



# Spokane Plan Commission Agenda

Wednesday, June 26, 2024

2:00 PM

Hybrid - Council Briefing Center / Teams  
808 W Spokane Falls Blvd, Spokane, WA 99201

## Virtual Meeting Link - See Below For Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

### Public Comment Period:

3 minutes each | Citizens are invited to address the Plan Commission on any topic not on the agenda.

### Commission Briefing Session:

2:00 – 2:20	<ol style="list-style-type: none"> <li>1. Approve <a href="#">6/12/2024</a> meeting minutes</li> <li>2. City Council Liaison Report</li> <li>3. Community Assembly Liaison Report</li> <li>4. President Report</li> <li>5. Transportation Sub-Committee Report</li> <li>6. Secretary Report</li> <li>7. Approval of current agenda</li> </ol>	<p>All CM Kitty Klitzke Mary Winkes Greg Francis Mary Winkes Spencer Gardner</p>
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### Workshops:

2:20 – 2:50	1. <a href="#">CPA Z23-474COMP (Mission &amp; Sinto) Workshop</a>	Brandon Whitmarsh
2:50 – 3:20	2. <a href="#">CPA Z23-476COMP (8<sup>th</sup> Avenue) Workshop</a>	Brandon Whitmarsh
3:20 – 3:45	3. <a href="#">Introduction to Citywide CIP</a>	Jessica Stratton & Kevin Freibott
3:45 – 4:00	4. <a href="#">Transition to Chambers</a>	

### Hearing:

4:00 – 6:00	<a href="#">South Logan TOD Implementation (SMC 17A.020.160, 17C.111.205, 17C.111.230, 17C.111.420, 17C.120.220, 17C.122, 17C.122T,17C.123, 17C.230, 17C.300, 17C.415)</a>   KayCee Downey	
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**Adjournment: The next PC meeting will be held on Wednesday, July 10, 2024**

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [mlovmaster@spokanecity.org](mailto:mlovmaster@spokanecity.org). Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

# Plan Commission Meeting Information

Wednesday, June 26, 2024

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

## Microsoft Teams

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID:  
292 403 242 162

Meeting ID: 292 403 242 162

Passcode: qN5WrW

[Download Teams](#) | [Join on the web](#)

Passcode:  
qN5WrW

### Join with a video conferencing device

[cityofspokane@m.webex.com](mailto:cityofspokane@m.webex.com)

Video Conference ID: 116 367 811 8

[Alternate VTC instructions](#)

### Or call in (audio only)

[+1 323-618-1887,,595874912#](tel:+13236181887595874912) United States, Los Angeles

[Find a local number](#)

Phone Conference ID: 595 874 912#

[Find a local number](#) | [Reset PIN](#)

## How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

[SIGN UP](#)

The form will be **open from 8:00am on June 12, 2024, until 1:00 p.m. on June 26, 2024**. Hearings begin at 4:00 p.m. When it is your turn to testify, Plan Commission President will call your name and you can begin your testimony. You will have 3 minutes to speak.

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: [plancommission@spokanecity.org](mailto:plancommission@spokanecity.org)

**The audio proceedings of the Plan Commission meetings will be recorded and are available online.**

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# Plan Commission & Committees

## Upcoming Agenda Items

July 2 – PCTS (Hybrid)		
Time	Item	Presenter
9:00 am – 9:30 am	<b>CANCELLED</b>	PCTS

July 10, Plan Commission (90 minutes available) Hybrid		
Housing Work Group		
1:00 – 1:30		
Workshop		
Time	Item	Presenter
2:00 – 2:20	Meeting Briefing	Plan Commission
2:20 – 2:50	CPA Z23-477COMP (Bemis & Rustle) Workshop	Kevin Freibott
2:50 – 3:20	CPA Z23-478COMP (Assembly & Bemis) Workshop	Kevin Freibott
3:45 – 4:00	Transition to Chambers	
Hearing Items		

July 24, Plan Commission (90 minutes available) Hybrid		
Housing Work Group		
1:00 – 1:30		
Workshop		
Time	Item	Presenter
2:00 – 2:20	Meeting Briefing	Plan Commission
2:20 – 2:50	CPA Z23-479COMP (N Indian Trail) Workshop	Kevin Freibott
2:50 – 3:20	Comp Plan Amendment Workshop Wrap-Up	Kevin Freibott
3:45 – 4:00	Transition to Chambers	
Hearing Items		

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August 6 – PCTS (Hybrid)		
Time	Item	Presenter
9:00 am – 9:30 am	Meeting Briefing	PCTS

August 14, Plan Commission (90 minutes available) Hybrid <b>Cancelled for GMHB Appeal Hearing</b>		
<b>Housing Work Group</b>		
	Cancelled	
<b>Workshop</b>		
Time	Item	Presenter
	Cancelled	
<b>Hearing Items</b>		
	Cancelled	

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# Spokane Plan Commission - Draft Minutes

Wednesday, June 12, 2024

Hybrid Meeting Teams Teleconference

Meeting Minutes: Plan Commission Workshop called to order at 2:00 pm by President Greg Francis.

## Attendance for Plan Commission Workshop:

- Board Members Present: Greg Francis (President), Ryan Patterson (Vice President), Tim Williams, Saundra Neperud, Carole Shook, Jesse Bank
- Board Members Not Present: *None*
- Non-Voting Members Present: Kitty Klitzke (Council Member Liaison), Mary Winkes (Community Assembly Liaison)
- Non-Voting Members Not present: *None*
- *Quorum Present: Yes*
- Staff Members Present: Spencer Gardner, Angie McCall, KayCee Downey, Amanda Kiehn, Amanda Brown, Ryan Benzie, Kim Kuchlenz, James Richman, Megan Kapaun, Della Mutungi, Tyler Kimbrell, Kevin Freibott, Tim Thompson

Minutes: Minutes from 5/22/2024 approved unanimously with one minor clerical error correction.

## Briefing Session:

- **City Council Liaison Report - CM Kitty Klitzke**
  - Council Member Klitzke asked when Findings are available after a Plan Commission Hearing. Spencer stated that within the rules it is approximately ten days, but we try to get them out within a couple of days if able to be signed by the Plan Commission President. They are then included in any Council agenda items that are on the upcoming agendas. She is asking because Council has now begun reporting on any committee/commission/boards that they are a part of at the monthly Urban Experience meetings.
  - She stated that Council adopted a new cooling ordinance that will go into effect in approximately one months' time. Landlords will be required to allow their tenants to have air conditioners except in a few unusual extenuating circumstances (i.e., not having the correct amperage or it interferes with the integrity of the building).
  - She has a SRTC (Spokane Regional Transportation Council) tomorrow where she believes they will be discussing modeling. She stated that some staff have some concerns about the regional model regarding modeling traffic impacts at the micro level that is needed in order to approve projects. She feels that staff is putting in all of the right data, but the model is not using it. She believes that we need to see what works as a regional model versus what works as a specific model for the planners in the jurisdictions to use to analyze projects and maybe there needs to be a separate tool where you can plug data into to run the model more efficiently.
- **Community Assembly Liaison Report - Mary Winkes**
  - Mary reported that the Community Assembly passed a letter that went to City Council with their concerns about the draft for the city ordinance for the proposed Transportation Commission.
  - The Community Assembly passed a resolution asking for a moratorium in the Latah area.
  - She also stated that a resolution from the CA was sent to City Council regarding Traffic Calming.
- **Commission President Report - Greg Francis**

- President Greg Francis reported that it was his understanding that the Lime scooters have speed limitations within certain boundaries (as he witnessed a Lime scooter accident of which the rider was hurt attempting to avoid hitting his car).
- **Transportation Subcommittee Report - Mary Winkes**
  - Mary reported that they met on June 4<sup>th</sup> of which there were two workshops. One was on climate planning and the integration of it into the Comprehensive Plan and the other was on safety data regarding bicyclists and pedestrians.
- **Secretary Report - Spencer Gardner**
  - Spencer Gardner reported that there was some confusion related to a conditional use permit (specifically on Mansfield) that some thought would be heard at Plan Commission. He clarified that Plan Commission does not deal with conditional use permits.
  - He introduced a new attorney, Megan Kapaun, that we are beginning to work with.
  - He has an update from the Mayor's office regarding Plan Commission appointments. They are planning on bringing forth two new appointments on June 24<sup>th</sup>.
  - Spencer spoke with President Francis about considering bringing in the group Strong Towns to do a public presentation. They recently just came out with a new book about housing.

**Current Agenda:** The current agenda was approved unanimously.

**Workshop(s):**

- South Logan TOD Implementation Drafts (SMC 17A.20.160, 17C.111.205, 17C.111.230, 17C.111.420, 17C.120.220, 17C.122, 17C.122T, 17C.123, 17C.230, 17C.300, 17C.415)
  - Presentation provided by staff member KayCee Downey.
  - Questions asked and answered.
  - Discussion ensued.
- Comp Plan Amendment Z24-105COMP Workshop
  - Presentation provided by staff member KayCee Downey.
  - Questions asked and answered.
  - Discussion ensued.

Workshop Adjourned at 3:35 PM.

**Public Comment:** Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

*None.*

Next regularly scheduled Plan Commission Meeting is on Wednesday, June 26, 2024.



## Workshop for Z23-474COMP

SHAPING SPOKANE – THE CITY OF SPOKANE COMPREHENSIVE PLAN

*Document Date: June 18, 2024*

On June 26, the Plan Commission is scheduled to discuss the second of six workshops on the [2023/2024 Comprehensive Plan Amendments](#). The 60-day public comment period for these applications began on June 10 and runs through August 9, 2024, during which time each of the proposals will be presented to you for your consideration. For detailed information on the Comprehensive Plan Amendment procedures, please see [Spokane Municipal Code \(SMC\) 17G.020](#).

This proposal concerns an application by Family Promise of Spokane, which was converted to a City Sponsored application by City Council during docketing, to amend the Land Use Plan Map designation and zoning of five parcels in the Chief Garry Park Neighborhood. More information about the proposal can be found on the proposal webpage below.

<https://my.spokanecity.org/projects/2023-2024-proposed-comprehensive-plan-amendments/mission-and-sinto/>

### **Attachments:**

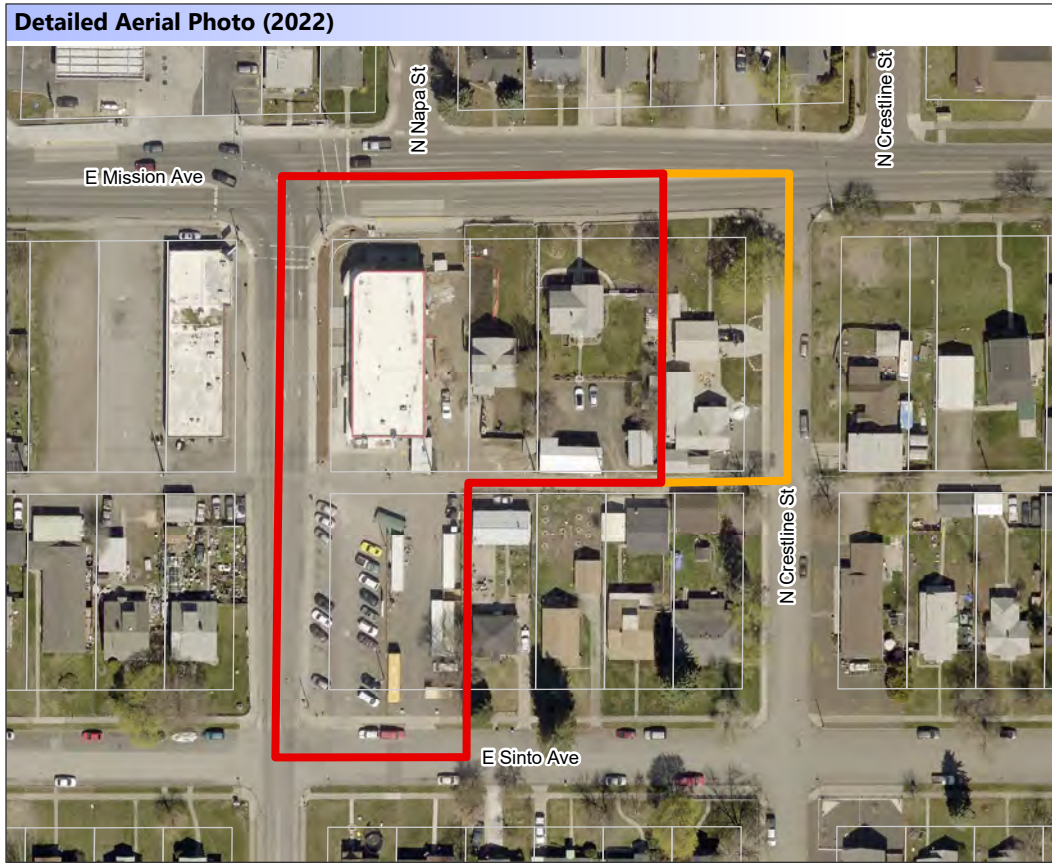
- Aerial Imagery
- Existing and Proposed Land Use Plan Map Designations
- Existing and Proposed Zoning Designations





# Exhibit A: Aerial Photos



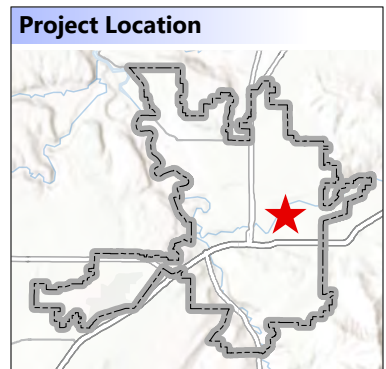
**THIS IS NOT A LEGAL DOCUMENT**  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



-  Proposal Area
-  City-Added Areas



**Applicant:** City of Spokane  
**Parcels:** 35162.0105  
 35162.0110  
 35162.0111  
 35162.0121  
 35162.0122  
**Size:** 1.5 acres  
 (Size is Approximate)







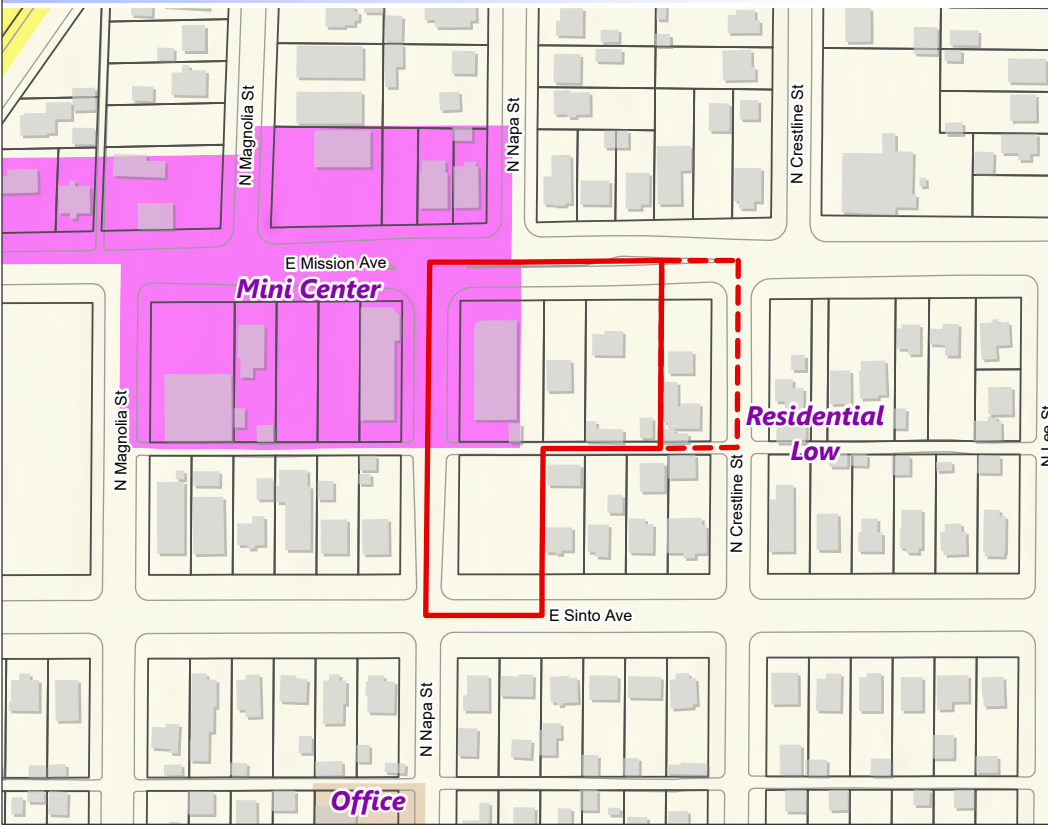
# Exhibit B: Land Use Plan Map Changes

Department of Planning & Economic Development

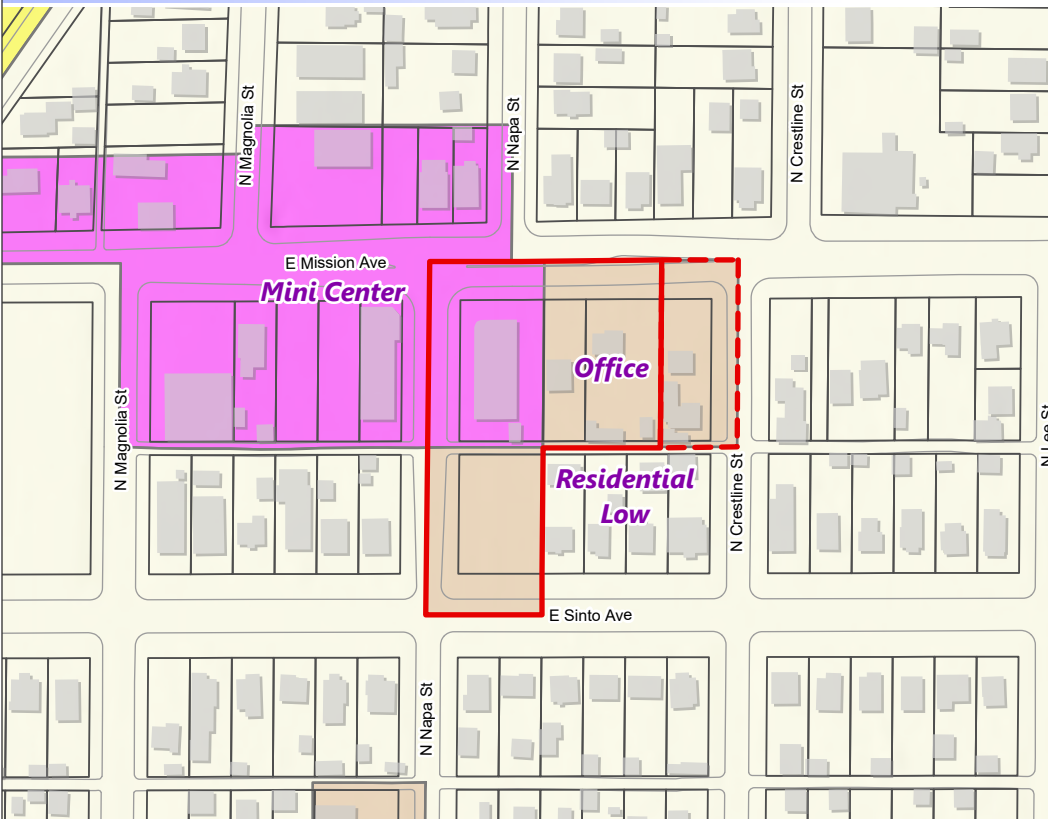


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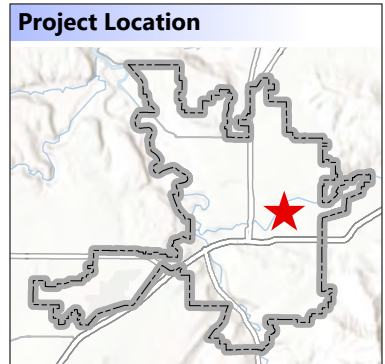
## Current Land Use Plan Map Designations



## Proposed Land Use Plan Map Designation



**Applicant:** City of Spokane  
**Parcels:** 35162.0105  
 35162.0110  
 35162.0111  
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**Size:** 1.5 acres  
 (Size is Approximate)





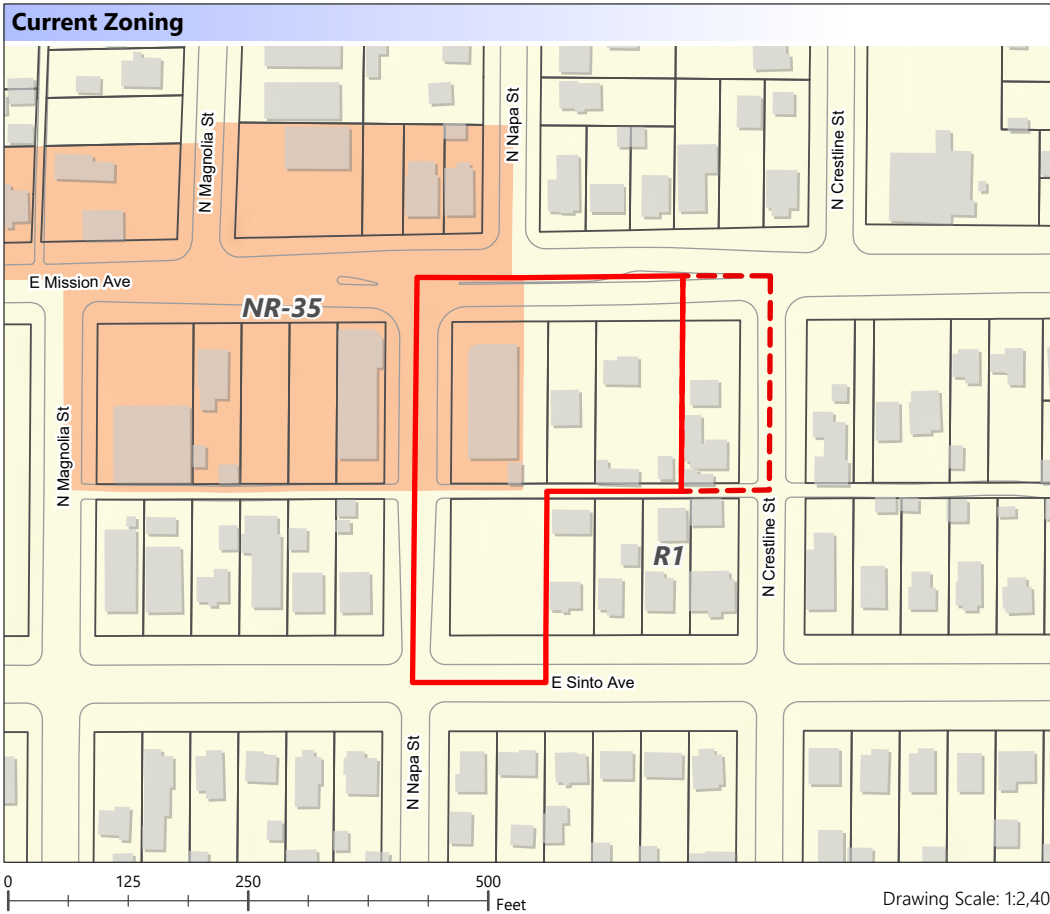
# Exhibit C: Zoning Changes

Department of Planning & Economic Development



Draw Date: 3/27/2024

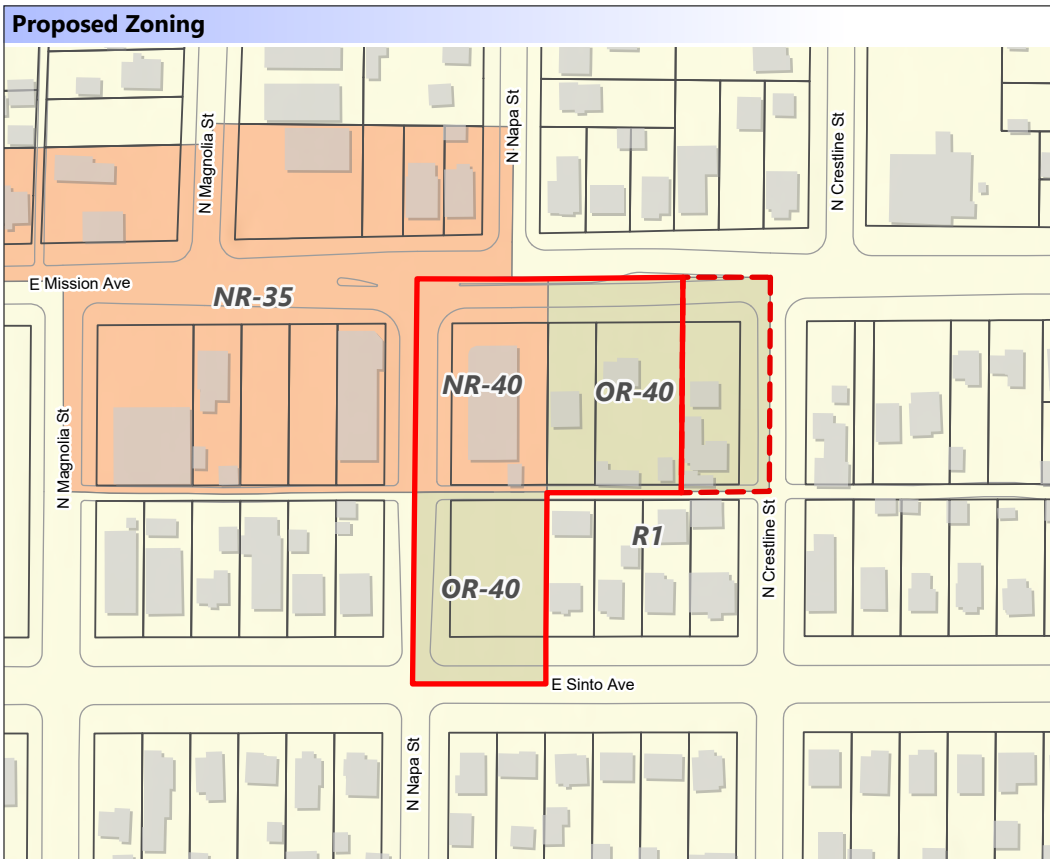
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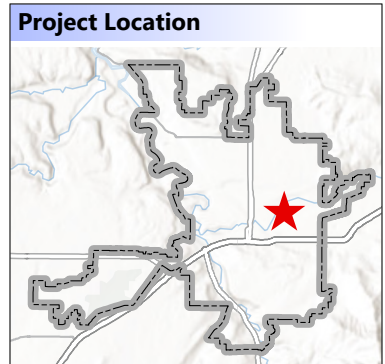
- Project Area
- Expansion Area
- Parcel
- Buildings
- Curb Line

### Zoning

- Neighborhood Retail
- Residential 1



**Applicant:** City of Spokane  
**Parcels:** 35162.0105  
 35162.0110  
 35162.0111  
 35162.0121  
 35162.0122  
**Size:** 1.5 acres  
 (Size is Approximate)





## Workshop for Z23-476COMP

SHAPING SPOKANE – THE CITY OF SPOKANE COMPREHENSIVE PLAN

*Document Date: June 18, 2024*

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This proposal concerns an application by Clifton Trimble of Storhaug Engineering, to amend the Land Use Plan Map designation and zoning of three parcels in the West Hills Neighborhood. During docketing, the City Council added four parcels and a portion of Right of Way to the proposal as City sponsored expansions. More information about the proposal can be found on the proposal webpage below.

