

KEN KELTON

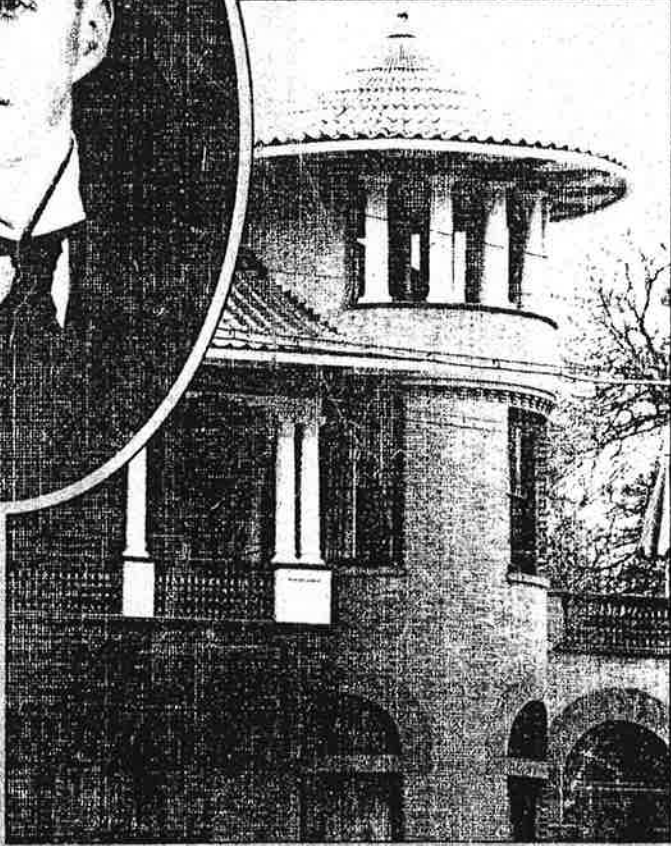
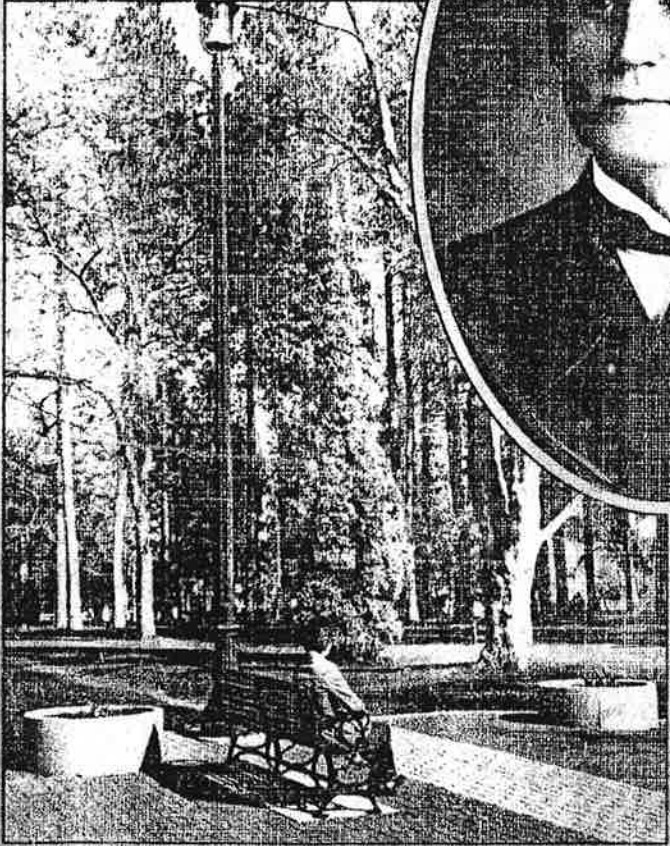
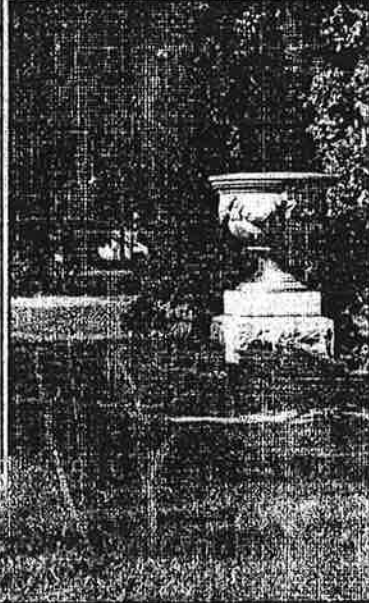
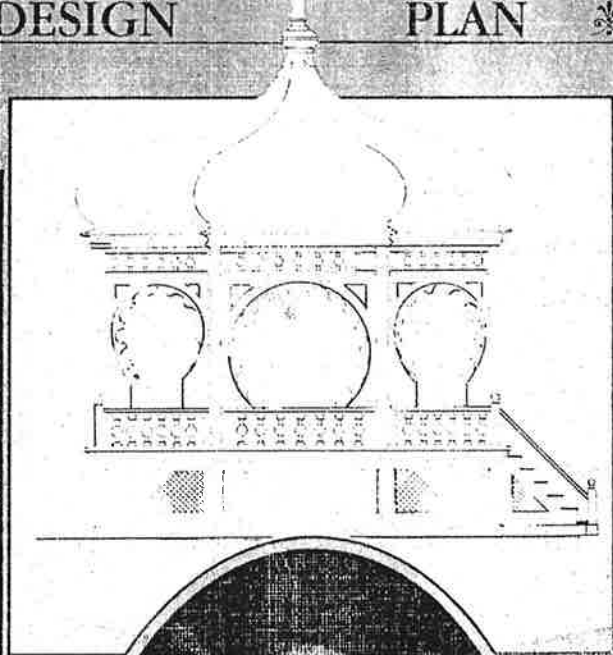
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# BROWNE'S ADDITION

NEIGHBORHOOD

DESIGN

PLAN



# INTRODUCTION

In 1980, the Browne's Addition Steering Committee allocated \$20,000 of its Community Development Block Grant money to develop a Neighborhood Design Plan. To prepare the Plan, the Browne's Addition Design Plan Task Force, comprised of Neighborhood residents and property owners, interested citizens and representatives from various City boards and commissions, was appointed by the City Plan Commission. The Task Force worked from July 1981 to March 1982 in its consideration of Neighborhood problems and opportunities, goals and objectives for Neighborhood improvement and actual improvement strategies and projects. After gaining citizen comments and working closely with City staff and consultants, work of the Task Force resulted in the Browne's Addition Neighborhood Design Plan, an action plan for improvement of the Neighborhood.

The planning process included two background studies, an attitude survey and an economic real estate report, which formed the basis for the Plan's recommendations. The attitude survey revealed a great satisfaction for Browne's Addition as a place to live. The economic real estate report was less optimistic. It stated, candidly, "Unless coordinated public action is taken, the quality of the Neighborhood will deteriorate and its value as a stable residential community and historic district will be lost."

The Plan therefore recommends a dual strategy for preservation and improvement:

1. Encourage both public and private investment to upgrade the Neighborhood; and,
2. Initiate development controls to insure new projects' compatibility with the Neighborhood's historic character.

Adoption of a design plan implementing this dual strategy will result in a number of benefits to the Neighborhood:

1. Maintains and promotes the Neighborhood's historic character;
2. Promotes land use consistent with the Neighborhood infrastructure (e.g. streets, parks, utilities, etc.);
3. Encourages development which is consistent with economics and market demand;
4. Provides development incentives (height);
5. Responds to platting constraints;
6. Provides transition in land use, intensity and scale;
7. Will have a significant positive impact on the Neighborhood by maintaining property values and preserving the historic character; and,
8. Will stimulate overall Neighborhood revitalization.

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October 24, 1984



The Honorable Mayor James Chase  
and Members, Spokane City Council  
City of Spokane, Washington

Dear Mayor Chase and Council Members:

Re: Draft Browne's Addition Design Plan

The City Plan Commission has reviewed and approved the Browne's Addition Design Plan and Zoning with a recommendation for its adoption by the City Council as an element of the City's Comprehensive Plan.

The Plan and Zoning represent the desires of a diverse neighborhood of individuals and interest groups. The Plan provides guidance for future development and promotes the neighborhood as an attractive, viable and accessible high density residential district. An eight member Design Plan Task Force was appointed by the Plan Commission to oversee the preparation of the Plan. Throughout its preparation, the Plan has been closely coordinated with the Peaceful Valley Neighborhood. The Plan has received the approval of the Browne's Addition Steering Committee and Task Force.

The Browne's Addition Design Plan provides an issue-oriented planning guide which concentrates on problems and potentials expressed by neighborhood interest groups and identifies projects and action programs for neighborhood improvement. With the adoption of the Design Plan and Zoning, the Neighborhood is prepared to proceed with detailed design of projects for neighborhood improvement.

The Browne's Addition Design Plan is submitted to you for your approval. We are enthusiastic about the Plan and look forward to its adoption as an element of the Comprehensive Plan.

Sincerely,

SPOKANE CITY PLAN COMMISSION

Jean L. Beschel, President

JB/jd

D69/B15

CITY PLAN COMMISSION

Jean Beschel, President / Vaughn P. Call, AICP, Manager — Planning / Lyle E. Balderson, AICP, Planning Director  
SECOND FLOOR MUNICIPAL BUILDING / SPOKANE, WASHINGTON 99201—3333 / (509) 456-4375

May 3, 1984

Jean L. Beschel, President  
Spokane City Plan Commission  
Room 250 - City Hall  
Spokane, Washington 99201

Dear President Beschel and City Plan Commission Members,

The Browne's Addition Design Plan Task Force hereby transmits the attached Browne's Addition Neighborhood Design Plan for your consideration.

The Plan represents the desires of a diverse neighborhood of individuals and interest groups. The Plan provides guidance for future development and promotes the Neighborhood as an attractive and viable residential district. Throughout its preparation, the Plan has been coordinated with the Peaceful Valley Neighborhood. The Plan has received the support of the Browne's Addition Steering Committee.

The Browne's Addition Neighborhood Plan is submitted for your approval. We are enthusiastic about the Plan and look forward to your recommendation of the Plan for adoption by City Council as an element of the Comprehensive Plan.

Sincerely,



Robert K. Bonnett, Chairman  
Browne's Addition Design Plan Task Force  
Task Force

RKB:lg

Enclosure

D69/A5



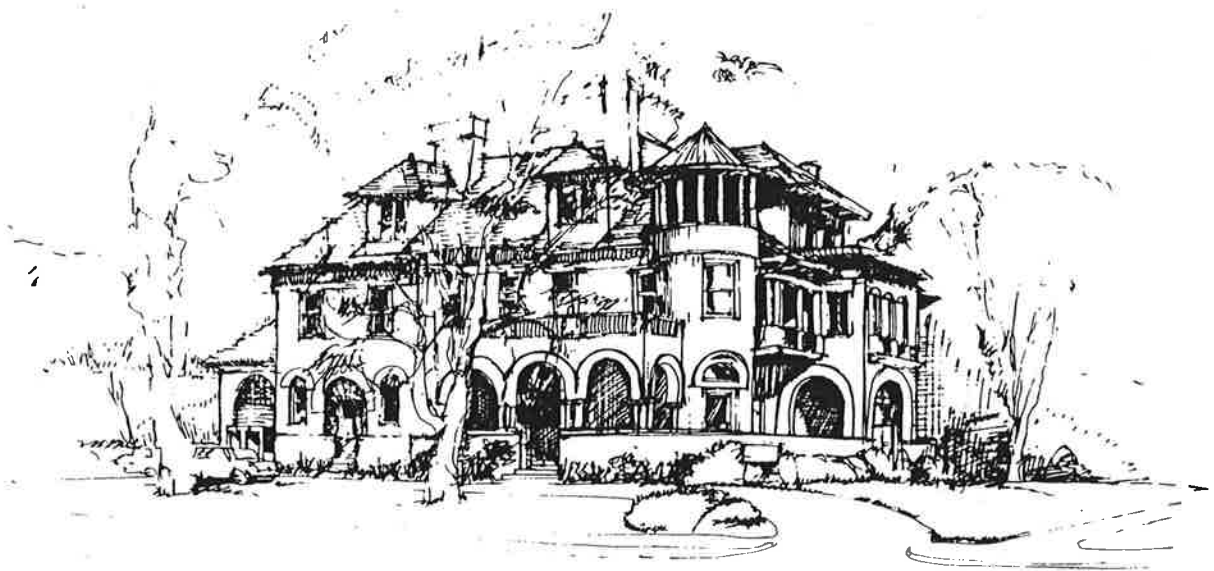
# HISTORY

The history of Browne's Addition began with a dusty wagon ride that took J. J. Browne and his young bride from Portland to the fledgling settlement of Spokane Falls. Arriving in 1878, J. J. Browne quickly commenced to seek his fortune as a land developer by filing claim on a wooded 160-acre homestead just west of the town center. For the first year or two, their closest neighbors were Native Americans, but after construction of the Browne Mansion at the present site of the Cheney Cowles Museum, the area quickly became highly desirable as a prestigious residential community.

Today's visitor to Browne's Addition can observe houses built during the four major periods of the community's development. The initial period of settlement, between 1881 and 1888, is represented by several "Victorian" era, Queen Anne, Stick style and Eastlake style houses.

The second major growth period, 1889 to 1896, corresponded to Spokane's first economic boom due to the emergence of the town as a railroad center. The great fire of 1889 led to the influx of professionally trained architects familiar with the up-to-date Shingle style and the flamboyant late Queen Anne style. Homes of this era were generally larger and reflected more sophisticated tastes than those of earlier years. But it was during the period between 1898 and 1905 when the summit of domestic architecture in Spokane was reached. Many families making fortunes in booming real estate, mining and lumber industries commissioned leading architects, including Spokane's premier designer, K. K. Cutter, to

Figure 2. Clark Mansion



design stately mansions in the latest, most extravagant styles. Browne's Addition was the favored neighborhood for such testaments to wealth and prestige. The house designs of this period borrowed extensively from historical and exotic architectural styles. Eclectic variations of the Colonial Revival, Georgian Revival, Tudor Gothic, Mission, Chalet and "Rustic" styles were the favorite expressions of the day.

The introduction of many luxury apartment buildings into the district characterizes Browne's Addition's fourth development period, occurring between 1906 and the Depression. These were the community's glamour years. Old residents vividly remember lavish parties and bands playing in the parks on relaxed summer evenings. It was during this era that Coeur d'Alene Park also enjoyed its greatest activity. Donated by J. J. Browne and A.M. Cannon in 1891 as Spokane's first park, Coeur d'Alene Park was maintained in a relatively rudimentary state until 1906 when its care was placed under the control of the Spokane Parks Board. During the early twentieth century, the park featured ornamental shrubbery, a fish pond-wading pool, rustic gazebo and an onion-dome band pavilion.

