

Brownstone Building

1 - Administrative Review

Design Review Staff Report

November 24, 2020


Staff:

Dean Gunderson, Sr. Urban Designer

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

Applicant:

Owner:
State of Washington, Dept. of Corrections
P.O. Box 41112
Olympia, WA 98504
Attn: John "Jack" Brandt

Agent:
Malachi Payne (Cortner Architectural Co.)

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.E.2\(b\)](#) and SMC [Section 17G.040.020.A](#). **Design Review Board – Applications Subject to Design Review**, for development within the Downtown Perimeter Area modifications of more than twenty-five percent (at a minimum of 300 square feet) of a building façade visible from an adjacent street are subject to design review. And, all Public Projects are subject to design review under regardless of facility size or square footage of exterior modification. Recommendations of the Design Review Board must be consistent with regulatory requirements per SMC [Section 17G.040.080](#) **Design Review Board- Recommendations**.

Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director.

Project Description

Please see applicant's submittal information. While the facility is not listed on the National Register for Historic Places, it is a potentially eligible facility. The City's Historic Preservation Officer has reviewed the submission package and has offered guidance on renovations that may be done in an historically sensitive manner.

Location & Context

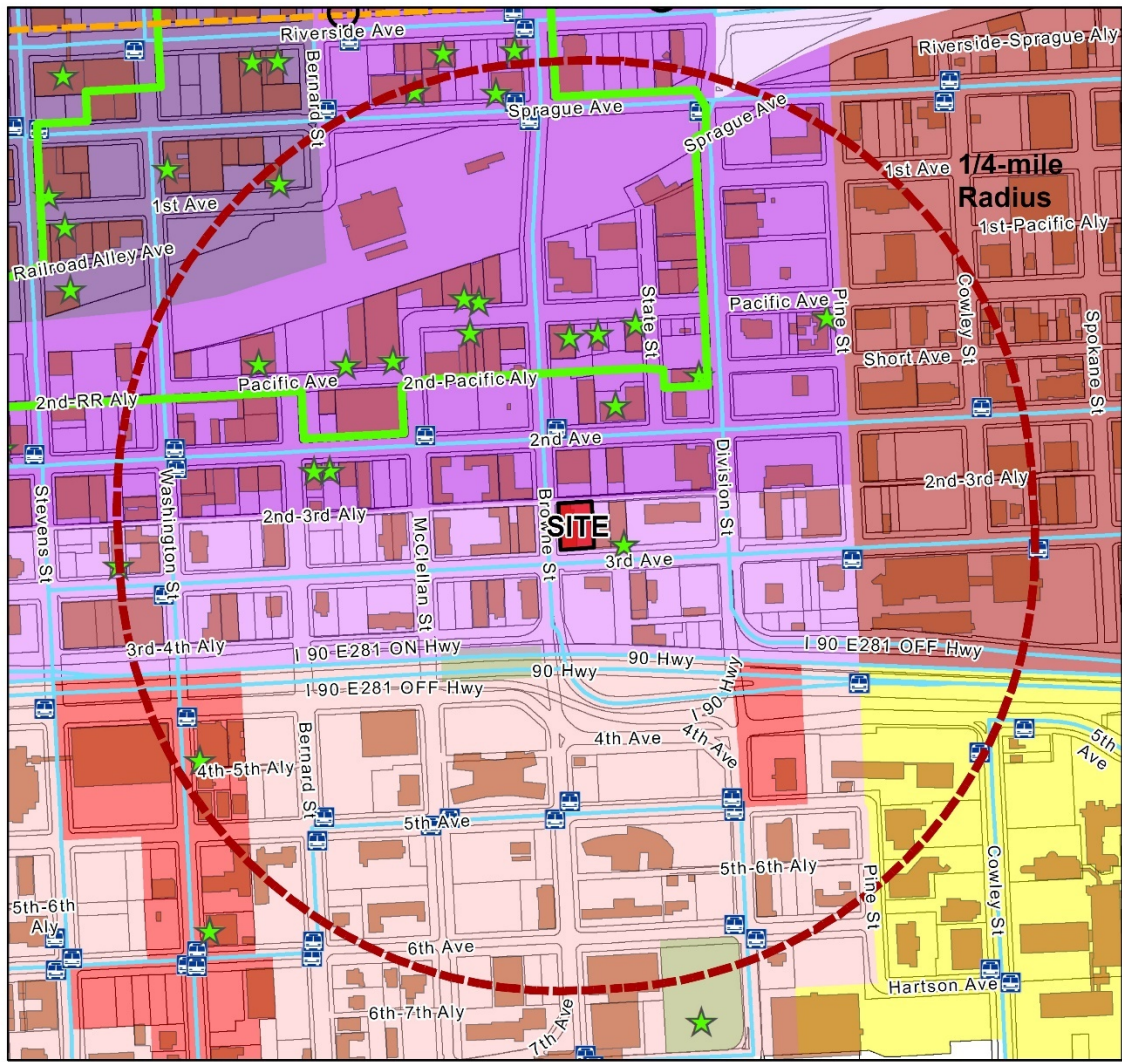
The project is a renovation of an existing structure located at 46 W 3rd Avenue, parcel number 35191.1312. The property is located in the Riverside Neighborhood and is located at the NEC of the intersection of Browne Street and 3rd Avenue. Browne Street and 3rd Avenue are both classified as Urban

