

**1803 W 5<sup>th</sup> Avenue (Hanson Carlen Office)****1 - Administrative Review****Design Review Staff Report**

March 6, 2020

**Staff:**

Dean Gunderson, Senior Urban Designer

Neighborhood &amp; Planning Services Department

**Applicants:**

Hanson Carlen Architecture &amp; Construction

112 S Monroe

Spokane, WA 99202

Attn: Janette Hruban, RA

**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 building modifications of more than 25% (at minimum 300 square feet) of a building façade visible from an adjacent street are subject to design review. Recommendations of the Design Review Board and urban design staff must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

**Recommendations.**

Recommendations of the Design Review Board and urban design staff will be forwarded to the Planning Director and Development Services.

**Project Description**

Please see applicant's submittal information.

## **Location & Context**

The project is located at 1803 west 5<sup>th</sup> Avenue, near the intersection of Oak Street and 5<sup>th</sup> Avenue (parcel number, 25241.4514). The subject parcel is located within the Riverside Neighborhood and subject to the specific policies of the Fast Forward Spokane Downtown Plan. The site is sandwiched between the 5<sup>th</sup> Avenue right-of-way to the north and the I-90 right-of-way to the south, resulting in a narrow triangular site. Directly north of the project (across 5<sup>th</sup> Avenue from the site) is the Avista Maintenance Yard, on which was recently built a Large Vehicle maintenance garage for the utility's operations. And while the general land uses surrounding the property are industrial in nature, directly to the subject site is a relatively new commercial office (built in 2005). Both the new Avista development and the adjacent commercial building are good indications that the industrial nature of the area is changing to uses more consistent with the Downtown Plan, the underlying zoning, and the City's Comprehensive Plan.

The nearest transit routes are Route 60 (with a stop located at the corner of Cannon St. & Sunset Blvd. – 760' to the west of the site) and Route 43 (with a stop located at the Jefferson Park & Ride lot near Walnut St. & 5<sup>th</sup> Ave. – 1,100' to the east of the site).