After the Depression, however, Browne's Addition slipped into a sleepy but steady decline. Old families moved out, large mansions were divided into apartments and the general level of activity and maintenance slowly deteriorated. With the influx of modern apartment buildings made possible by the rezoning of the community in 1958, Browne's Addition seemed destined to gradually lose its unique historic and fine residential qualities. Fortunately, interest in the area's historic architecture led to the Neighborhood's registration as a National Historic District in 1975. Along with the appreciation of its historic status, Browne's Addition Steering Committee was formed and began a broad program of community improvement activities. The program was greatly assisted in 1980 by the inclusion of Browne's Addition in the City's Neighborhood Community Development Program, making approximately \$50,000 per year available for Neighborhood improvements. The Design Plan outlined in this report is funded by Spokane Community Development Block Grant monies and is intended to effectively coordinate and direct self-help activities and physical improvements and to assist Neighborhood efforts in maintaining Browne's Addition as one of Spokane's most vital Neighborhoods.



## *PHYSICAL DESCRIPTION*

Browne's Addition lies directly west of Spokane's city center. Its boundaries are sharply defined on the north and west by the contour of a high bluff overlooking the confluence of the Spokane River and Hangman Creek. The south and southeasterly bounds are marked by Sunset Boulevard and the Northern Pacific Railroad embankment that cuts diagonally across the Neighborhood's grid street pattern. On the east, the boundary between the Historic District and the more developed commercial district is Maple Street. Traffic in and out of the Neighborhood is channeled through this narrow neck on the east end. Consequently, the Neighborhood occupies a physically distinct, cohesive area, uninterrupted by arterials or other physical barriers.

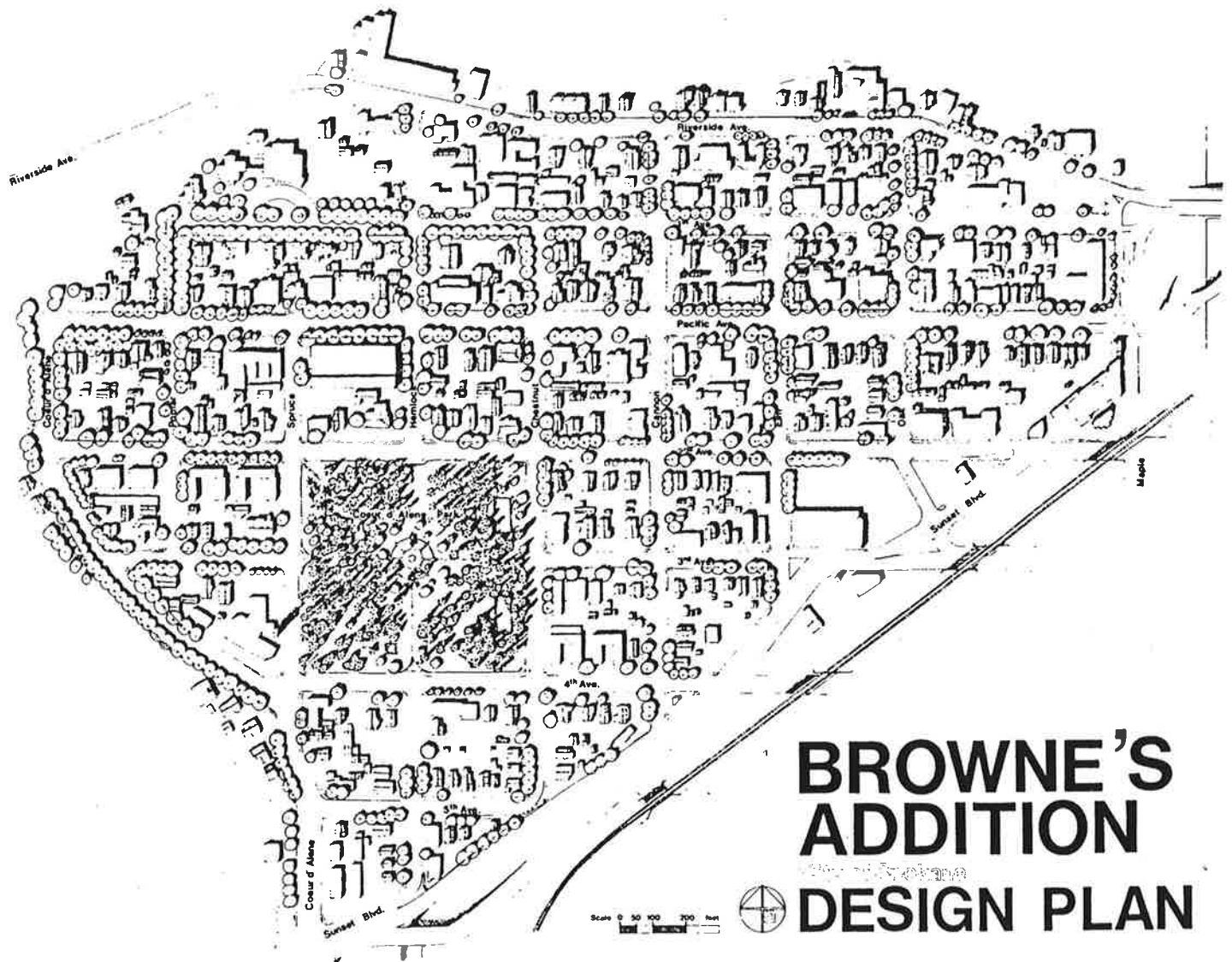
This sense of physical unity is increased by Browne's Addition's almost entirely residential nature, except for a small neighborhood retail service area at the center of the Neighborhood and a larger shopping area in the southeastern portion featuring a supermarket and convenience stores.

Coeur d'Alene Park, a square 10 acre parcel is the primary landscape feature in Browne's Addition. At the time of its donation in 1891, it was Spokane's first public park. Today, the Park is a pleasant open space with mature coniferous and deciduous trees and a children's swimming and play area. Other open spaces occur at the western and northern bluffs, offering potential for viewpoint parks.

The residential areas are relatively homogenous mixtures of single-family residences, large homes converted to apartments and low-rise apartment buildings. The houses generally date from late 19th and early 20th century and vary widely in their physical condition. Many of the houses are in excellent repair and are attractively landscaped. An equal number require maintenance to remain viable living units and several others need immediate work if they are to be saved. Generally, the houses in the western and northern portions of the Browne's Addition are in better condition than in the eastern and southern portions. The newer apartment buildings are generally in good repair, but their architecture often detracts from the Neighborhood's historic character.

Due to their ample planting strips and large shade trees, the residential streets are among the most pleasant in the city. Strolling through the Neighborhood, one can still experience the gracious qualities of an established turn-of-the-century community.

Figure 3. Browne's Addition Neighborhood



## *NEIGHBORHOOD DEMOGRAPHICS AND ECONOMICS*

Approximately 1,900 people live in Browne's Addition. The population is characterized by tenant residents. As a reflection of this demographic makeup, the average household size is only 1.1 persons, less than half the city-wide average. The elderly in Browne's Addition are mainly long-term tenants while the young tend to be more transient. Both are attracted by good access to downtown. Additionally, young renters and some elderly as well, locate in Browne's Addition because of low rents.

Browne's Addition's proximity to downtown Spokane is a key locational asset. Residents can easily walk to downtown city services or places of work. Spokane's downtown is a healthy, viable core serving the entire community and contains the regional retail, financial, service and entertainment functions that make Spokane the dominant regional hub. Moreover, since downtown is the ridership focal point for Spokane's transit system, Browne's Addition residents can conveniently travel by bus to all parts of the urban area. It is to be expected that pressures for residential development in Browne's Addition and other neighborhoods near downtown Spokane will increase in the future.

Browne's Addition is zoned almost entirely for high density residential use intended to accommodate large apartment buildings near the urban center. The large apartment buildings and smaller residential structures in the Neighborhood are consistent with the City of Spokane's Comprehensive Land Use Plan. There is consensus among Browne's Addition residents that the Neighborhood retain its residential character.

### **Housing Stock**

An estimated 286 residential structures presently exist in Browne's Addition. Two hundred twenty of these are "original" residential structures; of these, 179 are multi-family dwellings (either conversions to apartments or original) and 71 are single-family dwellings. Sixty-six newer apartment buildings have been added, along with a church, a museum and several small businesses.

Browne's Addition contains an estimated 1,993 residential dwelling units in an area of roughly 100 developed acres or approximately 20 dwelling units per acre. This residential density is perhaps the highest of any Spokane neighborhood.

## Real Estate Activity

The Browne's Addition real estate market has been extremely active in the past decade. Since 1972, an estimated 320 real estate sales have occurred. This sales activity is equivalent to a 112 percent sales turnover of the 286 residential structures in Browne's Addition during the past nine years (over 12 percent per year). The majority of these sales occurred during the highly speculative 1976-1979 period. The high mortgage credit rates sharply reduced these sales turnovers in 1980 and 1981.

Since 1976, when Browne's Addition was listed on the National Historic Register, the only new construction has been a five story building and a small apartment building (both subsidized housing for the elderly). This is significant because several of the original residences in Browne's Addition have deteriorated to the point where it would benefit the Neighborhood to demolish them and redevelop the sites. Because the Neighborhood is a National Historic District, certain tax disincentives exist for demolition and redevelopment.

## Values and Rehabilitation

Residential real estate values appreciated as much as 1.5 percent per month during the late 1970's real estate boom that peaked in 1979. By 1981, appreciation of residential properties had dropped to an estimated 5 percent annual rate. Tight credit was the dominant factor creating such volatility in the real estate market.

By late 1981, apartment building values were also appreciating very little in Browne's Addition. Vacancies were an estimated 10 to 15 percent, causing flat rents. Concurrently, operating expenses (particularly energy) continued to increase. The results were low profit margins and stagnant sales. This economic climate acted as a disincentive for both real estate development and rehabilitation in the Neighborhood. Rehabilitation of Browne's Addition is primarily based on future economic expectations of apartment building owners. Browne's Addition offers much stronger, long-term economic potentials for rehabilitation, however, due to such key factors as Neighborhood participation, downtown proximity, historic district tax incentives and development of a strong Neighborhood Design Plan.

# COMMUNITY OPINION SURVEY

Citizen participation is vital to a Browne's Addition Design Plan that meets the needs of the Neighborhood. Community opinion was gained by both a community survey and a Neighborhood workshop. During the summer of 1981, a community survey was conducted by mailed questionnaire to 761 residents and 250 property owners in the Neighborhood. One hundred and seventy five questionnaires were returned, constituting a sample of approximately 12% of the residents and 25% of the property owners. On July 14, 1981, a public workshop was held with approximately 60 residents and property owners participating. Though the discussion process was open-ended, the issues discussed were similar to those raised in the questionnaire. The majority of the comments and the consensus tended to confirm questionnaire results and detailed specific areas such as traffic at the corner of Pacific and Cannon Streets. Results of the citizen participation process are detailed in "Browne's Addition Community Survey" prepared as part of the design plan process and a supplement to this document.

Besides general demographic characteristics, the questionnaire was designed to serve as:

1. A gauge of the level of resident satisfaction with Neighborhood living conditions and identification of Neighborhood problems or concerns;
2. A sampling of opinion on basic Neighborhood planning and land use issues; and
3. A priority list of issues or improvements requiring primary attention.

The sample was cross tabulated to show opinions of residents, property owners and senior citizens as individual population groups.

In terms of Neighborhood satisfaction and concern, the survey results reflect residents are basically satisfied with Browne's Addition as a place to live. Significantly, 67.3% of the residents felt Browne's Addition was a good place to live and about 90% felt the Neighborhood was "good" or "average" in appearance. Major concerns of respondents were traffic and parking problems, housing conditions, street lighting, condition of sidewalks and library service. There was a high degree of satisfaction with police, medical, public transit, recreation and other public services. Figure 4 on the following page shows resident response to planning related issues.

While most people associated with the community are satisfied with social and environmental conditions, stability is an important concern. This is reflected in a desire to retain elderly and young families in the community, the need for housing rehab, a majority opposition to more businesses, low-income housing and group homes. The concern for environmental, economic and social stability correlated strongly with the high property sales rate and the limited funds for maintenance described in the Real Estate Report.

Figure 4. Neighborhood Response to Opinion Survey

Issues	Property Owners		Residents (%)		Residents 65+ (%)	
	Agree	Disagree	Agree	Disagree	Agree	Disagree
1. Browne's Addition should maintain its historic character by						
(a) improving housing stock	79.0	12.9*	87.6	5.3	78.8	12.1
(b) limiting new structures	61.3	30.6	75.2	14.2	69.7	9.1
2. Browne's Addition should encourage single family housing	14.5	72.6	13.3	70.8	24.2	54.5
3. Browne's Addition should encourage multi-family housing	11.3	72.6	7.1	76.1	12.1	63.6
4. Browne's Addition should encourage mixed housing	74.2	17.7	31.4	8.0	63.6	12.1
5. Browne's Additions should have more small businesses	46.8	43.5	34.5	52.2	9.1	69.7
6. Browne's Addition should encourage elderly to remain	90.3	4.8	89.4	4.4	87.9	0
7. Browne's Addition should encourage low-income to move in/remain	16.1	74.2	23.0	61.9	12.1	69.7
8. Browne's Addition should encourage young families to move in/remain	69.4	24.2	67.3	20.4	48.5	27.3
9. Browne's Addition should permit rehabilitative group homes	25.8	71.0	40.7	53.1	24.2	69.7
10. Browne's Addition should permit low-key commercial activity as a means of preserving historic structures, if impacts on parking noise and traffic can be avoided and if reuse is subject to local approval	79.0	17.7	79.6	14.2	63.6	21.2

\*Items that do not total 62 (100%) indicate "no response".

The questionnaire and the workshop session on July 14, 1982 uncovered no strong disagreement on basic issues by different segments of the population. This is significant. It suggests there are no integral conflicts among these groups. For example, there does not seem to be disagreement on redevelopment versus conservation, on renters' rights versus single-family homeowner's interests or other issues that often create factions in a community. This does not mean, however, that there is agreement on specific situations such as reuse of a specific property.

Figure 5, below, shows the priorities given by respondents for programs to improve conditions in Browne's Addition (the higher the "Weighted Preference Factor", the higher the priority for the item). Efforts toward historic preservation and home rehabilitation were given the highest rating. This, along with the economic analysis of the real estate study, suggests the primary direction of the Neighborhood Design Plan should be toward those elements that will insure the historic flavor, residential character and social conditions existing in the Neighborhood. Physical improvement items, such as park improvements, repair of sidewalks, street lights and landscaping were rated as high priorities. Alleviation of parking problems and Neighborhood security were also important concerns. Significantly, less emphasis was placed on social and recreation programs and family services.

