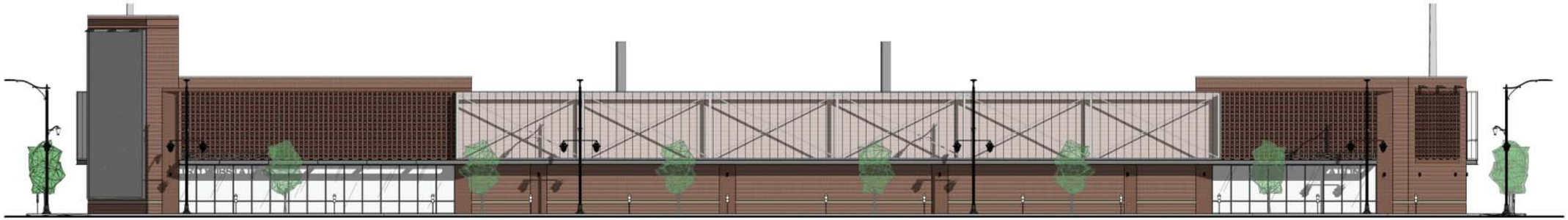
CONCEPT RENDERING

CORNER OF 3RD AVENUE & WALL STREET

CONCEPT RENDERING

VIEW TO NORTHWEST FROM LINCON OFF RAMP

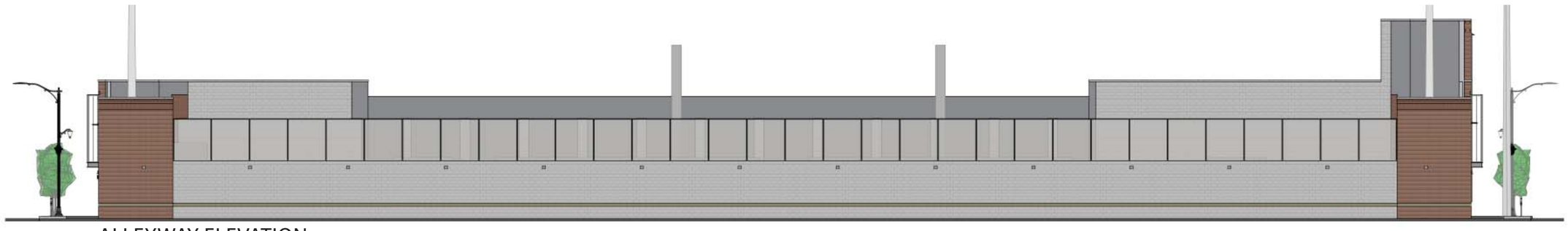
CONCEPT ELEVATIONS



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


MTR
S Lincoln St
W Steam Plant Alley
S Post St
S Wall St
W 2nd Ave
W 3rd Ave
S Howa
© 2021 Google

FILE NO.DRB 2101

DESIGN REVIEW BOARD

Avista Metro Substation

1 - Program Review/Collaborative Workshop

Design Review Advisory Actions

April 14, 2021

From:

Design Review Board
Kathy Lang, Chair

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

To:

Timothy Dickerson
Wolfe Architectural Group
509-455-6999
tdickerson@wagarch.com

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

CC:

Louis Meuler,
Interim Planning Director

Tami Palmquist,
Principal Planner

Based on review of the materials submitted by the Applicant and discussion during the April 14, 2021 Collaborative Workshop, the Design Review Board recommends the following Advisory Actions:

1. **The Applicant shall explore the opportunity to safely 'reveal' the inner workings of the facility or hint at its function as viewed from the elevated I90 corridor, the surrounding elevations, and from the pedestrian realm.**

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

   ***Please see the following Downtown Design Guidelines:** C-1 Promote Pedestrian Interaction, C-2 Design Facades at Many Scales, C-3 Provide Active Facades, C-7 Install Pedestrian-Friendly Materials at Street Level, and D-4 Provide Elements that Define the Place.*

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

2. **The Applicant shall return with a more fully developed landscape plan. They are encouraged to find opportunities for additional plantings at the building base.**

   ***Please see the following Comprehensive Plan Goals and Policies**: LU 2.1 Public Realm Features, LU 5.1 Built and Natural Environment, TR 7.2 Street Life, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, and DP 4.2 Street Life.*

   ***Please see the following Downtown Design Guidelines:** A-1 Respond to the Physical Environment, C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-2 Enhance the Building with Landscaping, D-4 Provide Elements that Define the Place, and D-7 Design for Personal Safety and Security.*

   ***Please see the following Downtown Plan Strategies:** 2.4 Open Space, Public Realm and Streetscapes and 2.6 Environmental Stewardship.*

3. **The Applicant shall return with a more detailed concept for alley activation to include details on wall design and materials, paving concepts, and other infrastructure and amenities to enhance multiple uses and a wide range of programming. The Applicant is encouraged to continue discussions with adjacent tenants across the alley to brainstorm and coordinate ideas.**

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

   Please see the following Downtown Design Guidelines: *A-1 Respond to the Physical Environment, C-1 Promote Pedestrian Interaction, C-2 Design Facades at Many Scales, C-6 Develop Alley Facades, C-7 Install Pedestrian-Friendly Materials at Street Level, D-1 Provide Inviting and Usable Open Space, D-4 Provide Elements that Define the Place, D-5 Provide Appropriate Signage, D-6 Provide Attractive and Appropriate Lighting, and D-7 Design for Personal Safety and Security.*

