

## Block Frontage Standards

Table 5 below illustrates suggested changes to the current standards that apply to Pedestrian designated streets plus changes that apply to other non-designated streets.

**Table 5: Suggested changes to Pedestrian Streets and undesignated street standards.** Additions are underlined and deletions are ~~struck~~.

Topic	Standard	Comments
<b>PEDESTRIAN STREETS (SUGGEST CHANGING THE NAME TO “STOREFRONT STREETS”)</b>		
<u>Permitted ground level uses fronting a Pedestrian Street</u>	<p>All ground level uses allowed in the applicable zone, except:</p> <ul style="list-style-type: none"> <li>• <u>Motor vehicle sales, rental, repair, or washing, gasoline sales, and self storage</u></li> <li>• <u>For residential uses, only lobbies and common areas are permitted</u></li> </ul>	<p><i>Considering that Pedestrian Streets should be carefully selected, there should be a prohibition on uses that are not helpful in terms of streetscape activation. Ground level dwelling units built up to the sidewalk edge are more often harmful to the streetscape due to the permanently closed blinds look. Such units are typically the least livable units in a building due to privacy challenges and lack of solar access as a result of the closed blinds. Allow apartment building lobbies and common areas to provide a good compromise option that’s worked reasonably well elsewhere.</i></p>
Building entrances	The primary entrance to the building shall be visible from and fronting on a Pedestrian Street.	<p><i>Yes, clear enough.</i></p>
Maximum setback	<p>Along Pedestrian Streets, buildings shall be placed at the back of the required sidewalk (see Setbacks section of Land Use Code for <u>Mixed-Use zones</u><del>Centers and Corridors</del>) or adjacent to a pedestrian oriented space (term to be defined, functions like a plaza) that fronts onto the street, except for a setback up to 10 ft. for the purpose of providing a publicly accessible “plaza,” “courtyard,” or recessed entrance.</p>	<p><i>Remove limits on width of a plaza space. Use the term Pedestrian-Oriented Space and define it.</i></p>
Façade transparency	<p>A minimum of 60% of the ground floor <u>transparency zone (area between 2-10 vertical feet above the sidewalk level) shall be comprised of windows with clear, “vision” glass allowing views into the interior. Display windows may be used to meet half of this requirement provided</u></p>	<p><i>This draws from some of the transparency standards for buildings along arterial streets in Centers and Corridor zones (not specifically called out for Pedestrian Streets), but makes adjustments to clarify the transparency zones and adds a protection for display windows.</i></p>

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	they are at least 16" deep and not simply attached to the façade.	
<u>Weather protection</u>	<p>Required weather protection may be accommodated in two ways:</p> <ul style="list-style-type: none"> <li>• <u>At least 3' deep along at least 50% of the building's façade; and/or</u></li> <li>• <u>Recessed building entrances featuring weather protection at least 3' deep along the width of the building entrance.</u></li> </ul>	<p><i>Most pre-war storefront buildings use the second option, but it makes sense to offer both and stick to the same width. 6' wide canopies are desirable for larger buildings (in terms of proportion) and allow a couple to walk underneath out of the rain. But given the historic pattern in Spokane and the more limited rainfall, the 3' standard is appropriate as a minimum universal standard.</i></p>
Ground level details	<p><del>Façades of commercial, residential, and mixed-use buildings that face Pedestrian Streets</del> shall be designed to be pedestrian- friendly through the inclusion of at least three of the following elements:</p>	<p><i>While there might be consideration of requiring such details on more than just storefront buildings, including a prescriptive list and requiring three options is a reasonable approach. Since the above proposal addresses ground level uses, there's no need to clarify uses here.</i></p>
Parking lot location	Parking lots shall not be located between a building and a Pedestrian Street.	<p><i>This concept allows parking to be located along the street frontage provided it's to the side of a building. Simply prohibiting any surface or structured parking adjacent to a Pedestrian Street is ideal, but given the large range of contexts, it makes sense to stick with the current approach. Also, the curb cut prohibition below makes it quite difficult to place any parking lots adjacent to a Pedestrian Street.</i></p>
Curb cuts	Curb cuts shall not be located along a designated Pedestrian Street.	<p><i>No changes suggested.</i></p>
Streetscape elements	Publicly-usable site furnishings such as benches, tables, bike racks and other pedestrian amenities shall be provided at building entrances, plazas, open spaces, and/or other pedestrian areas for all buildings larger than 10,000 sf. Buildings less than this size are encouraged to include such amenities. Specific types of site furnishings shall be approved by the City	<p><i>The threshold makes sense for requiring some integrated amenities, but the situation likely requires a more clear and measurable standard/options.</i></p>
Pedestrian-oriented sign	Signs shall be oriented to pedestrians, rather than people in vehicles.	<p><i>This should be updated to be much more specific and measurable.</i></p>