Figure 5. Priority for Improvement Programs

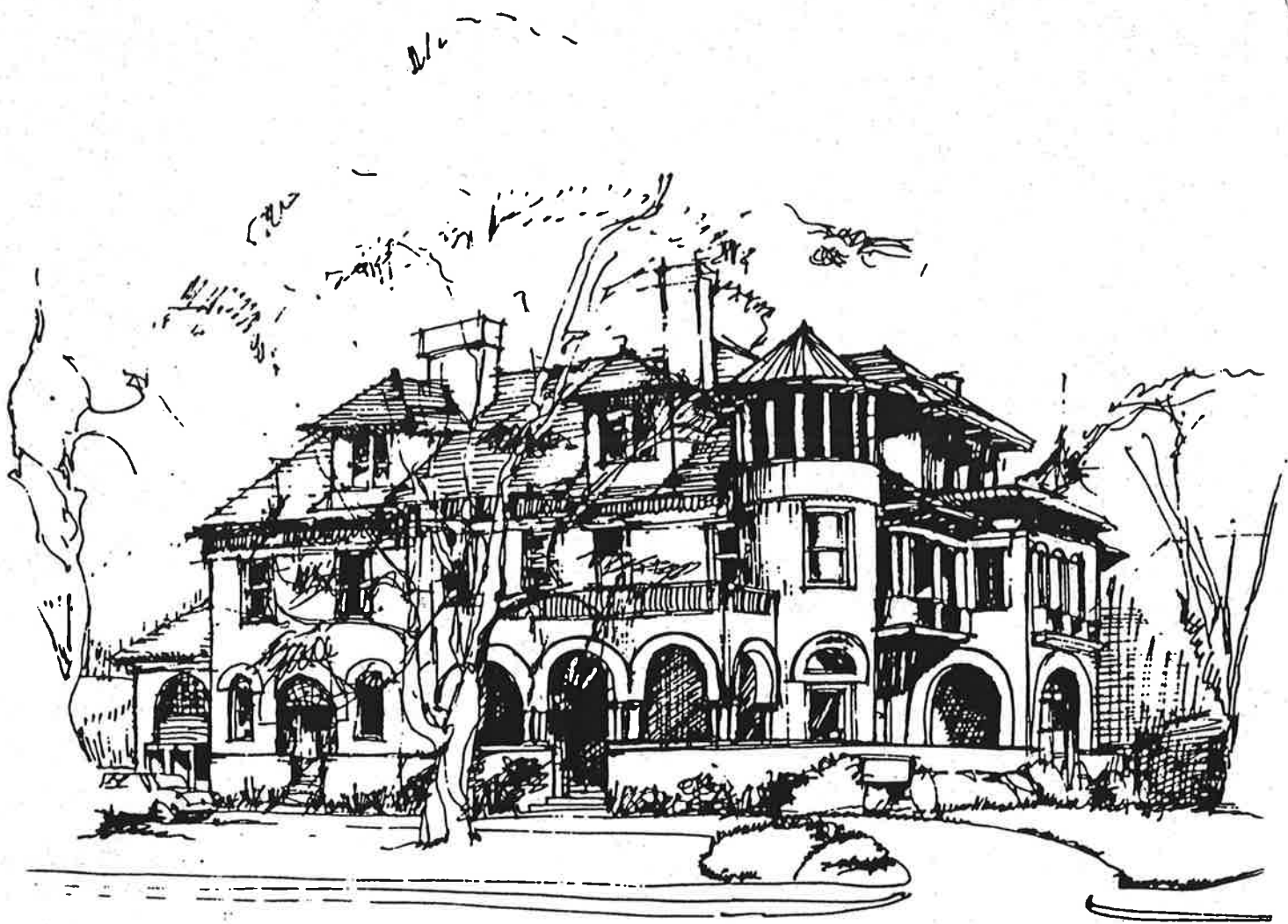
PRIORITIES								
Priority Rank	Issue	Weighted Preference Factor	0	50	100	150	200	250
1.	Preservation of Architecture	R. - 264.2 P.O.- 212.6						
2.	Assistance for fixup of existing housing	R. - 227.9 P.O.- 221.1						
3.	Alleviate Parking problems	R. - 174 P.O.- 183.7						
4.	More street lights & landscaping	R. - 178 P.O.- 174.3						
5.	Park improvements	R. - 154.6 P.O.- 133.1						
6.	Improvement to utilities (streets, sewers, etc.)	R. - 163 P.O.- 114.8						
7.	More Police protection	R. - 137 P.O.- 140						
8.	Alleviate traffic problems	R. - 95.6 P.O.- 112.2						
9.	More services for elderly and others in need	R. - 82.2 P.O.- 101.4						
10.	More residential development	R. - 58.1 P.O.- 93.5						
11.	More business development	R. - 52.1 P.O.- 95.1						

R = Residents' Response

P.O. = Property Owners' Response

Weighted Preference Factor = (5 x No. of responses listing as 1st priority) + (4 x No. of 2nd priority responses) + (3 x No. of 3rd priority responses) + (2 x No. of 4th priority) + No. of 5th priority responses.





## *Goals and Objectives*

# GOALS AND OBJECTIVES

## Background

Results of the survey revealed resident satisfaction with Browne's Addition as a place to live is relatively high and there are currently no critical environmental or social conditions immediately threatening the community's viability.

The Economic Real Estate Study, however, showed that unless coordinated public action is taken, the quality of the Neighborhood will deteriorate and its value as a stable inner-city residential community and as an historic district will be lost. This is due to rent prices and vacancy rates in many of the older houses that will not support continued maintenance. Additionally, most of the housing stock varies from being too large for today's average family, to properties owned by absentee landlords. There is an average 12% per year turnover in property ownership, perhaps partially due to the large number of elderly selling their homes. Coupled with this is Browne's Addition's high density zoning allowing large scale apartments or condominiums.

These facts suggest increasing instability in Neighborhood conditions as illustrated in the scenario in Figure 6. As the Figure demonstrates, gradual deterioration of housing due to the lower rent revenues leads to less rent. This creates a downward spiral of property values and community living conditions. If one assumes that, perhaps five years in the future, demand for housing results in redevelopment of the area, new construction will probably be modern multi-story housing that will detract from the neighborhood's historic and environmental qualities and will also be unaffordable to the present income level of residents. Thus, because of the high density residential zoning and depressed economic conditions, Browne's Addition is faced with either progressive delapidation or intrusive development.

Figure 6. Projected economic direction of Browne's Addition if present conditions continue.

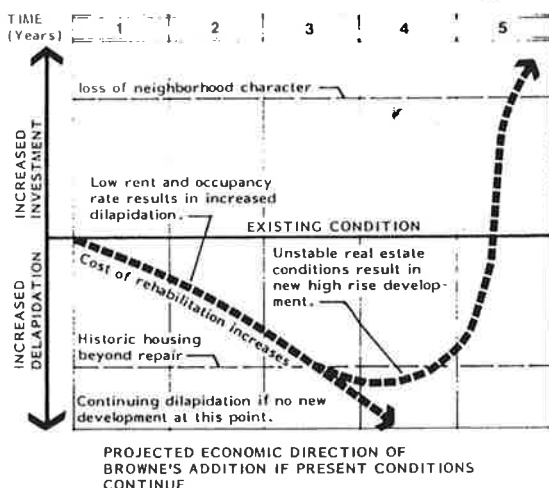
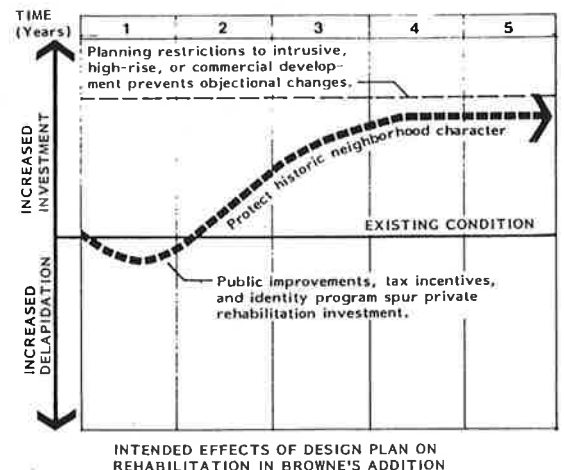


Figure 7. Intended effects of design plan on rehabilitation in Browne's Addition.



This outlook, given the conditions affecting Browne's Addition, suggests the following dual strategy for Neighborhood preservation:

1. Encourage public and private economic investment to upgrade housing and make Browne's Addition a more attractive place to live, thus increasing property owner's rental income and property values; and
2. Provide controls ensuring new development is consistent with Browne's Addition's historic and environmental character.

The desired outcome of these actions is illustrated in Figure 7. These strategies are aimed at creating the Neighborhood stability necessary to protect property values, historic character and environmental conditions.

From this general strategy, the Browne's Addition Design Plan Task Force developed the following Goals and Objectives, each pointing to a major strategic component of the overall Design Plan.

A. Preserve Browne's Addition's historic character.

1. Prevent new intrusive development.
2. Encourage new development and neighborhood improvements which preserve and enhance Neighborhood historic qualities.
3. Restore and maintain existing historic buildings, as listed on the National and State Register or Spokane Register of Historic Places.
4. Improve the economic viability of the historic buildings through tax relief, energy efficiency improvements, reuse and other methods.
5. Register Browne's Addition as an Historic District on the Spokane Register of Historic Places.

B. Enhance park and open space opportunities.

1. Encourage additional street landscaping through additional plantings and management of existing planted areas.
2. Maintain and enhance Coeur d'Alene Park as an integral part and focal point of the Neighborhood.
3. Expand park facilities (lighting, tennis courts, bandstand, jogging and pedestrian facilities, etc.)

C. Improve neighborhood circulation.

1. Improve parking conditions.
  - a. Revise on-street parking design.
  - b. Discourage increased on-street parking demand.
  - c. Develop a car pool program.
  - d. Develop additional off-street parking.
2. Maintain the Neighborhood's pedestrian orientation.
3. Encourage bicycling.
4. Improve traffic conditions.
  - a. Reduce speed of thru-traffic on the wide Neighborhood streets.
  - b. Improve the conditions of hazardous intersections.
  - c. Improve streets.
5. Improve transit facilities.

D. Preserve Browne's Addition's residential character.

1. Encourage a mix of housing type (e.g., duplex, apartment, single-family).
2. Encourage the maintenance and preservation of the existing housing.
3. Restrict commercial development in residential areas.
4. Encourage business development, oriented to Neighborhood needs, to take place within existing commercial areas.
5. Maintain a Neighborhood streetscape that is compatible with the residential scale of Browne's Addition.

E. Improve Browne's Addition's city-wide image.

1. Provide for clearly-defined, landscaped Neighborhood entry areas and edges.
2. Encourage non-Neighborhood city residents to visit Browne's Addition by use of social, cultural and historical events and promotions.
3. Make high-visibility Neighborhood improvements which add to the Browne's Addition historical and residential character.

F. Improve public services to residents.

1. Maintain high levels of police and fire service.
2. Develop services for special groups (e.g., elderly and day care) as needs are perceived.
3. Institute crime prevention program (e.g., Block Watch).
4. Evaluate and improve Neighborhood sidewalks, streets and utilities.

G. Increase the sense of community and the level of public involvement among Browne's Addition residents.

1. Maintain and improve Neighborhood communication (e.g., Neighborhood newsletter).
2. Institute self-help programs where needed (e.g., home fix-up, tenants' co-op, food co-op, annual spring cleaning day).
3. Establish a community activity center (perhaps through cooperative agreement with Emmanuel Lutheran Church).
4. Expand Neighborhood Steering Committee contacts, participation and activities.

H. Improve the economics of property ownership in Browne's Addition.

1. Encourage and fund improvements which increase rental income for apartments and other income-producing development.
2. Encourage a high level of property maintenance and rehabilitation.
  - a. Provide funds for income-producing property maintenance and rehabilitation.
  - b. Encourage the use of private investment incentives for rehabilitation.
3. Make public and private improvements which encourage property value appreciation throughout the Neighborhood.



*Design Plan*

# *BROWNE'S ADDITION DESIGN PLAN*

The Design Plan developed for the Browne's Addition Neighborhood is composed of the following five elements.

1. A set of urban design improvements to the Neighborhood's public parks, streets and open spaces.
2. An economic stimulus program using new Federal tax incentives.
3. Land use planning recommendations and development regulations.
4. An historic conservation program consisting of an "Historic Trail" that visitors can take to see landmarks in Browne's Addition, coordination with the City/County Historic Preservation Officer and design help in restoring the existing historic structures.
5. A community identity program geared to publicize Browne's Addition's exemplary qualities and to promote Neighborhood pride and unity.

These components are intended to work together to stimulate real estate economy, enhance environmental conditions and protect existing historic and residential qualities. The remainder of this section discusses the details of the Design Plan.

*Figure 8. Typical Single-Family Residential Structure*





# URBAN DESIGN IMPROVEMENTS

The urban design component of Browne's Addition Plan is intended to improve the Neighborhood's physical, social and economic characteristics by:

1. Making Browne's Addition more attractive, thus improving its image as a place to live (Goals B, D and E);
2. Showing a visible sign to the Neighborhood's residents and the city as a whole that Browne's Addition is a community that is "on its way up" (Goals E, G and H);
3. Making the community's streets and parks more convenient, safe and useful (Goals B and C); and
4. Enhancing the historic character of Browne's Addition (Goal A).

The design projects described below and shown in Figure 9, on the following page, are designed to work together not only to beautify the community, but to alleviate circulation problems, strengthen the Neighborhood's identity and provide new opportunities for recreational and community activities.

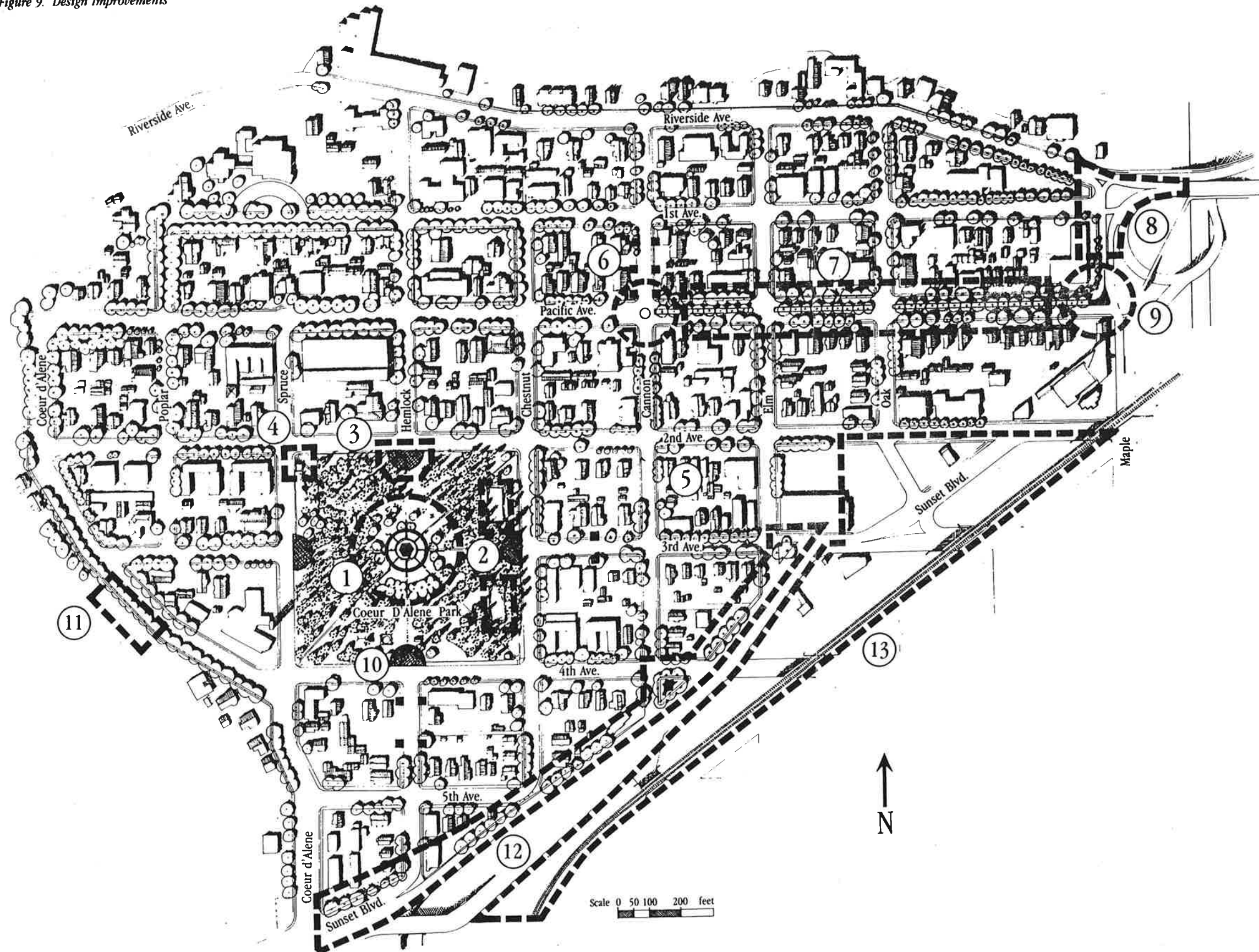
In order to develop design elements such as lights, gazebos, signs and bus shelters that would reflect the existing physical characteristics of Browne's Addition, a visual survey was made of the area's pre-1920's architecture. The community's predominant architectural character was found to consist of two types (Figure 10):

1. A "Queen Anne" character relating to the details of the many late nineteenth century houses in Browne's Addition. This character is typified by an assemblage of geometric forms, ornamental woodwork and other decorative elements of the "Victorian" era; and
2. An "Arts and Crafts" character similar to the early twentieth century craftsman style. This design approach takes as its point of departure the many Tudoresque, Craftsman and Shingle style houses in Browne's Addition and is typified by rustic use of masonry, heavy wood members and craftsmanlike detailing.