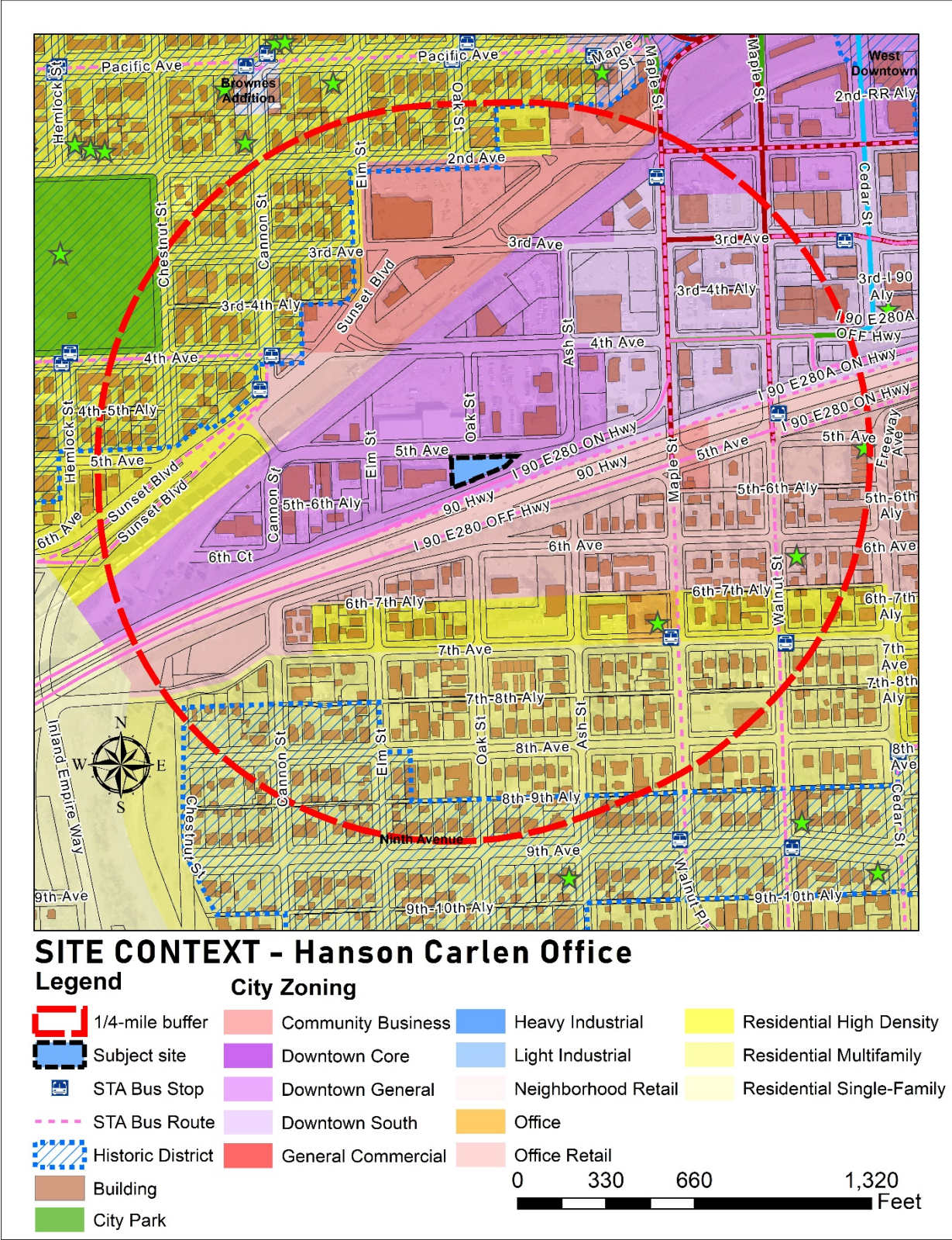


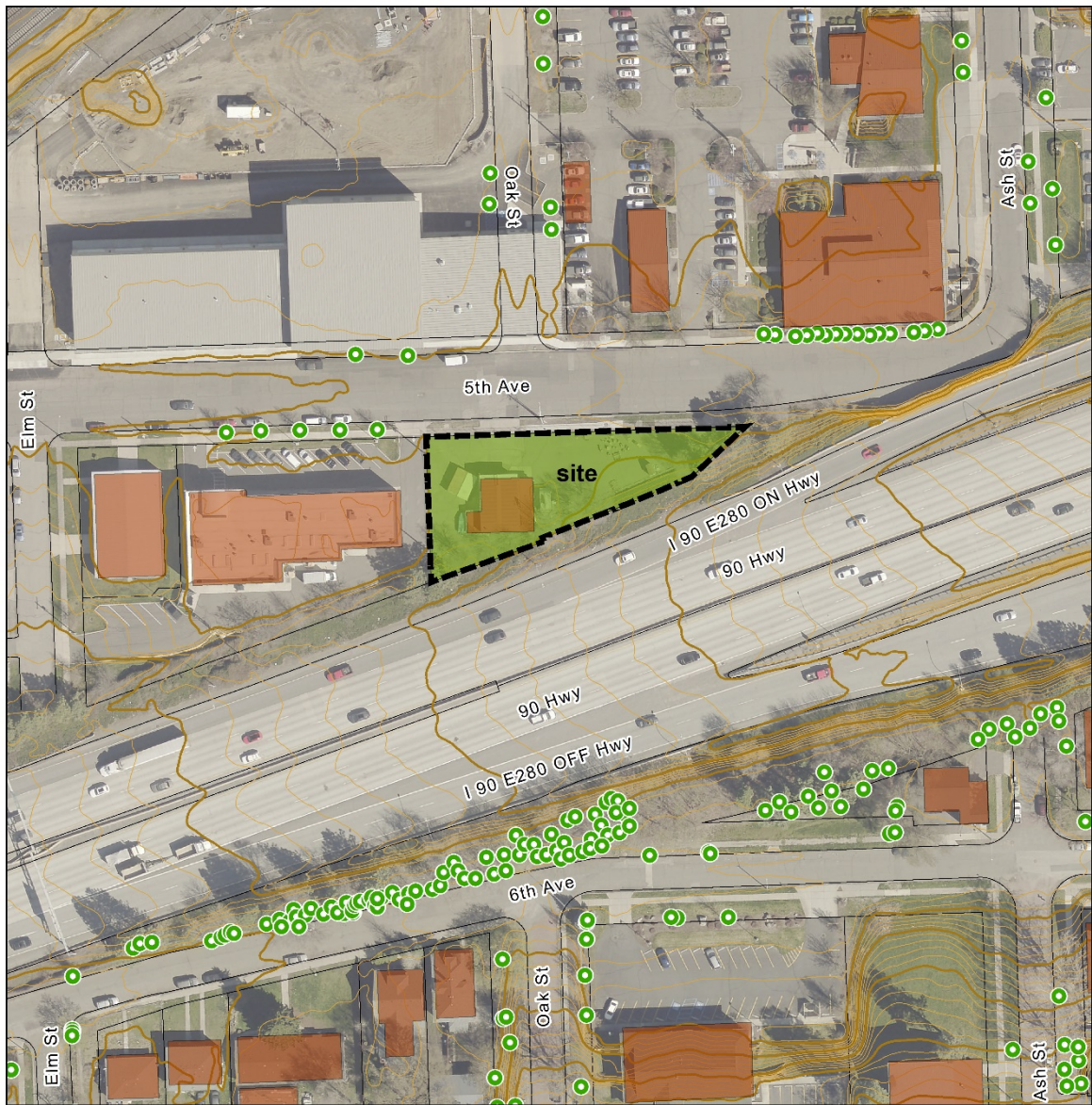
Figure 1. 1/4-mile Context Map

## **Character Assets**

While the project is not located within any Historic District, there are four historic properties located within a ¼-mile of the subject site. And while the site is also located approximately 675' southeast of the newly created Browne's Addition Local Historic District, the project is not subject to Landmarks Commission review.







The immediately adjacent development (the Avista garage and the adjacent multi-tenant commercial building) are designed in a relatively contemporary commercial aesthetic, meeting all the design standards for the DTG zone.

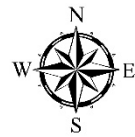




## SITE CONTEXT - Hanson Carlen Vicinity

### Legend

-  Subject site
-  City-owned tree
-  5-foot contour
-  1-foot contour
-  Building
-  Parcel



0 80 160 320 Feet

Figure 2. Local Vicinity and Context

## **Regulatory Analysis**

### **Zoning Code Requirements**

The subject site is zoned Downtown General (DTG). In order to qualify for the Administrative Review design review the development must demonstrate substantial compliance with all the pertinent design regulations. 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 and urban design staff may not waive any code requirements. As currently proposed, the applicant is not requesting any Design Departure(s) from any Design Standard.

### **Institutional Design Standards in Residential Zones and Design Standards for Industrial Zones**

Design Standards in the code appear in the form of Requirements (R), Presumptions (P), and Considerations (C). Upon request of the applicant, the board may offer some flexibility from certain eligible code “design standards” if the board recommends that the proposed solution is equal or better than what is required, and still meets the purpose of the standard.

### **Section 17C.124.500 Design Standards Implementation:**

The design standards found in SMC 17C.124.510 through SMC 17C.124.570 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.

## **City of Spokane Comprehensive Plan**

[Comprehensive Plan link](#)

### **CHAPTER 3: LAND USE**

#### **LU 2 PUBLIC REALM ENHANCEMENT**

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 4 TRANSPORTATION**

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 DEVELOPMENT CHARACTER**

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**

