

101 W 2nd Avenue (Browne Street Market)**1 - Administrative Review****Design Review Staff Report**

December 18, 2020

**Staff:**

Dean Gunderson, Sr. Urban Designer

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

Applicant:

Owner:
Twenty Four Fifty, LLC
8404 E Woodland Park Dr.
Spokane, WA 99217
Attn: Sukhjinder Sidhu

Agent:
Paul Harrington (South Henry Studios)

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. 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 full information. In summary, the project is an exterior renovation of an existing tire repair shop with the majority of work consisting of an updating of the façade with some minor site work.

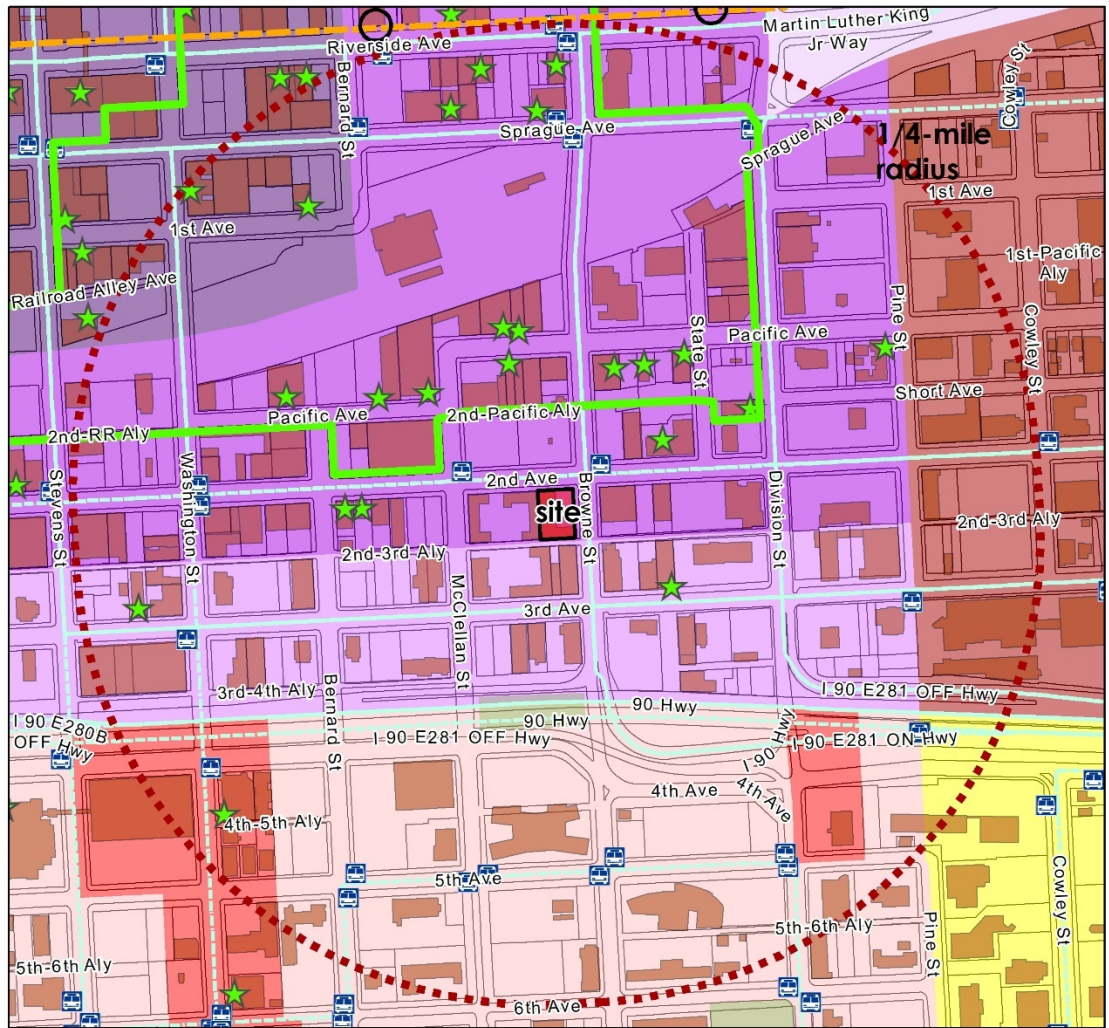
Location & Context

The project is a renovation of an existing structure located at 101 W 2nd Avenue, parcel number 35191.1214. The property is located in the Riverside Neighborhood and is located at the SWC of the intersection of Browne Street and 2nd Avenue. Browne Street and 2nd Avenue are both classified as Urban Principal Arterials, Browne St. is also State Highway 2 while 2nd 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 2nd Ave.). There are four bus stops located within one block 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 City Line High Performance Transit route will be constructed soon with its Westbound leg operating on Riverside Avenue (less than 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 one block south of the East Downtown Historic District and 25 historic/registered properties are located within a ¼-mile of the property – the closest is located approximately 230-feet to the east of the Subject Site (Buchanan Building, 1900-1906, designed in a Romantic Italianate style with stained glass accented structural marque).

The existing structure on the Subject Site is a pre-manufactured metal building originally erected on the site in the late 1980's or early 1990's. It was operated as a Tire Repair/Sales retail facility (Les Schwab Tires), from construction until recently.



101 W 2nd Ave. - 1/4 MILE RADIUS

0 165 330 660 990 1,320 Feet

Legend

City Zoning

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

Cadastral Features

- 1/4-mile Buffer
- Historic District
- Historic Property
- STA Bus Stop
- STA Bus Route
- City Line - Stations
- City Line - Westbound Leg