These two predominant architectural styles suggest two different eclectic design characters for new elements. The two characters are compatible. For example, an improvement such as a bus shelter sensitively reflecting either character would fit in with the Neighborhood. It is not necessary that the improvement explicitly imitate a past style, such as Victorian or rustic. Rather, they should reflect the Browne's Addition surroundings and historical character in basic form, materials and/or design. In this way, they will blend with and add to the Neighborhood's historical character.

# DESIGN IMPROVEMENTS

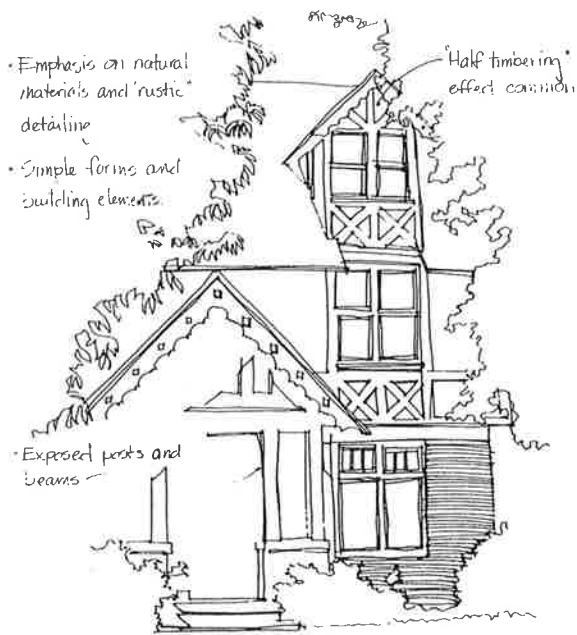
Figure 9. Design Improvements



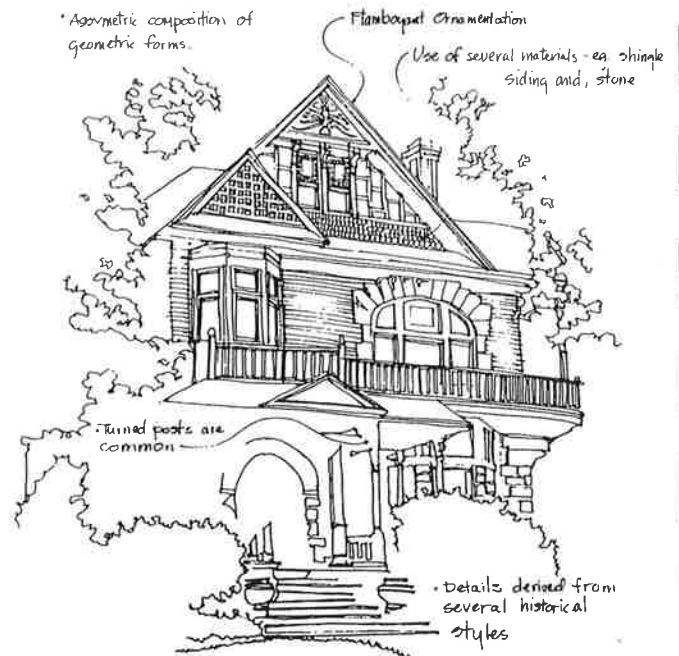
## LEGEND

1. Central Coeur d'Alene Park Improvements  
— Bandstand, platform and formal landscaping.
2. Reconstructed tennis courts.
3. Park Entry landscaping (4 sides).
4. Bus Shelter (2 corners).
5. Infill planting of street trees (typical locations shown only).
6. Traffic Circle Improvements: Traffic circles, sculpture or landscaping sidewalk improvements, bus shelter.
7. Pacific Avenue Boulevard.
8. Community entry landscaping.
9. Community entry sign.
10. Pedestrian street lights (only high pedestrian traffic areas shown).
11. Lookout Mini Park.
12. Community edge landscaping treatment.
13. Sunset Boulevard and Railroad planting area (not shown in this project program).

**Figure 10. Illustrations of Architectural Character**



**"Arts and Crafts" House**



**"Queen Anne" House**

The urban design improvements break down into four categories:

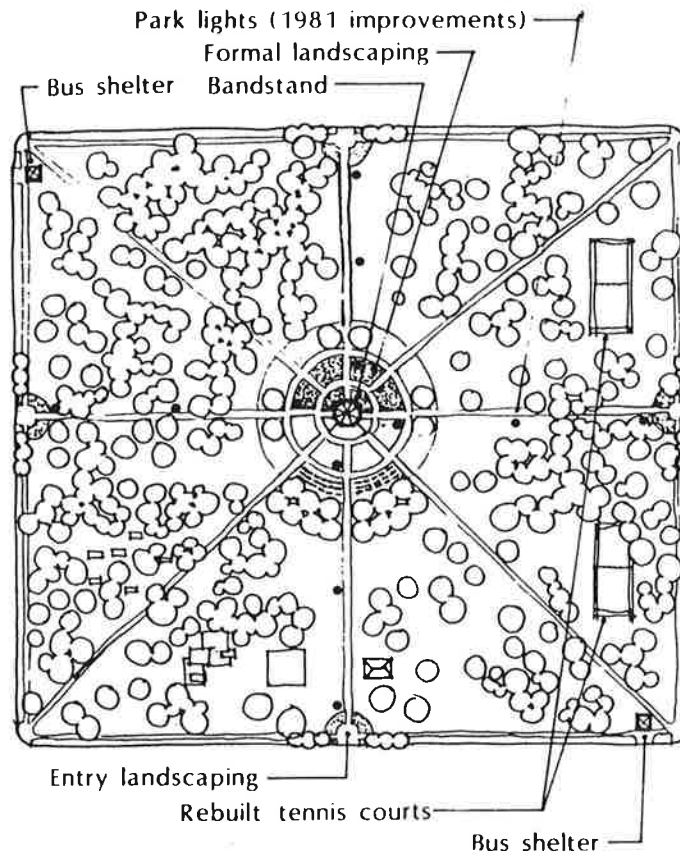
1. Park improvements;
2. Street improvements;
3. Landscaping improvements; and
4. Community identity improvements.

Figure 9 gives locations for suggested improvements.

## PARK IMPROVEMENTS

A major goal identified by the Browne's Addition Design Plan Task Force is to "enhance park and open space opportunities in character with historic Browne's Addition." Several suggestions were made by residents at the Neighborhood workshop session and were developed into the Plan. Figure 11, below, illustrates the major park improvements.

Figure 11. Proposed Improvements to Coeur d'Alene Park



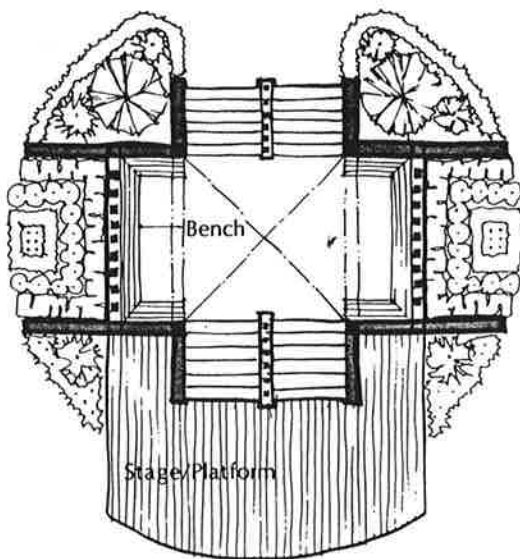
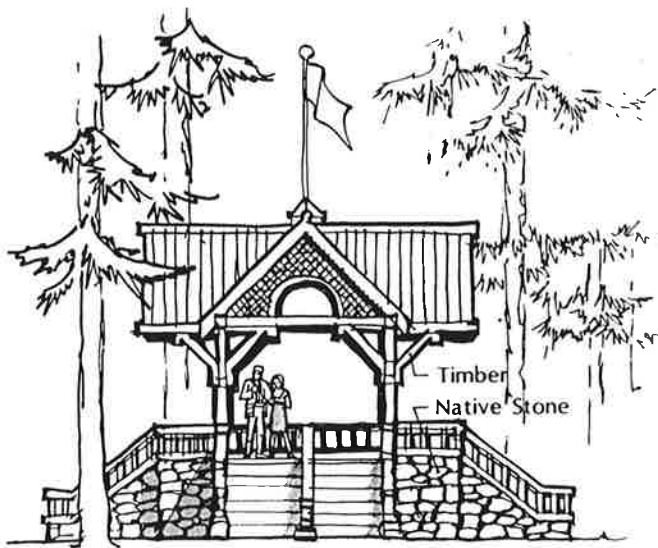
### Park Landscaping

The central part of Coeur d'Alene Park was originally a formal garden with clipped shrubs and flower beds. A simplified and easily maintainable version of the original landscaping would certainly fit well into the park's character and would visually and functionally enhance the bandstand. Figure 11 shows a typical formal plan incorporating a low deck which could be used for performance seating, dancing or other community activities.

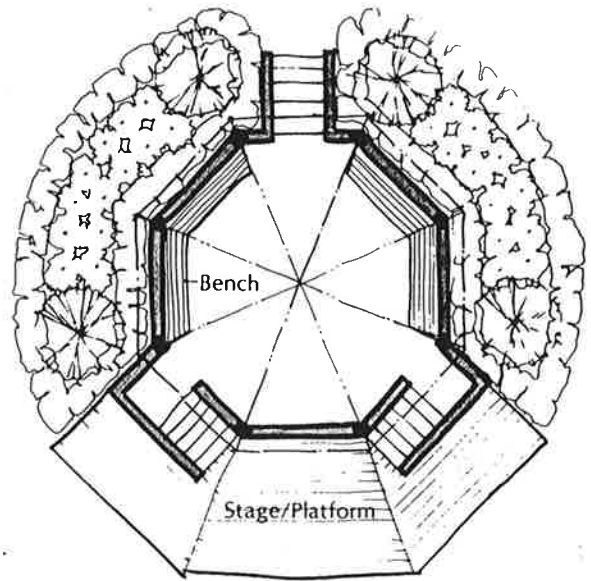
## Park Bandstand

The reconstruction of the central gazebo with a shelter large enough for performing groups such as bands or small theatre companies would provide for a wide range of social and cultural activities. In addition to being a community gathering place, the gazebo would add to Browne's Addition's identity for both residents and visitors as advocated in the Goals and Objectives. The radial geometry of the park's paths provides an ideal setting for this type of element to represent the physical and social heart of the community. Shown in Figure 12 are two examples of bandstand design.

Figure 12. *Alternative Bandstand Designs*



*Alternative A*



*Alternative B*



## Tennis/Game Courts

The existing tennis courts in Coeur d'Alene Park require reconstruction. In the reconstruction, it is recommended that to the extent as possible, the original character of the fence be retained. Also, as the courts are renovated they should be designed for basketball when not occupied by tennis players. To accomplish this, backboards should be installed at the ends of the courts and the tennis net should be removable.

## Park Entry Areas

There is a parking turnout on each side of Coeur d'Alene Park. Remnants of the carriage pull-outs, they are unattractive as the major approaches to the Park's interior. These areas should be redesigned and landscaped to provide easier pedestrian movement, handicapped access and more attractive entry points (Figure 13).

*Figure 13. View from Park Entry*



# ***STREET IMPROVEMENTS***

The street improvements described below are intended to accomplish the Design Plan Goals to "improve Neighborhood circulation" and to "improve public services to residents" (Goals C and F).

## **Traffic Circle at Pacific & Cannon**

Traffic diverters, such as the circle proposed for future study, have been used in other cities to slow traffic at residential intersections. The circular diverter at the center of the Neighborhood business area offers an opportunity for a sculpture or special lighting feature, making it a visual focal point as well.

