

620 N. Monroe Street**1 - Administrative Review****Design Review Staff Report**

January 29, 2021



Staff:
Dean Gunderson, Sr. Urban Designer

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

Applicant:
Owner:
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Agent:
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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 for full description. In summary, the project is an exterior renovation of an existing, single story, multi-tenant retail building. The majority of the work will consist of a façade renovation with some minor site work on the public sidewalk frontage.

Location & Context

The project is a renovation of an existing structure addressed 620-626 N Monroe Street, parcel number 35183.1438. The Subject Site is located in the northwest portion of Riverside Neighborhood immediately east of the intersection of W College Avenue and N Monroe Street. College Avenue is classified as an Urban Local Access street and a Type IV Complete Street. Monroe Avenue is classified an Urban Principal Arterial and a Type II Complete Street.

Spokane Transit Authority currently operates seven transit routes that pass by the Subject Site (Routes 4, 11 Plaza Arena Shuttle, 21 West Broadway, 22 Northwest Boulevard, 23 Maple Ash, 24 Monroe, and 124 North Express). The Subject Site is located approximately equidistant from four bus stops (a bench at the NEC of Monroe & Broadway serving as stops 1, 196, and 100; a shelter at the NWC of Monroe & Broadway serving as stops 4, 51, and 97; a bench at the SEC of Monroe and Summit serving as stops 99, 51, 195, and 101; and a shelter at the NWC of Monroe & Summit serving as stops 98, 49, 53, and 123). Transit service along this portion of Monroe Street was recently upgraded, and stops were improved, to accommodate STA's Monroe/Regal High Performance Transit network operating with reduced head times during the weekday work hours.

The existing structure on the Subject Site was constructed and owned by Fred Phair in 1911. Mr. Phair was a prominent developer in the Spokane area during the early 20th Century. The masonry building is designed in a commercial vernacular style typical of the period, with its most distinct feature being the diamond-patterned polychromatic brickwork at the roof line spanning the full length of this five-bay building (see Figure 1). Much of the original storefront has been replaced with a contemporary metal storefront system of unremarkable historic value. The original transom windows have been framed-in and/or covered. Remnants of the mounting hardware for the original retractable awnings can still be found on the lintel between the storefront system and the encased transoms. Historic tenants of the building were the Rosebud Candy Store and L.L. Rodgers (a carpet weaver).



Figure 1. Historic photograph of existing building on Subject Site, note presence of pedestrian crossing (taken in 1991)

While the Subject Site is located further than ¼-mile from any established historic district, there are seven listed buildings located within a 5-minute walking distance of the property. The closest historic properties are located immediately north of the Subject Site, the Holmes Block (which shares a common wall with the building) and the Vinther & Nelson Hardware Building (see Figure 2). The Holmes Block (1904, designed by architect Isaac Galbraith) is a fantasy variant of a Second Empire style, with an unusual mansard roof structure interrupted by a central circular pediment with flanking oval dormer/windows. The Vinther & Nelson Hardware Building (1905, also designed by architect Isaac Galbraith) is designed in a Dutch Colonial Revival style, with a fully intact gable roof and third/attic story.



Figure 2. Historic Photograph depicting the existing building on the Subject Site and the adjacent Holmes Block and Vinther & Nelson buildings (taken in 1991)

Adjacent buildings that may offer a potentially contributing historical context are the previously-mentioned Holmes Block and Vinther & Nelson Hardware Building – as well as the Spokane County Courthouse located two blocks to the WNW of the site, the Spokane Flour Mill located three blocks to the ENE of the site, and (most consistent with the existing structure’s architectural style) the newly listed Wonder Building located one block to the ENE of the site.