<https://my.spokanecity.org/projects/2023-2024-proposed-comprehensive-plan-amendments/eighth-avenue/>

### **Attachments:**

- Aerial Imagery
- Existing and Proposed Land Use Plan Map Designations
- Existing and Proposed Zoning Designations



# Exhibit A: Aerial Photos



Department of Planning & Economic Development



Draw Date: 3/26/2024

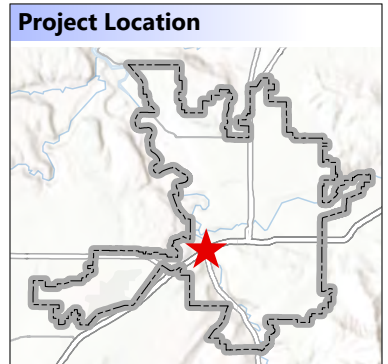
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-  Proposal Area
-  City-Added Areas



- Agent:** Storhaug Engineering
- Parcels:** 25243.1304  
25243.1305  
25243.1306  
25243.1307  
25243.1308  
25243.1309  
25243.1502
- Right-Of-Way**
- Size:** 1.1 acres plus  
3.2 acres right-of-way  
(Size is Approximate)





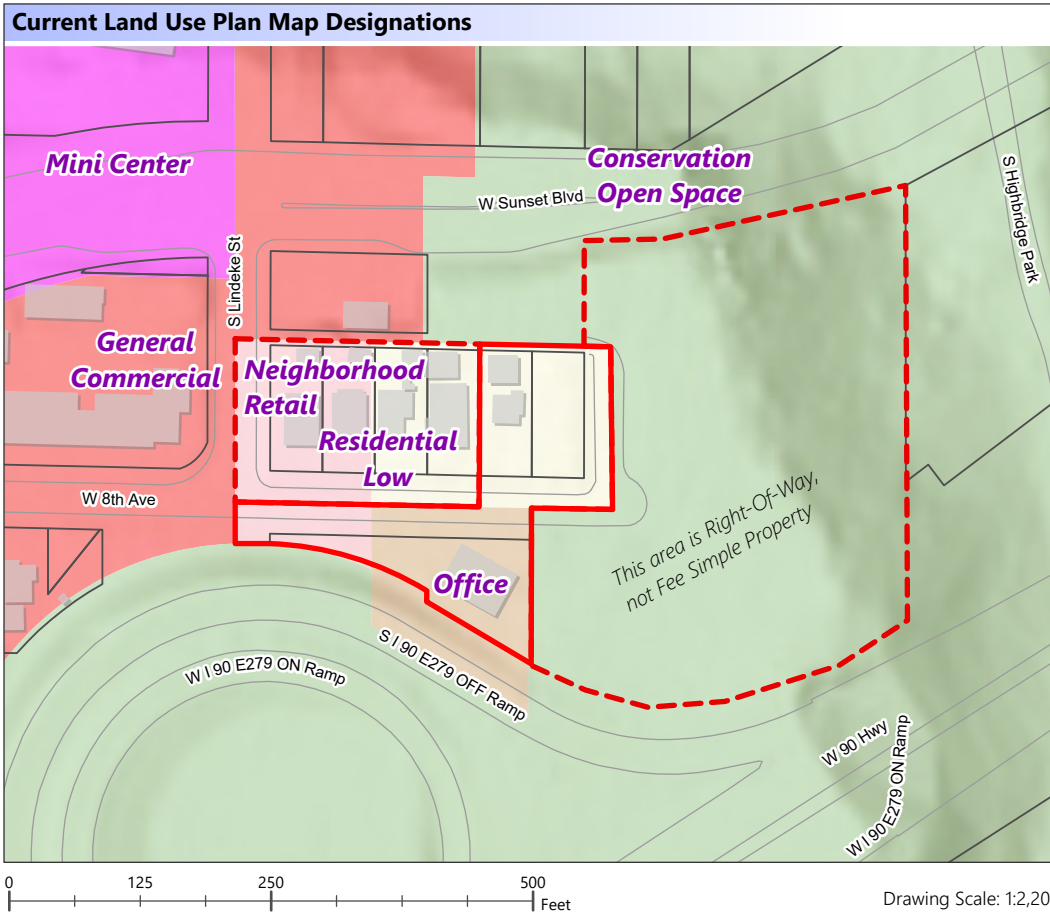
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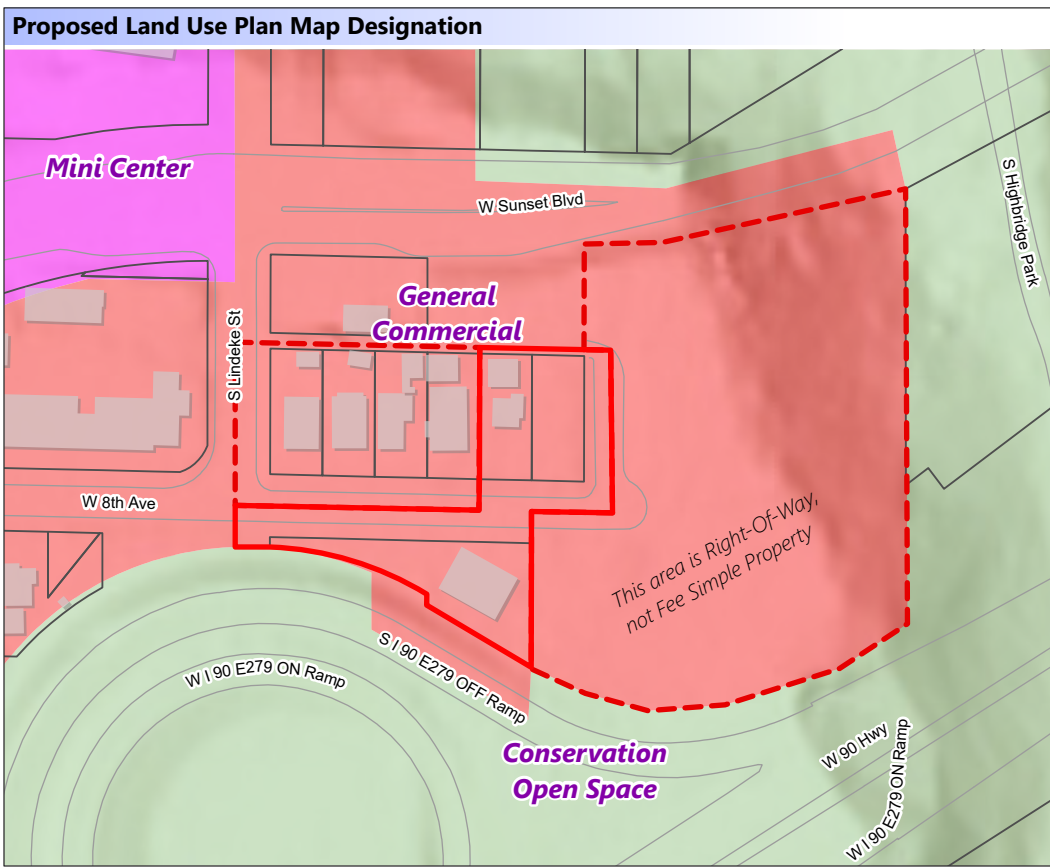


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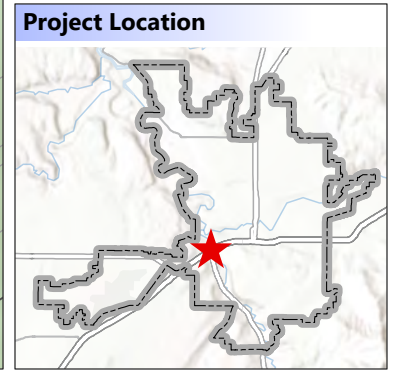
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- Project Area
  - Expanded Area
  - Parcel
  - Buildings
  - Curb Line
- Land Use Plan Designation**
- Conservation Open Space
  - Residential Low
  - Office
  - Neighborhood Retail
  - Mini Center
  - General Commercial



- Agent:** Storhaug Engineering
- Parcels:** 25243.1304  
25243.1305  
25243.1306  
25243.1307  
25243.1308  
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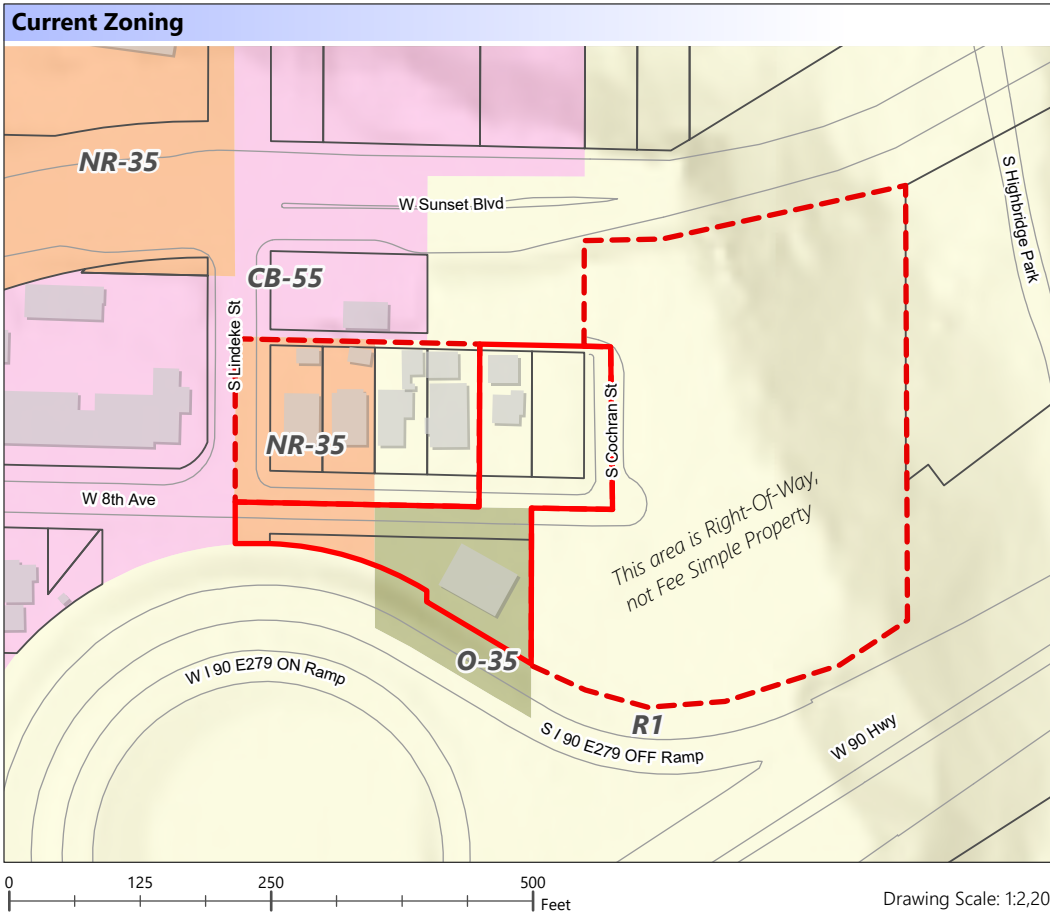
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Department of Planning & Economic Development

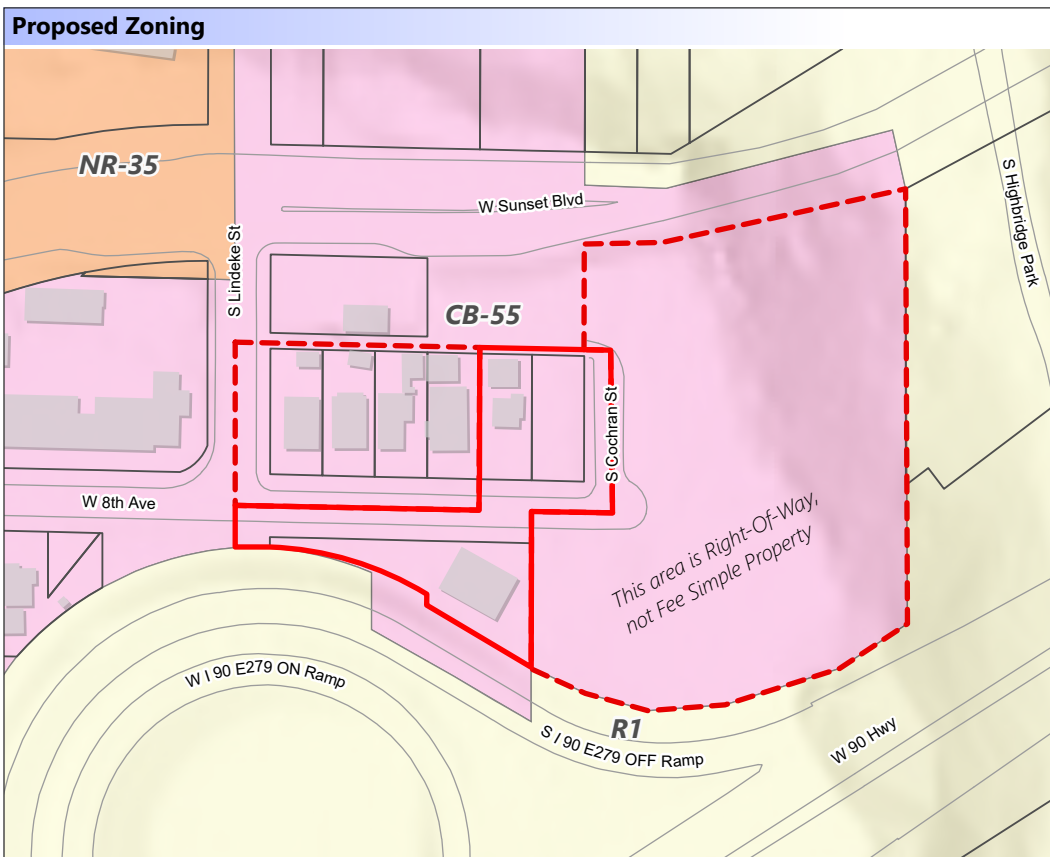


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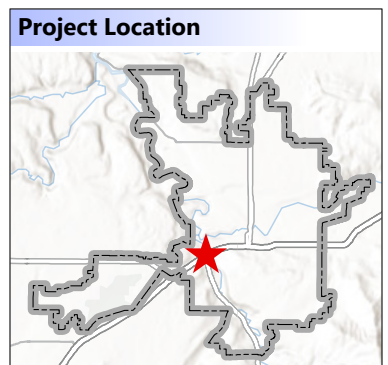
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- Project Area
  - Expansion Area
  - Buildings
  - Parcel
  - Curb Line
- Zoning**
- Community Business
  - Neighborhood Retail
  - Office
  - Residential 1



- Agent:** Storhaug Engineering
- Parcels:** 25243.1304  
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25243.1306  
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25243.1308  
25243.1309  
25243.1502
- Right-Of-Way
- Size:** 1.1 acres plus  
3.2 acres right-of-way  
(Size is Approximate)



June 18, 2024

President Francis and Plan Commissioners  
City of Spokane

**Re: June 26 Workshop on the Capital Improvement Program for 2025-2030 (File Z24-306COMP)**

Dear President Francis and Plan Commissioners,

The time has come again to consider the next iteration of the City's six-year Capital Improvement Program (CIP). To that end, we will be introducing the 2025-2030 CIP process to you at your next workshop on June 26.

As you may recall, the CIP is an annual document that outlines all the expected and funded capital improvement projects for the next six years. This year's proposed CIP includes capital projects for nineteen functional departments in the City, including streets, water, wastewater, stormwater, information technology, neighborhoods, facilities, police, fire and others.

Capital projects are typically those that result in some kind of physical infrastructure or facility, but also include certain intangibles like software or professional services. This is distinct from operational budgets, which typically pay for labor and direct services.

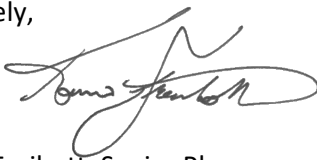
Naturally, the CIP is quite large (600 pages last year) and subject to a whole host of regulations, policies, guidelines, and other limitations, leading to a high level of complexity and detail. However, here are a few things to keep in mind that may help to lessen the Plan Commission's time and effort in considering it. These include:

- Most projects have been on the CIP before and are simply being carried forward into this new cycle of the CIP. You have seen those before and approved their inclusion.
- You already considered and approved the Streets projects earlier this year. They remain unchanged since then and do not require approval again.
- The focus of the Plan Commission's responsibility is to consider any projects that expand or directly affect the growth of the city, as described in the Comprehensive Plan. To help you review those aspects, our workshops with the Plan Commission will directly highlight those projects that are related to capacity and community growth.

Our next workshop on June 26 is only an introduction to the 2025-2030 CIP. An initial draft of the CIP is being completed now through the normal process of coordination between the Budget Office and all the involved City Departments. As soon as the full draft is complete and ready for your review, staff will share that information with you. In the meantime, I have included some initial information on the new projects already identified that concern service/utility capacity in the City. More details on these projects will be available in the weeks to come.

I look forward to introducing this year's CIP to you on the 26<sup>th</sup>. If you have any questions in advance of that, please feel free to contact me directly. Thank you and see you then!

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Freibott", with a large, stylized flourish at the end.

Kevin Freibott, Senior Planner

[kfreibott@spokanecity.org](mailto:kfreibott@spokanecity.org)

509-625-6184



May 2024 – CIP Round One Review

III. New Plan Commission Projects

City of Spokane

New Plan Commission Projects Overview

In order to comply with the Growth Management Act (GMA), the City of Spokane’s Capital Improvement Program (CIP) is required to be in conformance with the City’s Comprehensive Plan. The Plan Commission is required to review all projects that have implications on the growth of the community. The Plan Commission must recommend the CIP to Council before a vote to approve the CIP for the following year.

Below is a list of the 27 new CIP projects that the Plan Commission will need to review and recommend. Please see appendix A for all new project description pages.

Row Labels	2025	2026	2027	2028	2029	2030
<b>5200-500 - Water Division</b>	<b>2,800,000</b>	<b>13,200,000</b>	<b>23,200,000</b>	<b>28,600,000</b>	<b>19,600,000</b>	<b>25,400,000</b>
35th and Ray Booster Station Upgrade	-	-	-	1,000,000	-	2,000,000
Browne's Addition Small Diam Main Replacement Phase 1	-	-	-	-	-	300,000
Browne's Addition Small Diam Main Replacement Phase 2	-	-	-	-	-	300,000
Coeur D'Alene to Milton Booster Station Transmission Main	400,000	8,000,000	7,000,000	-	-	-
Glennaire Booster Station Upgrade	-	-	-	-	-	200,000
Indian Trail Transmission Main from Pacific Park to Kathleen Drive Phase 1	-	-	-	-	1,000,000	8,000,000
Indian Trail Transmission Main from Shawnee to Pacific Park Drive Phase 2	-	-	-	-	-	1,000,000
Latah from 14th Ave to 7th and Cannon Transmission Main Phase 3	-	-	-	-	600,000	6,000,000
Latah from Chestnut and 23rd to 14th Ave Transmission Main Phase 1	-	600,000	4,000,000	6,000,000	6,000,000	-
Latah from Westwood Lane to Chestnut and 23rd Ave Transmission Main Phase 2	-	-	-	600,000	8,000,000	6,000,000
North Hill Reservoir	-	-	-	1,000,000	-	-
Shawnee Reservoir Replacement	-	-	200,000	12,000,000	-	-
Spotted Booster Station to Thorpe in 47th Ave Transmission Main	1,000,000	300,000	4,000,000	-	-	-
Thomas Mallen and Geiger to Spotted Road Booster Transmission Main Phase 1	400,000	4,000,000	4,000,000	4,000,000	-	-
Thomas Mallen and Geiger to Spotted Road Booster Transmission Main Phase 2	-	300,000	4,000,000	4,000,000	4,000,000	-
Washington from 8th to 6th Distribution Main	1,000,000	-	-	-	-	-
Wellesley from Cook to Haven Transmission Main Phase 1	-	-	-	-	-	400,000
Wellesley from Mayfair to Nevada Transmission Main Phase 4	-	-	-	-	-	400,000
Wellesley from Napa to Cook Transmission Main Phase 2	-	-	-	-	-	400,000
Wellesley from Nevada to Napa Transmission Main Phase 3	-	-	-	-	-	400,000
<b>5200-700 - Sewer</b>	<b>-</b>	<b>300,000</b>	<b>5,000,000</b>	<b>2,740,000</b>	<b>10,700,000</b>	<b>21,600,000</b>
CSO 7 Storage Expansion	-	-	-	-	300,000	3,000,000
CSO Stormwater Separation Program	-	-	2,000,000	2,000,000	2,000,000	2,000,000
Francis and Cannon Lift Station Rehab	-	-	-	-	1,000,000	12,000,000
Latah Siphon at Inland Empire Way	-	300,000	3,000,000	-	-	-
Riverside CSO 24, 25, 26 Pipe Improvements	-	-	-	740,000	7,400,000	-
Spotted Road/Hwy 2 Regional Stormwater Facility	-	-	-	-	-	4,000,000
Whistalks Way Siphon	-	-	-	-	-	600,000
<b>Grand Total</b>	<b>2,800,000</b>	<b>13,500,000</b>	<b>28,200,000</b>	<b>31,340,000</b>	<b>30,300,000</b>	<b>47,000,000</b>

Items of Interest

For Water, laying transmission line for the Latah and Thomas Mallen areas makes up 55% of the six-year cost estimates. As for Sewer, the Francis and Cannon Lift Station Rehab, which includes expanded vault storage, makes up 32% of their six-year cost estimates. Overall, there is relatively little activity in 2025 for the projects to be reviewed and certified by the Plan Commission. The bulk of the spending is expected to occur in the out-years.



# STAFF REPORT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES DEPARTMENT

<b>To:</b>	City of Spokane Plan Commission
<b>Subject:</b>	South Logan TOD Implementation SMC Text Amendments
<b>Staff Contact:</b>	KayCee Downey, Planner II <a href="mailto:kdowney@spokanecity.org">kdowney@spokanecity.org</a>
<b>Report Date:</b>	June 19, 2024
<b>Hearing Date:</b>	June 26, 2024
<b>Recommendation:</b>	Approval

## I. SUMMARY

The South Logan Transit-Oriented Development (TOD) Project will support more connectivity and livability in the South Logan area for the community, businesses, and organizations in the Logan Neighborhood through area-specific and citywide proposals. These City-initiated text amendments are proposed to update the Spokane Municipal Code (SMC) Unified Development Code to implement the focused community vision and policies recommended through the South Logan TOD Subarea Plan to encourage mixed-use, walkable places close to transit. The proposed draft code would amend SMC Sections 17A.20.160, 17C.111.205, 17C.111.230, 17C.111.420, 17C.120.220, 17C.122, 17C.122T, 17C.123, 17C.230, and 17C.300. The proposal also creates a new SMC Chapter, 17C.420. The proposed draft code has been developed by City staff with the input from various groups and public feedback. For ease and transparency, a Text Amendment Tracking Sheet has been included as **Exhibit A**. The full-text amendments can be found attached as **Exhibit B**.

## II. BACKGROUND

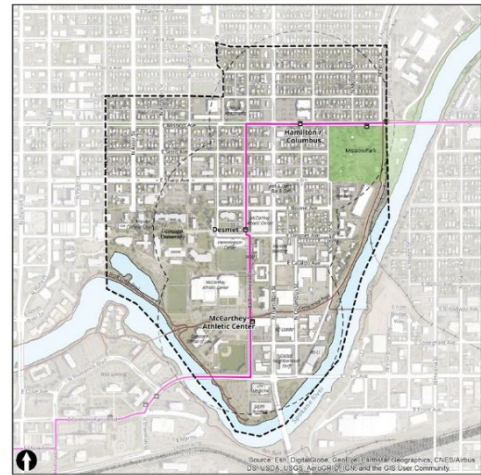
The South Logan Transit-Oriented Development (TOD) project leverages the investment and analysis of prior work to propose citywide and area-specific text amendments to the Spokane Municipal Code.

The City Line, the six-mile, corridor-based Bus Rapid Transit line running from Browne's Addition, through Downtown and the University District to the Logan and Chief Garry Neighborhoods includes three stops in what is referred to as the South Logan Subarea. Opened in the Summer of 2023, this \$92 million investment created a premium transit service estimated to host more than 1 million rides per year. The potential to positively impact adjacent land use and redevelopment through Transit-Oriented Development, or TOD, played a central role in the City Line's development and advancement.

Building on recommendations from past assessments such as the 2014 "Economic and Land Use Impacts of the Spokane Central City Line" report and the 2016 "City Line Strategic Overlay" study, the Transit-Oriented Development (TOD) Framework Study evaluated a portion of the City Line Bus Rapid Transit project to develop a process for identifying infrastructure improvements and land use policy changes to support Transit-Oriented Development in the project area. The resulting Action Plan provides a guide for future processes for planning accessible improvements and regulatory changes to support equitable TOD along existing and future high-frequency transit corridors.

The 2021 Washington Legislature appropriated \$2.5 million for cities to facilitate Transit-Oriented Development in areas with high-capacity transit. The City of Spokane was one of 11 communities to be awarded \$250,000 in grant funds from the Transit-Oriented Development and Implementation (TODI) grant program through the Washington Department of Commerce. Using guidance from the TOD Framework Study Action Plan, the South Logan subarea was identified for the project funds.