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

4. **As an important element to the proposed project, the Applicant is strongly encouraged to further refine the design of the chamfer corners, including but not limited to transition of adjacent materials meeting the chamfer, detailing and scale of the base and top, integration of planting, intentionality of artwork, and activation of the base with other amenities.**

   Please see the following Comprehensive Plan Goals and Policies*: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, TR 7.2 Street Life, DP 2.6 Building and Site Design, and N 2.5 Neighborhood Arts.*

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

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

5. **The Applicant shall return with designs that clarify the materiality and treatment of the backside of walls, especially the tall corner chamfered building walls. The Applicant is strongly encouraged to ensure parity of materiality of front and back sides of highly visible walls.**

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

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

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

6. **The Applicant is encouraged to develop the 3rd Avenue pedestrian level mid-block facade to further activate and enhance the pedestrian experience.**

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

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

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

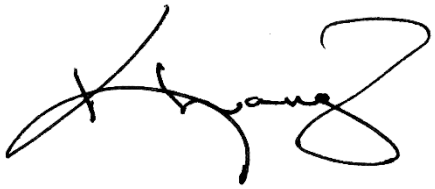
7. **In light of the nature of the commercial corridor that is 3rd Avenue, the Applicant is encouraged to explore the branding of Avista as part of the overall experience of traveling through this urban space.**

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

   Please see the following Downtown Design Guidelines: *B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area, D-4 Provide Elements that Define the Place, D-5 Provide Appropriate Signage,*

   Please see the following Downtown Plan Strategies: *2.1 Economic Development, 2.2 Built Form and Character and 2.4 Open Space, Public Realm and Streetscapes.*

These Advisory Actions were approved by the Design Review Board by a unanimous vote (8/0).



Kathy Lang, Chair, Design Review Board

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

Design Review Board – Meeting Minutes Draft

April 14, 2021
Online via WebEx
Meeting called to order at 5:30 PM by Kathy Lang

Attendance:

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

Kathy Lang moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Mark Brower seconded. Motion Carried. (8-0)

Changes to Agenda:

- None

Workshops:

- **Avista Metro Substation – Collaborative Workshop**
- Staff Report: Taylor Berberich
- Applicant Presentation: Tim Dickerson & Russ Wolfe (WAG), Aaron Henson, Vance Ruppert, & Adam Newhouse (Avista), Andrew Touvannus
- Kathy Lang closed public comment
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the Applicant and discussion during the April 14, 2021 Collaborative Workshop, the Design Review Board recommends the following Advisory Actions:

1. **The Applicant shall explore the opportunity to safely 'reveal' the inner workings of the facility or hint at its function as viewed from the elevated I90 corridor, the surrounding elevations, and from the pedestrian realm.**

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    ***Please see the following Comprehensive Plan Goals and Policies**: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, TR 7.2 Street Life, DP 2.6 Building and Site Design, and N 2.5 Neighborhood Arts.*

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

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

5. **The Applicant shall return with designs that clarify the materiality and treatment of the backside of walls, especially the tall corner chamfered building walls. The Applicant is**

strongly encouraged to ensure parity of materiality of front and back sides of highly visible walls.

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

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

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

6. **The Applicant is encouraged to develop the 3rd Avenue pedestrian level mid-block facade to further activate and enhance the pedestrian experience.**

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

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

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

7. **In light of the nature of the commercial corridor that is 3rd Avenue, the Applicant is encouraged to explore the branding of Avista as part of the overall experience of traveling through this urban space.**

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

   ***Please see the following Downtown Design Guidelines**: B-3 Reinforce the Urban Form and Architectural Attributes of the Immediate Area, D-4 Provide Elements that Define the Place, D-5 Provide Appropriate Signage,*

   ***Please see the following Downtown Plan Strategies**: 2.1 Economic Development, 2.2 Built Form and Character and 2.4 Open Space, Public Realm and Streetscapes.*

Grant Keller moved to approve the advisory actions as presented; Chuck Horgan seconded. Motion carried unanimously. (8-0)

Board Business:

- **Approval of Minutes:** There are no outstanding draft minutes.

Old Business:

- Kathy advised she is still looking through all the points brought up at the retreat reference things to incorporate into future meetings, especially those reference collaborative workshop meetings. When complete, the information will be presented to the board for comment, discussion, and a vote.

New Business:

- Dean updated the board on the dissenting opinion filed for the design departure for the NE Middle School. The applicant has worked with STA and Urban Forestry to modify their plans.
- Selkirk advised the Papillon Development plans may change, as they are in discussions with the public facilities district and may end up not pursuing the north tower.

Chair Report –

- None

Secretary Report – Dean Gunderson

- There are no applicants for the April 28th meeting. The board opted to use that time for the collaborative meeting committee to reconvene to continue discussions on points from the retreat.
- The Papillon Development may be ready to be presented to the board at the first meeting in May.
- Staff is still moving forward on the new Design Review Guidelines.

Meeting Adjourned at 7:48 PM

Next Design Review Board Meeting scheduled for Wednesday, April 28, 2021