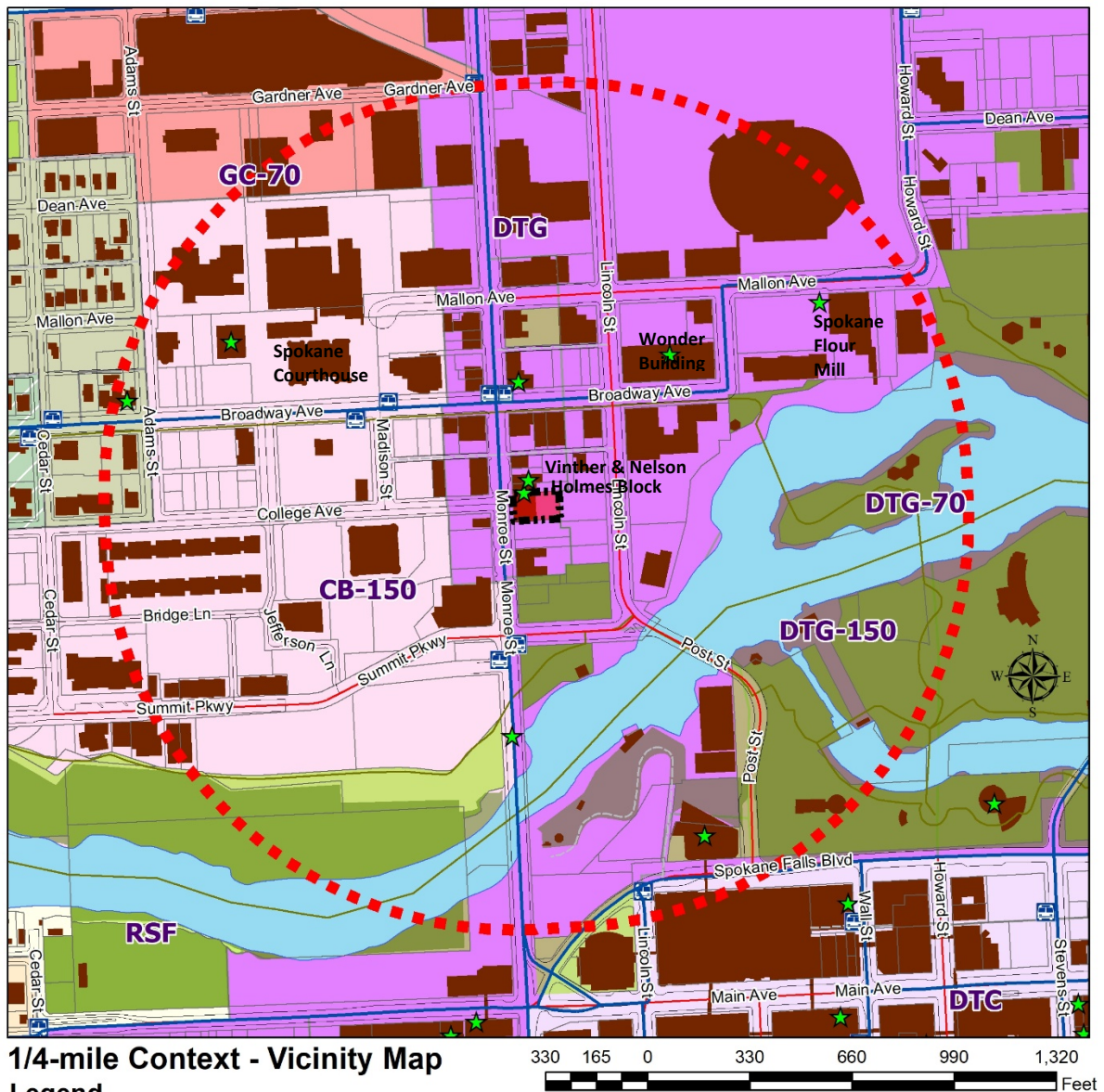


Figure 3. 1/4-mile Vicinity Map

Character Assets

The existing building is a well-constructed, single-story masonry structure. The site is located in a portion of the Downtown that has experienced a fair amount of new construction and building renovations. The two building's immediately north of the structure have recently undergone storefront restorations and façade improvements.

Public and Private organizations have made infrastructure investments in the area surrounding the Subject Site: Monroe/Regal High Performance Transit improvements, nearby Kendall Yards Planned Unit Development (including the My Fresh Basket grocery store and weekly Farmer's Market), Wonder Building, and the Podium (Sportplex). Additionally, the Riverfront Park improvements and the, currently under construction, Post Street Bridge reconstruction include significant investments in pedestrian-friendly public realm improvements.

As a consequence of these recent changes in the immediate area of the Subject Site, it should be expected that a significant increase of pedestrian traffic will occur over the next several years. This increase in foot-traffic will induce a greater demand for pedestrian accommodations and comfort improvements.