The South Logan TOD Project kicked off in early 2022 to support more connectivity and livability in the South Logan Subarea for the community, businesses, and organizations in the Logan Neighborhood. Three City Line stations are located within the Subarea, with a mix of uses within the area including residential, commercial, and universities, as well as a mix of zones including Center and Corridor and Spokane's only pilot Form-Based Code. Throughout a 20-month planning process, which included the development and review of four project alternatives, a range of subject matter experts and community members provided input towards the Preferred Alternative, of which the [South Logan TOD Plan](#) and [Final Environmental Impact Statement \(FEIS\)](#) were based off. The Plan and FEIS were recommended for approval by the Spokane Plan Commission on December 13, 2024 and [approved through resolution](#) by City Council on January 29, 2024.



**The South Logan subarea extends North to Indiana Avenue and South to the river, and includes Mission Park, Gonzaga University, and portions of Mission Avenue and Hamilton Street.**

As implementation of the South Logan TOD Plan, both citywide and area-specific Development Code text amendments are being proposed at this time, as outlined through the following analysis.

### III. PROCESS

#### DEVELOPMENT CODE AMENDMENT PROCEDURE

Title 17 is known as the Unified Development Code (UDC) and is incorporated into the Spokane Municipal Code to implement the City's Comprehensive Plan, and by reference, the requirements of the Washington State Growth Management Act (GMA). Section [17G.025.010](#) establishes the procedure and decision criteria that the City uses to review and amend the UDC. The City may approve amendments to the UDC if it is found that a proposed amendment is consistent with the provisions of the Comprehensive Plan, and bears a substantial relation to public health, safety, welfare, and protection of the environment.

#### ROLE OF THE CITY PLAN COMMISSION

The proposed text amendments require a review process set forth in Section 17G.025.010(F) SMC. The Plan Commission is responsible for holding a public hearing and forwarding its findings, conclusions, and recommendations to the City Council. Utilizing the decision criteria in 17G.025 SMC, the Plan Commission may recommend approval, modification, or denial of the proposal.

The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council or may modify the findings as necessary to support their final recommendation.

#### ROLE OF CITY COUNCIL

The City Council will also conduct a review process considering the proposed text amendments, public comments and testimony, the staff report, and the Plan Commission's recommendation. The final decision to approve, modify, or deny the proposed amendment rests with the City Council. Proposals adopted by ordinance after public hearings are official amendments to the Spokane Municipal Code.

#### COMMUNITY ENGAGEMENT

The proposed text amendments to the Unified Development Code (UDC) were shaped by established goals and policy recommendations, as well as direct feedback. Prior community engagement, which formed the foundation of the draft text amendments, occurred during the development of the South Logan TOD Plan and Final Environmental Impact Statement. Those efforts included a community survey, numerous virtual and in-person open houses, a three-day planning studio, and community pop up tabling, and are documented on the project webpage. Below is a list summarizing the engagement and

outreach efforts conducted exclusively for the Implementation phase of the project. Where recordings are available, external web links are provided.

Logan Neighborhood Council Meeting	February 13, 2024
<a href="#">Plan Commission Workshop</a>	March 13, 2024
STA Open House – NE Community Center	March 19, 2024
STA Open House – Downtown Plaza	April 9, 2024
<a href="#">Plan Commission Workshop</a>	April 10, 2024
<a href="#">Plan Commission Workshop</a>	April 24, 2024
<a href="#">Virtual Information Session</a>	April 30, 2024
Coffee Chat Pop Up	May 4, 2024
Expo '74 Climate Tabling	May 18, 2024
Plan Commission Workshop	May 22, 2024
Coffee Chat Pop Up	May 23, 2024
Coffee Chat Pop Up	June 1, 2024
Plan Commission Workshop	June 12, 2024

In addition to the specific engagement efforts noted above, the South Logan newsletter, project webpage, and City of Spokane social media posts were used throughout the project to inform the public on the process of South Logan TOD Implementation. A full list of South Logan newsletters can be found at [my.spokanecity.org/SouthLoganTOD](https://my.spokanecity.org/SouthLoganTOD) under Recent Updates.

## SEPA REVIEW

As outlined in Section 17G.025.010 SMC, notices of proposals to amend the UDC are distributed and interested parties should be made aware of such proposals during the Plan Commission review, including the SEPA checklist and determination. Similarly, a public notice published in the *Spokesman-Review* fourteen days prior to the Plan Commission public hearing is required.

This proposal was properly noticed pursuant to Section 17G.025.010(E). See **Exhibit C** for the SEPA Determination of Non-significance issued on June 12, 2024.

## COMMENTS RECEIVED

A public comment period occurred May 17, 2024 to June 17, 2024, however comments were accepted throughout the project. Any written comments received prior to 3 PM on June 19, 2024 are attached to the agenda packet for the scheduled public hearing as **Exhibit D**. All written public comments received by the Planning Department between 3 PM on June 19, 2024 to June 26, 2024 by 4:00 p.m. will be circulated to the Plan Commission prior to the public hearing scheduled at 4:00 p.m. June 26, 2024.

No comments were received prior to 3 PM on June 19, 2024.

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as **Exhibit E**. No Agency/City department comments were received regarding this application.

## IV. ANALYSIS

### PROPOSAL DESCRIPTION

The first phase of the South Logan TOD Project was the creation and adoption of the [South Logan TOD Plan](#) and [Final Environmental Impact Statement \(FEIS\)](#), which were approved by City Council on January 29, 2024. The second phase of Implementation will result in citywide and area-specific amendments to the Spokane Municipal Code, as well as land use and zone changes.

The South Logan TOD Plan includes specific policy recommendations, as well as more general directions for the form and type of envisioned development. This proposal implements the South Logan TOD Plan by amending SMC Sections 17A.020.160 “P” Definitions, 17C.111.205 Development Standards Tables, 17C.111.230 Height, 17C.111.420 Open Spaces, 17C.120.220 Height, 17C.122.070 Center and Corridor Zone Allowed Uses, 17C.122.090 Public Amenities Allowing Bonus FAR, 17C.123.010 Purpose, 17C.123.020 Code Organization, 17C.123.030 Regulating & Street Section Plans, 17C.123.040 Land Use, Height, Placement and Parking, 17C.123.050 Streetscape Requirements, 17C.123.060 Architectural Requirements, 17C.123.070 Additional Requirements, 17C.123.080 Building Type Catalogs, 17C.230.120 Maximum Required Parking Spaces, 17C.230.130 Parking Exceptions, and 17C.300.130 Development Standards.

This proposal, in large part for improved reorganization, repeals SMC Sections 17C.122.080 Floor Area Ratios (FAR), 17C.122.100 Maximum Building Height, 17C.122.110 Setbacks and Required Sidewalk Width, and Chapter 17C.122T Center and Corridor Zone Development Tables.

This proposal also creates SMC Sections 17C.122.200 Development Standards Table, 17C.122.210 Height, 17C.122.220 Height Transition, 17C.122.230 Floor Area Ratio, 17C.122.240 Setbacks, 17C.122.250 Sidewalks, and SMC Chapter 17C.420 South Logan Planned Action Ordinance.

Those amendments amount to five code amendment packages, with a summary of the amendments included as **Exhibit A** and the full drafts included as **Exhibit B**. The proposed area-specific text amendments to the Spokane Municipal Code affect development within the South Logan Project Area only, while the proposed citywide text amendments affect development citywide, including properties with Center and Corridor zoning, properties with RMF/RHD zoning, and multifamily developments.

Area-Specific Code Proposals	Citywide Code Proposals
Hamilton Form-Based Code	Center and Corridor Code
Planned Action Ordinance	Height and Height Transitions
	Multi-Unit Open Space Standards

The land use and zone changes are being proposed as a City-sponsored proposal of the 2023/2024 Comprehensive Plan Amendment docket, under [File Z24-105COMP](#). The Comprehensive Plan Amendment docket is expected to be before Plan Commission in September 2024.

## PLANNED ACTION ORDINANCE

The proposed South Logan TOD Planned Action Ordinance is an area-specific text amendment, establishing a new SMC Chapter, identified in the South Logan TOD Plan as a future action.<sup>1</sup> Planned Actions, defined in [WAC 197-11-164](#), allow local governments to review potential impacts of development in a defined geographic area during the planning stage, rather than the development review stage. The South Logan TOD [Final Environment Impact Statement \(FEIS\)](#) approved by resolution on January 29, 2024 provides the environmental analysis and mitigation of the Preferred Alternative and serves as the foundation of the proposed Planned Action Ordinance. Any projects that fall under an adopted Planned Action Ordinance do not require additional environmental review through the State Environmental Policy Act (SEPA).

The South Logan TOD Planned Action Ordinance includes thresholds and criteria to determine what projects are covered by the existing FEIS. Historical and archaeological considerations are addressed through Inadvertent Discovery Plan and Site Inventory Form requirements. City Departments and partner agencies will receive notification of proposed projects that

<sup>1</sup> [South Logan TOD Plan](#), pg. 1

meet the Planned Action Ordinance Criteria. Any future development proposed under the Planned Action Ordinance shall meet all mitigation requirements as determined appropriate at time of submittal.

Future development proposals within areas subject to the Shoreline Master Program, as well as proposed drive-thrus or projects not meeting the established criteria, are not covered by the Planned Action Ordinance and must submit additional SEPA review, as necessary by state and local law.

## HAMILTON FORM-BASED CODE

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The Hamilton Form-Based Code (FBC) is an existing SMC Chapter, adopted in 2015 to serve as a model form-based code intended to foster an economically vibrant, walkable, mixed-use environment.<sup>2</sup> However, engagement conducted for the South Logan TOD Plan found that the current Hamilton FBC involves regulations that may create barriers to the envisioned future for the area. These potential barriers include the number of regulatory variables within a consolidated area of the city and code sections that use terms and organizational choices not found elsewhere in the SMC, which can lead to confusion. Proposed amendments to the Hamilton FBC are included in the South Logan TOD Plan Action Plan.<sup>3</sup>

The text amendment proposals include:

- Consolidating the Hamilton FBC to one implementing zone and Shopfront designations
- Increased permitted heights
- Minor design standard and street improvement modifications
- Reorganization to reflect standard SMC Chapters

## CENTER AND CORRIDOR REGULATIONS

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The proposed Center and Corridor text amendments primarily make permanent the current interim ordinance, with modifications, and have a citywide impact. SMC Section 17C.400.040 Pilot Center and Corridors Development Standards was adopted in July 2022, extended in December 2023, and expires June 28, 2024.<sup>4</sup> The South Logan TOD Plan anticipated the continuation of the interim ordinance regulations, with all considered Alternatives including the interim ordinance as a baseline.<sup>5</sup> As an interim ordinance, to make permanent there is an expectation that the regulations may need modifications to reflect feedback received during the pilot program timeline. Additionally, these proposed text amendments are also informed by relevant recommendations from the [Center and Corridor Study](#).

The targeted Center and Corridor text amendments include:

- Removing minimum parking requirements for all Center and Corridor zones
- Removing maximum FAR standards and implementing minimum FAR standards
- Replacing FAR incentives with height incentives
- Not permitting drive-thrus in CC1 zones and along Pedestrian Streets
- Increasing heights within Center types and adjusting the height transition ratio
- Reorganization to improve useability

The proposed text amendments also include proposals outside of the Center and Corridor SMC Section but are related to and/or are located within portions of SMC already being modified for the Center and Corridor specific amendments. Those proposals include:

- Removing minimum parking requirements to all Downtown zones

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<sup>2</sup> [Ordinance No. C35212](#)

<sup>3</sup> [South Logan TOD Plan](#), pg. 55

<sup>4</sup> [Ordinance No. C36458](#), section 3

<sup>5</sup> [South Logan TOD Plan](#), pg. 87

- Modifying Accessory Dwelling Unit standards and Residential parking requirements to reflect existing parking standards in a more clear and consistent manner, without making policy changes

## HEIGHTS AND HEIGHT TRANSITIONS

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The South Logan TOD Preferred Alternative calls for a height of 75-feet for a portion of the Residential High Density (RHD) zones proposed within the subarea.<sup>6</sup> However, the current SMC allows for heights of 40-feet, 55-feet, 70-feet, and 150-feet, depending on location. The proposed amendments include modifying the 70-feet to be 75-feet. Of note, any zones currently zoned with a height modifier of 70-feet, e.g. RHD-70, will not be rezoned with the proposal and will still have a maximum height of 70-feet.

In addition to allowing 75-feet, the proposed amendments include increasing the permitted base height within the Residential Multifamily (RMF) and Residential High Density (RHD) zones citywide. Discussions and framing of the higher intensity residential zones anticipate a different built form within those zones when compared to the lower intensity residential zones (Residential 1, or R1, and Residential 2, or R2). However, the current base height allowances found within the Development Standards Table 17C.111.205-2 are the same for R1, R2, RMF, and RHD zones – 40-feet. A height exception does allow for an additional 15-feet of height in RMF and RHD depending on roof form standards.<sup>7</sup> The proposed amendments modify the base heights in RMF and RHD to allow for the envisioned built form without requiring a rezone or other process to permit increased heights. RMF is proposed to have a maximum base height of 55-feet. RHD is proposed to have a maximum base height of 75-feet. Of note, there are portions of the South Logan TOD Preferred Alternative that calls for RMF-40 and RHD-55 zones, which would restrict those heights to 40- and 55-feet, respectively. Additionally, any properties with RMF or RHD zones with a height modifier will not be rezoned with the proposal and will have the existing maximum height limit.

In order to make more feasible the permitted base heights, the height transition requirements for higher intensity residential, commercial, and Center and Corridor development adjacent to Residential 1 (R1) and Residential 2 (R2) zones are proposed to be modified. The proposal reduces the distance of the height transition for higher intensity residential and commercial zones from 150-feet to 40-feet, after which the base height for the zone applies without transition requirements. The 150-foot transition distance was maintained for Center and Corridor zones due to their anticipated intensity. The transition ratio is also proposed to be modified, from 1:2 (one additional foot of building height for every two feet of additional horizontal distance from closest R1 and or R2 residential zone) to 2:1 (two additional feet of building height for every one foot of additional horizontal distance). Graphics illustrating the height transition can be found in the proposed text amendments in **Exhibit B**.

## HIGHER INTENSITY RESIDENTIAL OPEN SPACE REGULATIONS

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The South Logan TOD Plan calls for a review of residential development design standards to determine compatibility with the desired built form of the area.<sup>8</sup> Residential design standards for single-unit and middle housing recently went through an extensive public engagement process as part of the [Building Opportunity for Housing](#) code amendment project. The higher intensity residential design standards are similar to those regulations, with many of the lower intensity residential design standards directly borrowed from the multi-unit code. As such, a significant modification of the design standards is not proposed at this time. A larger look at all design standards within all zones may be considered at a future date.

Feedback received from developers and various project consultants since the Building Opportunity for Housing adoption have identified a potential barrier within the existing multi-unit design standards to the envisioned built form of the higher intensity residential zones. The existing open space standards have been found to potentially cause feasibility issues for higher intensity residential zones, particularly on smaller infill lots. The proposed amendments reduce the square footage of open space per unit, for both common and private open space, from existing standards. However, of note, the proposal is at or above open space standards prior to the Building Opportunity for Housing code adoption. The proposal also incorporates different square footage requirements based on the unit type, with a studio unit requiring less open space than a three bedroom unit, and clarifies that private and common open space may both be used to meet a development's

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<sup>6</sup> [South Logan TOD Plan](#), pg. 42

<sup>7</sup> [Spokane Municipal Code](#), 17C.111.230 Height

<sup>8</sup> [South Logan TOD Plan](#), pg. 37

requirements. Adjustments to the open space standards reorganize the regulations by private and common open space, rather than ground floor and upper units, make standards more objective where necessary, and add pet areas as an allowed open space amenity.

## **IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES**

Section [17G.025.010](#) SMC establishes the review criteria for text amendments to the Unified Development Code. In order to approve a text amendment, City Council shall consider the findings and recommendations of the Plan Commission along with the approval criteria outlined in the Code. The applicable criteria are shown below in *bold and italic* with staff analysis following the list. Review of the Comprehensive Plan goals and policies indicates that the proposal meets the approval criteria for internal consistency set forth in SMC 17G.025.010(G). Excerpts of the applicable goals and policies, and their Comprehensive Plan discussion points, are contained in **Exhibit F**.

### **17G.025.010(G) APPROVAL CRITERIA**

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1. **The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan.**

*Chapter 3: Land Use – Goal 1 – Citywide Land Use, Policy LU 1.4 Higher Intensity Residential Areas*

*Chapter 3: Land Use – Goal 3 – Efficient Land Use, Policy LU 3.1 Coordinated and Efficient Land Use*

*Chapter 3: Land Use – Goal 3 – Efficient Land Use, Policy LU 3.2 Centers and Corridors*

*Chapter 3: Land Use – Goal 3 – Efficient Land Use, Policy 3.5 Mix of Uses in Centers*

*Chapter 3: Land Use – Goal 4 – Transportation, Policy LU 4.1 Land Use and Transportation*

*Chapter 3: Land Use – Goal 4 – Transportation Policy LU 4.6 Transit-Supported Development*

*Chapter 3: Land Use – Goal 5 – Development Character, Policy LU 5.1 Built and Natural Environment*

*Chapter 3: Land Use – Goal 5 – Development Character, Policy LU 5.5 Complementary Development*

*Chapter 6: Housing – Goal H1 – Housing Choice and Diversity, Policy H 1.4 Use of Existing Infrastructure*

*Chapter 6: Housing – Goal H1 – Housing Choice and Diversity, Policy H 1.7 Socioeconomic Integration*

*Chapter 6: Housing – Goal H1 – Housing Choice and Diversity, Policy H 1.11 Access to Transportation*

*Chapter 8: Urban Design and Historic Preservation – Goal DP 1 – Pride and Identity, Policy DP 1.2 New Development in Established Neighborhoods*

*Chapter 8: Urban Design and Historic Preservation – Goal DP 2 – Urban Design, Policy DP 2.2. Design Guidelines and Regulations*



**Chapter 8: Urban Design and Historic Preservation – Goal DP 2 – Urban Design, Policy DP 2.6 Building and Site Design**

**Chapter 8: Urban Design and Historic Preservation – Goal DP 2 – Urban Design, Policy DP 2.7 Historic District and Sub-Area Design Guidelines**

**Chapter 8: Urban Design and Historic Preservation – Goal DP 2 – Urban Design, Policy DP 2.12 Infill Development**

**Chapter 8: Urban Design and Historic Preservation – Goal DP 2 – Urban Design, Policy 2.13 Parking Facilities Design**

**Chapter 11: Neighborhoods – Goal N 4 – Traffic Circulation, Policy N 4.7 Pedestrian Design**

2. **The proposed amendment bears a substantial relation to public health, safety, welfare, and protection of the environment.**

**Staff Analysis:** The proposed amendments bear a substantial relation to public health, safety, welfare, and the protection of the environment. Leveraging recent investment in the City Line Bus Rapid Transit by Spokane Transit Authority, the amendments implement and support the South Logan TOD Plan, with citywide and area-specific development implications that support transit-oriented development and infill development near existing infrastructure. The proposed text amendments are derived from stakeholder and community engagement during the development of the South Logan TOD Plan and Final Environmental Impact Statement, as well as during text amendment development and revisions, allowing staff to identify and address concerns or additional barriers to ensure successful implementation of the proposed regulations. As stated above, these changes are consistent with the Comprehensive Plan and statutes protecting public health, safety, and the environment.

## **V. DISCUSSION**

The proposed text amendments are intended to support the transit-oriented development envisioned by the South Logan TOD Plan and make feasible infill and pedestrian supportive development throughout Spokane.

Adopted January 29, 2024, the South Logan TOD Plan and Final Environmental Impact Statement created the framework for future development, leveraging the proximity of the City Line Bus Rapid Transit investment through the subarea. The proposed text amendments are intended to implement the specific recommendations as well as overall vision for the South Logan Subarea approved in the Plan. Citywide changes, as necessary to implement the South Logan TOD Plan recommendations in a consistent and efficient manner, support transit-oriented and Center and Corridor development throughout Spokane. In order to accommodate anticipated future development in the South Logan Subarea and citywide, the proposed text amendments were developed following community feedback and local best practices.

## **VI. CONCLUSION**

Based on the facts and findings presented herein, staff concludes that the proposed text amendments to the Unified Development Code satisfy the applicable criteria for approval as set forth in SMC Section 17G.025.010. To comply with RCW 36.70A.370 the proposed text amendments have been evaluated to ensure proposed changes do not result in unconstitutional takings of private property.

## **VII. STAFF RECOMMENDATION**

Following the close of public testimony and deliberation regarding conclusions with respect to the review criteria and decision criteria detailed in SMC 17G.025.010, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested code amendments to the Unified Development Code.

Staff **recommends approval** of the proposed text amendments and recommends that the Plan Commission adopt the facts and findings of the staff report.

## VIII. LIST OF EXHIBITS

- A. Text Amendment Tracking Sheet
- B. Proposed Draft Text Amendments
- C. SEPA Determination of Non-Significance
- D. Public Comments
- E. Agency Comments
- F. Comprehensive Plan Goals and Policies

# EXHIBIT A

# South Logan TOD Implementation

## Proposed Text Amendment Tracker



The text amendment tracking sheet provides a summary of proposed changes in each section of the Spokane Municipal Code. The text amendment tracking sheet does not replace reviewing the draft code text amendments as there may be additional details and/or minor changes that were not captured in this document.

Existing SMC Section	New SMC Section	Description of Change
<b>SMC 17A.20.160 “P” Definitions</b>		
Section 17A.20.160 “P” Definitions		<ul style="list-style-type: none"> <li>○ Added “PAO Responsible Official” to the definitions</li> <li>○ Added “Planned Action” to the definitions</li> </ul>
<b>SMC 17C.111.205 Development Standards Tables</b>		
Section 17C.111.205 Development Standards Tables  Table 17C.111.205-2 Building and Siting Standards		<ul style="list-style-type: none"> <li>○ Increased standard height in RMF to 55-feet from 40-feet</li> <li>○ Increased standard height in RHD to 75-feet from 40-feet</li> <li>○ Reduced open space requirements in RMF and RHD depending on unit size, with the minimum being 48 sq. ft. per unit. Prior to housing code changes passed in January 2024, the minimum open space required was 48 sq. ft.</li> <li>○ Reduced open space requirements in RHD for sites 20,000 sq. ft. or less, allowing a minimum of 36 sq. ft.</li> <li>○ Added residential units with a continuous pedestrian route to a public park within 200 feet to have a maximum open space requirement per unit of 48 sq. ft.</li> </ul>

**SMC 17C.111.230 Height**

Section 17C.111.230 Height		<ul style="list-style-type: none"><li>○ Replaced the permitted height of 70-feet to 75-feet, allowing for the increased height envisioned for podium development</li><li>○ Properties currently zoned -70 will not increase to 75-feet with this amendment; a rezone of the property would be required</li><li>○ Changed the transition adjacent to R1 and R2 from 1:2 to 2:1, reducing the slope to make the permitted height feasible in the more intense zones</li><li>○ Increased starting height from 30-feet to 40-feet</li><li>○ Removed height exception of an extra 15-feet for RMF/RHD zones with a maximum height of 40-feet; unnecessary with base height increase proposed in SMC 17C.111.205</li></ul>
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**SMC 17C.111.420 Open Spaces**

(section name changed from Outdoor Spaces)

Section 17C.111.410 Outdoor Spaces	Section 17C.111.410 Open Spaces	<ul style="list-style-type: none"><li>○ Rename outdoor spaces to open spaces to more accurately reflect spaces already permitted to meet minimums</li><li>○ Reorganized open space standards by private and common space, rather than ground floor and upper floor space</li><li>○ Emphasized that open space must be useable and accessible to residents of the development</li><li>○ Add enclosed pet areas, children’s play areas, and community gardens as permitted common open space amenities</li><li>○ Removed unnecessary and non-descriptive photographs found in the code</li></ul>
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**SMC 17C.120.220 Height**

Section 17C.120.220 Height		<ul style="list-style-type: none"> <li>○ Replaced the permitted height of 70-feet to 75-feet, allowing for the increased height envisioned for podium development</li> <li>○ Properties currently zoned -70 will not increase to 75-feet with this amendment; a rezone of the property would be required</li> <li>○ Changed the transition adjacent to R1 and R2 from 1:2 to 2:1, reducing the slope to make the permitted height feasible in the more intense zones</li> <li>○ Increased starting height from 30 ft to 40ft</li> </ul>
<b>SMC 17C.122 Center and Corridor Zones</b>		
Section 17C.122.070 Center and Corridor Zone Allowed Uses		<ul style="list-style-type: none"> <li>○ Amended to not allow drive-through businesses in CC1</li> <li>○ Drive-through businesses still allowed in CC2 and CC3 except for along designated pedestrian streets</li> <li>○ Removed unnecessary footnote language</li> </ul>
Section 17C.122.080 Floor Area Ratios (FAR)		<ul style="list-style-type: none"> <li>○ REPEALED</li> <li>○ Floor Area Ratio (FAR) standards relocated to 17C.122.230</li> </ul>
Section 17C.122.090 Public Amenities Allowing Bonus FAR	Section 17C.120.090 Public Amenities Allowing Bonus Height	<ul style="list-style-type: none"> <li>○ Modified to allow bonus height instead of FAR</li> <li>○ Allows for 15 feet of additional height if all parking is within an entirely below-grade structure, behind the building, or in an above-ground parking garage; or if at least 20% of the residential units are Affordable; or if public art of 1% of development costs is provided</li> <li>○ Removed other bonus incentives for public spaces and public art</li> </ul>
Section 17C.122.100 Maximum Building Height		<ul style="list-style-type: none"> <li>○ REPEALED</li> <li>○ Height standards relocated to 17C.122.210</li> </ul>
Section 17C.122.110 Setbacks and Required Sidewalk Width		<ul style="list-style-type: none"> <li>○ REPEALED</li> <li>○ Setbacks and sidewalk widths relocated to 17C.122.240 and 17C.122.250</li> </ul>