Principal Arterials, Browne St. is also State Highway 2 while 3rd Avenue is considered a Major Arterial. Both thoroughfares are ranked as Type III Complete Streets (City-Regional Connectors).

Spokane Transit Authority currently operates six transit routes that pass by the Subject Site (Routes 74, 172, 173, and 190 on Browne St., and Routes 45 and 94 on 3rd Ave.). There are four bus stops located one block to the north of the Subject Site on 2nd Avenue (Stops #74 and #136 at 2nd Ave. & Browne St., and Stops #75 and #137 at 2nd Ave. & McClellan St.). Further, the Central Line High Performance Transit line will be constructed soon with its Westbound leg operating on Riverside Avenue (approximately 4 blocks north of the Subject Site) with Stations #15 and #17 planned for Riverside Ave. & Division St. and Riverside Ave. & Bernard St. (within a short walking distance from the Subject Site).

The Subject Site is located approximately one block south of the East Downtown Historic District and 21 historic/registered properties are located within a ¼-mile of the property – the closest is located 50-feet to the east of the Subject Site (Buchanan Building, 1900-1906, designed in a Romantic Italianate style with stained glass accented structural marquee).

The building was constructed in 1910 by the owner of the Washington Post newspaper (Otto Juckeland) and was originally named the Germania Building, with commercial/retail use on the ground floor and the Brownstone Apartments located on the upper floors. The original architectural theme of the building was a simplified Italianate Style, constructed out of brick masonry supported by a cast-iron column and beam trabeated system (above a traditional storefront). Sometime in the 1990's the ground floor was significantly modified with the original storefront system being removed and filled in with stud framing; this remodel significantly impacted the historicity of the building's street level presence. During the same period of time, a new exterior stair tower was constructed on the building's north façade facing the alley. This tower, constructed out of concrete masonry units with minimal architectural detailing, is the principal view of the building by motorists who are traveling south on Browne Street exiting the downtown and composes approximately 15% of the building's Browne Street elevation.



Brownestone Bldg - 1/4 MILE RADIUS

Legend

City Zoning

	GC-150
	CB-150
	OR-150
	O-55
	DTC
	DTG
	DTS
	DTU

Cadastral Features

	Central Line - Westbound
	Central Line - Stations
	STA Bus Stop
	STA Bus Route
	Historic District
	Historic Property
	Building
	City Park