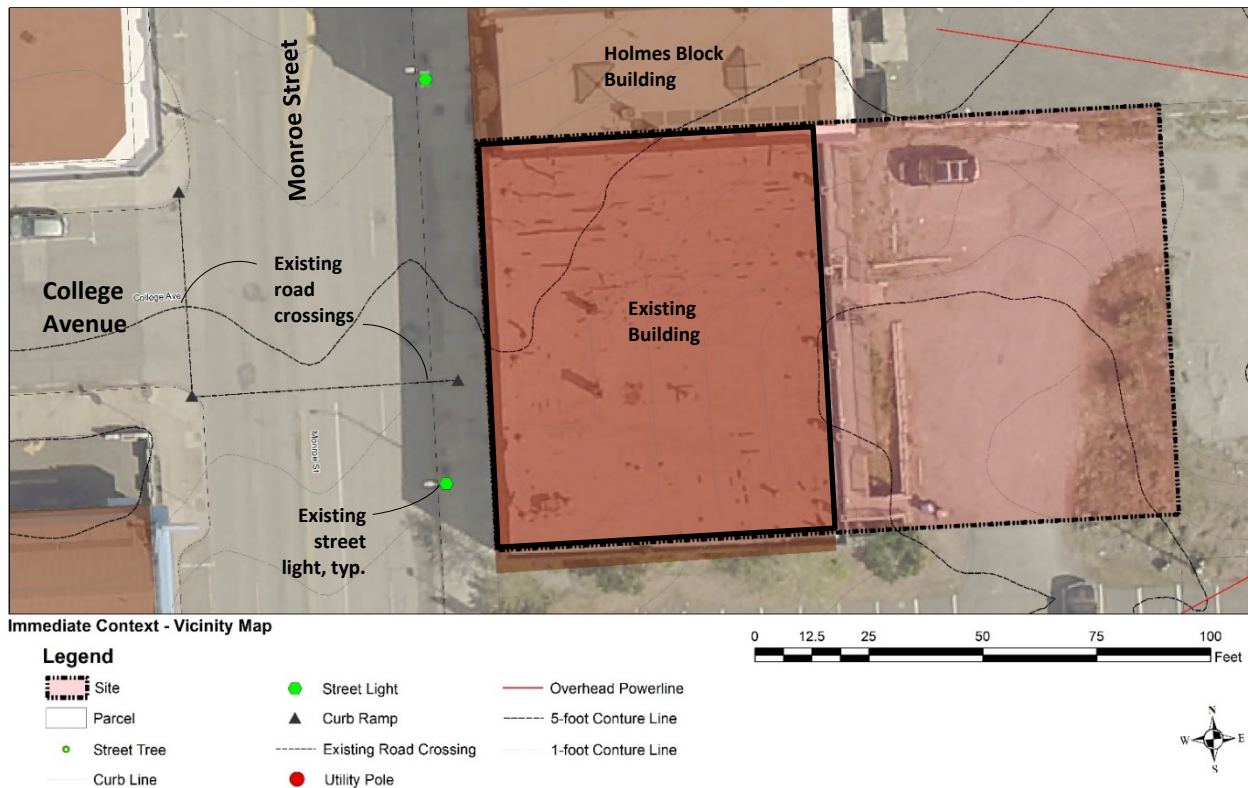


Figure 4. Subject Site and immediate physical context

Of particular note is the unique location of the Subject Site (and existing building) within the regular street grid of the City of Spokane. The overwhelming characteristic of the city's street layout is its continuity – that is, streets do not typically terminate in t-intersections. This site is located at the visual terminus of one such rare t-intersection (of College Avenue and Monroe Street), which places the existing building at the visual terminus of the College Avenue corridor (see Figure 5). This unique relationship elevates the importance of the existing building's façade as a key element of the public realm.