	Section 17C.122.200 Development Standards Table	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Consolidates development standards tables</li> <li>○ Increases heights in NC, DC, and EC from 40ft/55ft/150ft to 55ft/75ft/150ft</li> <li>○ Removes maximum FAR standards</li> <li>○ Includes minimum FAR standards in District Centers and Employment Centers</li> </ul>
	Section 17C.122.210 Height	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Height standards relocated from 17C.122.210</li> <li>○ Clarifies how height is measured for code consistency</li> </ul>
	Section 17C.122.220 Height Transition	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Height Transition standards relocated from 17C.122.100</li> <li>○ Changed the transition adjacent to R1 and R2 from 1:2 to 2:1, reducing the slope to make the permitted height feasible in the more intense zones</li> <li>○ Increased starting height from 30 ft to 40ft</li> </ul>
	Section 17C.122.230 Floor Area Ratio	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Floor Area Ratio (FAR) standards relocated from 17C.122.070</li> <li>○ Explains how FAR is measured.</li> </ul>
	Section 17C.122.240 Setbacks	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Setback standards relocated from 17C.122.110</li> </ul>
	Section 17C.122.250 Sidewalks	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Sidewalk standards relocated from 17C.122.110</li> </ul>

**SMC 17C.122T Center and Corridor Zone Development Tables**

Chapter 17C.122T Center and Corridor Zone Development Tables		<ul style="list-style-type: none"> <li>○ REPEALED</li> <li>○ Development tables consolidated and relocated to 17C.122.200</li> </ul>
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**SMC 17C.123 Form Based Code Zones**

Section 17C.123.010 Purpose		<ul style="list-style-type: none"> <li>○ Minor language updates to reflect the Transit-Oriented Development (TOD) emphasis of the South Logan area</li> </ul>
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Section 17C.123.020 Code Organization	17C.123.020 Context Area and Shopfront Designations	<ul style="list-style-type: none"> <li>○ Reorganization of regulations found in 17C.123.030</li> <li>○ Consolidation of the four Context Areas in the Hamilton Form-Based Code to one Context Area</li> <li>○ Removal of Street Types for less variable development patterns; replaced with Shopfront designations for high interest street corners</li> </ul>
Section 17C.123.030 Regulating & Street Section Plans	17C.123.030 Building Form	<ul style="list-style-type: none"> <li>○ Reorganization of regulations found in 17C.123.040</li> <li>○ Created Table 17C.123.030-1 to better illustrate development regulations outside of graphics</li> <li>○ Implemented maximum setback in place of build-to lines for code consistency</li> <li>○ Established exception to maximum setback for public plazas</li> </ul>
Section 17C.123.040 Land Use, Height, Placement and Parking	Section 17C.123.040 Permitted Uses	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Changed from a list of prohibited uses to a table of permitted uses to reflect standard organization of code and assist in the implementation and transparency of the Hamilton Form-Based Code</li> </ul>
Section 17C.123.050 Streetscape Requirements	Section 17C.123.050 Parking and Pedestrian Connectivity	<ul style="list-style-type: none"> <li>○ Reorganization of regulations found in 17C.123.040</li> </ul>
Section 17C.123.060 Architectural Requirements	Section 17C.123.060 Streetscape Requirements	<ul style="list-style-type: none"> <li>○ Reorganization of regulations found in 17C.123.050</li> <li>○ Consolidated regulations to one Context Area and the Shopfront Designation</li> </ul>
Section 17C.123.070 Additional Requirements	Section 17C.123.070 Design Standards	<ul style="list-style-type: none"> <li>○ Reorganization of regulations found in 17C.123.050</li> <li>○ Made some regulations more objective by providing specific guidance meeting the intent of the design standard</li> <li>○ Incorporated guidelines consistent with the South Logan TOD Subarea Plan</li> </ul>
Section 17C.123.080 Building Type Catalogs	17C.123.080 Additional Requirements	<ul style="list-style-type: none"> <li>○ Removed the visual character catalogs as they did not fully encapsulate the permitted designs</li> </ul>



		<p>within the Hamilton Form-Based Code and did not include enforceable regulations</p> <ul style="list-style-type: none"> <li>○ Reorganization of regulations found in 17C.123.070</li> <li>○ Removed allowance of barbed wire within the Hamilton Form-Based Code</li> <li>○ Permitted accessory outdoor sales so long as the Clear Pedestrian Zone and Buffer Zones are maintained</li> </ul>
<b>SMC 17C.230 Parking and Loading</b>		
Section 17C.230.120 Maximum Required Parking Spaces		<ul style="list-style-type: none"> <li>○ Modified CC parking standards, removing minimum parking requirements but keeping maximum parking standards</li> </ul>
Section 17C.230.130 Parking Exceptions		<ul style="list-style-type: none"> <li>○ Text changes aligning with the modified parking table in 17C.230.120</li> <li>○ Remove minimum parking in Center and Corridor, Downtown, and Form Based Code zones</li> <li>○ Changes to make clear when and where parking requirements apply to residential units and Accessory Dwelling Units for improved code useability</li> </ul>
<b>SMC 17C.300 Accessory Dwelling Units</b>		
Section 17C.300.130 Development Standards		<ul style="list-style-type: none"> <li>○ Text changes to align with 17C.230.130 Parking Exceptions</li> <li>○ Proposed change made for code consistency</li> </ul>
<b>SMC 17C.420 South Logan Planned Action Ordinance</b>		
(please note, the chapter number may change before adoption)		
	Section 17C.420.010 Purpose	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Identifies the purpose of the South Logan TOD Planned Action Ordinance</li> </ul>
	Section 17C.420.015 Procedures and Criteria for Evaluating and Determining Projects as Planned Action	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Identifies the Planned Action Area</li> <li>○ Identifies the South Logan TOD Final EIS as the regulating environmental analysis for the Planned Action Ordinance</li> </ul>

		<ul style="list-style-type: none"> <li>○ Identifies thresholds and criteria to qualify for the Planned Action Ordinance</li> <li>○ Reinforces the requirement of an Inadvertent Discovery Plan and the process for Historic properties</li> <li>○ Exempts projects subject to the Shoreline Master Program from qualifying</li> <li>○ Exempts drive thru facilities from qualifying</li> </ul>
	Section 17C.420.020 Planned Action Permit Process and Application	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Identifies the permit and application process for the Planned Action Ordinance</li> </ul>
	Section 17C.420.025 Monitoring and Review	<ul style="list-style-type: none"> <li>○ NEW SECTION</li> <li>○ Establishes a mandate for the City to monitor the progress of development in the Planned Action area and to review the state of the Planned Action Ordinance no later than 5 years from the effective date</li> </ul>

# EXHIBIT B

## 17C.420\* SOUTH LOGAN TOD PLANNED ACTION ORDINANCE

*The proposed South Logan TOD Planned Action Ordinance is an area-specific Spokane Municipal Code Text Amendment that will apply to new development covered by the [South Logan Final Environmental Impact Statement \(FEIS\)](#). Projects that meet the threshold criteria found within the Planned Action Ordinance and comply with any required mitigation as identified in the FEIS are exempt from additional State Environmental Policy Act (SEPA) application and review.*

*The Planned Action Ordinance is a new code chapter, with no pre-existing language. The proposal also includes the addition of two definitions, in Section 2. Underlined text represents the proposed additions. Text without an underline in Section 2 is existing and not proposed to be modified.*

Section 1. That there is adopted Chapter 17C.420 SMC to read as follows:

### **Chapter 17C.420 South Logan TOD Planned Action 17C.420.010 Purpose**

The purposes of this chapter are to:

- A. Designate the South Logan TOD Subarea shown in Figure 17C.420.015-A of this Chapter as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action projects pursuant to RCW.43.21C.440;
- B. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the South Logan TOD Final Environmental Impact Statement (FEIS) to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;
- C. Confirm that the South Logan TOD FEIS meets the requirements of a Planned Action FEIS pursuant to SEPA;
- D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as Planned Action projects consistent with RCW 43.21C.440;
- E. Provide clear definition as to what constitutes a Planned Action project within the Planned Action Area, identify the criteria for Planned Action project approval, and determine how development project applications that qualify as Planned Action projects will be processed by the City;
- F. Streamline and expediate the land use permit review process by relying on the South Logan TOD FEIS; and

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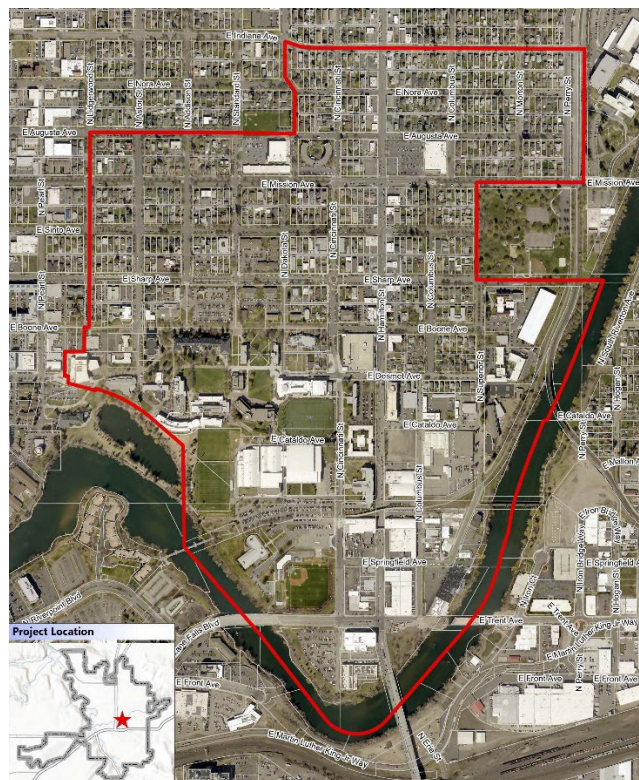
- G. Apply the mitigation framework contained in this Ordinance for the processing of Planned Action project applications and incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

**17C.420.015 Procedures and Criteria for Evaluating and Determining Projects as Planned Actions**

To qualify for a Planned Action designation, a project application shall comply with the following procedures and criteria for evaluation.

- A. Planned Action Area.

The Planned Action designation shall apply to the approximately 342-acre South Logan TOD area, which is generally bounded by E Augusta Avenue and E Indiana Avenue on the north, N Perry Street and the Spokane River on the east, N Lidgerwood Street on the west, and the Spokane River on the south, and that is specifically shown in Figure 17C.420.015-A, “Planned Action Area.”



**Figure 17C.420.015-A: Map of Planned Action Area**

- B. Environmental Document.

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A Planned Action determination for a site-specific implementing project application shall be based on the environmental analysis contained in the South Logan TOD Final EIS adopted by the City on January 29, 2024 (RES 2024-0015), which adequately identified and addressed environmental impacts of the Planned Action. The mitigation measures contained in the FEIS, [Exhibit A](#), are based upon the findings of the South Logan TOD EIS and shall, along with adopted City regulations, provide the framework that the City will use to review and to impose appropriate conditions on qualifying Planned Action projects.

C. Planned Action Projects Designation.

Land uses and activities described in the South Logan TOD FEIS, subject to the thresholds described in subsection D of this section and the mitigation measures contained in [Exhibit A](#), are designated Planned Actions or Planned Action projects pursuant to [RCW 43.21C.440](#) and [WAC 197-11-172](#) (“Planned Action Project”). A development application for a site-specific Planned Action project located within the South Logan TOD Planned Action area that meets the criteria set forth in subsection D of this section and applicable laws, codes, development regulations and standards, may be designated a Planned Action Project pursuant to the process in SMC Section 17C.420.020.

D. Planned Action Qualifications.

The following thresholds shall be used to determine if a site-specific development proposed within the South Logan TOD Planned Action area qualifies as a Planned Action Project and has had its environmental impacts evaluated in the South Logan TOD FEIS:

1. Qualifying Uses.

a. Planned Action Categories.

The primary land uses and levels of development as envisioned in the South Logan TOD Preferred Alternative and as reviewed in the South Logan TOD FEIS, along with conditional and accessory uses permitted in the associated zones, are considered Planned Actions. The primary uses include residential, commercial, and mixed-use development.

2. Planned Action Project Primary Uses.

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A Planned Action Project may be a single Planned Action use, or a combination of Planned Action uses within a mixed-use development. A land use can qualify as a Planned Action Project when:

- a. It is within the Planned Action Area; and
  - b. It complies with the land use plan map designation of the property identified in the South Logan TOD Preferred Alternative or has a lower intensity designation; and
  - c. Is within one or more of the primary uses described in Subsection D.1 above; or
  - d. It is a permitted accessory use or appurtenant to a permitted use.
3. Public Services.

The following public services, infrastructure, and utilities may also qualify as Planned Action Projects: streets and non-motorized improvements, utilities, parks, trails, civic, cultural, governmental, and similar facilities developed consistent with the South Logan TOD FEIS mitigation measures, City design standards, critical area regulations, and the Spokane Municipal Code.

4. Development Thresholds.
- a. The following amount of increase in housing is contemplated by the Planned Action:

Increase in New Housing Units <sup>1</sup>	2,954
Associated Population Increase	6,735

<sup>1</sup> Includes equivalent housing added in college dormitories.

- b. If future development proposals in the South Logan TOD Planned Action area exceed the development thresholds specified in this chapter, further environmental review may be required pursuant to [WAC 197-11-172](#). Further, if the proposed development would alter the assumptions and analysis in the South Logan TOD FEIS, further environmental review may be required.
5. Building Heights.

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Building heights shall not exceed the maximums identified and reviewed in the South Logan TOD Final FEIS and South Logan TOD Plan.

6. Transportation.

- a. The Preferred Alternative is anticipated to generate approximately 928 new PM peak-hour vehicle trips. This equates to approximately 9 percent higher traffic volumes in the area compared to the 2045 No Action alternative.

- b. Trip Threshold.

Uses or activities that would exceed the forecasted trips shown above would not qualify as Planned Actions and would require additional transportation review.

- c. City Engineer Discretion.

The City Engineer or their designee shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City Engineer, for each project permit application proposed under this planned action.

- d. Transportation Improvements and Mitigation.

- i. On-Site and Off-Site Improvements.

The Planned Action may require on-site and off-site transportation improvements to mitigate significant adverse impacts as development occurs. These transportation improvements are identified in the South Logan TOD FEIS and South Logan TOD Plan. The City shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action projects based on their identified impacts.

- ii. Hamilton and Trent.

The intersection of N Hamilton Street/E Trent Avenue is forecasted to operate at LOS E during the 2045 No Action and LOS F with full development of Planned Action projects. Any



development must implement measures to restore the LOS and delay to its pre-development level of LOS E.

7. Elements of the Environment and Degree of Impacts.

A proposed project that would result in a significant change in the type or degree of impacts to any of the elements of the environment analyzed in the South Logan TOD FEIS, EIS addendum, and/or supplemental EIS, would not qualify as a Planned Action.

8. Changed Conditions.

Should environmental conditions change significantly from those analyzed in the FEIS, the City's PAO Responsible Official may determine that the Planned Action designation is no longer applicable until a supplemental environmental review is conducted.

9. Additional Mitigation Fees.

The City may adopt and apply such other fees as may be deemed necessary and appropriate to mitigate impacts to other capital facilities in the Planned Action area and to accommodate planned growth. Such fees, if adopted, shall be in addition to the fee required in subsection (D)(4)(d) of this section, and shall apply only to required improvements that are not addressed in this subsection.

10. Inadvertent Discovery Plan.

An Inadvertent Discovery Plan (IDP) should be implemented into the scope of work for all projects within the Planned Action area. The IDP should outline procedures to perform in the event of a discovery of archaeological materials or human remains. The IDP should always be kept at the project site during all project activities. If any artifacts or human remains are found upon excavation, the Tribal Historic Preservation Office (THPO), Washington State Department of Archaeology and Historic Preservation (DAHP), and Spokane Historic Preservation Office shall be immediately notified and the work in the immediate area cease.

11. Historic Preservation Design Review.

Properties individually placed on the Spokane Register of Historic Places or located within one of Spokane's designated historic districts must meet all requirements of the Spokane Historic Preservation Office, including

obtaining a Certificate of Appropriateness from the Spokane Historic Landmarks Commission or the Historic Preservation Officer for proposed changes or additions to historic structures when necessary.

12. Demolitions.

Buildings fifty years of age or greater at time of demolition permit submittal shall provide a Level 2 Site Inventory Form unless determined by the Historic Preservation Officer and Planning Director to not be of historic significance.

13. Shoreline Master Program.

Areas within the Planned Action area subject to the Shoreline Master Program are not exempt from permitting or SEPA review through the FEIS and must comply with Chapter 17E.060 SMC Shoreline Regulations.

14. Uses.

Drive-thru facilities, including accessory drive-thru features, are not exempt from SEPA review and do not qualify as Planned Action Projects.

E. Planned Action Review Criteria.

1. The City's PAO Responsible Official may designate as "Planned Actions," pursuant to RCW 43.21C.030, applications that meet all of the following conditions:

- a. The proposal is located within the Planned Action Area identified in SMC 17C.420.015, or is an off-site improvement directly related to the proposed development within the Planned Action Area; and
- b. The proposed uses and activities are consistent with those described in the FEIS and subsection D of this section; and
- c. The proposal is within the Planned Action thresholds and other criteria of subsection D of this section; and
- d. The proposal is consistent with the City of Spokane Comprehensive Plan and the South Logan TOD Plan; and
- e. The proposal's significant adverse environmental impacts have been identified in the South Logan TOD FEIS; and

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- f. The proposal's significant impacts have been mitigated by the application of measures identified in Exhibit A, and other applicable City regulations, together with any modifications or variances or special permits that may be required; and
  - g. The proposal complies with all applicable local, state, and/or federal laws and regulations, and the PAO Responsible Official determines that these constitute adequate mitigation; and
  - h. Adequate infrastructure improvements are in place, or will be in place at completion of the project, to support the development of the project; and
  - i. The proposal is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is part of or accessory to a residential, office, school, commercial, recreational, or service that is designated as a Planned Action.
2. The City shall base its decision on designation as a Planned Action project on review of a Planned Action checklist, or an alternative form developed consistent with applicable provisions of Chapter 43.21C RCW, and review of the application and supporting documentation.
  3. A proposal that meets the criteria of this section shall be considered to qualify and be designated as a Planned Action, consistent with the requirements of RCW 43.21C.440, WAC 197-11-164 et seq., and this chapter.

F. Effect of Planned Action.

1. Designation as a Planned Action project means that a qualifying proposal has been reviewed in accordance with this chapter and found to be consistent with its development parameters and thresholds, and with the environmental analysis contained in the South Logan TOD FEIS.
2. Upon determination by the City's PAO Responsible Official that the proposal meets the criteria of section (D) of this section and qualifies as a Planned Action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

### **17C.420.020 Planned Action Permit Process and Application**

Applications for Planned Actions shall be reviewed pursuant to the following process:

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- A. Applications shall be made on forms provided by the City, including an approved Planned Action Checklist, and shall meet the applicable requirements of the Spokane Municipal Code.
- B. After the City receives a complete application, the PAO Responsible Official shall determine whether the project qualifies as a Planned Action Project under this chapter.
- C. Once a project is determined to qualify as a Planned Action Project under this chapter, the City shall:
  - 1. Notify the applicant and the project shall proceed in accordance with the applicable permit review procedures; and
  - 2. Notify Spokane Tribe of Indians, Spokane Historic Preservation Office, internal City Departments, utility providers, and other partner agencies as deemed appropriate by the assigned project manager of the pending development under South Logan TOD FEIS. The notice required by this section may be combined with the public notice required or provided with the underlying permit and may take the form of the environmental checklist or other project review form. Notice provided shall not be less than 14 days.
- D. If a project does not qualify as a Planned Action under this chapter, the City shall notify the applicant. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.
  - 1. Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the South Logan TOD Plan and FEIS to meet SEPA requirements. The City may limit the scope of the SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action.

#### **17C.420.025 Monitoring and Review**

- A. The City shall monitor the progress of development in the designated Planned Action area to ensure that it is consistent with the assumptions of this chapter and the South Logan TOD FEIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Planned Action Area.
- B. This Planned Action Ordinance shall be reviewed no later than five (5) years from its effective date to determine the continuing relevance of its assumptions and findings with respect to environmental conditions in the Planned Action area, the

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impacts of development, and required mitigation measures. Based upon this review, the City may propose amendments to this ordinance and/or may supplement or revise the South Logan TOD FEIS.

Section 2. That SMC Section 17A.20.160 is amended to read as follows:

### **17A.20.160 “P” Definitions**

A. Painted Wall Highlights.

[See SMC 17C.240.015.](#)

B. Painted Wall Sign.

[See SMC 17C.240.015.](#)

C. PAO Responsible Official.

The Planning Director, serving in the capacity of administrative official of the lead agency.

D. Parcel.

See “Lot” ([SMC 17A.020.120](#)).

E. Parkway.

A thoroughfare designated as a collector or arterial, with a median reflecting the park-like character implied in the name - [SMC 17D.050A.040.U](#).

F. Party of Record.

Any person who has appeared at a hearing of the hearing examiner by presenting testimony or making written comment.

G. Paved Area.

1. An uncovered, hard-surfaced area or an area covered with a perforated hard surface (such as “Grasscrete”) that is able to withstand vehicular traffic or other heavy-impact uses.

2. Graveled areas are not paved areas.

H. Pedestrian Buffer Strips (PBS).

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A hard-surfaced or planted area(s) between travel or parking lanes and sidewalks, also called planting strips. PBS improves safety by separating vehicles and pedestrians and provide space for drainage, street trees and snow storage.

I. Pedestrian Path.

A continuous, unobstructed, reasonably direct route between an on-site parking lot and a Primary Building Entry designed and suitable for pedestrian use. Minimum requirements for Pedestrian Paths are listed in [Section 17C.123.040](#) of the FBC.

J. Pedestrian-Scaled Fixtures (lighting).

Pole-mounted light fixtures placed and designed to illuminate foot-traffic areas including exterior lots, pathways or sidewalks. For purposes of the HFBC, Pedestrian-Scaled Fixtures are defined by height as measured from ground to bottom of shade or bulb.

K. Pedestrian-Scaled Signs.

[See SMC 17C.240.015.](#)

L. Pedestrian Street.

1. A street designated on the official zoning map as a pedestrian street where development standards are required to promote a pedestrian friendly street. Pedestrian streets offer a pleasant and safe walking environment. Design features include minimal interruptions of the sidewalk by driveways, publicly usable site furnishing such as benches, tables, and bike racks, and visually interesting buildings close to the sidewalk.

M. Performance Guarantee.

A “financial guarantee” providing for and securing to the City the actual construction and installation of the required improvements.

N. Performance/Warranty Retainer.

A “financial guarantee” both providing for and securing to the City the actual construction and installation of such improvements, and securing to the City the successful operation of the improvements for two years after the City’s final inspection and acceptance of the improvements.

O. Permanent Erosion and Sediment Control Measures.

A combination of plants, mulch, sod, matting, erosion control blankets, and permanent structures that will provide long-term soil stabilization.

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P. Permanent Sign.

[See SMC 17C.240.015.](#)

Q. Permanent Stabilization.

See Permanent Erosion and Sediment Control Measures.

R. Permeable Sediment.

Sediment permitting the flow of water.

S. Person.

Any natural person, whether acting individually or in a representative capacity, partnership, joint venture, corporation, or other legal entity.

T. Pier.

Any platform structure, fill, or anchored device in or floating upon water bodies to provide moorage for watercraft engaged in commerce, including, but not limited to, wharves, mono-buoys, quays, ferry terminals, and fish weighing station.

U. Planned Action.

A Planned Action means one or more types of project action that:

1. Are designated Planned Actions by an ordinance or resolution; and
2. In conjunction with, or to implement, an adopted comprehensive plan or subarea plan that have had the significant impacts adequately addressed in an Environmental Impact Statement under the requirements of WAC 197-11-64; and
3. Is exempt from additional SEPA review for all elements covered under the Environmental Impact Statement of the adopted comprehensive plan or subarea plan.
4. Is defined in WAC 197-11-164.

V. Planned Capacity.

For all capital facilities, except transportation, capacity for a concurrency facility that does not exist, but for which the necessary facility construction, expansion, or modification project is contained in the current adopted City of Spokane

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comprehensive plan, capital improvement program and scheduled to be completed within six years. (RCW 36.70A.020).

W. Planned Capacity for Transportation Facilities.

Capacity for transportation facilities, including roads and transit, that does not exist, but where transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

1. These strategies may include:
  - a. increased public transportation service,
  - b. ride sharing programs,
  - c. demand management, and
  - d. other transportation systems management strategies.
2. For transportation facilities, “concurrent with the development” shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years (RCW 36.70A.070(6)(b)).

X. Planned Unit Development (PUD).

1. A planned unit development is a project permit for an overlay zone, approved by the hearing examiner, which does not fully comply with all of the development standards of the base zone in which it is located, but is approved based on superior or innovative design
2. The City may permit a variety of types, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety, and welfare.

Y. Plans.

Planning documents, which are developed by the various departments of the City, pertaining to the orderly development of public facilities.

Z. Planting Zone.

Area for street trees, ground cover or other plantings; typically included herein as a portion of overall sidewalk width reserved for locating permanent trees and tree grates.

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AA. Plat – Final.

A map or representation of a subdivision, showing thereon the division of a tract or parcel of land into lots, blocks, streets, alleys, or other divisions and dedications and containing all elements and requirements set forth in this chapter and chapter 58.17 RCW.

BB. Plat – Preliminary.

1. A neat and approximate drawing of a proposed subdivision showing the general layout of streets, alleys, lots, blocks, and other elements of a subdivision required by this chapter and chapter 58.17 RCW.
2. The preliminary plat shall be the basis for the approval or disapproval of the general layout of a subdivision.

CC. Plaza.

Areas generally open to the public on a controlled basis and used for passive recreational activities and relaxation.

Plazas are paved areas typically provided with amenities, such as seating, drinking, and ornamental fountains, art, trees, and landscaping, for use by pedestrians.

DD. Plinth.

The base or platform upon which a building wall or column appears to rest, helping establish pedestrian-scaled elements and aesthetically tying the building to the ground.

EE. Pollutant.

Any substance which is prohibited or limited by applicable laws or regulations, which is released or discharged in conjunction with development. Any substance that causes or contributes to violation of air, land, or water quality standards, released or discharged.

FF. Pollution.

Contamination, or other alteration of the physical, chemical, or biological properties of air, land, water or wetlands, or such discharge of any liquid, gaseous, solid, radioactive, or other substance into air, land, water, or wetlands as will or is likely to cause a nuisance or render such air, land, water, or wetlands harmful, detrimental, or injurious to the public health, safety, or welfare, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wildlife, fish, native vegetation, or other aquatic life.