- Building
- City Park
- Parcel

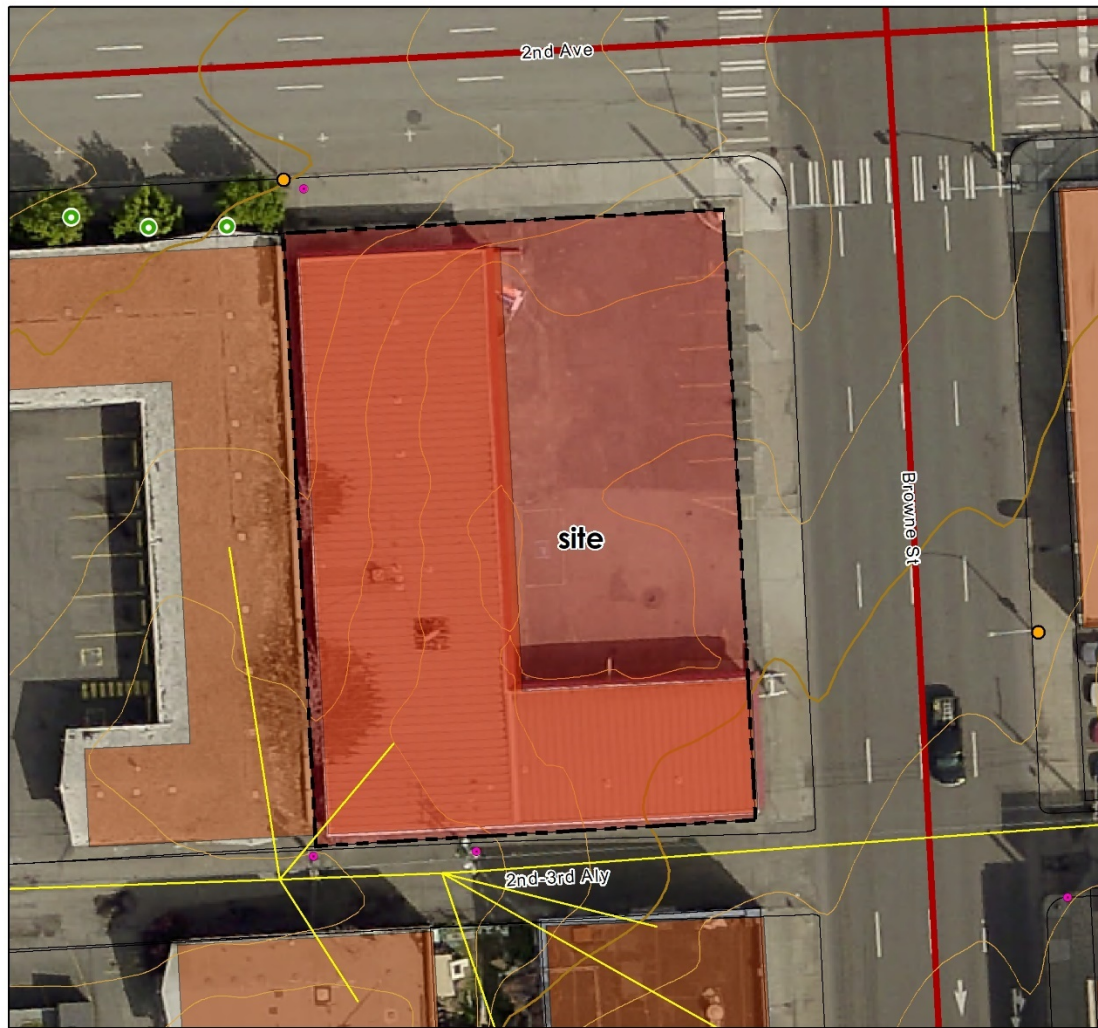


Figure 1. 1/4-mile Vicinity Map

Character Assets

The building is a generic metal structure and is capable of supporting a wide range of façade treatments. Further, as the east and south elevation were designed to accommodate a number of large overhead doors – the introduction of a more traditional storefront system would not require significant modification of the existing building's structural components.

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



101 W 2nd Ave. - Vicinity Map

0 12.5 25 50 75 100 Feet

Legend	
Complete Streets	
Type	
— Bike/Pedestrian Path	
— Pedestrian Street	
— Type I Complete Street	
— Type II Complete Street	
— Type III Complete Street	
— Type IV Complete Street	
Cadastral Features	
— Overhead Utility Line	— Curb Line
● Street Light	■ Building
● Utility Pole	
 Subject Site	
● City Street Tree	
— 5-foot Contour Line	
— 1-foot Contour Line	

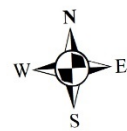


Figure 2. Site Context Map

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 DTG, 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 DTG zone. Further, as the overhead doors are being replaced Development Services has determined that the portion of façades that are located within 20' of either Browne Street or 2nd Avenue (Type III Complete Streets) shall conform with the [SMC 17C.124.510.B\(2\)](#) design standard requirement. See attached Pre-Development Notes.

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 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 DTG zone are permitted.

Development Standards

Site Access ([SMC 17C.124.280](#))

Per the Site Access development code requirement, SMC 17C.124.280.C.1 when a lot abuts an alley in any Downtown Zone, alley access shall be required.

The existing building and site design does not provide alley access to the site or to the building. This condition has resulted in the facility's solid waste provisions (dumpster) being located along the 2nd Avenue frontage. Further, both existing curb cut widths appear to exceed the permissible width proscribed in SMC 17C.124.280.E.2 for driveways that cross an existing sidewalk (that being 24').

See Recommendations #1 and #2.

Design Standards

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

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

The proposed modifications of the window/fenestration along the portions of the qualifying portions of the façades facing 2nd Avenue and Browne Street must meet the requirements of the Nonconforming Situation – Modification code provisions (that is, ensure that changes bring the building closer to compliance with this design standard and prohibit changes that would take the building further out of compliance). The Windows design standard stipulates that 50% of the portions of non-residential ground floor façades located within twenty feet of the lot line of a Type III arterial street designated on the arterial street plan, shall be comprised of clear vision glass windows. Display windows may be used to meet half of this requirement percentage requirement.