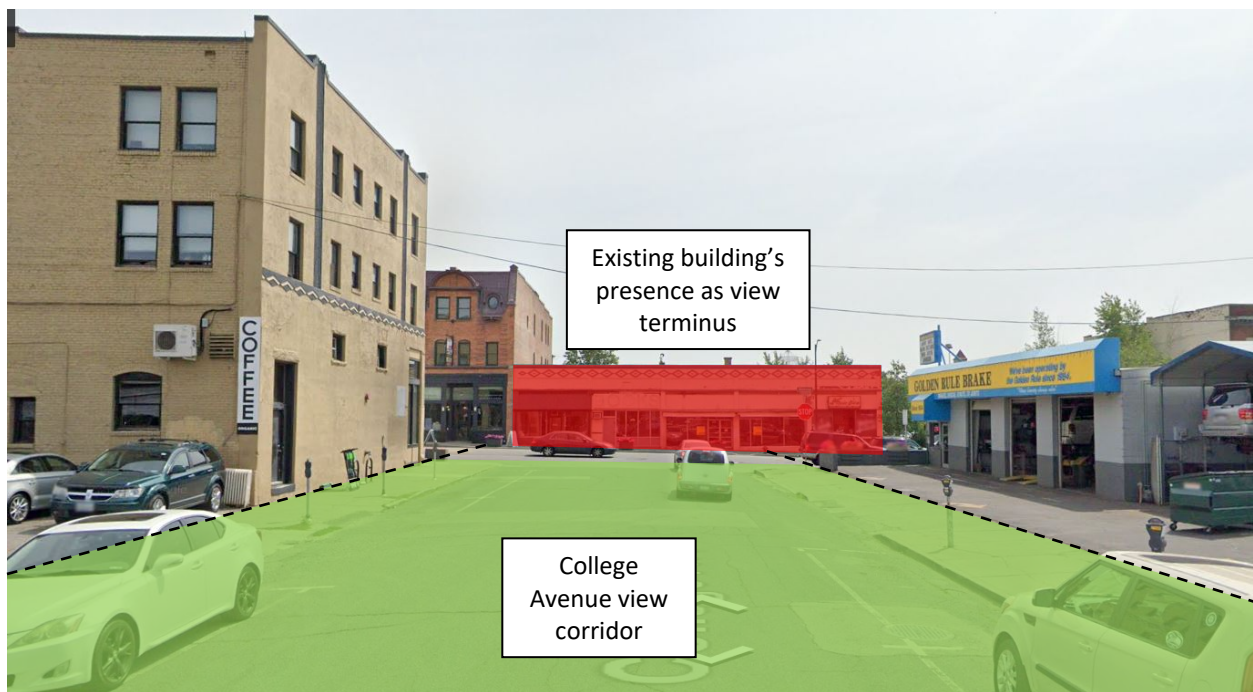


Figure 5. Subject Site and existing building's presence along the College Avenue view corridor

Regulatory Analysis

Zoning Code Requirements

The building & site are zoned DTG. 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 Monroe Street is a Type II Complete Street and the storefront system and façade being renovated are located within 60-feet of the street lot line, the portion of the façade located within 2-feet to 10-feet above finish grade should maintain (or increase) the percentage of clear vision glass up to 60% of the square footage of that portion of the façade (see [SMC 17C.125.510](#)).

[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 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

Street Trees / landscaping ([SMC 17C.200.050](#))

Per prior discussions with Development Services Center staff, the Applicant will not be required to plant Street Trees on condition that the planter boxes and flowered vegetation currently provided are maintained (see Figure 6). Note that there are four such planter boxes centered on four of the building's five structural bays, the bay with no planter box (just north of the southern-most bay) will not be required to support a planter box as that portion of the street frontage is occupied by the pedestrian curb ramp (for the road crossing) and the existing fire hydrant.



Figure 6. Existing planter boxes along Monroe Street frontage

See Recommendation #1.

Curb Ramp ([SMC 17H.010.200.A Curb Ramps](#))

Per the Street Development Standards regarding Curb Ramps, the existing pedestrian Curb Ramp located nearest the existing fire hydrant on Monroe Street shall be maintained (see Figure 7).



Figure 7. Existing Pedestrian Curb Ramp

See Recommendation #2.

Crosswalk ([SMC 17H.010.210 Crosswalks](#))

Historically, the intersection of Monroe Street and College Avenue supported a marked crosswalk (see Figures 1 and 4).

See Recommendation #3

Sidewalk (SMC 17H.010.180 Sidewalks)

The public sidewalk fronting the Subject Site has a number of damaged areas (areas of subsidence patched with asphalt, cracked sections over vaulted portions, etc.), and the Applicant is proposing to backfill existing vaulted chutes into the existing building's basement (see Figure 7).