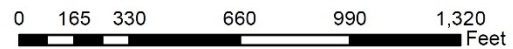
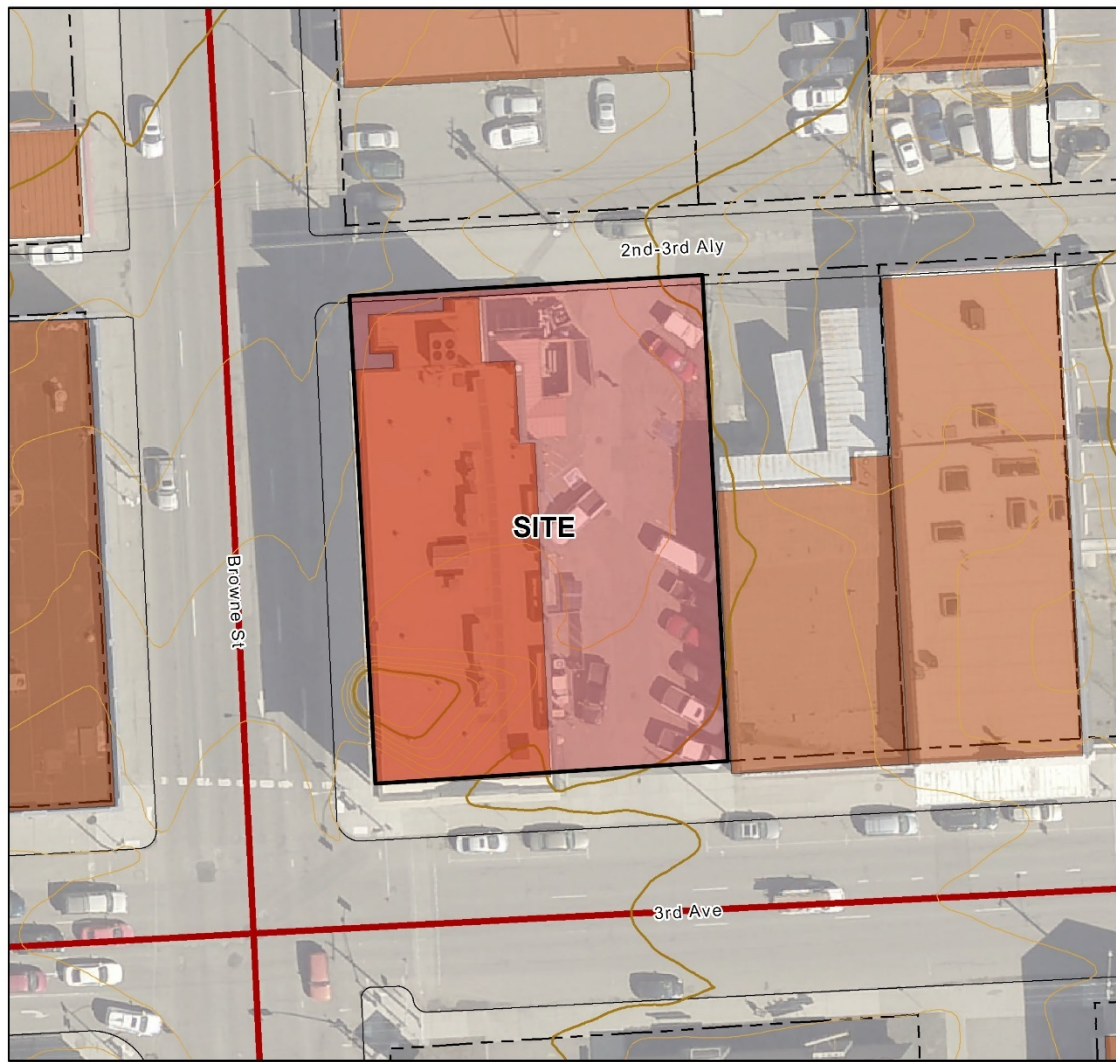


Figure 1. 1/4-mile Vicinity Map

Character Assets

The building still has all the upper floor historical architectural features (denticulated cast-iron cornice, segmental arched windows with keystones, couplet window moldings, and exaggerated masonry quoins bracketing the 3rd Avenue elevation). Further, the building still possesses the original egress fire escape on the 3rd Avenue façade and the original basement stair access on the Browne Street sidewalk.

The Subject Site is located on a prominent departure leg for the I-90 Division/Browne interchange, a highly visible location.