\* Please note, the chapter number may change before adoption

GG. Potential Geologically Hazardous Areas.

Areas designated on maps maintained in the City's planning and economic development services department. They are classified "potential" because they have not been confirmed by field investigation nor do they necessarily include the full extent of all geologically hazardous areas within the City. The maps are intended to alert property owners, purchasers, developers, etc., to the possible existence of significant geological hazards, which may warrant further geotechnical study.

HH. Practicable Alternative.

An alternative that is available and capable of being carried out after taking into consideration cost, existing technology, and logistics in light of overall project purposes and having less impact to critical areas. It may involve using an alternative site in the general region that is available to the applicant and may feasibly be used to accomplish the project.

II. Predevelopment Meetings.

Meetings between City or agency staff and an applicant or their representatives prior to formal submission of a detailed application. They are intended to provide an overview of the regulatory requirements, application process, and procedural submission requirements.

JJ. Principal Buildings.

Where multiple buildings occupy a single lot, those buildings that are associated with the prevailing use of that site.

KK. Primary Building Entry.

Access or entrance of first rank, importance or value, visually associated with the prevailing ground-floor use of a building.

LL. Primary Building Walls.

Any exterior building wall that faces a street and contains a public entrance to the occupant's premises or tenant space. If an individual tenant space does not have a street facing wall, or does not have a street facing wall containing a public entrance, then the primary building wall for that individual tenant space is any wall containing a public entrance that faces a parking area on the site. (See Figure 1, [SMC 17C.240.130](#), Primary Building Walls)

MM. Primary Container.

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The container that is in direct contact with the material of concern during the course of normal transport, use, or storage.

NN. Primary Drainage Basin.

The basin of the stream or tributary within which a project is proposed, not including basins of major tributaries. For the purpose of this regulation the primary drainage basin of:

1. Latah Creek is not a part of the primary drainage basin of the Spokane River,
2. Marshall Creek is not a part of the primary drainage basin of Latah Creek.

OO. Primary Structure.

1. A structure or combination of structures of chief importance or function on a site. In general, the primary use of the site is carried out in a primary structure.
2. The difference between a primary and accessory structure is determined by comparing the size, placement, similarity of design, use of common building materials, and the orientation of the structures on a site.

PP. Primary Use.

1. An activity or combination of activities of chief importance on the site. One of the main purposes for which the land or structures are intended, designed or ordinarily used.
2. A site may have more than one primary use.

QQ. Principal Arterials.

A street serving major activity centers, providing a high degree of mobility and serving the longest trip demands within the urban area.

RR. Priority Habitats.

Habitat areas determined by WDFW to have unique or significant value to many species and that meet one or more of the following criteria:

1. High wildlife density.
2. High species diversity.

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3. Important wildlife breeding habitat.
4. Important wildlife seasonal ranges.
5. Important movement corridors.
6. Limited availability.
7. High vulnerability to habitat alteration.

SS. Priority Species.

A wildlife species requiring protective measures for their perpetuation due to their population status, their sensitivity to habitat alteration, and/or their recreational importance.

TT. Private Street.

Roadway which is not controlled or maintained by a public authority, and which serve two or more properties.

UU. Project Permit or Project Permit Application.

Any land use or environmental permit or license required for a project action, including, but not limited to, building permits, short plats, subdivisions, binding site plans, planned unit developments, conditional uses, shoreline substantial development permits, site plan review, permits, or approvals required by the critical area ordinance, and site specific rezones authorized by a comprehensive plan or subarea plan, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations, except as otherwise specifically identified under RCW 36.70B.140.

VV. Projecting Sign.

[See SMC 17C.240.015.](#)

WW. Protected Species.

A general classification of animals by WDFW that includes all those species not classified as listed, game, fur-bearing, or non-protected. This also includes all birds not classified as game or non-protected.

XX. Proximity.

That two or more properties are either adjacent or separated by a street or alley.

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YY. Public Access.

The public's right to get to and use the City's public waters, the water/land interface and associated shoreline area. It includes physical access that is either lateral (areas paralleling the shore) or perpendicular (an easement or public corridor to the shore), and/or visual access facilitated by means such as scenic streets and overlooks, viewing towers, and other public sites or facilities.

ZZ. Public Facilities.

Any City-owned, operated, or contracted public facility or service in whole, or in part, whether existing or planned, including, but not limited to:

1. parks,
2. recreation facilities,
3. playgrounds,
4. streets,
5. transportation facilities,
6. open spaces,
7. fire facilities,
8. storm water drainage ponds, and
9. all such appurtenances and improvements.

AAA. Public Property.

Any City-owned real property, air space, or other interest in real estate, including streets, alleys, or other public rights-of-way, owned by or controlled by this municipality or any other governmental unit.

BBB. Public Way.

1. A dedicated "public way" is a tract of land:
  - a. conveyed or reserved by deed,
  - b. dedicated by plat, or

\* Please note, the chapter number may change before adoption

- c. acquired by decree of court,
  - d. which has been accepted and dedicated by action of the city council to the public right-of-way and for secondary use as an easement for public utilities.
2. An “alley” is a public way, usually not exceeding sixteen feet in width, designed or intended to provide secondary access to abutting properties.

## 17C.123 FORM BASED CODE ZONES

*The proposed amendments to the Hamilton Form-Based Code (FBC) is an area-specific Spokane Municipal Code Text Amendment that implement recommendations from the [South Logan TOD Plan](#). These changes are intended to make strategic adjustments to the existing FBC to enhance transit-oriented development opportunities, while retaining standards that ensure future development is pedestrian-oriented and contributes to the area. The proposal includes consolidating the context areas and street types within the area to improve useability and predictability, identifying Shopfront designations for targeted intensity, integrating visual regulations into standard tables and code format, and general reorganization. The reorganization of the code has resulted in large sections of the Hamilton FBC to be “repealed” and relocated, as noted in the text amendment tracking sheet.*

*Text with ~~((**strikethrough**))~~ is proposed to be repealed/modified with underlined text representing proposed text. Text without a strikethrough or underline is existing and not proposed to be modified.*

Section 1. That SMC Section 17C.123.010 is amended to read as follows:

### **Section 17C.123.010 Purpose**

~~((The form-based zoning categories implement the centers and corridors goals and policies and land use map designations of the comprehensive plan. This form-based code))~~ The Hamilton Form-Based Code (FBC) is designed to foster an economically vibrant, walkable, mixed-use environment along the Hamilton Street corridor within the boundaries of the code. This code regulates land development by setting careful and coherent controls on building form, coupled with performance-based parameters relative to building use and ~~((density))~~ intensity. ~~((This greater emphasis on physical form is intended to produce safe, attractive and enjoyable public spaces, including a healthy mix of uses.))~~ Through emphasis on physical form, the Hamilton FBC promotes connectivity and livability with safe, accessible public spaces, a healthy mix of uses, and access to transit.

~~((The FBC is a pilot program and is configured as a plug-in set of regulations, replacing existing zoning and design guidelines within the FBC Limits. This pilot program is consistent with the Logan Identify Plan. All code provisions expressed herein present development requirements unless otherwise indicated, including information preceded by the word “Guidelines.” Additional, specific City of Spokane standards may be required as referenced.))~~

Where not otherwise regulated within this Chapter, development within the Hamilton FBC area shall meet all applicable regulations of the Spokane Municipal Code.

Section 2. That SMC Section 17C.123.020 is amended to read as follows:

## 17C.123.020 ((~~Code Organization~~)) Context Area and Store Front Designations

~~((Using this code: Criteria for development within the code boundaries is expressed in six sections. Use of the FBC, relating to each of these sections, is described below:~~

### ~~A. Regulating & Street Section Plans.~~

~~Find the property of interest, noting its location relative to the “Context Areas” established by the Regulating Plan, as well as the location of any “Shopfront Streets” abutting the property. These elements direct many of the allowances provided in the FBC.~~

### ~~B. Height, Placement & Coverage.~~

~~Using criteria from the Regulating Plan, note the allowed maximum building heights; build-to-lines; minimum building frontages, and impervious surface coverage allowances detailed in this section.~~

### ~~C. Parking Criteria & Site Access.~~

~~Using criteria from the Regulating Plan and the Street Section Plan, note the various allowances regarding off-street surface parking, lot placement, lot and site lighting.~~

### ~~D. Streetscape Requirements.~~

~~Using type criteria from the Street Section Plan, note the basic configuration and feature specifications for sidewalks and pedestrian buffer zones within the FBC Limits.~~

### ~~E. Architectural Requirements.~~

~~Using criteria from the Regulating Plan, note the various façade treatments, screening, detailing and other requirements specific to the appearance and public-realm function of buildings.~~

### ~~F. Additional Requirements.~~

~~This section identifies additional requirement not covered by the HFBC.~~

### ~~G. Building Type Catalogs.~~

~~This section provides a visual catalog of desired building characteristics.))~~



The Hamilton Form-Based Code (FBC) area is regulated by a Context Area. Identified intersections are assigned Shopfront designations, which include additional requirements and allowances.

A. Context Area.

Context Area 1 (CA1) is the implementing zone of the Hamilton FBC. Figure 17C.123.010-A illustrates the location of the C1 zoning.



Figure 17C.123.010-A  
Context Area Map

B. Shopfront Designations.

Shopfront designations are assigned to key intersections within the Hamilton FBC to allow for increased height and pedestrian-oriented design. Figure 17C.123.010-B illustrates the location of the Shopfront designations.



**Figure 17C.123.010-B**  
**Shopfront Designations**

Section 3. That SMC Section 17C.123.030 is amended to read as follows:

**17C.123.030 ((Regulating & Street Section Plans)) Building Form**

~~((This section provides and describes the FBC Regulating Plan and Street Section Plan –two map illustrations showing the location and limits of various features and physical characteristics required under this code. The Regulating Plan also indicates placement and extents of “Shopfront Street” areas, triggering specific use, building placement and other requirements.~~

**A.——Regulating Plan.**

~~The Regulating Plan for the FBC is included here as Figure 17C.123.030-1, and provides the organizing framework for many of the requirements described herein. The Regulating Plan divides land within the code boundaries into four distinctive context areas and identifies shopfront streets, listed and described as follows:~~

- ~~1.—— CA 1: Context Area 1 provides for and supports the most intense development patterns, generally allowing greater height and building intensities than other context areas. CA-1 is intended to grow as a mixed-use center and focal point for the neighborhood and corridor, supporting significant commercial offerings, service activities, and high-density housing.~~

- ~~2. CA-2: Context Area 2 provides for and supports mid-range development intensities, allowing somewhat lesser height and building intensities than CA-1. CA-2 is intended to grow as a second-tier mixed-use center for the neighborhood and corridor, supporting commercial offerings, service activities, and high-density housing.~~
- ~~3. CA-3: Context Area 3 provides for and supports low to mid-range development intensities, allowing lesser height and building intensities than CA-1 or CA-2. CA-3 is intended to grow as a second-tier mixed-use area for the neighborhood and corridor, providing continuity along Hamilton by linking CA-1 and CA-2, while at the same time acting as a transition zone between the corridor environment and CA-4 and neighborhood areas immediately outside the HFBC Limits.~~
- ~~4. CA-4: Context Area 4 provides for and supports low to mid-range development intensities, allowing lesser height and building intensities than other context areas. CA-4 is intended to grow as a third-tier mixed-use area for the neighborhood and corridor, acting as a transition zone between the corridor environment and lower-density residential development immediately outside the FBC Limits. Though a mix of uses are allowed in CA-4, the area is envisioned as generally residential in scale and character.~~
- ~~5. Shopfront Street: provides for areas where specific uses, building placement, and other requirements apply. The shopfront street is generally applied to areas where business or retail use level with and directly along the public right-of-way is seen as critical.~~

#### ~~B. Street Section Plan.~~

~~The Context Area Zones are complemented by the Street Section Plan which is included here as Figure 17C.123.030-2 and guides public and private development within the FBC Limits. The Street Section Plan defines four section types and describes amenities based upon the intended use, desired qualities, and community objectives. Right-of-ways shall not be vacated as the space is needed to incorporate the elements described in street designations below. Curb to property line and the sidewalk width shall not be reduced in order to allow for future Street Section elements. The four section types are listed and generally described in order of intensity, as follows:~~

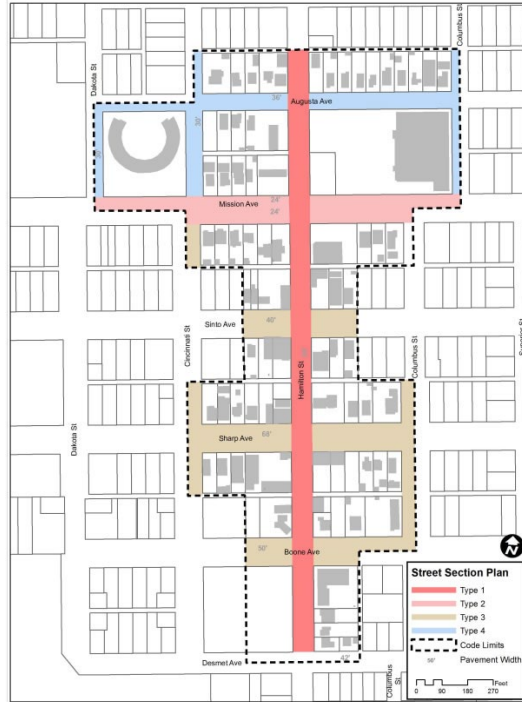
- ~~1. Street Type 1 (Hamilton Street): Type 1 provides for and supports a mixed-use corridor environment (CA-1, CA-2, CA-3). Type 1 streets have wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping. They maintain a Planting Zone and Clear Pedestrian Zone on each side of the street.~~

2. ~~Street Type 2 (Mission Avenue): Type 2 provides for and supports a blend of mixed-use and residential environments (CA-1, CA-4). Type 2 serves existing east/west arterial needs, and includes a median with turn lanes (at Hamilton), a Planting Zone and Clear Pedestrian Zone on each side of the street.~~
  
3. ~~Street Type 3 (Includes Sinto, Sharp, Boone): Type 3 provides for and supports a mixed-use district environment (CA-2, CA-3, CA-4). Type 3 includes a Planting Zone and Clear Pedestrian Zone on each side of the street.~~
  
4. ~~Street Type 4 (Includes Augusta and Dakota): Type 4 provides for and supports an environment bridging between mixed-use and residential areas (CA-4). Type 4 includes a Planting Zone and Clear Pedestrian Zone on each side of the street.))~~



~~((Figure 17C.123.030-1 Regulating Plan for the Form Based Code))~~

**[NOTE: Delete graphic above]**



((Figure 17C.123.030-2 Street Section Plan for the Form Based Code))

**[NOTE: Delete graphic above]**

Within the Hamilton Form-Based Code (FBC), an emphasis is placed on building form and location in order to ensure a vibrant mixed-use environment that supports a range of transportation options, including transit, walking, and rolling.

A. Building Form Standards.

<b>Table 17C.123.030-1 Hamilton FBC Building Form</b>		
	<u>CA1</u>	<u>Shopfront</u>
<u>Maximum Height [1]</u>	<u>75 ft.</u>	<u>150 ft.</u>
<u>Impervious Surface Maximum</u>	<u>100%</u>	<u>100%</u>
<b><u>Setbacks</u></b>		
<u>Minimum Front Setback [2]</u>	<u>0 ft.</u>	<u>0 ft.</u>
<u>Maximum Front Setback [2] [3]</u>	<u>15 ft.</u>	<u>0 ft.</u> <u>10 ft. along Hamilton</u>
<u>Minimum Interior Side Lot Line</u>		<u>0 ft.</u>
<u>Minimum Interior Side Lot Line – adjacent to RMF or RHD</u>		<u>5 ft.</u>
<u>Minimum Rear</u>		<u>0 ft.</u>

[1] Development of 70 feet or more shall meet all applicable requirements of SMC 17C.250 Tall Building Standards.

[2] When the existing sidewalk width is less than 12 feet, structures shall be allowed no closer than 12 feet from the back of the curb.

[3] A public plaza meeting all requirements of SMC 17C.123.030C(1)(2)(i) may extend the maximum setback an additional 10 feet

B. Height.

1. Building height is the vertical distance from the average grade to the highest point of the roof or structure.

2. Height Exceptions.

a. Pitched roofs may extend above the height limit, but if the space within the pitched roof is habitable, it shall only be used for residential purposes.

b. For flat roofs, open roof structures (pergolas, arbors) and architectural roof structures (turrets, etc.) may extend beyond the height limit by no more than 12'.

c. For flat roofs, enclosed roof structures (penthouses) may extend above the height limit by no more than 18' from the roof line if set back at least 20' from all street lot lines.

C. Building Placement.

1. Shopfront Designations.

a. Building placement along Shopfront Streets shall prioritize street corner locations, precluding the development of parking, open spaces, or other lot features at street corners.

b. Exceptions.

i. Public Plaza.

A plaza or courtyard, with a minimum area of four hundred square feet or two percent of the total interior floor space of the development, whichever is greater, may be located between a building and the street corner so long as the plaza:

a. is a level space accessible to the public;

b. is at least ten feet in width;

c. is within thirty inches of the grade of the sidewalk providing access to it;

d. has no more than sixty percent of the area covered in vegetation; and

- e. includes seating, pedestrian-scale lighting, decorative paving, and other pedestrian furnishings.

Section 4. That SMC Section 17C.123.040 is amended to read as follows:

**17C.123.040 ((~~Land Use, Height, Placement and Parking~~)) Permitted Uses**

~~((This section provides a broad range of allowable use categories within the Regulating Plan limits, specifying permitted and prohibited uses according to building story reflecting the development patterns expressed in the Regulating Plan. This section also regulates building height, placement, frontage and impervious surface coverage, specifying each within the Context Areas provided in the Regulating Plan and managing the transition between high-intensity mixed-use areas and low-intensity residential areas outside the limits of this form-based code. This section also regulates parking, parking lot location and treatment, and site lighting, consistent with the Regulating Plan. Conformance with these standards is critical to establishing the type of pedestrian and vehicular access patterns needed for the area to thrive as a vibrant, walkable district.~~

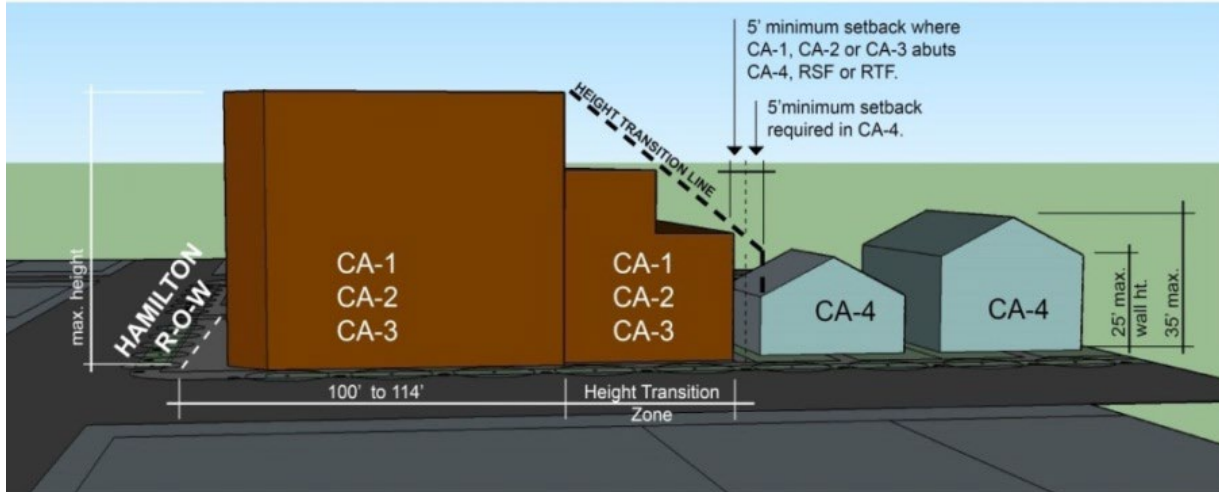
~~A. Use Provisions.~~

~~Use regulations are provided in figures 17.123.040-D through 17.123.040-G for all areas within the Regulating Plan. Uses deemed unsuitable for areas within the Regulating Plan area are specifically identified.~~

~~B. Building Height.~~

~~The height of buildings shall be measured from mean grade to top of cornice or roof eave and shall meet the specifications provided in figures 17.123.040-D through 17.123.040G. Building height measurements express regulatory standards.~~

- ~~1. Maximum height limits in CA-1, CA-2, and CA-3 are allowed only within 100' to 114' of the Hamilton right of way line to match the platting pattern along Hamilton. Beyond 100' from Hamilton, proposals shall be designed with respect for the height, scale and character of adjacent zone as described in Figure 17C.123.040-A:))~~



((Figure 17C.123.040A: The maximum height designation for CA-1, CA-2, CA-3 is allowed within 100' to 114' of the Hamilton right of way line to match the platting pattern along Hamilton. Beyond this point, the maximum height may not exceed a transition line to the maximum wall height allowed in the adjacent zone.))

**[NOTE: Delete graphic above]**

~~((C. Story listings are provided for reference purposes only, expressing typical outcomes for listed heights. Allowable height exceptions apply to the overall distance extending beyond the measured building height, as follows:~~

- ~~1. Pitched roofs may extend above the height limit, but if the space within the pitched roof is habitable, it shall only be used for residential purposes.~~
- ~~2. For flat roofs, Open Roof Structures (pergolas, arbors) and Architectural Roof Structures (turrets, etc.) may extend beyond the height limit by no more than 12'.~~
- ~~3. For flat roofs, enclosed roof structures (penthouses) may extend above the height limit by no more than 18' from the roof line if set back no less than 20'.~~

~~D. Shopfront Street Provisions.~~

~~Building placement along Shopfront Streets shall prioritize street corner locations, precluding the development of parking, open spaces or other lot features at street corners.~~

~~E. Impervious Surface Coverage.~~

~~Impervious surfaces shall not exceed the maximum impervious surface percentages (calculated on the basis of the lot) specified in Table 17C.123.040-4.))~~



<del>((Table 17C.123.040-1 Impervious Surface Coverage</del>				
	<del>CA-1</del>	<del>CA-2</del>	<del>CA-3</del>	<del>CA-4</del>
<del>Maximum Impervious Surface</del>	<del>90%</del>	<del>80%</del>	<del>70%</del>	<del>50%))</del>

~~((F. Parking~~

- ~~1. Off-Street Surface Parking: Off-street surface parking shall not be placed between the street right-of-way and the building fronting the street.~~
- ~~2. Parking Space and Aisle Dimensions: Standards for parking space and aisle dimension can be found in SMC 17C.230.140.~~
- ~~3. Bicycle Parking: Requirements for bicycle parking are found in SMC 17C.230.200. Bicycle parking provided in the streetscape can contribute to requirements in SMC 17C.230.200.~~
- ~~4. Other Provisions: Additional parking requirements are stated in 17C.230 SMC, Parking and Loading. The FBC supersedes the location and amount requirements for parking; these standards are identified for each context area in figures 17.123.040-D through 17.123.040-G.~~

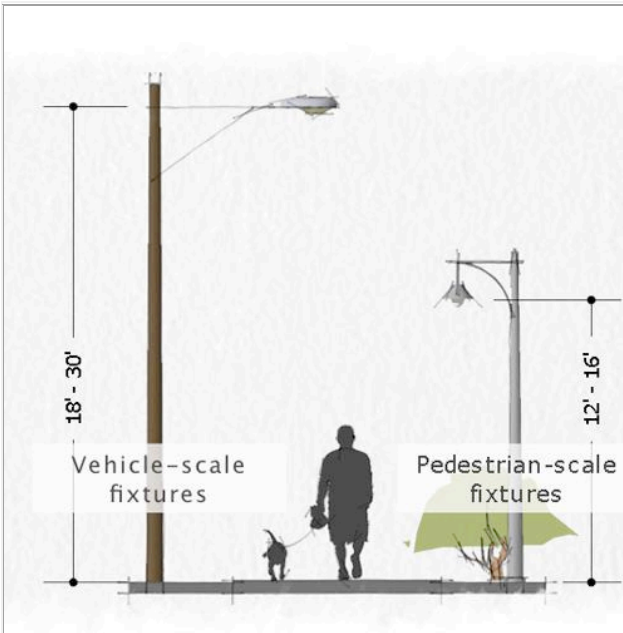
~~G. Surface parking and site lighting.~~

~~Surface parking lot and site lighting shall contribute to the character and safety of the site and adjacent rights of way, while not disturbing adjacent properties. Surface lot and site lighting shall adhere to the following standards:-~~

- ~~1. Lighting types – Pedestrian-scale fixtures shall be used for all lighting illuminating required Pedestrian Paths. Vehicle-scale fixtures may be used for general surface lot and site lighting. (See Figure 17C.123.040-B)~~
- ~~2. Performance – Parking lot and site lighting shall provide adequate night visibility and security by distributing a minimum of two foot-candles to a maximum of six foot-candles of illumination at ground level. All lighting shall be shielded from producing off-site glare, directing light downward and away from adjacent properties.~~
- ~~3. Driveways/Site Access – Driveway widths shall not exceed 24 feet, and curb cuts shall not exceed 30 feet for combined entry/exits.-~~
- ~~4. Pedestrian Walkways – Within surface lots containing more than 30 parking stalls, pedestrian-friendly walkways shall be provided between the surface lots and building entrances. Pedestrian Paths shall be not less than five feet wide and be clearly defined, using at least two of the following:-~~
  - ~~a. Six-inch vertical curbing~~
  - ~~b. Textured paving, including across vehicle lanes~~

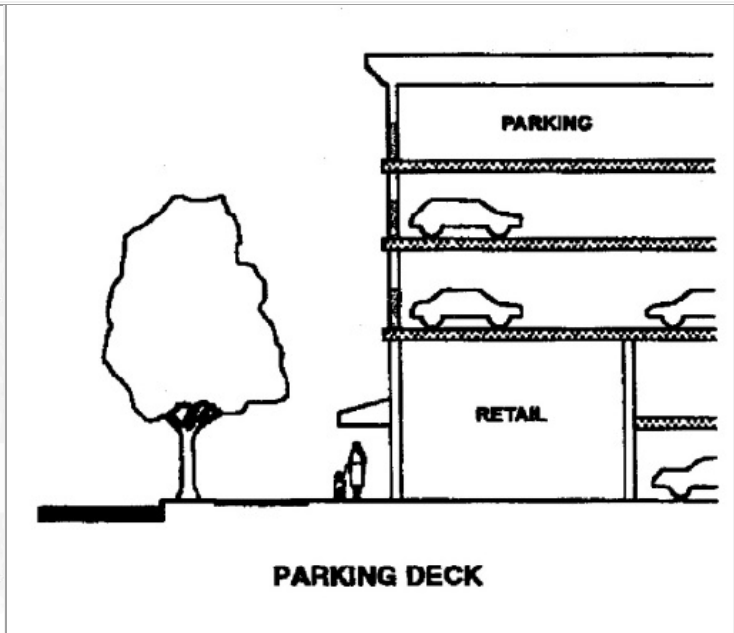
c. ~~Continuous landscaped area at a minimum of 3 feet wide on at least one side of the walkway~~

H. ~~Shopfront Street Provisions – If fronting on a Shopfront Street, above-ground parking structures shall provide continuous ground-level commercial or office spaces and uses along the street, except at ingress and egress points into the structure. (See Figure 17C.123.040-C.)~~



~~((Figure 17C.123.040-B: Unless otherwise specified, Vehicle-Scale and Pedestrian Scale lighting fixtures must meet height criteria illustrated here.))~~

~~[NOTE: Delete graphic above]~~



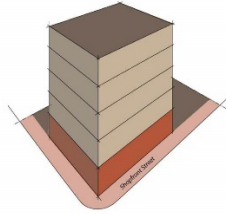
~~((Figure 17C.123.040-C: Parking garages (decks) along shopfront streets must provide ground-level retail, commercial or office space fronting the street.))~~

~~[NOTE: Delete graphic above]~~

~~((I. Regulatory Cutsheets – The information presented in the tables in figures 17.123.040-D through 17.123.040-G represent the regulations for height, parking, land uses, build-to-lines, and building frontage for all Context Areas.~~

~~J. Figure 17C.123.040-H supplements the regulatory cutsheets by providing visual representation for build-to-lines, interior lot lines and other standards.))~~

Figure 17C.123.040-D  
Context Area 1 (CA-1)



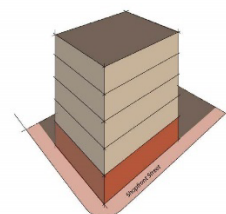
Images above are representational only and are not to be considered regulatory. The Rendering Plan, this chapter's general provisions and the information contained in the table to the right constitute the regulatory framework related to land use, height, parking, build-to-line, coverage and setbacks.