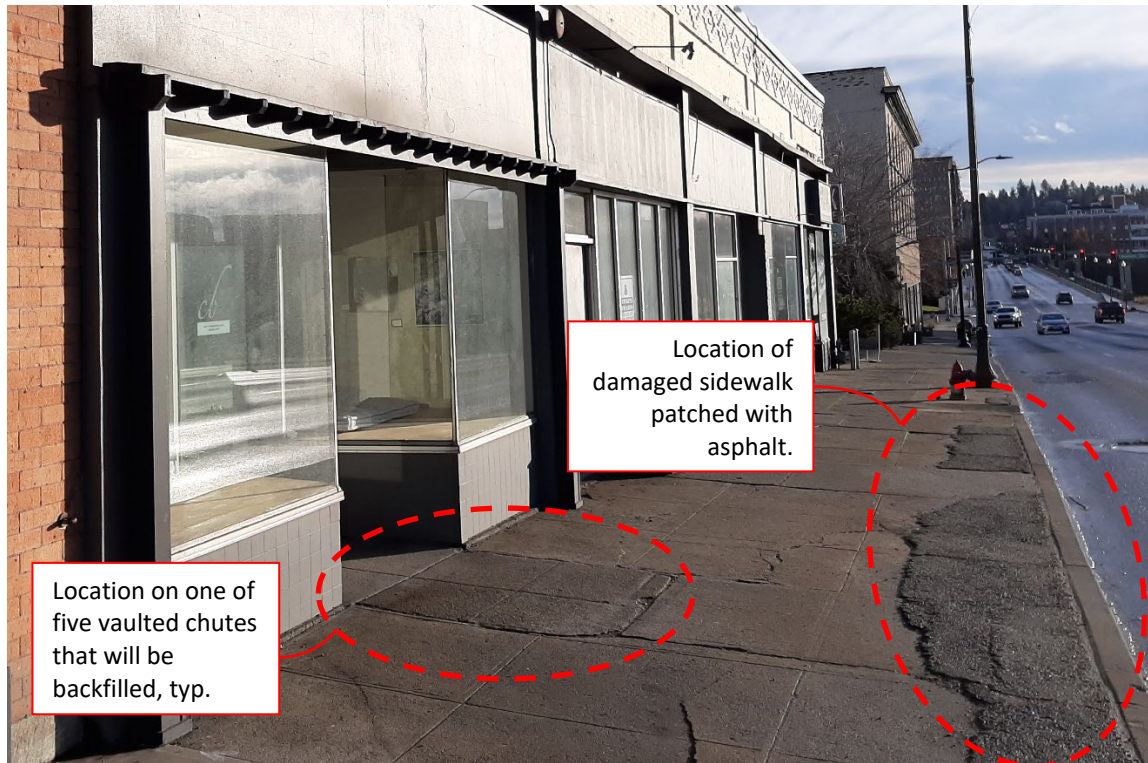


Figure 8. Condition of Existing Sidewalk

See Recommendation #4

Design Standards

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

Windows – Building Design (SMC 17C.124.510)

The proposed modifications of the façade facing Monroe Street must meet the requirements of the *Nonconforming Development – Modification* code provisions, see [SMC 17C.210.090](#) (that is, ensure that proposed 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 60% of the portions of non-residential ground floor facades located within sixty feet of the street lot line facing a Type II Complete Street shall be comprised of clear vision glass windows. Display windows may be used to meet half of this percentage requirement.

The only ground floor façade falling within this category is that facing Monroe Street. See Table 1.

Table 1. Window Area Requirements

Façade	Area of Façade*	Existing Window Area	Proposed Window Area	Required Window Area	Comply
Monroe St.	719 sqft	610 sqft	552 sqft	413 sqft	Yes (77%)

* Note: Portion of façade located between 2-feet and 10-feet above finish grade.

While the proposed window area on the qualifying façade does meet the percentage requirement of the Window design standard, the northernmost and southernmost building bays appear to

conflict with the ingress/egress width requirements found in the City of Spokane Building Code (for accessible latch-side clearance). As this project is not currently listed on the Historic Register, it is not eligible for a Building Code Waiver for this portion of the code. Bringing these entrances into compliance may adjust the overall Window square footage, though this adjustment may actually increase the Window square footage.

The transom windows above the doorways in the existing storefront system are clear vision glazing. The Applicant is proposing that the transom openings above the doors in the new storefront system will be filled with opaque spandrel panels. This change may create an entrance that appears too visually closed in.

See Recommendation #5.