Brownstone Bldg - Vicinity

Legend

Complete Street Type	Cadastral Features
Bike/Pedestrian Path	Subject Site
Pedestrian Street	Public Street Tree
Type I Complete Street	5-foot Contour Line
Type II Complete Street	1-foot Contour Line
Type III Complete Street	Building
Type IV Complete Street	Curb Line
	Parcel

0 12.5 25 50 75 100 Feet



Figure 2. Site Context Map

Regulatory Analysis

Zoning Code Requirements

The building & site are zoned DTS. The applicant will be expected to meet zoning code requirements. Applicant should contact Current Planning Staff in the Development Services Center with any questions about these requirements.

Recommendations provided in Design Review must be consistent with adopted regulations. The design review process cannot waive any code requirements.

As the site is zoned DTS, the project will be subject to the development and design standards contained in [SMC 17C.124 Downtown Zones](#). As the project would be classified as a Nonconforming Development – Modification under SMC [Section 17C.210.090.C](#), any changes to the development must bring the overall facility closer to compliance with the development and design standards for the DTS zone.

Downtown Design Standards

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 and guidelines 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.

Overview of analysis

Per [SMC 17C.210.090](#) the proposed project would be classified as a Nonconforming Development – Modification. Further, as the project does not entail the construction of any addition to the facility, the Trigger Thresholds identified in subsection (E) of this portion of the SMC are not encumbered and the development standards contained in subsection (E)(2) do not apply. Under 17C.290.090.C only changes that bring the development closer to compliance with the development and design standards contained in the DTS zone are permitted.

To determine if the proposed changes meet the design standards, the following project data is provided:

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

The existing Browne Street ground floor elevation is a total of 1,560 square feet in size, with 106 square feet of Windows with clear vision glass. A fully compliant ground floor elevation would provide a total of 780 square feet of windows, 390 square feet of which could be Display Windows. The 3rd Avenue ground floor elevation is a total of 667 square feet, with 38 square feet of Windows with clear vision glass. A fully compliant ground floor elevation would provide a total of 333 square feet of windows, 167 square feet of which could be Display Windows. The existing building does not meet the Windows design standard.

The Applicant is proposing keeping the existing Window locations and size along both the Browne Street and 3rd Avenue ground floor elevations. But, the Applicant is proposing adding 277 square feet of spandrel glazing along Browne Street and 161 square feet of spandrel glazing along 3rd Avenue. While spandrel glazing is not equivalent to a Display Window, a brief glimpse by a motorist traveling along either of these arterials may perceive these panels as windows, if detailed appropriately. **See Recommendation #1.**

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

The existing ground floor elevations of the building along Browne Street and 3rd Avenue is mostly sheathed in a graffiti-resistant paneling detailed to mimic an 8”x8” tile surface. The portion of the

ground floor that is the historic brick surface is painted the same cream color as the faux 8"x8" tile wall surface. While one reading of the illustration provided in the design standard lists the entire ground floor below a lintel beam/cornice as a building's "base", the language of the standard provides a non-exhaustive list of acceptable materials and detailing for such a base to be considered compliant with the standard's purpose statement (*"To reduce the apparent bulk of the building..."*) The building's existing historic parapet and projecting cornice will not be modified, nor will the intervening floors' windows or masonry detailing. As is, the existing building only partially conforms to the Base/Middle/Top design standard.

The applicant is proposing a range of ground floor panel detailing and color variations to mimic the detailing of a traditional storefront more closely, as depicted in the standard's illustration. The proposed changes appear to bring the project closer to compliance with the design standard, if detailed appropriately. **See Recommendation #2.**

Articulation – Building Design ([SMC 17C.124.530](#))

Only the existing building's Browne Street elevation would fall under this design standard, as the building's 3rd Avenue elevation is only 50' in length. The general level of articulation along the building's Browne Street elevation had been lowered when the historic storefront system and awnings were removed. The existing building has little articulation along Browne Street and does not conform to the Articulation design standard.