<sup>1</sup>Build-to-line shall establish a 12-foot minimum and up to 22' maximum space from the back of the curb to the building along Street Type 1. If existing width is less than 12' structures shall be allowed no closer than 12' from the back of the curb.

Shoptone within 100' 114' of rear boundary line	66' (five stories)	Height max.
Beyond 100' 114' Hamilton property line	Transition Standards as identified in 17C.123.060-A	
Maximum surface parking	2 spaces/500 of floor area	Parking
Landscaping	See Section SMC 17C.200	
Location	To side or rear of building	Land uses
Additional Parking Requirements	See Sections: SMC 17C.230.100 SMC 17C.230.120 SMC 17C.230.130 SMC 17C.230.140 SMC 17C.230.200	
Residential, except where prohibited		
Non-residential all floors		
Prohibited uses		
Single-family detached and townhouses		
Minor accessory, storage or warehouse		
Adult businesses		
Residential uses on adjacent street (general floor)		
Structural parking on shoptone street (general floor)		
Accessory uses		
Drive-through facilities		
Street Type 1	3'-6" - 12'-0"	Build-to-line
Street Type 2 and 4	0'	
When within 50' of CA-1	0'	Setback from
Street Type 3	See applicable	
Alley	0'	Building coverage from
Interior lot line	0'	
Interior lot line if abutting CA-4	0'	
Street Type 1	80%	Building coverage from
Street Type 2	60%	
Street Type 3	N/A	
Street Type 4	0%	

[NOTE: Delete graphic above]

Figure 17C.123.040-E  
Context Area 2 (CA-2)



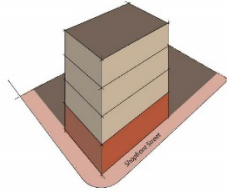
Images above are representational only and are not to be considered regulatory. The Rendering Plan, this chapter's general provisions and the information contained in the table to the right constitute the regulatory framework related to land use, height, parking, setbacks and build-to-line.

<sup>1</sup>Build-to-line shall establish a 12-foot minimum and up to 22' maximum space from the back of the curb to the building along Street Type 1. If existing width is less than 12' structures shall be allowed no closer than 12' from the back of the curb.

Shoptone within 100' 114' of rear boundary line	66' (five stories)	Height max.
Beyond 100' 114' Hamilton property line	Transition Standards as identified in 17C.123.060-A	
Maximum surface parking	2 spaces/500 of floor area	Parking
Landscaping	See Section SMC 17C.200	
Location	To side or rear of building	Land uses
Additional Parking Requirements	See Sections: SMC 17C.230.100 SMC 17C.230.120 SMC 17C.230.130 SMC 17C.230.140 SMC 17C.230.200	
Residential, except where prohibited		
Non-residential all floors		
Prohibited uses		
Single-family detached and townhouses		
Minor accessory, storage or warehouse		
Adult businesses		
Residential uses on adjacent street (general floor)		
Structural parking on shoptone street (general floor)		
Accessory uses		
Drive-through facilities		
Street Type 1	3'-6" - 12'-0"	Build-to-line
Street Type 2	0'	
Street Type 3	0'	Setback from
When within 50' of CA-1	See applicable	
Alley	0'	Building coverage from
Interior lot line	0'	
Interior lot line if abutting CA-4	0'	
Street Type 1	80%	Building coverage from
Street Type 2	60%	
Street Type 3	N/A	
Street Type 4	N/A	

[NOTE: Delete graphic above]

Figure 17C.123.040-F  
Context Area 3 (CA-3)



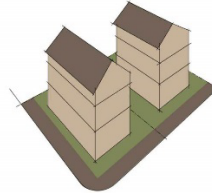
Shoofront of 21st 100'-114' of frame from property line	54' (four stories)	Height max.
Beyond 100'-114' of frame	Transitions 5' maximum as identified in 17C.123.040-A	
Property line		Parking
Minimum off-street parking	2 spaces/100 of floor area	
Landscaping	Section SMC 17C.200	Land Uses
Location	To side or rear of building	
Additional Parking Requirements	See Sections SMC 17C.200.100 SMC 17C.200.120 SMC 17C.200.140 SMC 17C.200.160 SMC 17C.200.180	Build to line
Residential, street where good-based		
Non-Residential all floors		Setback line
Prohibited uses:	Highly toxic (as defined in 17C.123.040-A) Heavy industrial, storage or warehouse All businesses requiring use of freight access (ground floor) or elevated parking on street front (second floor) Auto Repair Shop Drive Through Facilities	
Street Type 1	None, 10' min <sup>1)</sup>	Building Footprint min.
Street Type 2	None, 10' min <sup>1)</sup>	
Street Type 3, 4	0'	
Alley	0'	
Interior lot line	0'	
Interior lot line, 2' setback CA4, R5C or RTT	0'	
Street Type 1	75%	
Street Type 2	60%	
Street Type 3	N/A	
Street Type 4	N/A	

Images above are representational only and are not to be considered regulatory. The Regulatory Plan, this chapter's general provisions and the information contained in the table to the right control the regulatory framework related to land use, height, parking, setbacks, building form, coverage and formage.

<sup>1)</sup> Build to line shall be a minimum of 12' from the building and up to 22' maximum space from the back of the curb to the building along Street Type 1. If existing width is less than 12' setback shall be allowed no closer than 12' from the back of the curb.

[NOTE: Delete graphic above]

Figure 17C.123.040-F  
Context Area 4 (CA-4)



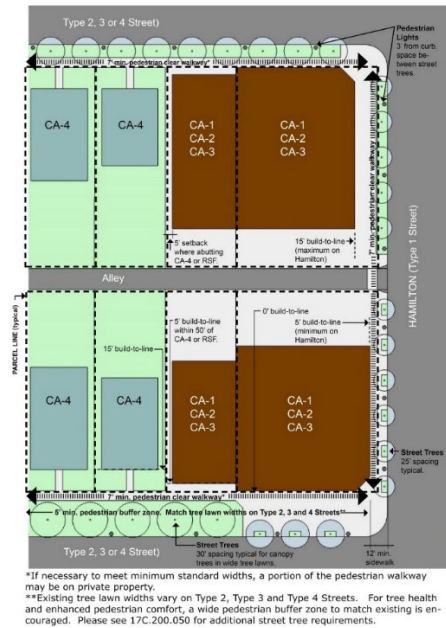
Roof Height	35 feet	Height max.
Wall Height	25 feet	
Minimum off-street parking	1 space/ dwelling unit	Parking
Landscaping	See Section SMC 17C.200	
Location	See Section SMC 17C.200	Land Uses
Additional Parking Requirements	See Sections SMC 17C.200.100 SMC 17C.200.120 SMC 17C.200.140 SMC 17C.200.160	
Residential		Build to line
Non-Residential (on ground floor)		
Non-Residential Development shall have a Residential Component from Residential and be no more than 1,000 of floor area		Setback line
Prohibited uses:	All industrial categories Parking garages, auto repair shops, car washes, car detailing, auto body, body paint, car detailing and drive through shops Auto Repair Shop Drive Through Facilities	
Street Type 1	10'	Building Footprint min.
Street Type 2	10'	
Street Type 3	14'	
Street Type 4	16'	
Alley	0'	
Interior lot line	0'	
Street Type 1	60%	
Street Type 2	60%	
Street Type 3	50%	
Street Type 4	None	

Images above are representational only and are not to be considered regulatory. The Regulatory Plan, this chapter's general provisions and the information contained in the table to the right control the regulatory framework related to land use, height, parking, setbacks, building form, coverage and formage.

<sup>1)</sup> Attached garage or carport entrance is required to be setback twenty feet from the property line.

<sup>2)</sup> See SMC 17C.116.220(E)(1) setbacks regarding the use of front yard averaging.

[NOTE: Delete graphic above]



((Figure 17C.123.040-H Visual Diagram))

**[NOTE: Delete graphic above]**

**A. Permitted Uses.**

Uses permitted in the residential zones are listed in Table 17C.123.040-1 with a "P." These uses are allowed if they comply with the development standards and other standards of this chapter.

**B. Limited Uses.**

Uses permitted that are subject to limitations are listed in Table 17C.123.040-1 with an "L." These uses are allowed if they comply with the limitations as listed in the footnotes following the table and the development standards and other standards of this chapter. The paragraphs listed below contain the limitations and correspond with the bracketed [ ] footnote numbers from Table 17C.123.040-1.

**C. Conditional Uses.**

Uses that are allowed if approved through the conditional use review process are listed in Table 17C.123.040-1 with a "CU." These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other standards of this chapter. The conditional use review process and approval criteria are stated in SMC 17C.320, Conditional Uses.

**D. Uses Not Permitted.**

Uses listed in Table 17C.123.040-1 with an "N" are not permitted. Existing uses in categories listed as not permitted are subject to the standards chapter 17C.210 SMC, Nonconforming Situations.

**Table 17C.123.040-1  
Hamilton Form-Based Code Primary Uses**

<u>Use is:</u>	<u>CA1</u>	<u>Shopfront</u>
<u>P – Permitted</u>		
<u>N – Not Permitted</u>		
<u>L – Allowed, but special limitations</u>		
<u>CU – Conditional Use review required</u>		
<b><u>Residential Categories</u></b>		
<u>Group Living [1]</u>	<u>L/CU</u>	<u>L/CU</u>
<u>Single-Unit Residential Household Living</u>	<u>N</u>	<u>N</u>
<u>Other Residential Household Living</u>	<u>P</u>	<u>L [2]</u>
<b><u>Commercial Categories</u></b>		
<u>Adult Business</u>	<u>N</u>	<u>N</u>
<u>Commercial Outdoor Recreation</u>	<u>N</u>	<u>N</u>
<u>Commercial Parking</u>	<u>N</u>	<u>N</u>
<u>Structured Parking</u>	<u>P</u>	<u>L [3]</u>
<u>Drive-through Facility</u>	<u>N</u>	<u>N</u>
<u>Major Event Entertainment</u>	<u>P</u>	<u>N</u>
<u>Office</u>	<u>P</u>	<u>P</u>
<u>Quick Vehicle Servicing</u>	<u>N</u>	<u>N</u>
<u>Retail Sales and Service</u>	<u>P</u>	<u>P</u>
<u>Mini-storage Facilities</u>	<u>N</u>	<u>N</u>
<u>Vehicle Repair</u>	<u>N</u>	<u>N</u>
<b><u>Industrial Categories</u></b>		
<u>High Impact Uses</u>	<u>N</u>	<u>N</u>
<u>Industrial Service</u>	<u>N</u>	<u>N</u>
<u>Manufacturing and Production</u>	<u>N</u>	<u>N</u>
<u>Railroad Yards</u>	<u>N</u>	<u>N</u>
<u>Warehouse and Freight Movement</u>	<u>N</u>	<u>N</u>
<u>Waste-related</u>	<u>N</u>	<u>N</u>
<u>Wholesale Sales</u>	<u>N</u>	<u>N</u>
<b><u>Institutional Categories</u></b>		
<u>Basic Utilities</u>	<u>P</u>	<u>N</u>
<u>Colleges [4]</u>	<u>L</u>	<u>L</u>
<u>Community Service</u>	<u>P</u>	<u>P</u>
<u>Daycare</u>	<u>P</u>	<u>P</u>
<u>Medical Center</u>	<u>N</u>	<u>N</u>
<u>Parks and Open Areas</u>	<u>N</u>	<u>N</u>
<u>Religious Institutions</u>	<u>P</u>	<u>P</u>
<u>Schools</u>	<u>P</u>	<u>P</u>
<b><u>Other Categories</u></b>		
<u>Agriculture</u>	<u>N</u>	<u>N</u>
<u>Aviation and Surface Passenger Terminals</u>	<u>N</u>	<u>N</u>
<u>Detention Facilities</u>	<u>N</u>	<u>N</u>
<u>Essential Public Facilities</u>	<u>CU</u>	<u>CU</u>

<u>Mining</u>	<u>N</u>	<u>N</u>
<u>Rail Lines and Utility Corridors</u>	<u>N</u>	<u>N</u>
<u>[1] Must comply with the regulations found in SMC 17C.190.100.</u>		
<u>[2] Residential uses are not permitted on the ground floor in Shopfront designated areas.</u>		
<u>[3] Structured parking is not permitted on the ground floor in Shopfront designated areas.</u>		
<u>[4] The accessory uses of housing, retail, and offices are permitted. Lecture halls, food halls, health and sports facilities, laboratories, and other accessory uses not specifically allowed are not permitted within the Hamilton Form-Based Code. Dormitory style housing must comply with the regulations found in SMC 17C.190.100 for group living.</u>		

Section 5. That SMC Section 17C.123.050 is amended to read as follows:

**Section 17C.123.050 ((~~Streetscape Requirements~~)) Parking and Pedestrian Connectivity**

~~((This section identifies features and specifications for commercial and residential streets and alleys within FBC Limits, keyed to the street types identified in the Street Section Plan and to Shopfront Street areas noted on the Regulating Plan. These criteria work to establish the type of active, economically vibrant public realm sought by the community, balancing vehicular access with the safety and convenience of pedestrians and other non-motorized modes of travel.~~

~~A. — Streetscape Requirements.~~

~~Required streetscape features and dimensions of those elements are identified in Table 17C.123.050-1.))~~

<del>((Table 17C.123.050-1 Streetscape Requirements [1]</del>					
	<del>Type-1</del>	<del>Type-2</del>	<del>Type-3</del>	<del>Type-4</del>	<del>Alley</del>
<b><del>Sidewalks</del></b>					
<del>Overall Width (each side)</del>	<del>12' to 22'</del>	<del>12'</del>	<del>12'</del>	<del>12'</del>	<del>N/A</del>
<del>Type</del>	<del>A</del>	<del>A</del>	<del>A</del>	<del>A</del>	<del>N/A</del>
<del>Clear Pedestrian Zone</del>	<del>7'</del>	<del>7'</del>	<del>7'</del>	<del>7'</del>	<del>N/A</del>
<del>Planting Zone (each side)</del>	<del>5'</del>	<del>5'</del>	<del>5'</del>	<del>5'</del>	<del>N/A</del>
<del>[2]</del>					
<b><del>Street Furnishings</del></b>					
<del>Lighting, types</del>	<del>P [3]</del>	<del>P[3]</del>	<del>P[3]</del>	<del>P[3]</del>	<del>V</del>
<del>Planting, types</del>	<del>S</del>	<del>S/M</del>	<del>S/M</del>	<del>S</del>	<del>N/A</del>
<del>Benches</del>	<del>R</del>	<del>R</del>	<del>R</del>	<del>N/R</del>	<del>N/A</del>
<del>Trash receptacles</del>	<del>R</del>	<del>R</del>	<del>R</del>	<del>N/R</del>	<del>N/A</del>
<del>Bicycle parking</del>	<del>N/R</del>	<del>N/R</del>	<del>N/R</del>	<del>N/R</del>	<del>N/A</del>

~~[1] See City of Spokane Department of Engineering Design Standards for additional specifications.~~

~~[2] Minimum size; Existing tree lawn widths vary on Type 2, 3 and 4 Streets. Additional setbacks, if any, should match existing tree lawn widths in the CA-4 zone. Please see 17C.200 for additional street tree requirements.~~

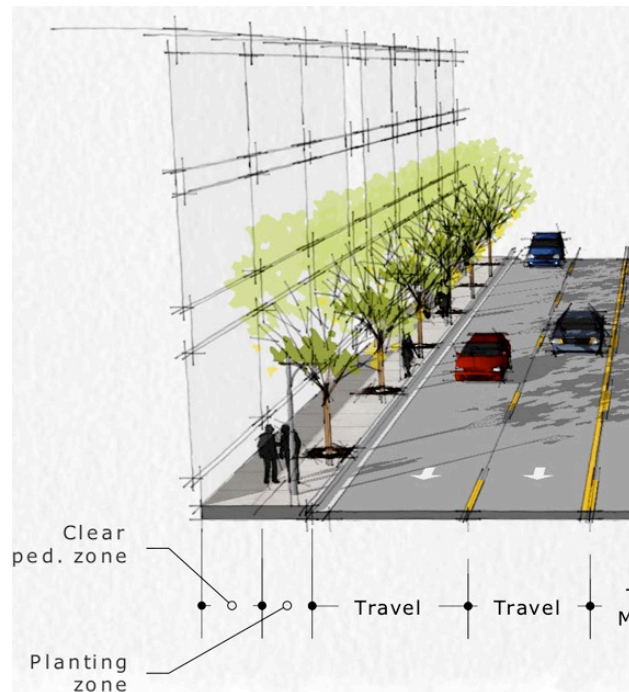
~~[3] See Figure 17C.123.050-B (below) for Pedestrian Scale Lighting Standards  
Parking Stall types: "A" = 8.5' W x 18' L parallel stalls; "B" = 9' W x 16' L angled stalls, back-in (60°?)~~

~~Sidewalk types: "A" = 4' x 2' scored concrete~~

~~Lighting types: "P" = Pedestrian scale; "V" = Vehicle scale~~

~~Planting types: "S" = Street trees; "M" = Median planting~~

~~Benches, Trash receptacles, Bicycle parking: "R" = Required; "N/R" = Not required))~~



~~((Figure 17C.123.050-A—Desired Frontage Characteristics.))~~

**[NOTE: Delete graphic above]**

~~((A.—Sidewalks:~~

~~The composition and color of sidewalks shall be as described in Table 17C.123.050-1, and shall be continued as they cross vehicular driveways (See Figure 17C.123.050-E).~~



- ~~1. When the existing sidewalk width is less than 12 feet structures shall be allowed no closer than 12 feet from the back of the curb.~~
- ~~2. When the existing sidewalk width is greater than the bare minimum of 12 feet the sidewalk environment shall be designed to meet the intent of the Street Type designation of the street. Existing sidewalk width shall not be reduced or encroached upon by new development.~~

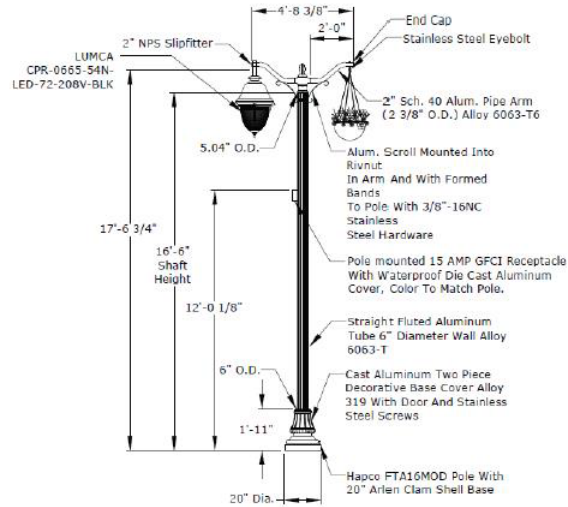
#### ~~B. Street Furnishings, Placement.~~

~~Street furnishings including light poles, benches, and trash receptacles shall be placed between tree locations within the Planting Zone. Street furnishings shall not impede the clear view triangle. Temporary and intermittent sidewalk encroachments including café seating, planters, ramps, steps, and sandwich board signs may be located in the Planting Zone without restriction, or in the Clear Pedestrian Zone provided a pathway of at least six (6) feet wide remains free of such obstructions (See Figure 17C.123.050-F). Bicycle parking is encouraged where the requirement for the Planting Zone and Clear Pedestrian Zone can be met. Bicycle parking provided in the streetscape can contribute to requirements in SMC 17C.230.200(1)(b). Street furnishings required in Table 17C.123.050-1 are to be provided in all Context Areas as follows:~~

- ~~1. Planting — Street trees must be installed and maintained by the adjacent property in all streets bordering development. Generally, street trees should be spaced on average 25 feet apart. At a minimum, street trees shall provide a continuous row of City-approved trees spaced according to mature canopy size, plus one or more types of City-approved ground cover. Additional requirements for landscaping are stated in chapter 17C.200, Landscaping and Screening.~~
- ~~2. Lighting — City-approved Traditional Series pedestrian scale lighting as shown in Figure 17C.123.050-B (flower basket optional) shall be provided and spaced at an average 50 to 60 feet apart, generally midway between required street trees and centered thirty-six (36") from the curb to ensure a uniform distance from the street edge along the entire street.~~
- ~~3. City approved benches and trash receptacles shall be provided for all buildings larger than 10,000 sf. Buildings less than this size are encouraged to include such amenities.))~~

**Hamilton FBC Pedestrian Light Standards**

C.1. The City of Spokane Traditional Series pedestrian acorn light (flower basket optional) shall be installed at an average 25' spacing generally spaced midway between street trees and centered thirty-six inches (36") from the curb to ensure a uniform distance from street edge along the entire street.



**Traditional Series Light Fixture**  
Not to Scale

((Figure 17C.123.050-B))

[NOTE: Delete graphic above]



~~((Figure 17C.123.050-E: Curb cuts and driveways may not interrupt sidewalk material and pattern requirements. Ramps may not encroach on Clear Pedestrian Zones.))~~

**[NOTE: Delete graphic above]**



~~((Figure 17C.123.050-F: Temporary sidewalk encroachments are allowed in the Planting Zone, or in the Clear Pedestrian Zone as per Table 17C.123.050-4.))~~

**[NOTE: Delete graphic above]**

The Hamilton Form-Based Code (FBC) establishes parking standards that support pedestrian and vehicular movement within and through the area to provide a safe and convenient environment for transit, walking, biking, and rolling.

A. Dimensional standards and other off-street parking requirements are found in SMC 17C.230.200 unless otherwise modified in this chapter.

B. Minimum Parking.

For all uses within the Hamilton FBC area, there are no minimum vehicular off-street parking spaces.

C. Maximum Parking.

A maximum of 2 spaces for every 500 square feet of floor area is permitted.

D. Parking Location.

1. Off-Street Surface Parking.

a. Off-street surface parking shall not be placed between the street right-of-way and the building fronting the street.

2. Shopfront Designated Areas.

If fronting on a Shopfront designation, above-ground parking structures shall provide continuous ground level commercial or office spaces and uses along the street, except at ingress and egress points into the structure. (See Figure 17C.123.040-A).

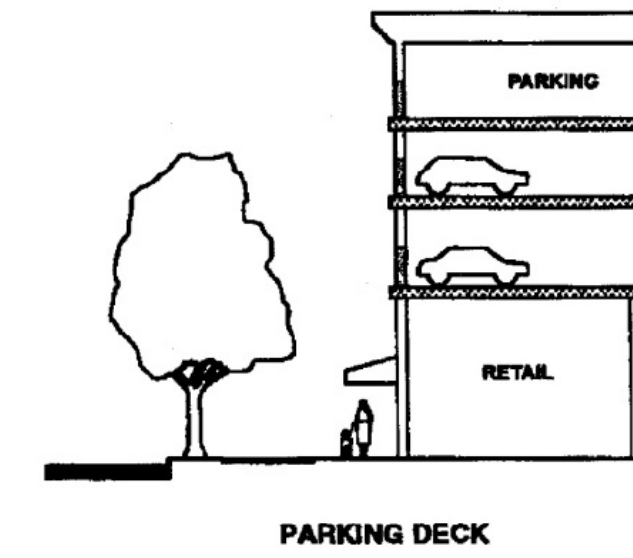


Figure 17C.123.40-A

3. Bicycle Parking.

Requirements for bicycle parking are found in SMC 17C.230.200. Bicycle parking provided in the streetscape can contribute to requirements in SMC 17C.230.200.

4. Site Lighting.

Surface parking lot and site lighting shall contribute to the visibility and safety of the site and adjacent rights-of-way, while not disturbing adjacent properties. Surface lot and site lighting shall adhere to the following standards:

a. Lighting types.

Pedestrian-scale fixtures shall be used for all lighting illuminating required Pedestrian Paths. Vehicle-scale fixtures may be used for general surface lot and site lighting. Lighting shall meet the dimensions of Figure 17C.123.40-B.