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

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 partial reconstruction of the original storefront system, which incorporates many of the expected traditional storefront elements will be a significant improvement over the existing window system (which appears to have been installed sometime in the mid-20th Century).

The original clerestory windows above the storefront glazing were likely removed at the time the mid-20th Century window system was installed. While no historic photographs have been discovered showing these clerestories, their original location is depicted in Figure 9.



Figure 9. Photograph of existing building taken in 1991 depicting location of original clerestory windows

See Recommendation #6.

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

This standard applies to portions of building facades that exceed 50-feet in length, requiring some form of articulation (façade offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs...). The proposed restoration of the original inset entrances in the new storefront system will accomplish the requisite articulation.

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

The proposed design includes an element from the design standard's Group A (recessed entrances) but has little evidence of a required element from Group B (Canopy, Portico, Overhang). As a multi-tenant single story retail building, each building bay will be configured to support its own Primary Entrance. The design does not appear to meet the standard.

See Recommendation #7.

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

The proposed design appears to provide two of the identified pedestrian-friendly design elements (Large Windows and Kickplates for storefront windows), leaving the design to incorporate a third to meet the standard's Presumption criteria. The remaining list include Projecting sills, Pedestrian scale signs, Canopies, and a Plinth. The design does not appear to meet the standard.

See Recommendation #7.

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

The proposed design does not contemplate changing the existing flat roof expression form. The standard's Presumption lists a range of additional elements that can be incorporated into a flat roof to meet the standard (portions of pitched roofs, extended parapets or projecting cornices that may be viewed against the sky). Even with the restoration of the diamond-patterned brickwork near the parapet, the proposed design does not appear to meet the standard.

See Recommendations #7 and #8

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

The proposed design appears to incorporate four of the required design elements (restored diamond-patterned brickwork – as an historical architectural element, lighting fixtures, and recesses, and translucent glass).

See Recommendations #7 and #8

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-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. Per the reported prior discussion with city staff in the Development Services Center, the Applicant is strongly encouraged to maintain the planted flower boxes as depicted in Figure 6. While not as substantial as Street Trees, such planted flower boxes should provide a needed physical buffer between pedestrians and moving vehicles. The other beneficial pedestrian comfort and environmental contributions of Street Trees can be addressed via other recommendations (see Recommendation #7). This will bring the project more into compliance with the code requirement while complying with Downtown Design Guidelines A-1, B-1, B-3, C-4, C-7, D-1, D-2, D-4, and D-7.

Note: Applicant has agreed to keep the flower boxes (see attached Applicant response).

2. The Applicant will be required to maintain the existing curb ramp but is encouraged to reconstruct this curb ramp to comply with the current City of Spokane Street Design Standard 3.4-4 Curb Ramps and Curb Ramp Standard Plan F-105A (Type 2). This will bring the project more into compliance with the code requirement while complying with Downtown Design Guidelines C-1, C-7, D-1, D-3, D-4, and D-7.

To determine any mandate for a new curb ramp, the Applicant can reach out to:

Patty Kells, Development Services Center
pkells@spokanecity.org
(509) 625- 6447

Or,

Inga Note, Integrated Capital Management
inote@spokanecity.org
(509) 625- 6331

Note: Applicant has agreed to consider the replacement of the existing curb ramp if the city reinstalls the historic marked crosswalk (see attached Applicant response).

3. The Applicant has expressed an interest in seeing the reinstallation of the marked pedestrian crosswalk at the intersection of Monroe Street and College Avenue (per [SMC 17H.010.210 Crosswalks](#)), the Applicant shall work with the appropriate City authority to determine the efficacy, safety, and need when this portion of Monroe Street is scheduled for a grind & overlay project latter in 2021 (Monroe Bridge north to Bone Avenue). Such a crosswalk would hold the potential to accommodate expected pedestrian traffic and to provide connection to the public facilities and court complex located east of the Subject Site on College Avenue. The reintroduction of a marked crosswalk, if deemed appropriate, will bring the project more into compliance with Downtown Design Guidelines C-1, C-7, D-1, D-3, D-4, and D-7.

To determine whether a marked crosswalk is feasible as part of the grind & overlay project, the Applicant can reach out to:

Patty Kells, Development Services Center
pkells@spokanecity.org
(509) 625- 6447

Or,

Inga Note, Integrated Capital Management
inote@spokanecity.org
(509) 625- 6331

Note: Applicant has expressed an interest in seeing the historic marked crosswalk reinstalled. (see attached Applicant response).