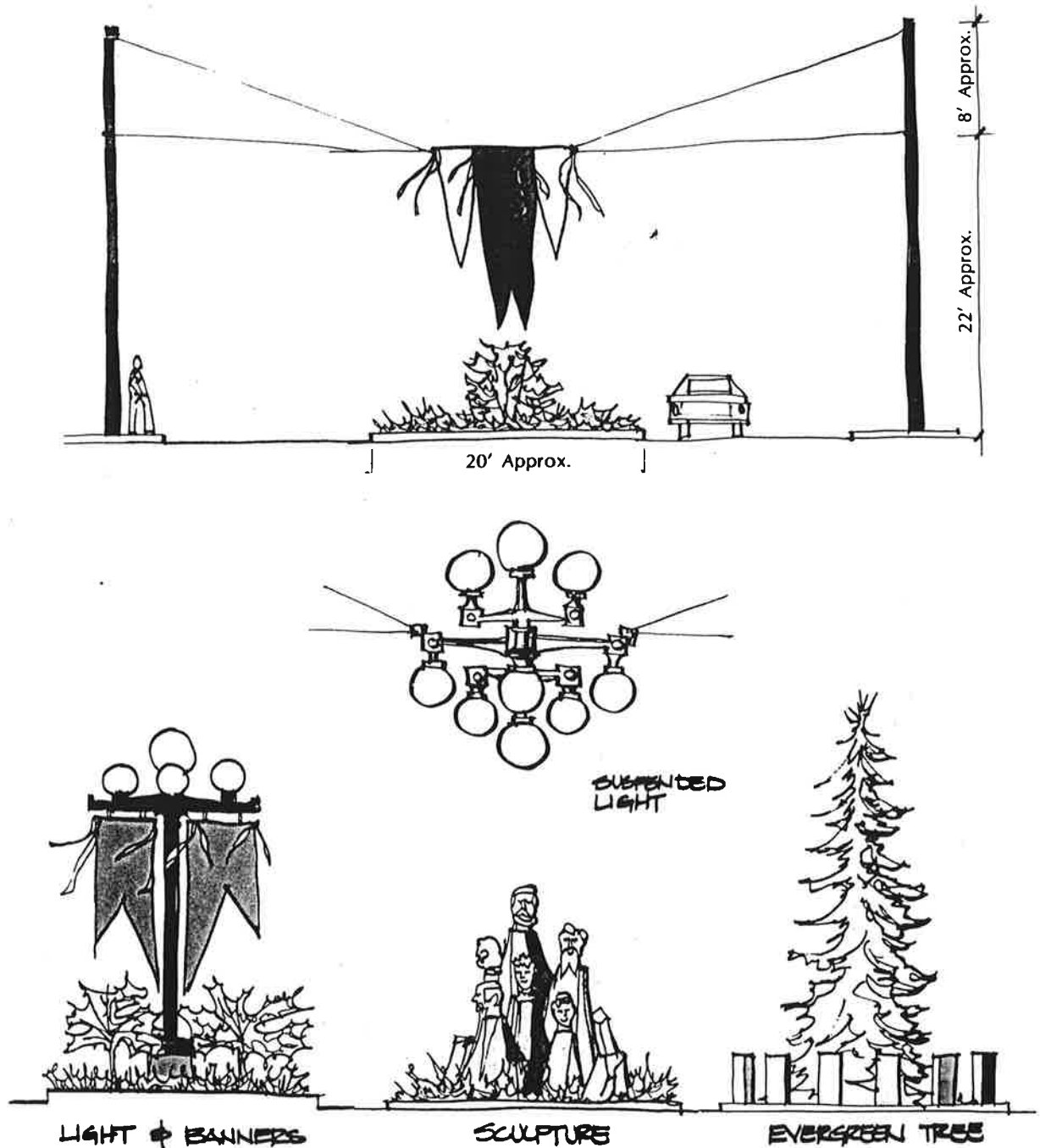
The traffic circle at Pacific and Cannon is proposed to accomplish these two objectives: reduce speed and traffic hazards and enhance the historic character by providing a visual focal point for the Neighborhood business area.

Future consideration of the traffic circle should include: a thorough technical evaluation of feasibility (including, perhaps, a temporary demonstration project) and an evaluation of contribution to Neighborhood Objectives. The Task Force believes the concept has merit and warrants further consideration for long-range implementation.

Figure 14, following, provides ideas for traffic circle features.



Figure 14. Ideas for Traffic Circle Feature



## Parking

Parking is one of the most significant concerns of Browne's Addition residents. However, a visual survey of on-street parking behavior indicated that except for areas around the Westminister Apartments and Rosauer's Supermarket, the problem was a matter of convenience rather than an inability to find a place to park. Because the on-street parking does cause congestion on the narrow side streets, several alternate parking schemes were

investigated. After careful consideration of various possibilities, including angled parking, parking on one side of 26-foot wide streets and parking medians, it was determined little can be done through public traffic control to improve the situation at this time. Consequently, no change in parking layout is recommended. Future plans and project reviews, however, should consider parking an important Neighborhood concern.

Encouraging the development of off-street parking as recommended in the Objectives is one method for alleviating the problem. The Zoning Ordinance requires off-street parking for new multi-family development. These requirements result in more parking spaces for new development than are available at the older conversions or apartments. Additionally, the new residents of Browne's Addition tend to have smaller persons or household counts, so tend to have only one or no cars. Such conditions will lower on-street parking demand and congestion in the future.

### Pacific Avenue Median

Pacific Avenue is the main entry into Browne's Addition from the east. A landscaped median is proposed to enhance the street as an entrance and to give the street a residential scale. A seven foot wide median would allow two 14' driving lanes and two 8' parking lanes for a total of 44 feet. The standard for high density residential streets is 40' feet. The project is considered a low Neighborhood priority for long-range implementation.

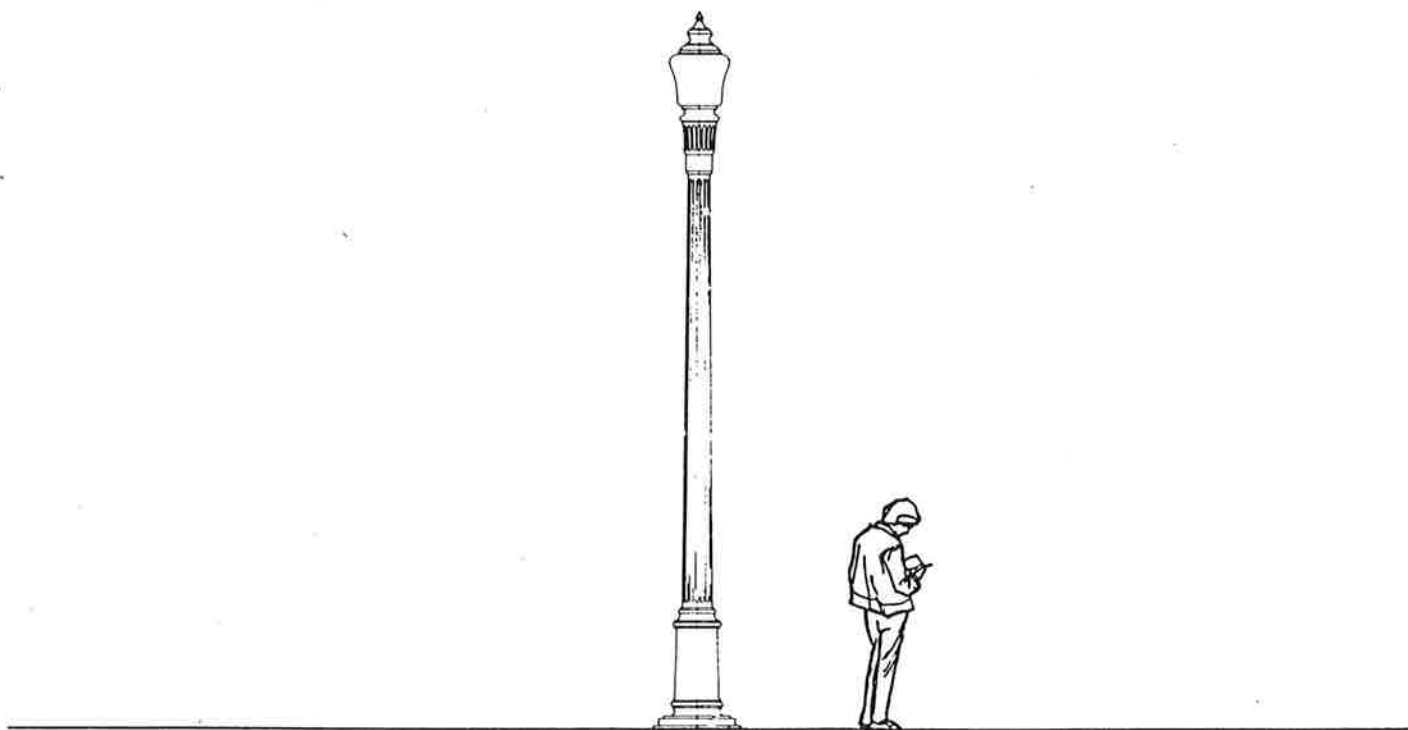
*Figure 15. Sketch showing Entry Sign, Landscaping and Median on Pacific Avenue*



## Street Lighting

Presently there is street lighting for automobile and pedestrian traffic at intersections, leaving mid-block areas relatively dark. This condition could be remedied by the installation of mid-block, low level street lights on each side of the street along a given block. Historical style street lights are recommended even though they are slightly less energy efficient than the high level, cut-off luminaries. They are more consistent with the character of the Neighborhood and would serve primarily as pedestrian lights. Because it would be very expensive to concurrently install lights on all streets, it is recommended lighting be staged. Blocks leading to Coeur d'Alene Park and around the intersection of Pacific and Cannon could be the first to receive street lights, as part of the overall improvement strategy discussed in the Implementation Section.

*Figure 16. Suggested Street Light*



## Sidewalk Repair

Although the sidewalks are generally in good condition, a few sidewalks require repair. These areas should be improved on a periodic basis in order to insure the sidewalks are as safe as possible. However, major sidewalk improvements appear to be a low priority for Browne's Addition residents.

## Bus Shelter

Although transit service in Browne's Addition is good, waiting for the bus, especially in bad weather, can be uncomfortable. To remedy this, bus shelters are recommended at several locations (Figure 9). It is proposed a larger shelter be located at the intersection of Cannon and Pacific Avenue. The bus shelters could be designed with either an "ornate" or "rustic" character as shown in Figure 17 and Figure 18.

Figure 17. Rustic Bus Shelter Design

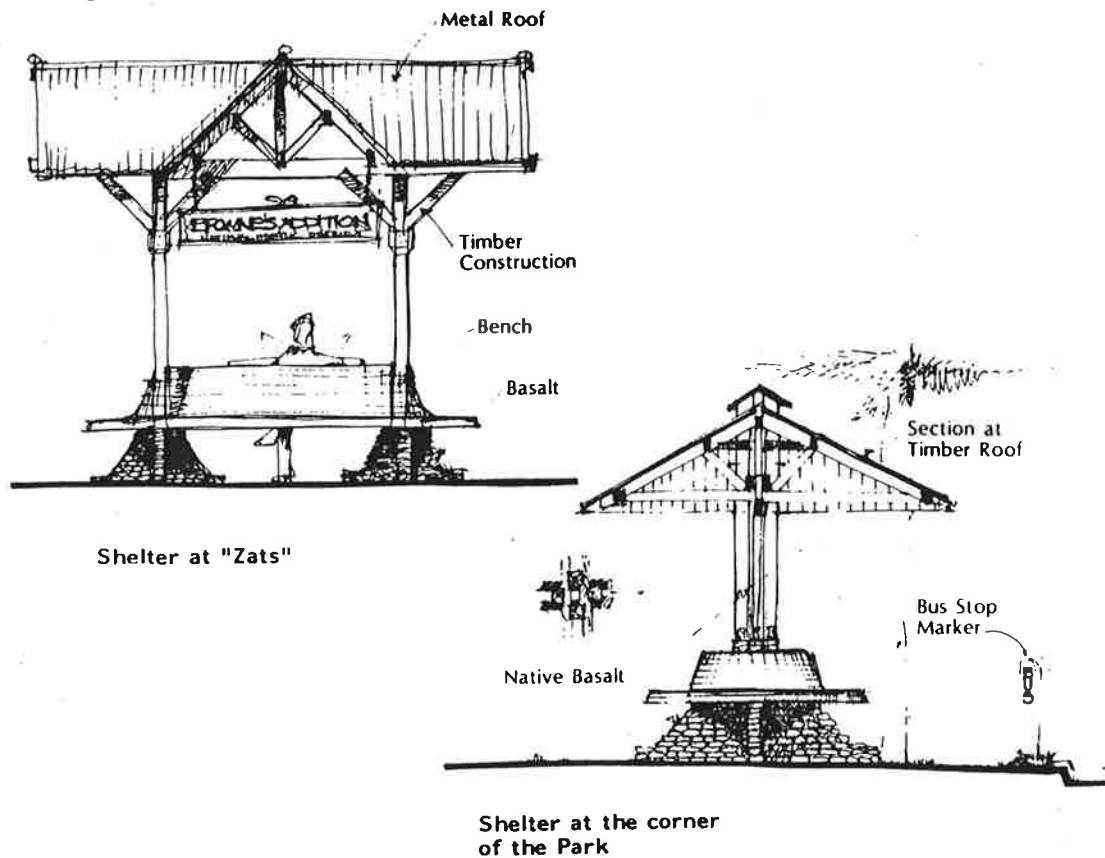
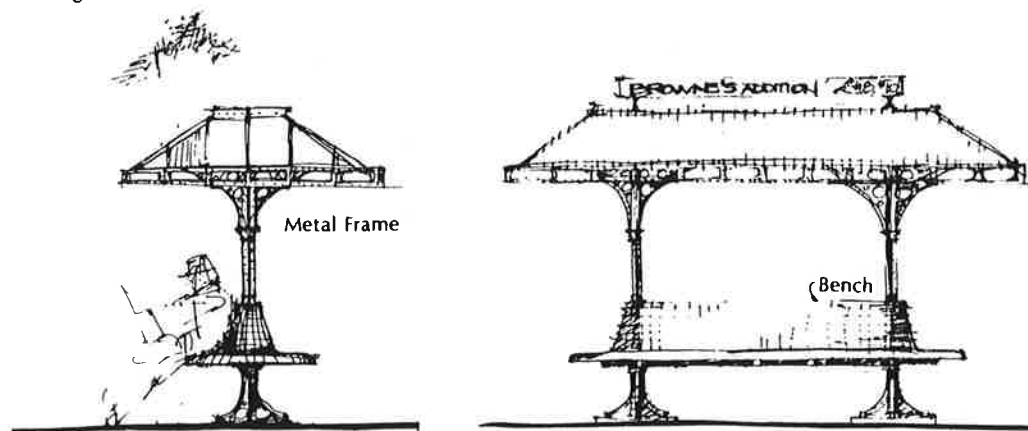


Figure 18. Ornate Bus Shelter Design



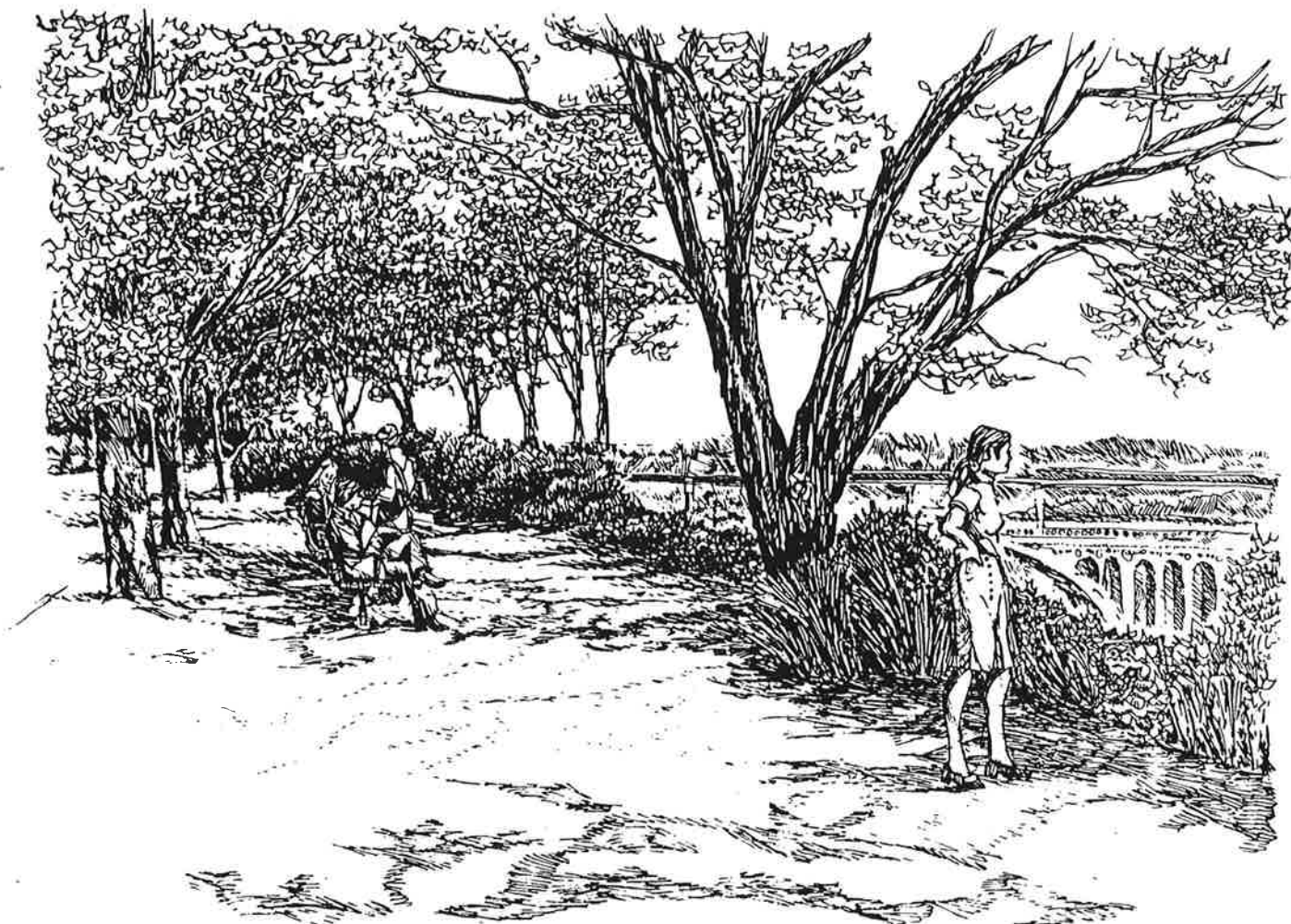
## LANDSCAPE IMPROVEMENTS

One of Browne's Addition's most attractive characteristics is its abundant street trees and fine residential landscaping. The landscaping improvements recommended below enhance the existing landscaping, giving the area an even greater turn-of-the-century residential and park-like atmosphere. The recommendations also are a response to the Design Plan Goals to "preserve Browne's Addition's residential character" and to "enhance park and open space opportunities."