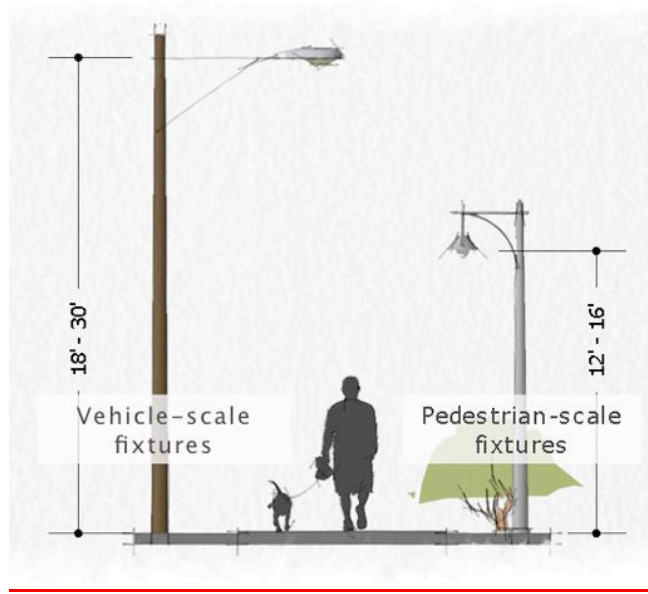


Figure 17C.123.40-B

b. Performance.

Parking lot and site lighting shall provide adequate night visibility and security by distributing a minimum of two foot-candles to a maximum of six foot-candles of illumination at ground level. All lighting shall be shielded from producing off-site glare, directing light downward and away from adjacent properties.

5. Driveways/Site Access.

Driveway widths shall not exceed 24 feet, and curb cuts shall not exceed 30 feet for combined entry/exits.

6. Pedestrian Walkways.

a. Within surface lots containing more than 30 parking stalls, pedestrian-friendly walkways shall be provided between the surface lots and building entrances.

b. Pedestrian Paths shall be not less than five feet wide and be clearly defined, using at least two of the following:

i. Six-inch vertical curbing

ii. Textured paving, including across vehicle lanes

iii. Continuous landscaped area at a minimum of 3 feet wide on at least one side of the walkway.

Section 6. That SMC Section 17C.123.060 is amended to read as follows:

## Section 17C.123.060 (~~(Architectural Requirements)~~) Streetscape Requirements

~~((This section identifies general architectural requirements and guidelines, articulating basic façade requirements, roofline objectives, mechanical screening and other considerations. These requirements and guidelines establish important functional and aesthetic characteristics sought by the community and expressed by the Regulating Plan, ensuring the proper “fit” within the surrounding neighborhood.~~

### ~~A. Building Base.~~

~~For CA-1, CA2, CA3 and all Shopfront Street areas, building façades shall include a visually prominent plinth or base, helping establish pedestrian-scaled features and aesthetically tying the building to the street level. Building bases shall measure between 9” and 16” above adjacent grade, and utilize at least one of the following:~~

- ~~1. “Heavier” material composition, such as a stronger, more permanent material than used on upper portions of the façade.~~
- ~~2. A horizontal projection showing visible thickening of the wall surface that may be accompanied by a change of material and/or color.~~
- ~~3. A horizontal architectural line or feature, such as a belt course or secondary cornice, at or below the top of the first story and providing visual separation between the first two floors (See Figure 17C.123.060-A).~~

### ~~B. Primary Building Entries.~~

~~For CA-1, CA2, CA3 and all Shopfront Street areas, Primary Building Entries shall face the street and be made visually prominent, including the use of a recommended accent material and at least one of the following:~~

- ~~1. Recessed entrance. Recessed entrance shall be recessed at least 3’ from the building face.~~
- ~~2. Canopy or awning. Canopy or awning shall extend at least 5’ from the building face, with a minimum height clearance of 8’ above the sidewalk.~~
- ~~3. Inclusion of a volume that protrudes from the rest of building surface or an Architectural Roof Structure element physically or visually integrated with the Primary Building Entry (See Figure 17C.123.060-B).~~
- ~~4. For mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.))~~



~~((Figure 17C.123.060-A: Illustration of building base, pedestrian-scale signs and other building elements described in the FBC.))~~

~~[NOTE: Delete graphic above]~~



~~((Figure 17C.123.060-B: Primary Building Entrances must face the street and be made visually prominent using one or more architectural approaches listed in 17C.123.070-B.))~~

~~[NOTE: Delete graphic above]~~

~~C. Street level Detailing.~~

~~For CA-1, CA2, CA3 and all Shopfront Street areas, street level façades shall help create a more welcoming, aesthetically rich pedestrian environment by incorporating at least four of the following elements:~~

- ~~1. Canopies or awnings spanning at least 25% of the building façade. Canopy or awning shall extend at least 5' from the building face and shall not be closer than 2' from the curb, with a minimum height clearance of 8' above the sidewalk.~~
- ~~2. Pedestrian-Scaled Signs, mounted to the building or permanent overhang.~~
- ~~3. Decorative sconce, lantern or similar lighting, mounted to the building.~~
- ~~4. Projecting windowsills.~~
- ~~5. Decorative kick plates for entry doors.~~
- ~~6. Hanging planters supported by brackets mounted to the building.~~

~~D. Façade Transparency.~~

~~Building façades shall include substantial glazing, providing visual connectivity between activities inside and outside a building. Regarding glazing, the following provisions shall apply:~~

- ~~1. If fronting along a Shopfront Street, ground floor glazing shall be at least ten feet (10') in height and no more than three feet (3') above adjacent sidewalk or grade.~~
- ~~2. If facing a public street, upper floor façades shall include a minimum of 30% clear glass windows.~~
- ~~3. The total glazing expressed as a minimum percentage of ground floor façades shall meet the specifications provided in Table 17C.123.060-1.~~

<b>Table 17C.123.060-1 Glazing minimums, ground floor facades*</b>				
	<b>CA-1</b>	<b>CA-2</b>	<b>CA-3</b>	<b>CA4</b>
<del>Along Shopfront Street</del>	<del>60%</del>	<del>60%</del>	<del>50%</del>	<del>N/A</del>
<del>Along Non-Shopfront Street</del>	<del>40%</del>	<del>30%</del>	<del>30%</del>	<del>30%</del>
<del>*Glazing percentages may include windows and doors.</del>				

~~E. Blank Walls.~~

~~Minimizing blank or undifferentiated façade walls helps ensure that buildings contribute to an engaging pedestrian environment. In all CA areas, blank façade walls longer than 30' along any public right-of-way shall be enhanced or screened by incorporating the following:~~

- ~~1. Vegetation such as espalier trees and/or vines planted adjacent to the wall surfaces.~~
- ~~2. Architectural detailing, such as reveals, contrasting materials, bas-relief detailing, artwork, murals, or decorative trellises.~~
- ~~3. Roof Lines.~~

~~F. In all CA areas, roofline elements shall adhere to the following standards:~~

- ~~1. Pitched or sloping roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12 (rise:run).~~
- ~~2. Buildings with flat roofs shall include an extended parapet on all building sides, creating a defined cornice or prominent top edge.~~
- ~~3. Non-Enclosed, Enclosed and Architectural Roof Structure elements as defined by this code in are exempt from sections 17C.123.060 F.1 and~~



~~17C.123.060 F.2. Height limitations for such elements are provided in 17C.123.040.~~

~~G. Equipment Screening.~~

~~In all CA zones visible from public rights-of-way, mechanical and electrical equipment including HVAC units, transformers, antennae and receiving dishes shall be screened from view, adhering to the following standards:-~~

- ~~1. Rooftop mechanical and electrical equipment shall be screened by a parapet wall, enclosed within roof volumes or other building elements designed as an integral part of the building's architecture.~~
- ~~2. Ground-level mechanical and electrical equipment shall be enclosed within secondary building elements, or screened by features designed to coordinate with the architectural character of the primary structure. Picket or chain-link fencing may not be used (See Figure 17C.123.060 C).~~

~~H. Service Area Screening.~~

~~In all CA zones, service, loading and trash collection areas shall be hidden or screened from view along public rights-of-way, and shall not face any public street or residential area unless no other location is possible. Service areas shall be hidden from view using a screen wall constructed of masonry, wood or metal, designed to coordinate with the architectural character of the primary structure. Screen walls shall also include one or more of the following:~~

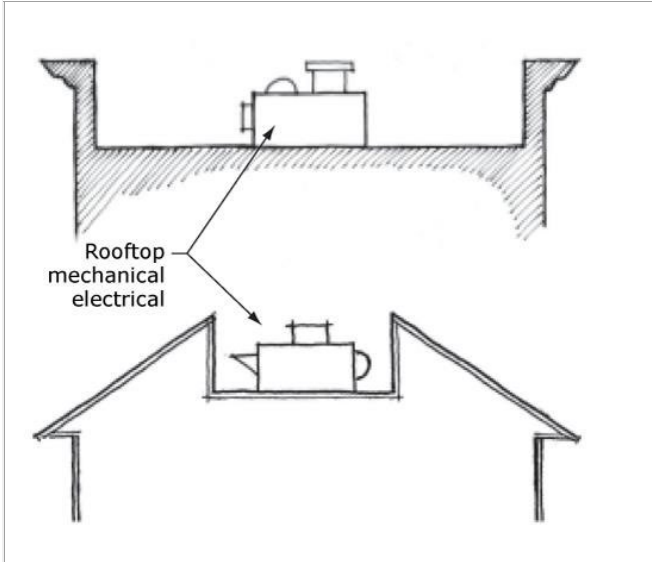
- ~~1. Vegetation such as espalier trees and/or vines planted adjacent to the wall surfaces.—~~
- ~~2. Architectural detailing, such as reveals, contrasting materials, bas-relief detailing, artwork, murals, or decorative trellises.~~

~~I. Sign Standards.~~

~~For sign standards applying to all CA zones, see City of Spokane Municipal Code, Chapter 17C.240. For the purposes of signs standards CA1 and CA2 shall be evaluated as CC1 zone; CA3 shall be evaluated as CC2; and CA4 shall be evaluated as a residential zone.—~~

~~J. Materials.~~

~~Use of quality building materials ensures that projects contribute to the overall value and character of properties within and adjacent to HFBC Limits. Buildings shall employ durable and high-quality materials, such as steel, glass, brick, stone, and/or wood. (See Figure 17C.123.060 D).))~~



~~((Figure 17C.123.060-C: Rooftop and ground-level equipment must be screened from view along public rights-of-way. Here mechanical systems are hidden by cornice and roof elements.))~~

~~[NOTE: Delete graphic above]~~



~~((Figure 17C.123.060-D: The HFBC provides standards and guidelines regarding building materials, helping realize community expectations for the corridor and neighborhood.))~~

~~[NOTE: Delete graphic above]~~

~~((K.—Guidelines.~~

~~In addition to the material standards defined in this section, the following guidelines are included to further define community expectations for projects within all CA zones within Regulating Plan limits. The guidelines presented in this section are optional and intended to express desirable characteristics for the district.~~

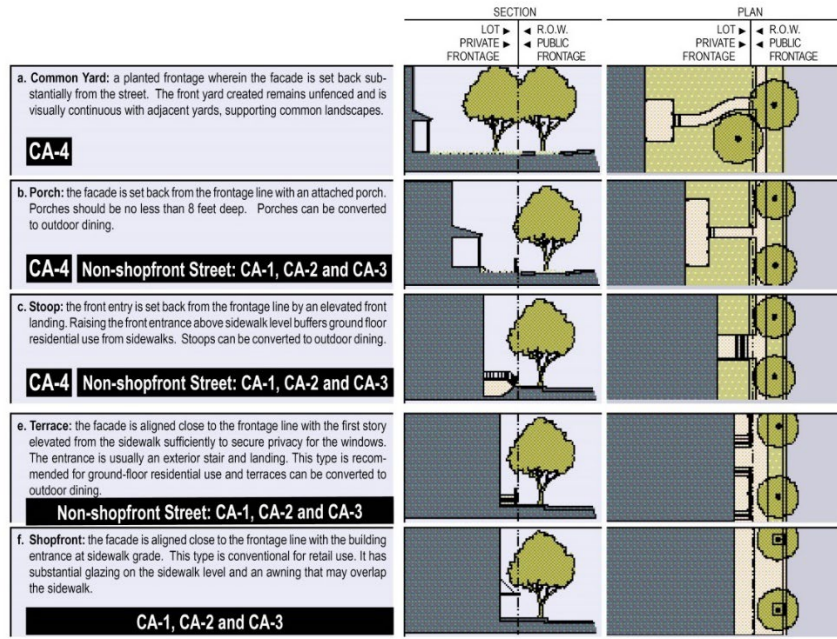
- ~~1.—The use of sustainably harvested, salvaged, recycled/reused products is encouraged wherever possible.~~
- ~~2.—Optional—Recommended entry treatments include special paving materials such as ceramic tile; ornamental ceiling treatments; decorative light fixtures; decorative door pulls, escutcheons, hinges, and other hardware.~~
- ~~3.—Authentic materials and methods of construction should be used to the greatest degree possible. Materials made to simulate higher value materials and construction types may be used for reasons of economy, but should be durable and closely match the proportions, surface finishes, and colors of the materials they simulate.~~

- ~~4. When veneers are used, detailing and installation should give the appearance of full-depth material, avoiding the exposure of veneer sides, including use of wrap-around corner pieces.~~
- ~~5. The location and spacing of panel or expansion joints should be incorporated into the façade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters and other elements contributing to the façade composition.~~
- ~~6. Cladding and/or accent materials on the primary building should be carried over onto additions, accessory buildings and site features.~~
- ~~7. Recommended cladding materials include:
  - ~~a. Brick. Red brick is characteristic of the Spokane region, although other colors may be used as well. Full size brick veneer is preferable to thin brick tile.~~
  - ~~b. Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.~~
  - ~~c. Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates and surface textures should be exploited to achieve architectural effects.~~
  - ~~d. Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.~~
  - ~~e. Wood. Horizontal sidings such as clapboard, tongue-in-groove, shingles or shakes, or vertical sidings such as board and batten are acceptable. Trim elements should be used for all wood siding types. Heavy timber detailing and exposed bracing may be used where appropriate to the building style.~~
  - ~~f. Fiber cement or cementitious siding. Fiber cement planks, panels and shingles and are an acceptable substitute for wood siding when used in the formats described above under "Wood."~~
  - ~~g. Stucco. Stucco, cement plaster or stucco-like finishes such as EIFS may be used along ground floor portions of rear or side service and parking exposures, provided the building base treatment used along the street façade is continued. Stucco of any type should not be used along ground floor portions of street exposures.~~~~

8. ~~Accent materials are typically used at building entrances, window and door frames, wall bases, cornices, wainscot materials and for copings, trim, and other special elements. Recommended accent materials include:~~
  - a. ~~Brick. Red brick is characteristic of the Spokane region, although other colors may be used as well. Full size brick veneer is preferable to thin brick tile.~~
  - b. ~~Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.~~
  - c. ~~Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates and surface textures should be exploited to achieve architectural effects.~~
  - d. ~~Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.~~
  - e. ~~Tile. Ceramic, terra cotta and cementitious tile, whether glazed or unglazed is acceptable.~~
  - f. ~~Metal. Profile, corrugated and other sheet, rolled or extruded metal is acceptable. Metal accents should have trim elements to protect edges, and be of adequate thickness to resist dents and impacts. Surfaces should be treated with a high quality, fade-resistant coating system or paint such as Kynar and Tnemec. Copper, zinc and weathering steel may be left exposed.~~
9. ~~Rooflines. Varied roof planes, cornice elements, overhanging eave and roof decks are encouraged, as they increase visual interest and help implement desired character objectives.~~
10. ~~Recommended materials for roofs exposed and visible from public rights of way include:~~
  - a. ~~Metal seam roofing. Finishes should be anodized, fluoro-coated or painted. Copper, zinc and weathering steel may be left exposed.~~
  - b. ~~Slate or slate-like materials.~~
  - c. ~~Sheet metal shingles.~~
  - d. ~~Asphalt shingles. Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.~~

11. ~~Special Paving. Cobblestones or a stamped concrete cobblestone or brick pattern are recommended for special paving and pedestrian buffer strips~~

12. ~~Frontage Types. Figure 17C.123.060E clarifies expectations for how buildings will meet the street.))~~



~~((Figure 17C.123.060 E: Frontage Types))~~

**[NOTE: Delete graphic above]**

This section of the Hamilton Form-Based Code (FBC) identifies features and specifications for area streets and alley. The standards work to establish the type of active, economically vibrant public realm sought by the area community, balancing vehicular access with the safety and convenience of transit, walking, biking, and rolling.

A. Streetscape Requirements.

Required streetscape features and dimensions of those elements are identified in Table 17C.123.050-1.

<b>Table 17C.123.060-1</b>			
<b>Streetscape Requirements [1]</b>			
	<b>CA1</b>	<b>Shopfront</b>	<b>Alley</b>
<b>Sidewalks</b>			
<b>Overall Width (each side)</b>	<b>12 ft.</b>		<b>N/A</b>

<u>Type</u>	<u>4' x 2' scored concrete</u>		<u>N/A</u>
<u>Clear Pedestrian Zone</u>	<u>7 ft. [2]</u>		<u>N/A</u>
<u>Buffer Zone (each side) [3]</u>	<u>5 ft.</u>		<u>N/A</u>
<b><u>Street Furnishings</u></b>			
<u>Lighting, types [4]</u>	<u>P</u>	<u>P</u>	<u>V</u>
<u>Planting, types [5]</u>	<u>S</u>	<u>S/M</u>	<u>N/A</u>
<u>Benches [6] [7]</u>	<u>R</u>	<u>R</u>	<u>N/A</u>
<u>Trash receptacles [6] [7]</u>	<u>R</u>	<u>R</u>	<u>N/A</u>
<u>Bicycle parking [6] [7]</u>	<u>N/R</u>	<u>R</u>	<u>N/A</u>
<u>[1] See City of Spokane Department of Engineering Design Standards for additional specifications.</u>			
<u>[2] Along Columbus Street, a 10-foot wide Clear Pedestrian Zone is required.</u>			
<u>[3] A reduced width may be permitted with an approved alternative planting system, such as modular suspended pavement systems, with the approval of Urban Forestry.</u>			
<u>[4] "P" = Pedestrian scale; "V" = Vehicle scale</u>			
<u>[5] "S" = Street trees; "M" = Median planting</u>			
<u>[6] "R" = Required; "N/R" = Not required</u>			
<u>[7] Buildings less than 10,000 sf. are encouraged to include such amenities but are not required.</u>			

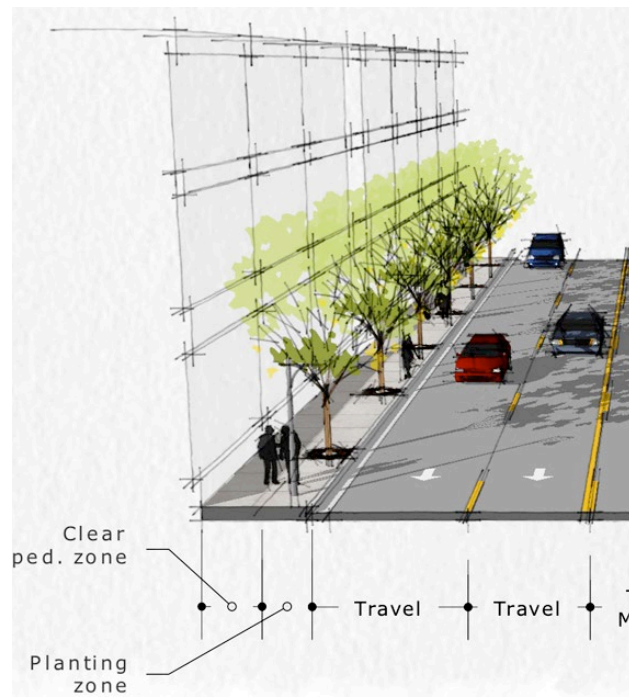


Figure 17C.123.050-A –  
Desired Frontage Characteristics.

B. Sidewalks.

The composition and color of sidewalks shall be as described in Table 17C.123.050-1 and shall be continued as they cross-vehicular driveways (See Figure 17C.123.050-B).

1. When the existing sidewalk width is less than 12 feet, structures shall be allowed no closer than 12 feet from the back of the curb.
2. When the existing sidewalk width is greater than the bare minimum of 12 feet, the existing sidewalk width shall not be reduced or encroached upon by new development.

### C. Street Furnishings.

Street furnishings including light poles, benches, and trash receptacles shall be placed between tree locations within the Planting Zone. Street furnishings shall not impede the clear view triangle. Street furnishings required in Table 17C.123.050-1 are to be provided as follows:

#### 1. Planting.

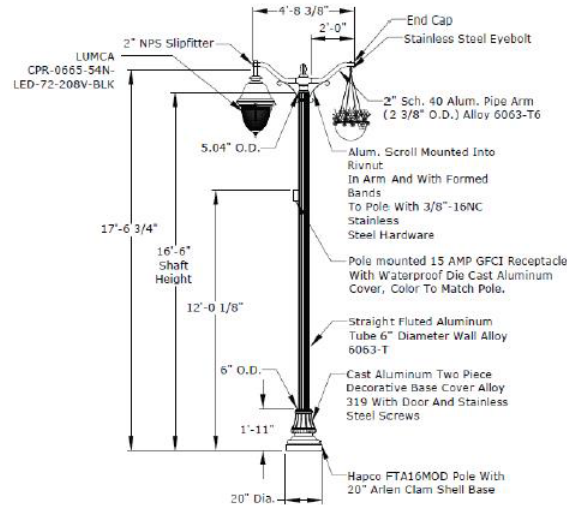
Street trees must be installed and maintained by the adjacent property in all streets bordering development. Generally, street trees should be spaced on average 25 feet apart. At a minimum, street trees shall provide a continuous row of City-approved trees spaced according to mature canopy size, plus one or more types of City-approved ground cover. Additional requirements for landscaping are stated in chapter 17C.200 SMC, Landscaping and Screening.

#### 2. Lighting.

City-approved Traditional Series pedestrian scale lighting as shown in Figure 17C.123.050-C (flower basket optional) shall be provided and spaced at an average 50 to 60 feet apart, generally midway between required street trees and centered thirty-six (36") from the curb to ensure a uniform distance from the street edge along the entire street.

### Hamilton FBC Pedestrian Light Standards

C.1. The City of Spokane Traditional Series pedestrian acorn light (flower basket optional) shall be installed at an average 25' spacing generally spaced midway between street trees and centered thirty-six inches (36") from the curb to ensure a uniform distance from street edge along the entire street.



Traditional Series Light Fixture  
Not to Scale

Figure 17C.123.050-C

### D. Bicycle Parking.

Bicycle parking is encouraged where the requirement for the Planting Zone and Clear Pedestrian Zone can be met. Bicycle parking provided in the streetscape can contribute to requirements in SMC 17C.230.200.

### E. Temporary Encroachments.

Temporary and intermittent sidewalk encroachments including café seating, planters, ramps, steps, and sandwich board signs may be located in the Planting Zone without restriction, or in the Clear Pedestrian Zone provided a pathway of at least six (6) feet wide remains free of such obstructions (See Figure 17C.123.050-D).





Figure 17C.123.050-D –  
Temporary sidewalk encroachments are allowed in the Planting Zone, or  
in the Clear Pedestrian Zone as per Table 17C.123.050-1.

F. City approved benches and trash receptacles shall be provided for all buildings larger than 10,000 sf. Buildings less than this size are encouraged to include such amenities.