4. As some sidewalk repair is already being proposed, as well as backfilling portions of the vaulted chutes into the existing building's basement, the Applicant is strongly encouraged to repair/replace all damaged portions of the sidewalk including, but not limited to: portions of the sidewalk that have subsided and previously patched with asphalt, those portions above the vaulted chutes into the existing building's basement, and any other portion that does not comply with the City of Spokane Street Design Standard 3.4-2 Sidewalks and the appropriate Sidewalk Standard Plan details (F-102 series). This will bring the project more into compliance with the code requirements while complying with Downtown Design Guidelines C-1, C-7, D-1, and D-7.

Note: Applicant has agreed to fully replace the Monroe Street sidewalk fronting the Subject Site. (see attached Applicant response).

5. The Applicant is encouraged to replace the proposed opaque spandrel panels above the doors in the new storefront system with clear vision glazing to match the windows in the storefront system. This will result in a more open feeling in each inset entryway, and further match the traditional design of historic storefronts for in the immediate context. This will bring the project more into compliance with the Downtown Design Guidelines B-1, B-3, B-4, C-1, C-2, C-4, C-7, D-1, D-3, D-4, and D-7.

Note: Applicant has agreed to install clear vision glazing in the transoms above the entrances. (see attached Applicant response).

6. The Applicant is strongly encouraged to reconstruct the original clerestory windows above the new storefront system, as this will restore much of the historic façade of the building. This will bring the project more into compliance with the Downtown Design Guidelines A-1, B-1, B-3, C-2, C-4, D-3, and

Note: Applicant has stated it does not intend to reinstall the original clerestory windows. (see attached Applicant response).

7. In order to comply with the Prominent Entrance Design Standard, and to provide mitigation for the lack of street trees, the Applicant is strongly encouraged to install a continuous Marquee Canopy at the transition bulkhead between the new storefront system and the former location of the original clerestory windows (see Figure 10). The addition of such a continuous Marquee Canopy will lessen the need to restore the original clerestory windows (see Recommendation #6), and if installed the recommendation to reinstall the clerestory windows can be disregarded.

The additional benefits provided by such a marquee canopy are:

- 1) It will provide continuous overhead weather protection to pedestrians (lessening the impacts felt by the absence of street trees),
- 2) It will significantly reduce the thermal heat-gain from the west-facing storefront windows experienced by past tenants (likely why past owners had erected retractable awnings),
- 3) It will provide an additional location for innovative lighting (above and below the canopy),
- 4) It will provide an expanded canvas for innovative and engaging retail tenant signage (for blade signs, marquee signs, swing signs, etc. above and below the canopy), and
- 5) It will provide a more dramatic view terminus for the College Avenue view corridor.