### View Point Park Improvements

The addition of two or three benches to the public overlook on Coeur d'Alene Street between 3rd and 4th Streets would make this area a pleasant place to stop and enjoy the panoramic view to the south and west (Figure 19).

*Figure 19. Viewpoint Improvements*



## Screening of Railroad and Commercial Area

Although it is not recommended that public money be spent to landscape these areas, efforts should be made to convince commercial and railroad property owners to plant large-scale vegetation to buffer the noise and appearance of these areas from the residential community. For example, an agreement might be reached where the railroad pays for young trees and the community provides labor for their planting along the railroad right-of-way. See Figure 9 for the location of these improvements.

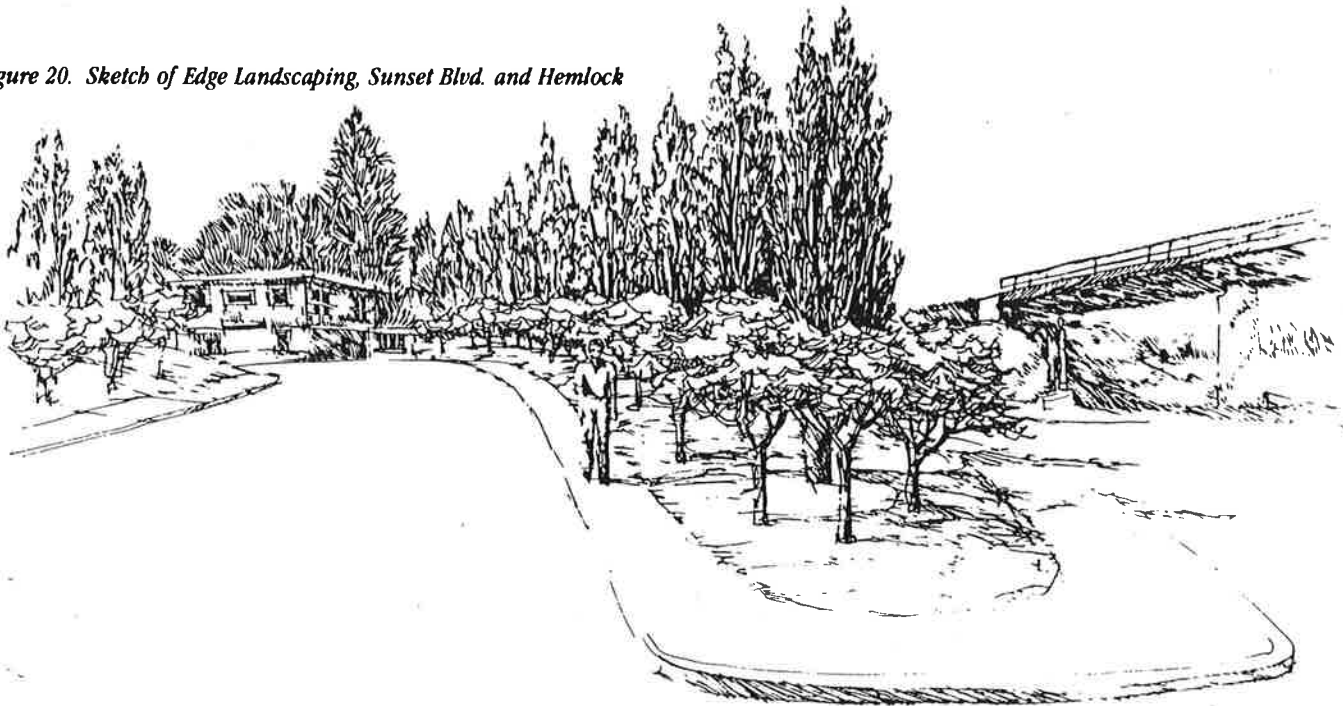
## Street Tree Planting

Mature shade trees forming shade canopies over Browne's Addition streets are a major factor in the community's visual appeal. However, many of the old locust trees require replacement and some portions of the Neighborhood are noticeably lacking in mature landscaping. A street tree planting program would help to maintain this important resource.

## Community Edge Landscaping

Although the boundaries of Browne's Addition are sharply defined by arterials and topographic features, portions of the community edges, especially the eastern and southern areas, would benefit from landscaping. Landscaping would enhance the sense of entering the community and would buffer nearby traffic and railroad noise. Coordinated with the median and other improvements, the landscaped areas would add to the community's visual character, and thus help to improve the Browne's Addition image and residential character. See Figure 9 for the location of these improvements and Figure 20 for a sketch of one alternative.

*Figure 20. Sketch of Edge Landscaping, Sunset Blvd. and Hemlock*



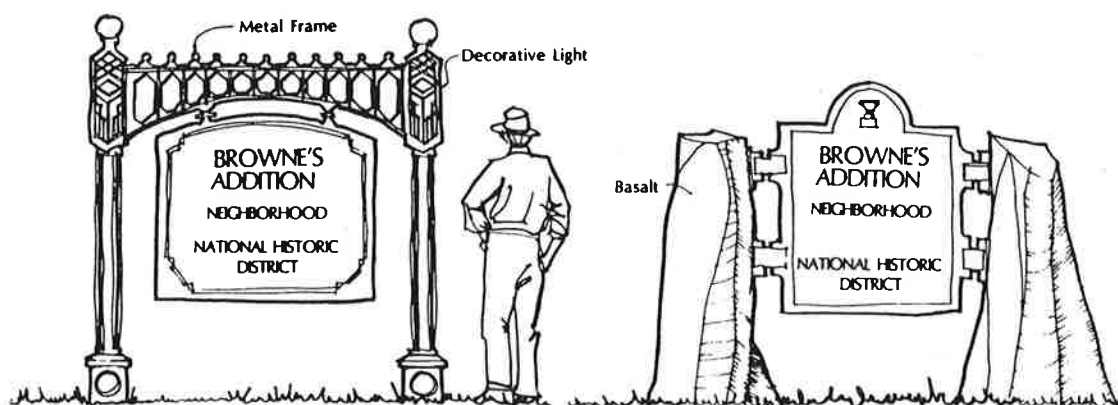
## COMMUNITY IDENTITY

The signage features recommended below are directed toward the Design Plan Goals to preserve Browne's Addition's city-wide image and increase the sense of community and level of public involvement among Browne's Addition's residents (Goals A, E and G).

### Entry Sign

An entry sign with landscaping is recommended in the area of Pacific and Maple. The sign will denote the edge of the Browne's Addition Historic District and will indicate to visitors the Neighborhood is a special place. It will also help give a clear sense of entrance to the Neighborhood. In these ways, Browne's Addition's identity and visibility will be heightened, and the Goal of improving the Neighborhood's image can be achieved. Two variations of an entry sign are shown in Figure 21.

Figure 21. Entry Sign Alternatives



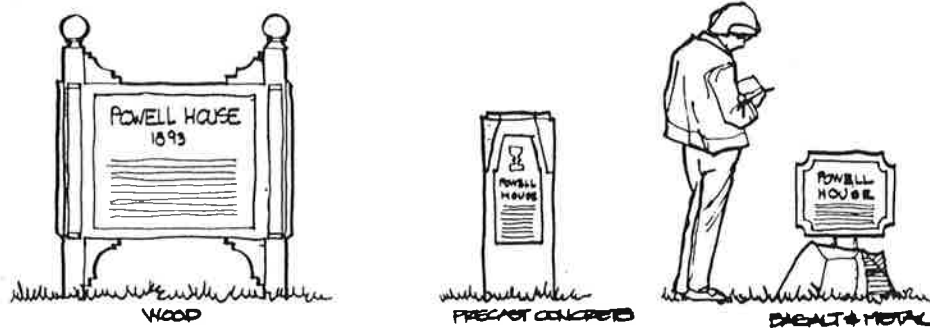


## Historical Information Signs

The historic conservation portion of the Design Plan includes a recommendation for a self-guided historic walking tour through Browne's Addition. Small, historical information signs as shown in Figure 22 would call attention to important landmarks.

The urban design projects described above are intended to work as an integrated plan. Because there are not enough public funds available to construct all improvements at once, the projects should be phased to maximize effectiveness of each work increment. Their ranking according to priorities and phasing into a comprehensive strategy is discussed in the Improvements and Organization section of this report.

Figure 22. Historic Information Sign



## ***ECONOMIC STIMULUS PROGRAM***

As noted earlier, the principal purpose of the Economic Stimulus Program is to encourage the rehabilitation of undermaintained structures in Browne's Addition, conserve the Neighborhood's historic qualities and provide attractive, affordable housing units. Because there will be little or no direct public funds for such rehabilitation, the impetus for this must come from the private sector. Thus, the effort of this program is to make rehabilitation economically more attractive to the owner of income-producing property. Most income producing properties in Browne's Addition are apartment buildings. Fortunately, a strong set of financial historic rehabilitation incentives have recently been enacted as part of the Economic Recovery Tax Act of 1981.

Essentially, the federal tax incentives allow an investment tax credit (ITC) for 25% of rehabilitation costs to a qualifying historic structure that is being substantially rehabilitated. The law also allows one-half of the rehabilitation expenditure to be depreciated. Third, the law allows full depreciation over a fifteen year period. Coupling these improved cost recovery allowances with the ITC incentives for historic buildings results in dramatic economic advantages to the prospective owner for rehabilitating an historic structure.

As a very simplified example, if the owner of an historic apartment building with a basic value of \$50,000 invests \$50,000 for rehabilitation of the structure, he will receive a \$12,500 tax credit and be able to depreciate the entire \$87,500 investment over fifteen years.

To qualify, a building must be rental housing or a commercial structure and a "certified historic structure." Because Browne's Addition is a National Historic District, many buildings will qualify (all of the income-producing primary structures as noted in the map, Figure 26, will qualify). The apartment buildings noted as "secondary structures" must be evaluated on a case-by-case basis by the State Historic Preservation Officer and the regional office of the National Park Service. However, it appears many may qualify.

To qualify for a 25% ITC, a structure must undergo "substantial rehabilitation." This means rehabilitation investment must be equal to or greater than adjusted basis value of the property prior to rehabilitation. Furthermore, rehabilitation work must conform to the Secretary of the Interior's *Standards for Rehabilitation*. These and other conditions are explained in greater detail in the Economic Report for Browne's Addition included as a supplement to this Plan.

## Recommendations

The Economic Recovery Tax of 1981 constitutes the major tool for rehabilitation of the housing in Browne's Addition. Consequently, the principal thrust of the Economic Stimulus Program is to promote the application of the new tax advantages to encourage improving the condition of Browne's Addition's historic housings Stock. To that end, a detailed discussion of "The Implications of the Economic Recovery Tax Act on Apartment Building Economics" is included in the Economic Report for Browne's Addition. The report reviews the basic economics of apartment operations and presents quantified pro forma examples of the Tax Act's rehabilitation benefits.

Information about tax advantages should be circulated to property owners in Browne's Addition to encourage rehabilitation investments. Methods could include neighborhood workshops explaining what the benefits are and how to go about obtaining them and distribution of pamphlets or brochures. Additionally, the Browne's Addition Steering Committee should work with the Spokane City/County Historic Preservation Officer to develop a standard process whereby property owners can conveniently apply for the necessary certification for tax benefits. Anyone interested in the ITC should consult the City/County Historic Preservation Officer for current information.

# LAND USE AND DEVELOPMENT REGULATIONS

Four general land use categories are proposed for Browne's Addition: high density residential, neighborhood business, community business and parks and open space (Figure 23, following page). The proposed land uses reinforce existing land use patterns — an objective favored by the Neighborhood. The plan encourages new development to be built at similar scale and bulk as existing development. Each of the general land use designations are described below.

## 1 High Density Residential District

Encourage high density residential uses throughout the Neighborhood, compatible with Browne's Addition's historic character. Encourage residential office uses at appropriate locations which complement surrounding properties.

*DISCUSSION.* Browne's Addition has evolved as a primary source of high density housing close to downtown Spokane. Neighborhood residents and property owners recognize the locational advantages and desire the further development of quality, high density housing. Their desire is supported by the intent of the high density residential designation, which is to provide a large number of housing units close to major focal points such as the downtown area. The Plan promotes residential uses at a density of one unit per 1,000 square feet of lot area. Office and commercial uses are encouraged as a method of preserving historic structures deemed significant to the City by the Landmarks Commission. New residential structures should complement surrounding properties and preserve views through appropriate height, bulk, setback and design.

Certain areas of Browne's Addition are appropriate for low intensity residential office uses. The Plan identifies standards to guide the potential location of such uses in the neighborhood. Specifically, residential office uses are appropriate when: 1) property has frontage on Sunset Boulevard/2nd Avenue, Maple Street and/or Riverside Avenue 2) the use provides a transition between residential and intensive downtown business or industrial uses, and 3) the proposed use is designed to complement the surrounding residential neighborhood. The intent is to encourage office uses which complement surrounding properties through appropriate height, bulk and design. Uses should conform to a day-time office schedule to minimize traffic and use conflicts during evening hours.