The portions of the current ground floor façades falling within this category are the eastern-most façade (facing Browne Street) and the northern-most façade (facing 2nd Avenue). See Table 1.

Table 1. Window Area Requirements

Façade	Area of Façade	Existing Window Area	Proposed Window Area	Required Window Area	Comply
Browne St.*	333 sqft	80 sqft	80 sqft	≥ 80 sqft	Yes
2 nd Avenue*	577 sqft	28 sqft	92 sqft	≥ 28 sqft	Yes

* Note: See Figure 3 for basis of Façade Area Calculation

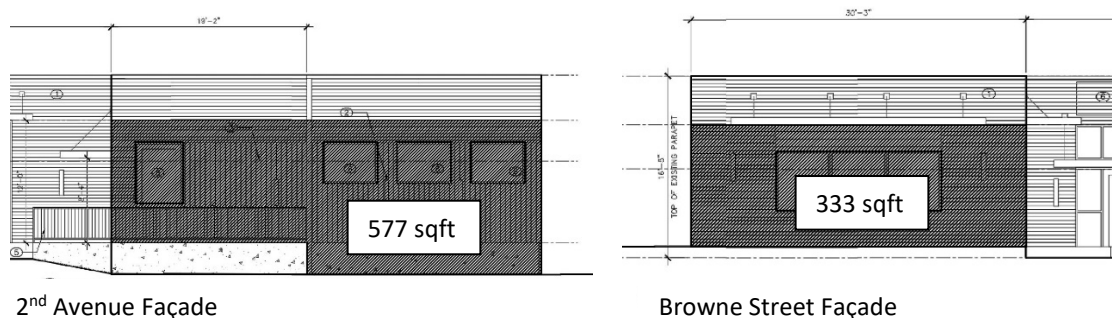


Figure 3. Basis of Façade Area Calculation, highlighted (from adjacent exterior finish grade to the lowest point of roof structure elevation, 11'-0" A.F.F.)

While the proposed window area on the qualifying façades does not meet the full requirement of the Window design standard – as the facility is governed by the *Nonconforming Situation – Modification* requirements, the proposed changes **meet** the requirements of the code.

See Recommendation #3.

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

The existing façades of the building along Browne Street and 2nd Avenue are sheathed in metal paneling with false mansard parapets facing the streets. The proposed redesign of the street-facing façades will remove the mansards and re-skin the building in new metal siding. Additionally, the installation of projecting marquee shade structures above the new storefront systems would provide overhead weather protection, while more clearly demarcating the building's base and top.

This design standard appears to have been written to moderate the apparent massing of multi-story buildings as the standard's purpose statement reads (in part), "*To reduce the apparent bulk of the building...*" and as such may not fully apply to single story buildings.

The proposed replacement of the existing metal siding with new metal siding, while providing a fresher appearance, does pose a particular problem along the Browne Street façade closest to the existing sidewalk for the lowest five feet of the paneling. As is evidenced in the damage sustained by the existing metal paneling, this location (especially in the area closest to the alleyway entrance) is highly prone to impacts (see Figure 4). Substituting a more robust material to resist such impact damage in the first few feet of the building façade, would have the complementary effect of reinforcing the building base.



Figure 4. Image of existing metal siding damage.

See Recommendation #4.

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

Only the position of the existing building's east façade furthest from Browne Street is longer than the referenced 50' in length from this design standard. The proposed addition of overhead marquee awnings brings the design into conformance with the Articulation design standard.

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

The proposed design includes an element from both the design standard's Group A (large entry doors) and Group B (canopy) components at the building's primary entrance. The design appears to comply with the design standard.

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

The proposed design replaces a number of overhead garage doors with storefront systems. Along with the proposed canopies, and possibility of pedestrian scale signs the design appears to incorporate the minimum number of required design elements. The design appears to comply with the design standard.