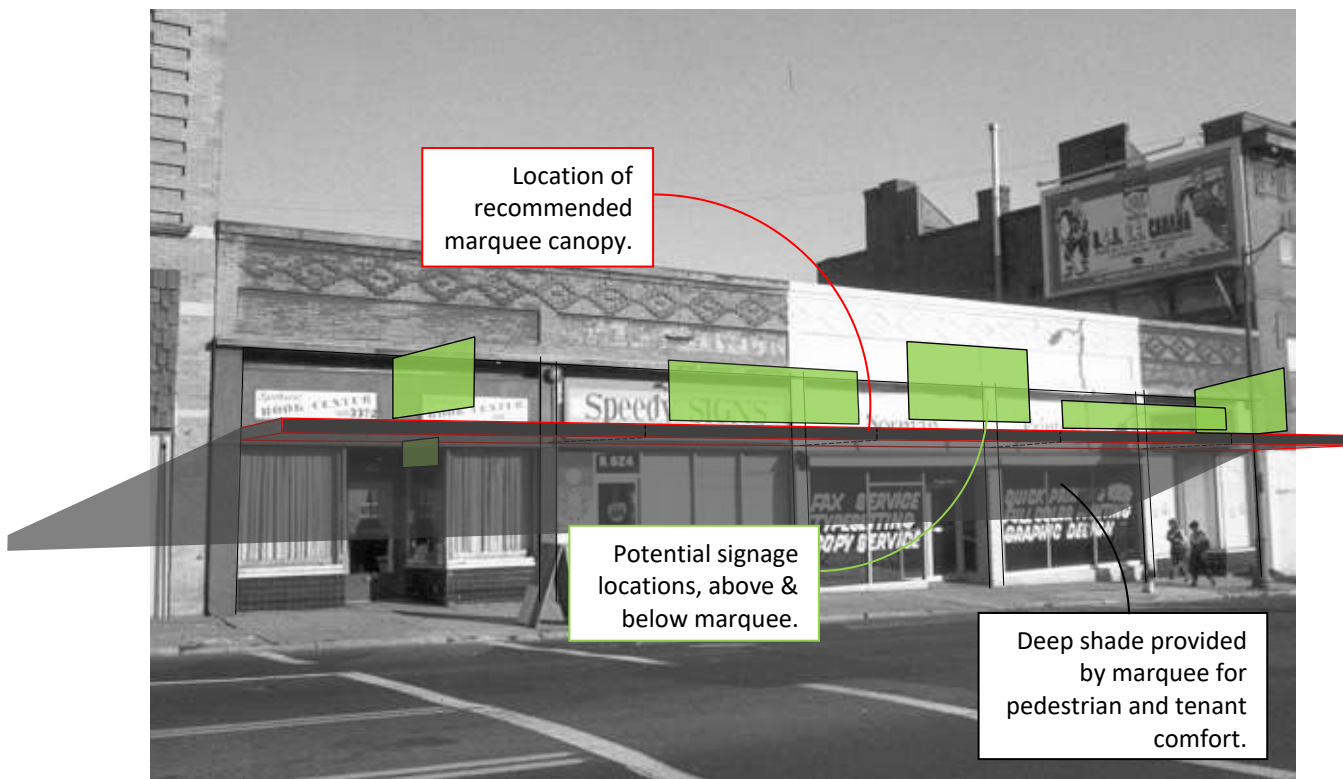


Figure 10. Proposed location of continuous marquee canopy

This will bring the project more into compliance with the design standard while complying with Downtown Design Guidelines A-1, B-1, B-2, B-3, B-4, B-5, C-1, C-2, C-3, C-4, C-5, C-7, D-1, D-3, D-4, D-5, D-6, and D-7.

It is important to note that the inclusion of a marquee canopy will achieve almost all the applicable design guideline criteria and ensure compliance with the Primary Entrance Design Standard. If the Applicant is considering applying for a Local Historic Tax Credit in the future, attention should be given to the detailing of the Marquee Canopy to ensure its presence would not adversely impact registering the property.

Note: Applicant has stated it does not intend to install a continuous marquee canopy. (see attached Applicant response).

8. The Applicant has indicated a desire to remove the paint on the existing brickwork to expose the original polychromatic diamond-patterned brickwork near the building's parapet (see Figures 9 and 10). To that end, the Applicant shall utilize a safe/non-damaging method for the removal of paint on the 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>.

Note: Applicant has agreed to utilize safe/non-damaging methods to remove the paint from the building's brick. (see attached Applicant response).

9. The Applicant is strongly encouraged to provide bicycle racks to match the Streetscape Infrastructure Program's selection for the various Downtown districts – Urban Racks, Urban Staple Bike Rack UB-1000-STD (see Figure 11).



Figure 11. Bicycle Rack. Urban Racks, "Urban Staple Bike Rack, Model #UB-1000-STD"

Note: Applicant has agreed to use the Urban Staple Bike Rack (#UB-1000-STD) if a safe/appropriate location for such a rack can be identified. (see attached Applicant response).

It should be noted that such a rack could be safely installed in the sidewalk's 5'-wide flex-zone (located between the 7'-wide pedestrian zone adjacent to the front façade and the face of street curb). This is the same clear zone used for the four proposed planter boxes, allowing a bike rack to be placed (more or less centered on) the structural bay with no planter as long as it does not conflict with clearances around the curb ramp or fire hydrant locations.

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
Downtown Design Guidelines

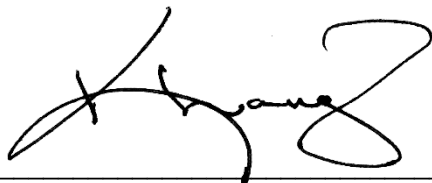
Administrative Review DRB Chair Recommendation

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

1/29/21

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.