**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 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.

**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 2 Transportation Supporting Land Use:** Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

**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 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.

## **CHAPTER 7: ECONOMIC DEVELOPMENT**

**ED 3.10 Downtown Spokane:** Promote downtown Spokane as the economic and cultural center of the region.

## **CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION**

### **DP 2 URBAN DESIGN**

**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 2.11 Improvements Program:** Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

**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 2.16 On-Premises Advertising:** Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

**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: DOWNTOWN CENTER VIABILITY**

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.

DP 4.3 Downtown Services: Support development efforts that increase the availability of daily needed services in downtown Spokane.

#### **CHAPTER 9: NATURAL ENVIRONMENT**

##### **NE 1 WATER QUALITY**

NE 1.2 Stormwater Techniques: Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

##### **NE 12 URBAN FOREST**

NE 12.1 Street Trees: Plant trees along all streets.

##### **NE 13 CONNECTIVITY**

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

#### **CHAPTER 10 SOCIAL HEALTH**

##### **SH 3 ARTS AND CULTURAL ENRICHMENT**

SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

## **Design Guidelines**

[Downtown Design Guidelines link](#)

#### **A SITE PLANNING AND MASSING - Responding to the Larger Context**

A-1 Respond to the Physical Environment: 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 ARCHITECTURAL EXPRESSION - Relating to the Neighborhood Context**

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: Reduce the apparent scale of buildings at street level through facade articulation, fenestration, and detailing can mitigate the effect of building mass.

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 PEDESTRIAN ENVIRONMENT - Define the Pedestrian Environment**

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-4 Reinforce Building Entries: Design building entries to promote pedestrian comfort, safety, and orientation.