*DEVELOPMENT REGULATIONS.* In the High Density Residential District residential uses are permitted outright along with other non-residential uses that may be appropriate to provide economic historic preservation pursuant to Section 210.20, paragraph 3 of the zoning code. Residential office uses are appropriate as specified in the Plan.

There shall be a minimum of 1,000 square feet of site area per dwelling unit. Height of structures shall not exceed 30 feet. Buildings which incorporate a gable, gambrel or hipped roof shall not exceed 35 feet in height as measured to the center height between the eaves

and ridges of the roof. Exceptions: a building may be permitted after project compliance review by the Planning Director up to the average height of existing, adjacent buildings or, on sites of one acre minimum, up to 9 stories. To allow such additional height, the Planning Director, after report by the Urban Design Committee, must find the additional height will not be detrimental to surrounding properties nor to the objectives of this Design Plan. Each building lot shall have a front yard of not less than 20 feet. Site development shall meet the parking requirements of the zoning code, except that one space shall be required for each dwelling unit in multi-family residences. Off street parking in existence at the time of adoption of these regulations shall not be reduced below the number of spaces required by section 260.20 of the zoning ordinance. In no case, by variance or otherwise, shall parking be allowed in the front yard. Buildings shall not exceed a width or depth of 80 feet as measured parallel to front or side property lines. All development shall comply with the Site Design regulations of page 34 herein. Otherwise the regulations of the R4 zone shall apply, except that limited zone agreements of record at the time of adoption of this design plan shall remain in effect for properties zoned R4-L, R0-L or R0-1L

## 2 Neighborhood Business District

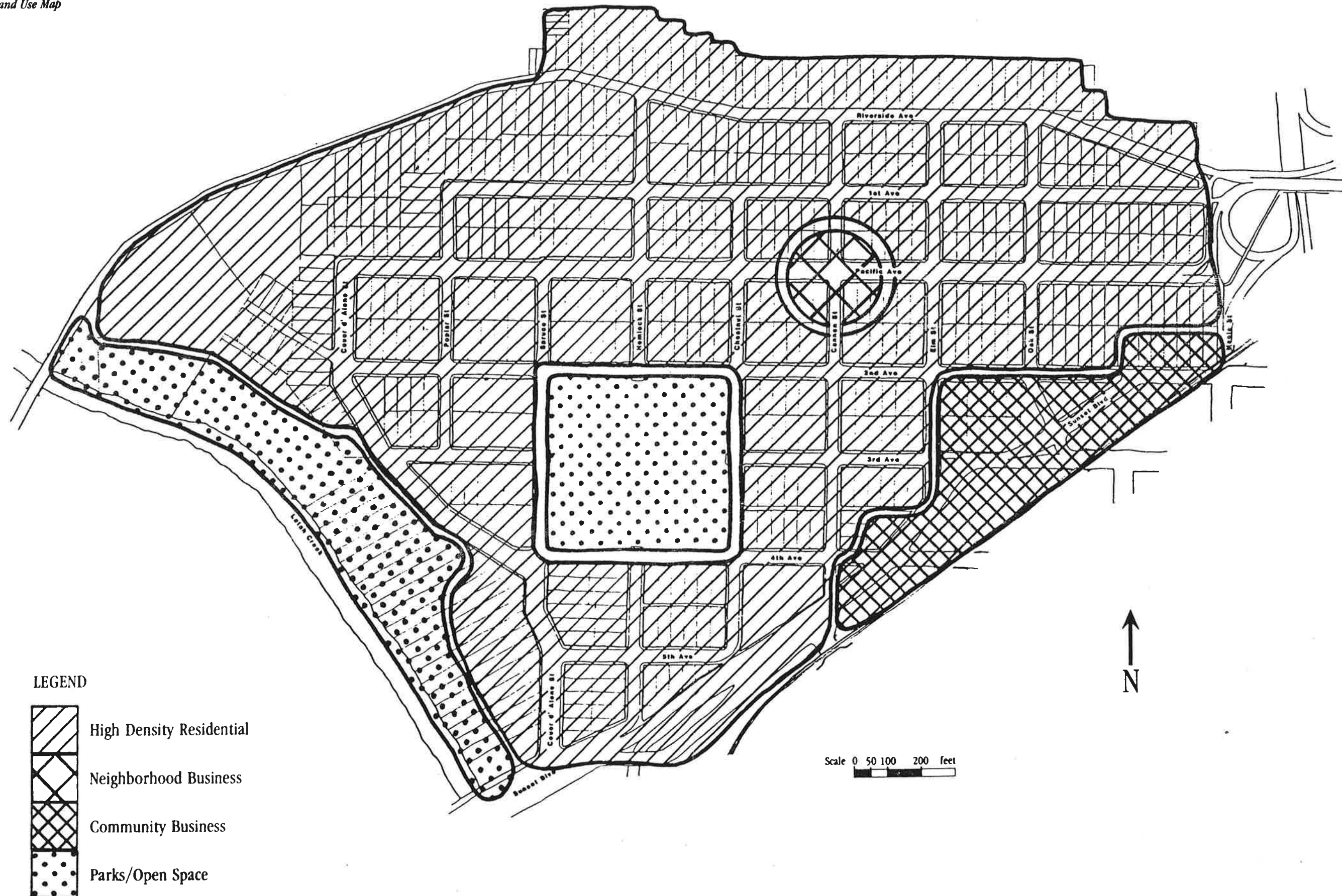
Encourage neighborhood business uses at the intersection of Pacific and Cannon.

*DISCUSSION.* The intersection of Pacific and Cannon has been designated for neighborhood business uses. The neighborhood business designation is intended to accommodate commercial uses serving a population within a six-block radius. The intersection of Pacific and Cannon is the present location of Elk's Drug Store and Zat's Cleaners and will remain the focus for future neighborhood-related commercial activity. The demand for additional neighborhood business use should be accommodated on the corners opposite existing business activity. New business should be of a walkup character within existing structures and should include sufficient off-street parking to the rear of the building. Height and bulk of new development should be compatible with surroundings, and generally, height should not exceed two stories.

*Development Regulations.* Permitted Neighborhood business uses shall be "B1" zone uses except: Drive-in restaurants, manufactured homes, public parking lots, self-service and automatic car washing facilities and service stations. Maximum building height shall not exceed 20 feet. Buildings which incorporate a gable, gambrel or hipped roof shall not exceed 25 feet in height as measured to the center height between the eaves and ridges of the roof. Each building shall have a front yard of not less than 20 feet. All development shall comply with the Site design regulations of page 34 herein. Otherwise, the regulations of the B1 zone shall apply. These development regulations shall apply to any and all expansions of the B1 zone as indicated on the Land Use Plan.

# LAND USE PLAN (Proposed)

Figure 23. Land Use Map



### 3 Community Business District

Encourage community business uses along the frontage of Sunset Boulevard.

*DISCUSSION.* The community business designation is intended for commercial uses which serve several neighborhoods and require direct access to a major arterial. In Browne's Addition, the boundary of the community business area has been adjusted to conform more closely to existing land use. Two changes have been made to the Plan map as a result. First, the community business area has been extended to the half block north of Fourth and west of Elm. Second, community business uses are limited north of Second Avenue to the area now occupied by the bus garage.

The Plan promotes community retail and service uses similar to uses allowed in the "B1" and "B2", Category I zoning categories. Generally, height should not exceed two stories.

*Development Regulations.* Permitted community business uses shall be those B2-1 zone uses, except: amusement parks and recreation centers, boat sales and clinics for small animals. In the "B2-1" zone, only signs permitted in the "B1" zone are allowed. Maximum building height shall not exceed 30 feet. Buildings which incorporate a gable, gambrel or hipped roof shall not exceed 35 feet in height between the eaves and ridges of the roof. Exceptions: a building may be permitted after project compliance review by the Planning Director up to the average height of existing, adjacent buildings or, on sites of one acre minimum, up to 9 stories. To allow such additional height, the Planning Director, after report by the Urban Design Committee, must find the additional height will not be detrimental to surrounding properties nor to the objectives of this Design Plan. All development shall comply with the Site Design regulations of page 34 herein. Otherwise, the regulations of the B2-1 zone shall apply.

### 4 Parks and Open Space

Preserve and enhance the existing parks and open space of Browne's Addition.

*DISCUSSION.* Parks and open space in Browne's Addition is represented by Coeur d'Alene Park and the vacant land along the north and west edges of the community. Coeur d'Alene Park is an historic site and is vital to Browne's Addition's identity. Along Coeur d'Alene Street, open space further adds to the neighborhood character and provides beautiful views of the Hangman Valley. The neighborhood desires to maintain and improve the existing parks and open space area; consequently, Coeur d'Alene Park and the open space along Coeur d'Alene Street are designated as parks and open space.



## 5 Site Design Guidelines

Ensure building development and site improvements which are sensitive to the historic qualities of Browne's Addition.

*DISCUSSION.* Proper site development, in addition to the rehabilitation and construction of buildings, will provide an important means of preserving the historic quality of Browne's Addition. Tree-lined streets, stately landscaping and identification signs with historic themes will help to ensure that the character of the Browne's Addition Historic District is retained and enhanced.

*Development Regulations:* The following development regulations are to be applied when application is made for building construction, site improvements or remodeling in the Browne's Addition Design Area.

1. Proposed projects shall submit to the Planning Director a landscape plan drawn to approximate scale, showing the location and design of landscaped areas; plant location and schedule with names, sizes, quantities and conditions for trees and other plant materials to be planted on the site; other landscape features such as pedestrian walks, benches, fences, walls, etc.; and irrigation systems proposed for maintenance. The plan shall indicate the final grading proposed and the time of completion. The Planning Director, after review and comment from the Park Department, shall judge the adequacy of the landscape plan pursuant to Section 311.90, paragraph 6 of the zoning code.
2. Broadleaf shade trees shall be planted along street frontages (within the required yards or, with permission of the Public Works Department, in parking strips) at a maximum spacing of 40 feet on center. Trees should be set-back a minimum of 15 feet from intersections and driveways.
3. Parking areas shall be developed in rear yards and incorporate a continuous landscape buffer a minimum 5 feet width around the perimeter. Parking lots of 40 cars or more in business areas shall incorporate internal planting islands the area of which shall not be less than 5% of the total parking lot area including driveways.
4. Identification signs shall reflect the design character of historic Browne's Addition architecture. Examples of characteristic designs are illustrated in Figures 15, 17, 18, 21 and 22. Signs should incorporate design elements or materials characteristic of either of two

predominate architectural styles, "Queen Anne" or "Arts and Crafts". The following description outlines the design character and materials typical of each style and provides direction for applying the styles to identification signage.

- a. Application of the "Queen Anne" style would be characterized by ornamentation in wood or metal. The designs should incorporate a harmonious variety of materials, colors and textures.
- b. Application of the "Arts and Crafts" style would be characterized by the use of native materials such as stone and wood. Designs which incorporate knee bracing, half timbers and stone or masonry foundations would be appropriate.

Application of either style would be most appropriate in the design of the sign's supporting structure.

New signs should not cover or obscure significant architectural detailing. Wall signs should be located on the lintel at the top of the first story, where possible. Signs painted directly on the inside of display windows are an acceptable alternative. Hanging and projecting signs which incorporate logos or characters of the business would also be appropriate. Size and location of signs shall be guided by the regulations of the B1 zone.

## Land Use Implementation

*Overview.* The Browne's Addition Neighborhood is a special development environment, exhibiting a distinct, historic character lying at the edge of the Central Business District. These factors, detailed in the Design Plan text, support the Neighborhood's designation as a "Design Area" and also require a special approach to regulating development to insure that the goals of the Design Plan are realized.

The Zoning Ordinance is the principal regulatory mechanism, providing the underlying framework for controlling land use, density, intensity and site development. The zone designations applied to Browne's Addition (the "underlying" zoning) reflect the general intent of the Land Use and Design elements of the Design plan as they relate to private development. Concurrent with the Neighborhood's designation as a design area, a special set of development regulations overlays the underlying zoning. These "overlay" regulations are required to address the development conditions that apply uniquely to the Neighborhood. These provisions supplement the "underlying" zoning, applying in lieu of the standard zoning regulations where there is a conflict and adding specificity to zoning where the underlying zone category contains insufficient regulations to meet the Design Plan's objectives. In some cases, the overlay regulations may impose development

limitations beyond those stated in the underlying zone designation; while in others, the "overlay" may provide relief from regulations or flexibility in site development to respond to development constraints inherent to the Neighborhood's situation. The "overlay" development regulations are contained in the Land Use and Development Regulations of the Browne's Addition Neighborhood Design Plan presented with discussion paragraphs which elaborate the intent and application of policy on which the regulations are based. This overlay approach establishes the total design area as an "overlay district" where both the underlying zoning and supplemental overlay regulations function to control development.

To ensure the policies and development regulations of the design plan are realized, Project Compliance, as provided for in the Zoning Ordinance, will be utilized. A project proponent may also consider submission of a "Plan-in-lieu" as provided in the Zoning Ordinance as a way to meet the objectives of this design plan while achieving flexibility in development regulations.

# ZONING SUMMARY

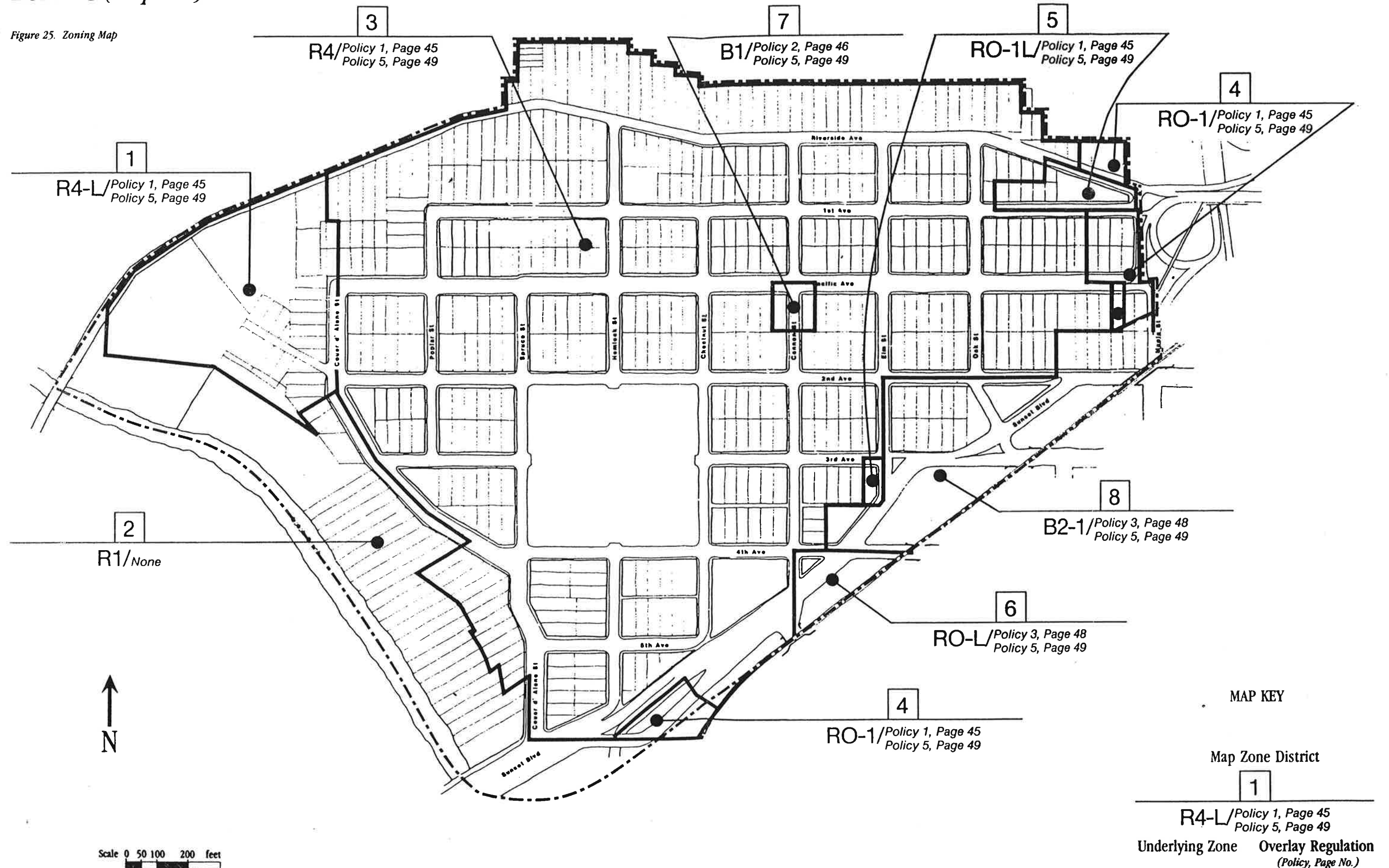
Figure 24. Zoning Summary

Map Zone District	Underlying Zone	Overlying Regulations
1	R4-L	Policy 1, p. 45 Policy 5, p. 49
2	R1	None
3	R4	Policy 1, p. 45 Policy 5, p. 49
4	R0-1	Policy 1, p. 45 Policy 5, p. 49
5	R0-1L	Policy 1, p. 45 Policy 5, p. 49
6	R0-L	Policy 3, p. 48 Policy 5, p. 49
7	B1	Policy 2, p. 46 Policy 5, p. 49
8	B2-1	Policy 3, p. 48 Policy 5, p. 49

\*All districts are subject to project compliance, Section 310.25.