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Sign integration with architecture	The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign program shall indicate location, size, and general design.	<i>The concept is good. Further collaboration with design review staff is warranted to determine whether this language is working well or needs adjustments.</i>
Creative graphic sign design	Various “guidelines” encouraging signs highly graphic in form, expressive, and individualized.	<i>Good, except such encouraged components may no longer be appropriate in objective standards integrated into SMC.</i>
Unique landmark signs	New landmark signs should correspond to the location, setting and type of businesses, and shall be approved by the Planning Director.	<i>Good – but very challenging language if we’re trying to be objective. Perhaps this can be addressed in approach to design departures/alternative compliance provisions.</i>
Ground signs	Pole signs shall be prohibited. All freestanding signs shall be prohibited ground signs no higher than 5 feet total. The base of any ground sign shall be planted with shrubs and seasonal flowers.	<i>With buildings built up to the sidewalk edge, it’s best to simply locate signage on the buildings in these contexts.</i>
<b>OTHER STREETS (UNDESIGNATED)</b>		
Buildings along street	New development shall not have parking between buildings and the street and at least 30% of the frontage of the site shall consist of building facades.	<p><i>Retaining the current block frontage approach for undesignated streets is the first recommendation. It provides plenty of flexibility while ensuring that some buildings are located close to the street. One other component of the current approach that works is that the building standards increase as buildings get closer to the street. See related suggestions and comments on that issue below.</i></p> <p><i>Two alternative approaches were considered but not chosen:</i></p> <ol style="list-style-type: none"> <li><i>(1) Eliminate this standard to simplify the code and provide more flexibility. This would only work if the City was very aggressive in designating Pedestrian Streets. But ultimately it provides too much flexibility in design (by allowing more parking along street fronts).</i></li> <li><i>(2) Create a more dynamic system of block frontages with three or more designations (one for Storefronts, one for flexible design,</i></li> </ol>

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		<i>and something in between). The challenge for Spokane is that it requires mapping all applicable streets in the Centers and Corridors with one of the three or more designations. That complexity likely renders that option untenable.</i>
Buildings along intersection corners	Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable.	<i>Keep this – at least in concept. Other standards cover the details.</i>
Façade transparency	For commercial or mixed-use building facades visible and within 1020 feet of a <del>an arterial or pedestrian street</del> <u>(front property line)</u> , a minimum of 50% of the ground floor <u>transparency zone (area between 2-10 vertical feet above the sidewalk level)</u> shall be comprised of windows with clear, “vision” glass allowing views into the interior. <del>Display windows may be used to meet half of this requirement.</del>	<i>Apply the 50% standard just to buildings within 10’ of the street. The transparency zone details will assist in measuring. Delete the display windows for anything other than storefronts directly adjacent to sidewalks.</i>
	For commercial or mixed-use building facades visible and located within 60 feet of a <del>street an arterial or pedestrian street</del> , a minimum of 30% of the ground floor <u>transparency zone (area between 2-10 vertical feet above the sidewalk level)</u> shall be comprised of windows with clear, “vision” glass allowing views into the interior. <del>Display windows may be used to meet half of this requirement.</del>	<i>Keep this standard intact, with some similar adjustments as made above.</i>
	For other commercial or mixed-use buildings and all residential buildings, a minimum of 15% of any ground floor façade that is visible from and fronting on any abutting street shall be comprised of windows with clear, “vision” glass allowing views into the interior.	<i>Agree with the 15% rule for “other” building facades.</i>
	<u>For residential uses, a minimum of 15% of the entire building façade*</u> that is visible from and	<i>Need a standard for the entire residential façade – similar to what will be required in residential zones under the interim housing ordinance.</i>

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	<u>fronting on any abutting street shall be comprised of windows.</u>	
<u>Building entrances</u>	<u>For building facades located within 60 feet of a street, the primary entrance to the building shall face the street or be within 45 degree angle of a street frontage.</u>	<i>This wasn't addressed for non-designated streets.</i>
<u>Weather protection</u>	<u>Weather protection at least 3' deep is required over all business, public, and private residential building entries.</u>	<i>A simple but necessary standard for livability and building integrity.</i>
Curb cut limitations	A curb cut for a nonresidential use should not exceed 30 feet for combined entry/exits. Driveway width where the sidewalk crosses the driveway should not exceed 24 feet in width.	<i>No changes here unless design review and engineering have experienced problems with these standards.</i>
Drive-through lanes	Any lanes serving drive-through businesses shall not be located between the building and any adjacent street.	<i>Keep</i>