The proposed modifications do little to reintroduce articulation along either street elevations. **See Recommendations #2 & #3.**

Prominent Entrance – Building Design ([SMC 17C.124.540](#))

The existing building currently has several entrances along the fronting streets, one on 3rd Avenue and two on Browne Street – with an additional basement egress stairwell located in the public right-of-way. The building's primary means of entry is located off the side parking lot located immediately east of the building (towards the building's alley frontage see Figure 3). This entry has been equipped with a portico. Historically, the building's Principal Entry was located at a recessed corner of 3rd & Browne with each retail tenant having its own separate entrance (and awning). By the 1970's the recessed corner entrance was enclosed and the main entrance to the largest ground floor tenant (the Food Mart convenience store) was relocated to the eastern edge of the 3rd Avenue façade. As currently detailed, no street fronting doorway into the building appears to serve as a Principal Entry so the development does not strictly conform to the Prominent Entrance design standard.

The Applicant is not currently proposing any change to the location of the building's entries or exits. The primary means of entering the building will continue to be the northeast doorway facing the parking lot. This entry has only one element from Group B (the portico), and no element from Group A, so the proposal does not bring the project any closer to compliance with the design standard. **See Recommendations #3 & #4.**



Figure 3. Building primary means of entry (under orange portico)

Ground Level Details – Building Design ([SMC 17C.124.550](#))

The existing building is most notable for its complete lack of ground level details, providing nearly zero visual interest to the ground level of the street-facing façades. The existing building does not conform to the Ground Level Details design standard.

The Applicant is proposing a more detailed resilient panel configuration and coloring scheme, incorporating suggestions of window sills, plinths, and kick-plates. Though, it should be noted that the details are surface applications and do not provide much in the way of three-dimensionality to the detailing, nor does the proposed color scheme reinforce the composition of a traditional storefront. **See Recommendation #2 & #3.**

Roof Expression – Building Design ([SMC 17C.124.560](#))

The existing building still retains the historic cast-iron projecting cornice along the 1910 portion of the building. The CMU stair tower that was constructed on the building's north elevation facing the alley and visible from Browne Street (composing approximately 15% of the building's Browne Street façade) has no roof expression. The brick portion of the building conforms to the Roof Expression design standard, the CMU stair tower does not.

The Applicant is not proposing any change to the roof expression of the building. **See Recommendation #5.**

Treating Blank Walls – Building Design ([SMC 17C.124.570](#))

Much like the existing condition for Ground Level Details, the existing building provides little in the way of treatment for portions of its blank walls. The faux 8"x8" tile graffiti-resistant paneling removed the historic components that had provided this mitigating treatment. The existing building does not conform with the Treating Blank Walls design standard.

The Applicant is proposing the removal of the cream-colored paint on the portion of the ground level brick façade, and introducing or repurposing a three of the four required elements listed in the design standard (masonry, projecting cornice [existing], opaque or translucent windows). **See Recommendations #4, #5, and #8.**

Plazas and Other Open Spaces ([SMC 17C.124.580](#))

The existing building is less than 40,000 square feet in size, therefore this design standard does not apply.

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 5.1 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.

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 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 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 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 2.12 Infill Development: Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

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 3 PRESERVATION

DP 3.4 Reflect Spokane's Diversity: Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

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.

City of Spokane Downtown Plan

[Downtown Plan "Fast Forward Spokane" link](#)

2.2 BUILT FORM AND CHARACTER

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

Objectives:

- Preserve and enhance historic building stock
- Promote local identity and unified character with a focus on unique districts throughout Downtown
- Design complementary infill and restrict surface parking lots with limited exceptions
- Encourage increased density and smaller building footprints
- Strive to reasonably protect solar-access in key areas as well as views of key amenities

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements
- Establish gateways at key intersections signifying the entrance to Downtown and special districts

Downtown Design Guidelines

[Downtown Design Guidelines link](#)

The Downtown Design Guidelines must be followed per [Section 17C.124.500.B](#) Design Standards Implementation. While other adopted codes, plans, and policies listed in this staff report may be

referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets, and
3. Sustainability

A: Site Planning & Massing - Responding to the Larger Context

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: 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

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: 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-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: 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-3 Respect Historic Features that Define Spokane

Renovation, restoration and additions within Downtown should respect historic features.