# ZONING (Proposed)

Figure 25. Zoning Map



# ***HISTORIC CONSERVATION PROGRAM***

The purpose of this Design Plan component is to recommend a set of actions protecting and enhancing the Neighborhood's historic character. There are essentially three recommendations:

1. Register Browne's Addition as an Historic District on the Spokane Register of Historic Places and begin to develop design guidelines for new and existing structures.
2. Institute a self-guided walking tour which points out historic landmarks in Browne's Addition.
3. Develop a design assistance program whereby historic property owners can get design assistance on problems of historic rehabilitation from a Home Preservation Information Center.

## **Historic District Designation and Policy**

It is recommended that the Steering Committee work to have Browne's Addition registered as an Historic District under the Spokane City/County Landmarks Ordinance. Registration would occur by a majority petition of property owners. Although Browne's Addition is currently a National Register Historic District, this designation does not enable the City/County Historic Landmarks Commission to enact local design controls or policies on the district as a unit. With a local district designation, the demolition and exterior renovation of historic structures in Browne's Addition would require a Certificate of Appropriateness based on the Landmarks Commission's historic preservation standards. It would also provide for the development of design guidelines for new structures. Clearly, these actions would assist in the maintenance of Browne's Addition's historical character which is an important neighborhood goal. It is important to note that residents responding to the community survey approved of the use of historic preservation controls in Browne's Addition by a margin of 5 to 1, with property owners concurring by a factor of 2 to 1. These and other survey and workshop results point to the acceptance of preservation controls in order to maintain historic character. The first step to be taken is designation of the district and development of policies and guidelines.

## **Historic Walking Tour**

A greater appreciation of Browne's Addition's historic qualities can be encouraged by the promotion of the self-guided tour already developed by the Cheney Cowles Museum. Landmark information signs as shown in Figure 22, along with directional signs painted on the sidewalks, would also help guide visitors to the most important sites. Once a year, perhaps as part of the Lilac Festival, a guided, open-house tour could be held as a neighborhood fundraiser.

## Design Assistance Program

Rehabilitation and maintenance of historic structures often involves many special architectural problems which require preservation expertise. In Browne's Addition, for example, many residences and apartment buildings would benefit from a successful solution to the following questions:

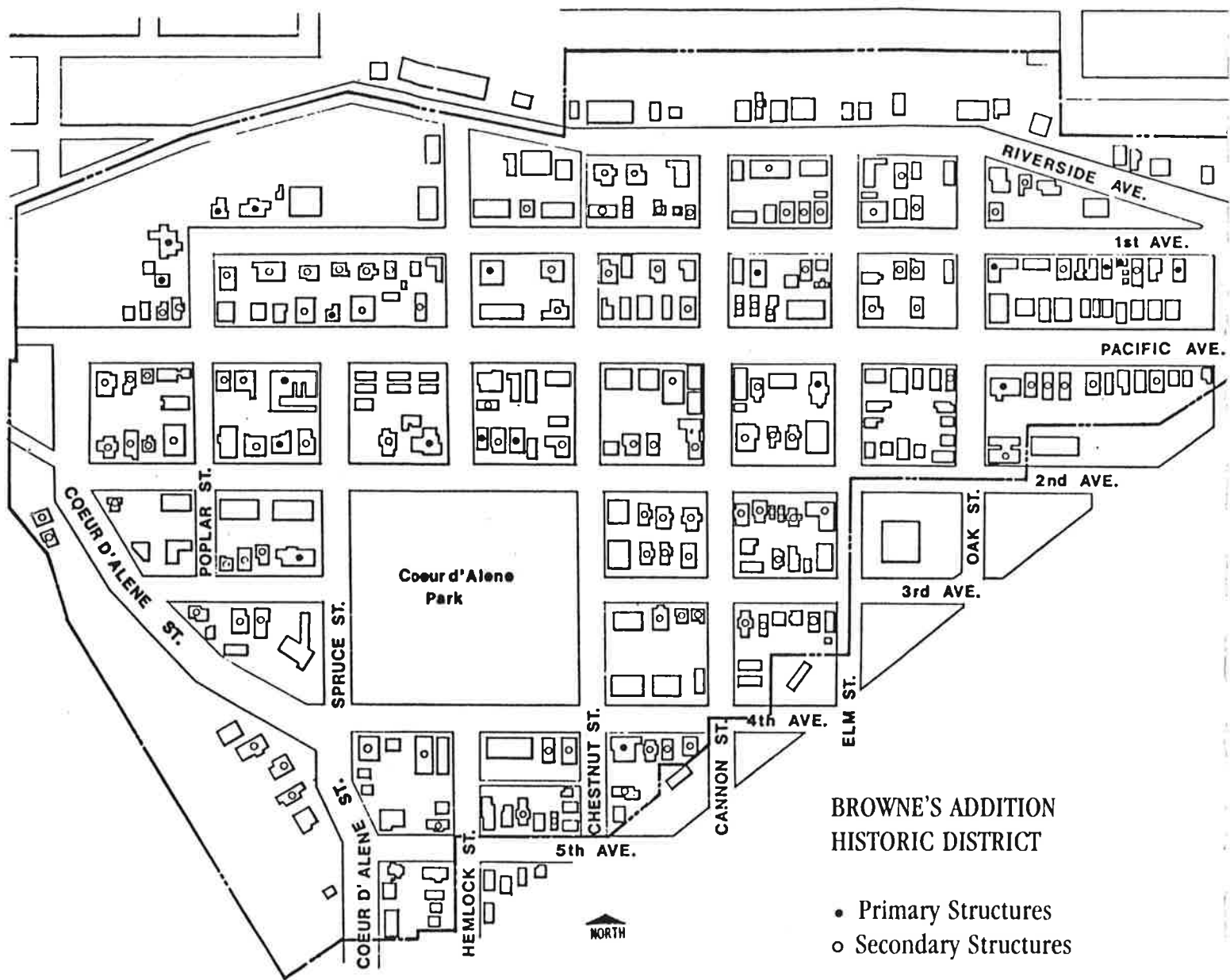
1. How to provide upper story access without "chopping up" the front facade?
2. What is appropriate landscaping?
3. What did the original facade look like?
4. How can old-style windows and fittings be recreated?

The establishment of a city-wide "Home Preservation Information Center" would make available to homeowners the publications, slides, tapes and resource people necessary to answer these types of questions. Such a resource center, possibly to be run through the Spokane City/County Historic Preservation Office, could play a key role in organizing historic rehabilitation and design consulting efforts in Browne's Addition. In addition, design studio classes from Washington State University and Eastern Washington University could be arranged to provide research and design assistance in specialized areas.

Figure 26, Browne's Addition Historic District, was provided by the Spokane City/County Landmarks Commission and identifies locations of primary and secondary historic structures.



Figure 26. Primary & Secondary Structures in Browne's Addition Historic District



## COMMUNITY IDENTITY PROGRAM

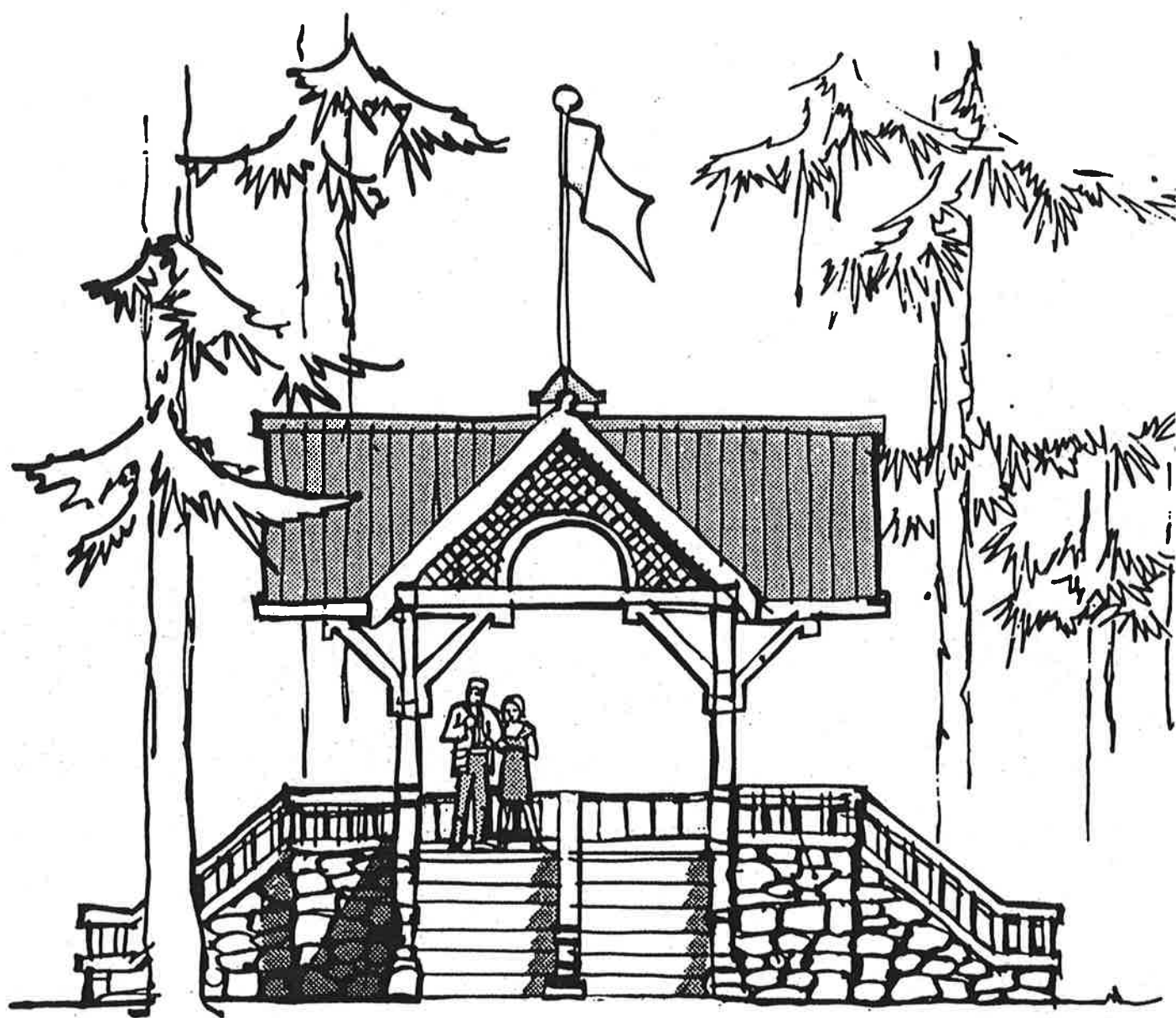
The Community Identity Program consists of activities which could be initiated by the community without substantial public funding or policy implementation. The Objectives of the program are to promote a more positive image of Browne's Addition within the city and to develop activity, unity and Neighborhood pride within the community. Accomplishing these Objectives will lead to lower vacancy rates in apartment units and stronger self-help programs and political influence for the community.

Although the Steering Committee should initiate and execute the activities they feel the most beneficial, the following projects are suggestions for community functions:

- a. Special (perhaps annual) events such as a home tour, block dance, old car show, ice cream social, or 4th of July "Pioneer Days" festival. These events could be used as fund-raisers as well as events to draw people into the community.
- b. A graphics program with a logo, thematic colors, bumper stickers, posters, etc.
- c. Performing arts programs such as park concerts, plays, speeches, workshops, etc., to provide community entertainment and to draw people into the community.
- d. Self-help and recreation programs to build community unity, such as a community organized crime prevention program, community pot-luck picnic and inter-community sporting contests (volleyball, etc.)
- e. A Browne's Addition "Annual" with interesting photos and articles to review the year's activities and to promote upcoming events.

Figure 27. Suggestion for Bumper Sticker

Browne's Addition Neighborhood  
**IT'S CLASSIC!**



*Improvements and Organization*

# URBAN DESIGN IMPROVEMENTS

The following is a priorities list of physical improvements and development programs, as expressed by the Neighborhood Steering Committee in February, 1982. Community Development Block Grants will provide the primary funding for Design Plan projects. Other potential funding sources include Local Improvement Districts, Design Plan Concentrated Construction funds and Arterial Street funds. Maintenance costs for additional park and streetscape improvements could potentially be paid through direct contract with the Parks Department.

## Priority Project

- 1 Entry sign at Pacific Street with landscaping
- 2 Bus stop shelters
- 3 Community identity programming
- 4 Historical information signs
- 5 Traffic circle with feature
- 6 Landscaping at Coeur d'Alene Park
- 7 Park entry areas
- 8 Bandstand/Gazebo
- 9 Bench and lighting at View Point Park
- 10 Rebuilt tennis courts
- 11 Street trees
- 12 Sidewalk repair
- 13 Apartment renovation loans
- 14 Community Center
- 15 Community edge landscaping
- 16 Street lighting
- 17 Pacific Street Median

It is essential that the first set of improvements make an immediate and significant impact both visually and in the life of the community. In this regard, the bandstand/gazebo deserves consideration as a top priority item as it will provide a visible community focus, allow many activities, and attract attention to the fact that Browne's Addition is a revitalizing neighborhood.