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-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 PUBLIC AMENITIES - Enhancing the Streetscape and Open Space**

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 VEHICULAR ACCESS AND PARKING - Minimize Adverse Impacts**

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.

## **Staff Recommendations**

**Staff recommends Administrative Design Review approval with the following conditions:**

### **Site:**

1. The applicant shall replace all broken, or missing, portions of public sidewalk fronting the site. Per direction provided in the Pre-Development Meeting (see Exhibit A), the existing sidewalk width of five feet can be retained. See Figure 3 for photo of existing conditions.
2. Per [SMC 17C.124.310.C.3\(e\) Fences](#), the applicant shall paint the eastern and western portions of chainlink fence matte black, or a uniform dark color, or the applicant may replace these sections of chain link fencing fabric with a black or darkly colored vinyl-coated fencing fabric (and paint the existing poles and attachments a matching color). See Figure 3 for photo of existing conditions.
3. The applicant shall replace the existing chainlink fence fronting 5<sup>th</sup> Avenue with a wrought iron style fencing – to match the wrought iron style fence used in the development across 5<sup>th</sup> Avenue. This is consistent with Downtown Design Guideline C-7.
4. Per [SMC 17C.124.310.D\(a\) Fences](#), the applicant shall remove all barbed wire from the existing fence, as well as the barbed-wire stanchions – as all portions of the existing barbed wire is visible from the adjacent street. See Figure 3 for photo of existing conditions.
5. Per [SMC 17C.200.040.F.2 Site Planting Standards – Parking, Outdoor Sales, and Outdoor Display Areas](#) the applicant shall ensure that all individual planting areas within the parking lot shall be at least 150 square feet in size (note, the individual planting areas closest to 5<sup>th</sup> Avenue are all less than 150 square feet in size).
6. As Spokane Urban Forestry has indicated that Street Trees are not required in the planting strip between the curb and the sidewalk (see Exhibit B), per [SMC 17C.200.040.F.9\(c\) Site Planting Standards – Parking, Outdoor Sales, and Outdoor Display Areas](#) the applicant shall install a landscaped buffer at the exterior boundary of the portion of the parking lot adjacent to the public right-of-way on 5<sup>th</sup> Avenue. This landscaped buffer must include trees spaced no more than 25' apart. (see Figure 4)
7. An alternative site layout proposed by urban design staff (see Figure 4) does depict a way to accommodate the requisite parking area landscape screening identified in Recommendation #5, while keeping all the proposed parking spaces (in their proposed dimensions), keeping the landscape areas above the proscribed limits, and improving two-way traffic circulation on the site. The applicant has tentatively agreed to the alternative layout. If the site design is so re-configured, then Recommendation 5 can be set aside.

8. The applicant is encouraged to apply a “fog coat” to the existing asphalt area, prior to striping.



*Figure 3. Photograph of existing broken and missing public sidewalk, and prohibited barked wire.*







12. The applicant is encouraged to provide security lighting along the building's southern façade, as a Crime Prevention Through Environmental Design (CPTED) element.

## **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  
Spokane Fast Forward Downtown Plan  
Downtown Design Guidelines

**1803 W 5th Ave. (Hanson Carlen Office)**  
**Administrative Review DRB Chair Recommendation**

FILE NO. DRB-2001

On behalf of the Design Review Board, under the authority granted to the Chair by Rule 24.1E of the Rules and Procedures of the Committee:

- ☒ I accept and concur with the staff recommendations, adopt these recommendations as my own findings, including the conditions recommended by staff, for the reasons stated.
- ☐ I accept and concur with the staff recommendations, adopt these recommendations as my own findings, including the conditions recommended by staff, for the reasons stated, with the following modifications:

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- ☐ Upon the information provided by staff, the following are the Chair's recommendation, conditions and reasons: (attach other sheets as necessary)

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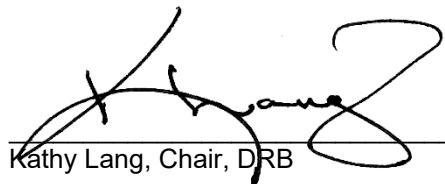
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The decision of the Chair of the Design Review Board may be appealed to the full Board by contacting the Board Secretary.

  
Kathy Lang, Chair, DRB

Date 3/9/2020

cc: Louis Meuler, Director of Neighborhood & Planning Services  
Tami Palmquist, Development Services

Note: Supplementary information on file with City of Spokane Design Review Board.