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.

Staff Recommendations

Staff recommends Administrative Design Review approval with the following conditions:

1. The Applicant is encouraged to increase the square footage of clear vision glazing along both Browne Street and 3rd Avenue frontages, to more fully conform to the requirements of the Windows design standard. While this is not a mandatory recommendation, any increase in clear vision glazing should occur beneath the proposed clear vision glass windows to provide a greater visual connection between the streetscape and the interior activities of the building – and vice versa – to conform with Crime Prevention Through Environmental Design (CPTED) principals.

- Final colors for infill paneling system is **strongly encouraged** to stay within the same hue and saturation range of the existing brick, and the color of the building's cast-iron trabeated system (the structural columns and lintel) should match the building's cast-iron cornice. The color pattern for the faux storefront system (if Recommendation #1 is not selected) should follow the recommendation depicted in the figure below – where the shaded portions of the “rails and stiles” represent the more noticeable color and the un-shaded portion is a neutral color closely matching the color of the glazing (clear vision glazing and spandrel glass). This should de-emphasize the lack of three-dimensionality in the faux storefront while also drawing attention away from the visual differences between the windows and spandrel glass panels.

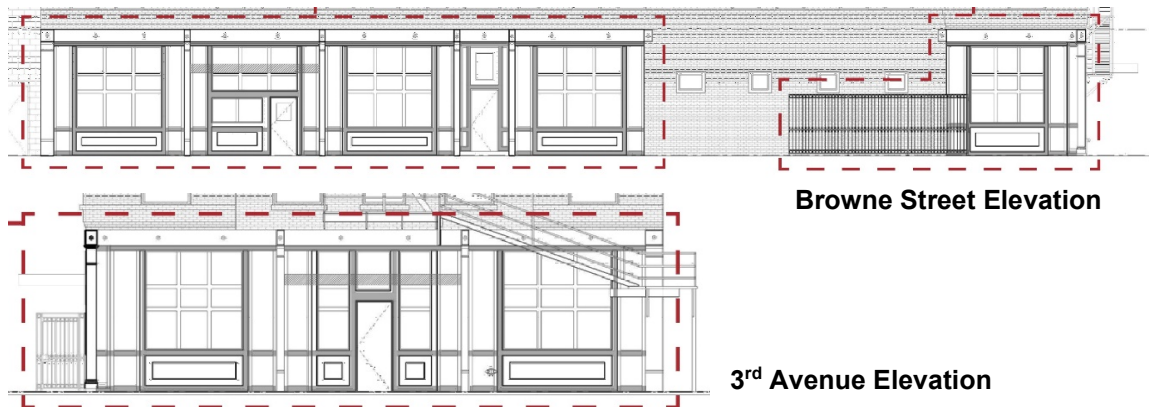


Figure 4. Proposed color configuration for "faux storefront" installation.

- The Applicant is **encouraged** to install Marquee overhead weather protection at the building's Prominent Entry (3rd Ave.) and entry & exit on Browne St. (spanning from cast-iron pilaster/column to cast-iron pilaster/column). If marquees are installed, the proposed spandrel glazing panels above the clear vision glass windows do not need to be installed. See figure below.