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

The *existing* building does have some nominal compliance with the roof expression design standard, via the false mansard parapet treatment. While the *proposed* flat roof expression is permissible under the design standard, the design would need to incorporate either an extended parapet or projecting cornice to highlight the major building entrance.

See Recommendation #5.

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

The proposed design incorporates numerous windows on all façades facing and visible from the adjacent streets & rights-of-way. The design appears to comply with the design standard.

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.

E: Vehicular Access and Parking

E-1 Minimize Curb Cut Impacts

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

E-3 Minimize 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.

Staff Recommendations

Staff recommends Administrative Design Review approval with the following conditions:

1. The Applicant is *strongly encouraged* to provide an alley access for solid waste collection. This should be feasible as the interior partitioning in the building is being reconfigured to accommodate multiple tenants, this will allow the trash dumpster to be relocated from the 2nd Avenue frontage (significantly improving the environment for outdoor customers sitting at the new proposed deck). This will bring the project into compliance with the development standard ([SMC 17C.124.280](#)) while complying with Downtown Design Guidelines B-3, C-1, C-7, D-1, D-2, D-4, D-7, and E-3.
2. As some sidewalk repair is already being proposed, as well as the sidewalk and irrigation work necessary to install the new street trees, the Applicant is *strongly encouraged* to decrease the length of the Curb Cuts along both Browne Street and 2nd Avenue to comply with [SMC 17C.124.280](#) (no more than 24' wide, and with the sidewalk pattern extending across the driveways' curb cuts). This will bring the project into compliance with the development standard while complying with Downtown Design Guidelines C-1, D-7, and E-1.
3. While the proposed modifications of the window/fenestration pattern for the portions of the building's façades located within 20' of the property lines along 2nd Avenue and Browne Street do meet the base requirements of the *Nonconforming Situation – Modification* code requirement (by not reducing the area of windows to less than the current square footage), the Applicant is *encouraged* to increase the window area at these portions of the building's façades to fully comply with the minimum requirements of the Window Design Standard ([SMC 17C.124.510](#)). This would result in no less than **167 square feet** of window area for the Browne Street façade and **288 square feet** of window area for the 2nd Avenue façade. The window glazing shall be a clear vision glass permitting views into the building interior, and up to 50% of this window area requirement can be met with display windows.
4. The Applicant is *strongly encouraged* to consider a more impact resistant exterior finish material for the portions of the façade located within the pedestrian zone of the façades. This will bring the proposed design into compliance with the design standard ([SMC 17C.124.520](#)) while complying with Downtown Design Guidelines B-2, B-4, C-1, C-2, C-3, C-7, and D-7.
5. The Applicant is *encouraged* to increase the height of the raised parapet above the primary entrance into the building. This will bring the design into compliance with the design standard ([SMC 17C.124.560](#)) while complying with Downtown Design Guidelines B-2, B-4, C-2, and C-4.
6. Where bike parking is provided the Applicant *is strongly encouraged* to provide bicycle racks to match the Streetscape Infrastructure Program's selection for the Freeway District – Urban Racks, Urban Staple Bike Rack UB-1000-STD. See figure below.



Figure 5. Bicycle Rack. Urban Racks, "Urban Staple Bike Rack, Model #UB-1000-STD

7. The Applicant is *encouraged* to provide a mural along the portion of the Browne Street façade nearest the public sidewalk to provide a more pedestrian-friendly environment. This will bring this portion of the building into compliance with Downtown Design Guidelines B-3, C-1, C-3, D-1, and D-4.

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, and the Downtown Design Guidelines

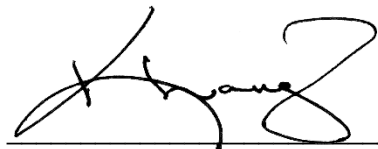
Administrative Review DRB Chair Recommendation

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

12/18/20

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.