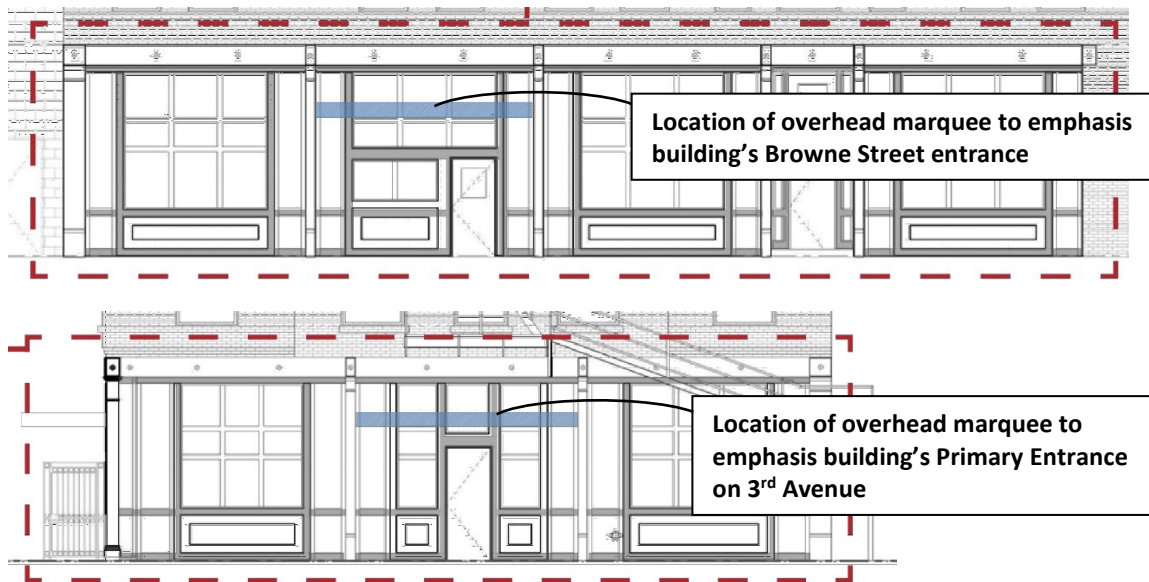


Figure 5. Depiction of location for recommended overhead marquees.

- If the Applicant does not choose to install the overhead marquees depicted in Recommendation #3, the Applicant is strongly encouraged to demarcate (via paint) an accessible route from the 3rd Avenue sidewalk frontage leading to the rear entrance (with portico) in order to more fully comply with Downtown Design Standard C-4 Reinforce Building Entries.

5. The Applicant is encouraged to commission a Public Art mural for the architecturally incongruent concrete masonry unit stair tower on the building's north façade facing the alley and Browne Street. (mural on CMU stair tower).
6. Recommend approval of the higher safety enclosure at existing exterior stairwell into the basement, based on historical presence of steel pipe rail at this stairwell and the period-design of the wrought-iron-like assembly.
7. The Applicant is strongly encouraged to provide bicycle racks (match the Streetscape Infrastructure Program's selection for the Freeway District) – Urban Racks, Urban Staple Bike Rack UB-1000-STD – sufficient to park three (3) bicycles. See figure below.



Figure 6. Bicycle Rack. Urban Racks, "Urban Staple Bike Rack, Model #UB-1000-STD

8. The Applicant is strongly encouraged to utilize a safe/non-damaging method for the removal of paint on the ground floor portion of existing brick wall. Refer to the following documents provided by the National Park Service for the sensitive removal of paint on masonry surfaces: <https://www.nps.gov/tps/how-to-preserve/briefs/1-cleaning-water-repellent.htm> and <https://www.nps.gov/tps/how-to-preserve/briefs/6-dangers-abrasive-cleaning.htm>.
9. The applicant is encouraged repair the brick damaged where openings for the existing windows had been saw-cut (located in the brick wall portion of the ground floor). Repair to the exterior brick should match the adjacent brick (see image below of existing condition to be corrected). This repair will not only improve the aesthetics of what will be newly revealed brickwork, but also improve the weather resistance of the brick façade.



Figure 7. Photograph of existing over-cuts into masonry wall facing Browne Street.

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 Development Services.

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Fast Forward Spokane: Downtown Plan
Downtown Design Guidelines

Brownstone Building

FILE NO. DRB-2020

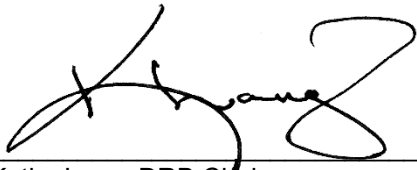
Administrative Review DRB Chair Recommendation

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:

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

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



Kathy Lang, DRB Chair

11/24/2020
Date

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

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