Section 7. That SMC Section 17C.123.070 is amended to read as follows:

**Section 17C.123.070 ((Additional Requirements)) Design Standards**

~~((A.—Drive Through Facilities:~~

~~Drive-Through Facilities are prohibited in all Context Areas of the FBC.~~

~~B.—Nonconforming Situations:~~

~~Existing development that does not conform to the development standards of this chapter is subject to the standards of chapter 17C.210 SMC, Nonconforming Situations.~~

~~C. Nuisance-related Impacts.~~

- ~~1. Off-site impacts. All nonresidential uses including their accessory uses must comply with the standards of Chapter 17C.220, Off-Site Impacts.~~
- ~~2. Other nuisances are further regulated by state and local laws.~~

~~D. Outdoor Activities~~

- ~~1. The standards of this section are intended to assure that outdoor sales, display, storage, and work activities:~~
  - ~~a. will be consistent with the desired character of the zone;~~
  - ~~b. will not be a detriment to the overall appearance of an area;~~
  - ~~c. will not have adverse impacts on adjacent properties, especially those with residential uses; and~~
  - ~~d. will not have an adverse impact on the environment.~~
- ~~2. Outdoor activities associated with permitted uses shall be permitted subject to the standards of the zone and as described below.~~
- ~~3. Outdoor Sales and Display Areas.~~
  - ~~a. In the CA1—CA3 zones, outdoor sales, and display areas are limited to forty percent of lot area or one thousand five hundred square feet, whichever is less.~~
  - ~~b. Outdoor sales and display areas for uses in the industrial use categories are not allowed in the CA zones.~~
  - ~~c. In the CA 4 zone, outdoor sales and display areas are prohibited.~~
- ~~4. Outdoor Storage Areas.~~
  - ~~a. Outdoor storage areas are not permitted in the CA1—CA3 zones.~~
  - ~~b. Outdoor storage areas in CA4 zones are subject to the standards of SMC 17C.110.270 Exterior Storage—Residential Zones.~~

~~5. Outdoor Activity Area Improvements.~~

- ~~a. Outdoor activities shall be screened and landscaped according to the provisions of chapter 17C.200 SMC, Landscaping and Screening.~~
- ~~b. In order to control dust and mud, all vehicle circulation areas must be paved.~~

~~E. Fences~~

- ~~1. Purpose: The fence standards promote the positive benefits of fences without adversely impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.~~
- ~~2. Type of Fences The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.~~
- ~~3. Location, Height, and Design.~~
  - ~~a. Street Setbacks.~~
    - ~~i. No fence or other structure is allowed within twelve feet from the back of the curb, consistent with the required sidewalk width of SMC 17C.123.060.~~
    - ~~ii. Fences up to three and one-half feet high are allowed in a required street setback that is measured from a front lot line.~~
    - ~~iii. Fences up to six feet high are allowed in required setback that is measured from a side lot line.~~
    - ~~iv. Fences shall not reduce the required setback width of SMC 17C.123.060.~~
    - ~~v. Fences up to six feet high are allowed in required side or rear setbacks except when the side or rear setback abuts a pedestrian connection. When the side or rear setback abuts a pedestrian connection, fences are limited to three and one-half feet in height.~~

~~vi. The height for fences that are not in required setbacks is the same as the regular height limits of the zone.~~

~~b. Sight-obscuring Fences and Walls.~~

~~i. Any required or non-required sight-obscuring fences, walls, and other structures over three and one-half feet high, and within fifteen feet of a street lot line shall either be placed on the interior side of a L2 see-through buffer landscaping area at least five feet in depth (See chapter 17C.200 SMC, Landscaping and Screening), or meet the treatment of blank walls intent outlined in SMC 17C.122.060 Initial Design Standards and Guidelines for Center and Corridors.~~

~~4. Prohibited Fences.~~

~~a. No person may erect or maintain a fence or barrier consisting of or containing barbed, razor, concertina, or similar wire except that up to three strands of barbed wire may be placed atop a lawful fence exceeding six feet in height above grade.~~

~~b. No person may maintain a fence or barrier charged with electricity.~~

~~c. A fence, wall, or other structure shall not be placed within a public right-of-way without an approved covenant as provided in SMC 17G.010.160 and any such structure is subject to the height requirement for the adjoining setback.~~

~~d. No permanent fence may reduce the required sidewalk width.~~

~~5. Visibility at Intersections.~~

~~a. A fence, wall, hedge, or other improvement may not be erected or maintained at the corner of a lot so as to obstruct the view of travelers upon the streets~~

~~b. Subject to the authority of the traffic engineer to make adjustments and special requirements in particular cases, no fence exceeding a height of thirty-six inches above the curb may be inside the:~~

~~i. right isosceles triangle having sides of fifty feet measured along the curb line of each intersecting residential street; or~~

~~ii. right triangle having a fifteen-foot side measured along the curb line of the residential street and a seventy-five-foot side along the curb line of the intersecting arterial street, except~~

~~that when the arterial street has a speed limit of thirty-five miles per hour, the triangle has a side along such arterial of one hundred twenty-two feet; or~~

- ~~iii. right isosceles triangle having sides of seven feet measured along the right-of-way line of an alley and:
  - ~~1. the inside line of the sidewalk; or~~
  - ~~2. if there is no sidewalk, a line seven feet inside the curb line.~~~~

~~6. Enclosures for Pools, Hot Tubs, or Ponds.~~

- ~~a. A person maintaining a swimming pool, hot tub, pond, or other impoundment of water exceeding five thousand gallons and eighteen inches or more in depth and located on private property is required to construct and maintain an approved fence by which the pool or other water feature is enclosed and inaccessible by small children.~~
- ~~b. The required pool enclosure must be at least fifty-four inches high and may be a fence, wall, building, or other structure approved by the building services department.~~
- ~~c. If the enclosure is a woven wire fence, it is required to be built to discourage climbing.~~
- ~~d. No opening, except a door or gate may exceed four inches in any dimension.~~
- ~~e. Any door or gate in the pool enclosure, except when part of the occupied dwelling unit, must have self-closing and self-locking equipment by which the door or gate is kept secure when not in use. A latch or lock release on the outside of the door or gate must be at least fifty-four inches above the ground.~~
- ~~f. Outside of the door or gate must be at least fifty-four inches above the ground.~~

~~7. Reference to Other Standards.~~

- ~~1. Building permits are required by the building services department for all fences including the replacement of existing fences. A permit is not required to repair an existing fence.~~

~~F. Creation of new lots is subject to the standards of chapter 17G.080 SMC.))~~

All development within the Hamilton Form-Based Code (FBC) must address the following design standards, administered pursuant to SMC 17C.111.015 Design Standards Administration. When existing development is expanded, only those portions of the development that are new or renovated must meet the standards in this section.

This section also includes Guidelines that further define community desires for new development and redevelopment within the Hamilton FBC area. The Guidelines are optional and intended to express the desired built form for the area.

#### A. Building Base.

Building façades shall include a visually prominent plinth or base, helping establish pedestrian-scaled features and aesthetically tying the building to the street level. Building bases shall measure between 9 inches and 16 inches above adjacent grade, and utilize at least one of the following:

1. A horizontal projection of at least 3 inches that may be accompanied by a change of material and/or color.
2. A horizontal architectural line or feature, such as a belt course or secondary cornice, at or below the top of the first story and providing visual separation between the first two floors (See Figure 17C.123.060-A).



Figure 17C.123.060-A – Illustration of building base, pedestrian scale signs and other building elements described in the FBC.

B. Primary Building Entries.

1. Primary building entries shall face the street and be made visually prominent, including at least one of the following:
  - a. An entrance recessed at least 3' from the building face.
  - b. A canopy or awning that extends at least 5' from the building face, with a minimum height clearance of 8' above the sidewalk.
2. For mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.

C. Street-level Detailing.

Street-level façades shall help create a more welcoming, aesthetically rich pedestrian environment by incorporating at least four of the following elements:

1. Canopies or awnings spanning at least 25% of the building façade.
2. Canopy or awning shall extend at least 5' from the building face and shall not be closer than 2' from the curb, with a minimum height clearance of 8' above the sidewalk.
3. Pedestrian-Scaled Signs, mounted to the building or permanent overhang.
4. Decorative sconce, lantern, or similar lighting, mounted to the building.
5. Projecting windowsills.
6. Decorative kick plates for entry doors.
7. Hanging planters supported by brackets mounted to the building.

D. Façade Transparency.

Building façades shall include substantial glazing, providing visual connectivity between activities inside and outside a building. Regarding glazing, the following provisions shall apply:

1. If within a Shopfront Designation, ground floor glazing facing a public right-of-way shall be at least ten feet (10') in height and no more than three feet (3') above adjacent sidewalk or grade.
2. The total glazing expressed as a minimum percentage of ground floor façades shall meet the specifications provided in Table 17C.123.060-1.

<b>Table 17C.123.070-1</b>		
<b>Glazing minimums, ground floor facades [1]</b>		
	<b>CA1</b>	<b>Shopfront</b>
<u>Non-Residential – within 10-ft. of the sidewalk</u>	<u>40%</u>	<u>60%</u>

<u>Non-Residential – more than 10-ft. from the sidewalk</u>	<u>15%</u>	<u>15%</u>
<u>Residential</u>	<u>15%</u>	<u>15%</u>
<u>[1] Glazing percentages may include windows and doors.</u>		

#### E. Ground Floor Residential.

In addition to other standards specific to residential development found within this chapter and in order to increase the privacy of residents and provide an effective transition between the public and private realm, ground floor residential within 10-ft. of a sidewalk shall:

1. Be elevated a minimum of 30 inches from grade, with alternatives approved by the Planning Director to accommodate units meeting residential visitability standards found in SMC 17C.111.600;
2. Incorporate a patio, porch, deck, or stoop with covered entry between the entry and sidewalk; and
3. Integrate L3 Open Area Landscaping, as defined in SMC 17C.200.030 Landscape Types, between the sidewalk and building.

#### F. Blank Walls.

Minimizing blank or undifferentiated façade walls helps ensure that buildings contribute to an engaging pedestrian environment. Blank façade walls longer than 30' along any public right-of-way shall be enhanced or screened by incorporating the following:

1. Public art such as murals;
2. Vegetation such as espalier trees and/or vines planted adjacent to the wall surfaces;
3. Architectural detailing, such as reveals, contrasting materials, bas-relief detailing, or decorative trellises; or
4. Roof Lines.

#### G. Roof Lines.

1. Pitched or sloping roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12 (rise:run).
2. Buildings with flat roofs shall include an extended parapet on all building sides, creating a defined cornice or prominent top edge.
3. Non-Enclosed, Enclosed, and Architectural Roof Structure elements as defined by this code are exempt from sections 17C.123.060(G)(1) and 17C.123.060(G)(2). Height limitations for such elements are provided in Table 17C.123.030-1.

#### H. Equipment Screening.



Mechanical and electrical equipment including HVAC units, transformers, antennae and receiving dishes visible from public rights-of-way shall be screened from view, adhering to the following standards:

1. Rooftop mechanical and electrical equipment shall be screened their full height by a parapet wall, enclosed within roof volumes or other building elements designed as an integral part of the building's architecture.
2. Ground-level mechanical and electrical equipment shall be enclosed within secondary building elements or screened by features designed to coordinate with the architecture of the primary structure. Year-round vegetative screening the height of the equipment at planting is permitted. Picket or chain-link fencing may not be used (See Figure 17C.123.060-B).

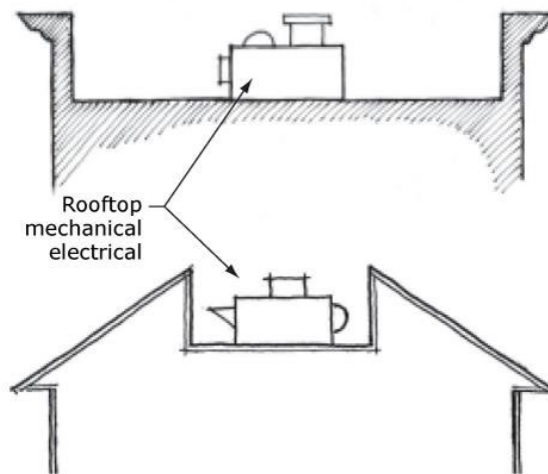


Figure 17C.123.060-B – Rooftop and ground-level equipment must be screened from view along public rights-of-way. Here mechanical systems are hidden by cornice and roof elements.

### I. Service Area Screening.

Service, loading, and trash collection areas shall be hidden or screened from view along public rights-of way and shall not face any public street or residential area unless no other location is possible. Service areas shall be hidden from view using a screen wall constructed of masonry, wood, or metal, designed to coordinate with the architecture of the primary structure. Screen walls shall also include one or more of the following:

1. Vegetation such as espalier trees and/or vines planted adjacent to the wall surfaces.
2. Architectural detailing, such as reveals, contrasting materials, bas-relief detailing, or decorative trellises.
3. Public art such as murals.

J. Sign Standards.

See City of Spokane Municipal Code, Chapter 17C.240 for sign standards. Signs within the CA zone are subject to the standards and guidelines contained in the Initial Design Standards and Guidelines for Centers and Corridors.

- K. Swimming pool, hot tub, pond, or other impoundment of water exceeding five thousand gallons and eighteen inches or more in depth must be located within a fully enclosed building.

L. Guidelines.

In addition to the material standards defined in this section, the following guidelines are included to further define community expectations for projects within the Hamilton FBC area. The guidelines presented in this section are optional and intended to express desirable characteristics for the district.

1. Sustainable Design.

- a. The use of sustainably harvested, salvaged, recycled, and reused products is encouraged wherever possible.
- b. The rehabilitation of older buildings should be considered before new construction. If removal is required, the deconstruction of existing development is encouraged.
- c. Integration of Green Stormwater Infrastructure (GSI) should be considered in conjunction with property redevelopment.
- d. Property owners are encouraged to replace or reduce ground cover like grass lawns and pavement with native and/or drought tolerant plantings.
- e. The installation and maintenance of green roofs is encouraged.

2. Trail-Oriented Development.

For properties along the Centennial Trail, development is encouraged to orient towards the trail, which can be accomplished by:

- a. Having patios and decks that overlook the trail.
- b. Having an increased level of façade transparency to increase “eyes on the trail”.
- c. Having a covered entry facing the trail.

d. Avoiding tall fences and blank walls facing the trail.

3. Building Entries.

Recommended entry treatments include special paving materials such as ceramic tile; ornamental ceiling treatments; decorative light fixtures; decorative door pulls, escutcheons, hinges, and other hardware.

4. Building Materials.

- a. Authentic materials and methods of construction should be used to the greatest degree possible. Materials made to simulate higher-value materials and construction types may be used for reasons of economy, but should be durable and closely match the proportions, surface finishes, and colors of the materials they simulate.
- b. When veneers are used, detailing and installation should give the appearance of full-depth material, avoiding the exposure of veneer sides, including the use of wrap-around corner pieces.
- c. Cladding and/or accent materials on the primary building should be carried over onto additions, accessory buildings, and site features.
- d. Recommended cladding materials include:
  - i. Brick. Red brick is characteristic of the Spokane region, although other colors may be used as well. Full size brick veneer is preferable to thin brick tile.
  - ii. Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.
  - iii. Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates, and surface textures should be exploited to achieve architectural effects.
  - iv. Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.
  - v. Wood. Horizontal sidings such as clapboard, tongue-in-groove, shingles or shakes, or vertical sidings such as board and batten are acceptable. Trim elements should be used for all wood siding types. Heavy timber detailing and exposed bracing may be used where appropriate to the building style.
  - vi. Fiber-cement or cementitious siding. Fiber-cement planks, panels and shingles and are an acceptable substitute for

wood siding when used in the formats described above under "Wood."

- vii. Stucco. Stucco, cement plaster or stucco-like finishes such as EIFS may be used along ground floor portions of rear or side service and parking exposures, provided the building base treatment used along the street façade is continued. Stucco of any type should not be used along ground floor portions of street exposures.
- e. Accent materials are typically used at building entrances, window and door frames, wall bases, cornices, wainscot materials and for copings, trim, and other special elements. Recommended accent materials include:
  - i. Brick. Red brick is characteristic of the Spokane region, although other colors may be used as well. Full size brick veneer is preferable to thin brick tile.
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  - iv. Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.
  - v. Tile. Ceramic, terra cotta and cementitious tile, whether glazed or unglazed is acceptable.
  - vi. Metal. Profile, corrugated and other sheet, rolled or extruded metal is acceptable. Metal accents should have trim elements to protect edges, and be of adequate thickness to resist dents and impacts. Surfaces should be treated with a high quality, fade-resistant coating system or paint such as Kynar and Tnemec. Copper, zinc and weathering steel may be left exposed.
- f. The location and spacing of panel or expansion joints should be incorporated into the façade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters and other elements contributing to the façade composition.

## 5. Rooflines.

Varied roof planes, cornice elements, overhanging eave and roof decks are encouraged, as they increase visual interest and help implement desired character objectives.

a. Recommended materials for roofs exposed and visible from public rights of way include:

i. Metal seam roofing. Finishes should be anodized, fluoro-coated or painted. Copper, zinc and weathering steel may be left exposed.

ii. Slate or slate-like materials.

iii. Sheet metal shingles.

iv. Asphalt shingles. Projects using asphalt shingles should use the highest quality commercial grade materials and be provided with adequate trim elements.

6. Special Paving.

Cobblestones or a stamped concrete cobblestone or brick pattern are recommended for special paving and pedestrian buffer strips.

Section 8. That SMC Section 17C.123.080 is amended to read as follows:

**Section 17C.123.080 (~~(Building Type Catalogs)~~ Additional Requirements)**

A. Outdoor Activities

The standards of this section are intended to assure that outdoor sales, display, storage, and work activities will not have adverse impacts on adjacent properties or the environment, while providing the envisioned built form within the area.

1. Outdoor Sales and Display Areas.

a. Outdoor sales and display areas are limited to forty percent of lot area or one thousand five hundred square feet, whichever is less, in the CA1 zone.

b. Outdoor sales and display areas for uses in the industrial use categories are not allowed in the CA1 zone.

c. In the Shopfront designations, accessory outdoor sales are permitted so long as the Clear Pedestrian Zone and Buffer Zone is maintained.

d. In the Shopfront designations, outdoor display areas are prohibited.

2. Outdoor Storage Areas.

a. Outdoor storage areas are not permitted.

3. Outdoor Activity Area Improvements.

- a. Outdoor activities shall be screened and landscaped according to the provisions of chapter 17C.200 SMC, Landscaping and Screening.
- b. In order to control dust and mud, all vehicle circulation areas must be paved.

B. Fences.

The fence standards avoid adverse impacts on the area while protecting public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

1. Type of Fences.

The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

2. Location, Height, and Design

a. Street Setbacks.

- i. No fence or other structure is allowed within twelve feet from the back of the curb, consistent with the required sidewalk width of SMC 17C.123.050.
- ii. Fences up to three and one-half feet high are allowed in a required street setback.
- iii. Fences up to six feet high are allowed in required side or rear setbacks except when the side or rear setback abuts a pedestrian connection. When the side or rear setback abuts a pedestrian connection, fences are limited to three and one-half feet in height.
- iv. Fences shall not reduce the required setback width of SMC 17C.123.030.

b. Sight-obscuring Fences and Walls.

- i. Any required or non-required sight-obscuring fences, walls, and other structures over three and one-half feet high, and within fifteen feet of a street lot line shall either be placed on the interior side of a L2 see-through buffer landscaping area at least five feet in depth (See chapter 17C.200 SMC, Landscaping and Screening), or meet the treatment of blank

walls intent outlined in SMC 17C.122.060 – Initial Design Standards and Guidelines for Center and Corridors.

c. Fencing Material.

- i. Fence materials within the public right-of-way or within eight feet of a street lot line should be wrought iron or similar in appearance, aluminum, metal, or similar material.
- ii. Walls visible from streets shall be masonry, stone, brick, or similar construction.
- iii. Chain link fencing is not allowed that is visible from and/or adjacent to a public street.

3. Prohibited Fences.

- a. No person may erect or maintain a fence or barrier consisting of or containing barbed, razor, concertina, or similar wire.
- b. No person may maintain a fence or barrier charged with electricity.
- c. A fence, wall, or other structure shall not be placed within a public right-of-way without an approved covenant as provided in SMC 17G.010.160 and any such structure is subject to the height requirement for the adjoining setback.
- d. No permanent fence may reduce the required sidewalk width.

4. Visibility at Intersections.

A fence, wall, hedge, or other improvement may not be erected or maintained at the corner of a lot so as to obstruct the view of travelers upon the streets.

- 6. Subject to the authority of the traffic engineer to make adjustments and special requirements in particular cases, no fence exceeding a height of thirty-six inches above the curb may be located within the Clear View Triangle, as defined in Section 17A.020.030 “C” Definitions.

# Context Area 1 (CA-1)

## Hamilton FBC Building Character Visual Catalog

This visual catalog showcases the type, form, and general character of desired development within Context Area 1. Images are representational only.



### CA-1 Non-Shopfront

See also CA-2, CA-3 and CA-4 Non-Shopfront.



### CA-1 Corner

See also CA-2 and CA-3 Corner.



### CA-1 Shopfront

See also CA-2 and CA-3 Shopfront.



## CA-1 - 1 to 5 Story Buildings

[NOTE: Delete graphic above]



# Context Area 2 (CA-2)

## Hamilton FBC Building Character Visual Catalog

This visual catalog showcases the type, form, and general character of desired development within Context Area 2. Images are representational only.



### CA-2 Non-Shopfront

See also CA-3 and CA-4 Non-Shopfront.



### CA-2 Corner

See also CA-3 Corner.

### CA-2 Shopfront

See also CA-3 Shopfront.



## CA-2 - 1 to 4 Story Buildings

[NOTE: Delete graphic above]

# Context Area 3 (CA-3)

## Hamilton FBC Building Character Visual Catalog

This visual catalog showcases the type, form, and general character of desired development within Context Area 3. Images are representational only.



### CA-3 Non-Shopfront

See also CA-4.



### CA-3 Corner



### CA-3 Shopfront



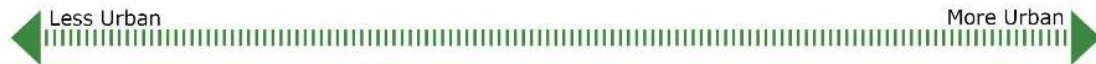
## CA-3 - 1 to 2 Story Buildings

[NOTE: Delete graphic above]

# Context Area 4 (CA-4)

## Hamilton FBC Building Character Visual Catalog

This visual catalog showcases the type, form, and general character of desired development within Context Area 4. Images are representational only.



### CA-4 Small Footprint



### CA-4 Medium Footprint

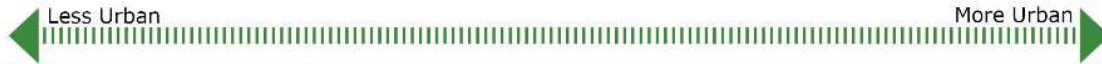


[NOTE: Delete graphic above]

# Context Area 4 (CA-4)

## Hamilton FBC Building Character Visual Catalog

This visual catalog showcases the type, form, and general character of desired development within Context Area 4. Images are representational only.



### CA-4 Large Footprint



*Image borrowed from daybreakutah.com*



*Image borrowed from daybreakutah.com*

**[NOTE: Delete graphic above]**

## 17C.111.230/17C.120.220 HEIGHT

*The proposed Spokane Municipal Code Text Amendments related to building height are citywide and not limited to the South Logan Project Area. The citywide changes implement recommendations from the [South Logan TOD Plan](#), with citywide implementation ensuring consistency of height and height transitions throughout Spokane. The proposal includes replacing the allowed height of 70-feet with 75-feet to better permit podium-style development, as well as reducing the distance of and modifying the slope of required height transitions adjacent to R1 and R2 zones in order to increase the feasibility of development building to the allowed maximum height allowances.*

*Text with (~~strikethrough~~) is proposed to be repealed/modified with underlined text representing proposed text. Text without a strikethrough or underline is existing and not proposed to be modified.*

Section 1. That SMC Section 17C.111.230 is amended to read as follows:

### **17C.111.230 Height**

#### A. Purpose.

The height standards promote a reasonable building scale and relationship of one residence to another and they promote privacy for neighboring properties. The standards contained in this section reflect the general building scale and placement of houses in the City's neighborhoods.

#### B. Height Standards.

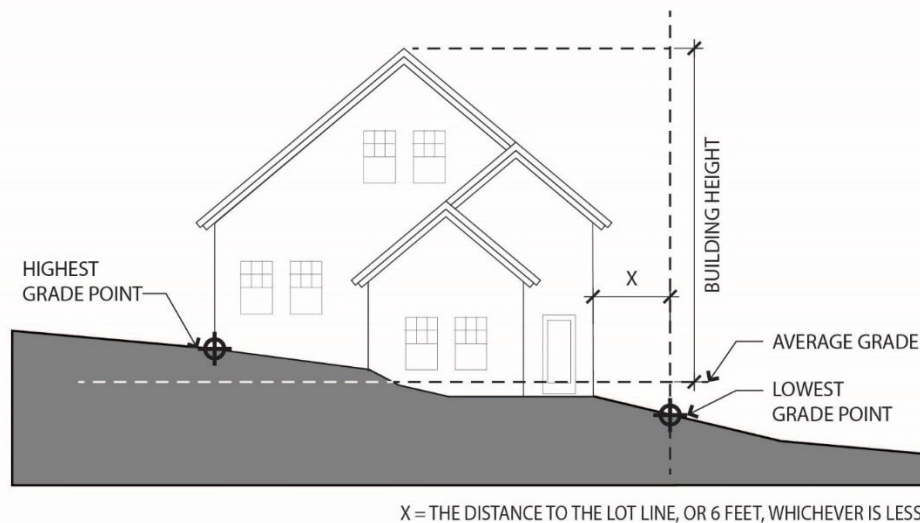
The maximum height standards for all structures are stated in Table 17C.111.205-2. The building height shall be measured using the following method (see Figure 17C.111.230-A):

1. Building height is the vertical distance from the average grade to the highest point of the roof or structure that is not listed as an exception to the maximum building height limits as listed in Section 17C.111.230(C).
2. Underground portions of the structure are not included in height calculations. The height of the structure shall be calculated from the point at which the sides meet the surface of the ground.
3. "Average grade" means the average of the ground level adjoining the building at all exterior walls. Where the ground level slopes away from the exterior walls, the reference point shall be established by the lowest points within the area between the building and the lot line or where the lot line is

more than 6 feet from the building, use the reference point between the structure and a point 6 feet from the building.

4. Measurements shall be taken at the existing grade or finished grade, whichever is lower.
5. Depressions such as window wells, stairwells for exits required by other codes, “barrier free” ramps on grade, and vehicle access driveways into garages shall be disregarded in determining structure height when in combination they comprise less than fifty percent of the facade on which they are located. In such cases, the grade for height measurement purposes shall be a line between the grades on either side of the depression.

FIGURE 17C.110.230-A: Height Measurement



**Figure 17C.111.230-A Height Measurement**

6. For purposes of measuring building height in residential zones, the following terms shall be interpreted as follows:
  - a. “Grade” means the ground surface contour (see also “existing grade” and “finished grade”).
  - b. “Fill” means material deposited, placed, pushed, pulled or transported to a place other than the place from which it originated.

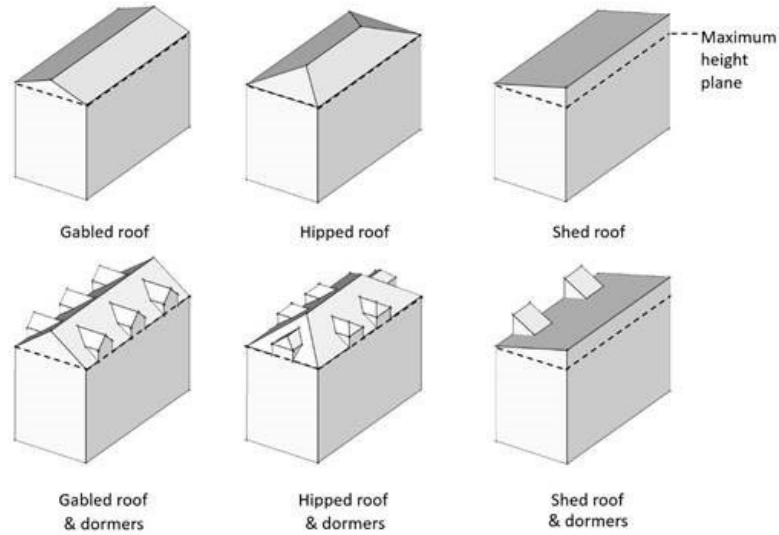
- c. "Finished grade" means the grade upon completion of the fill or excavation.
- d. "Excavation" means the mechanical removal of earth material.
- e. "Existing grade" means the natural surface contour of a site, including minor adjustments to the surface of the site in preparation for construction.

C. Exceptions to the maximum height standard are stated below:

- 1. Exceptions to the maximum structure height in the RMF and RHD zones are designated on the official zoning map by a dash and a height listed after the zone map symbol (i.e., RHD-150). Changes to the height limits in the RMF and RHD zones require a rezone. Height limits are forty feet, fifty-five feet, (~~seventy feet~~) seventy-five feet, or one hundred fifty feet depending on location.

~~((2. In RMF and RHD zones where the maximum structure height is forty feet, pitched roof structures are allowed an additional fifteen feet above the maximum height standard stated in Table 17C.111.205-2, provided that the roof incorporates all of the following:~~

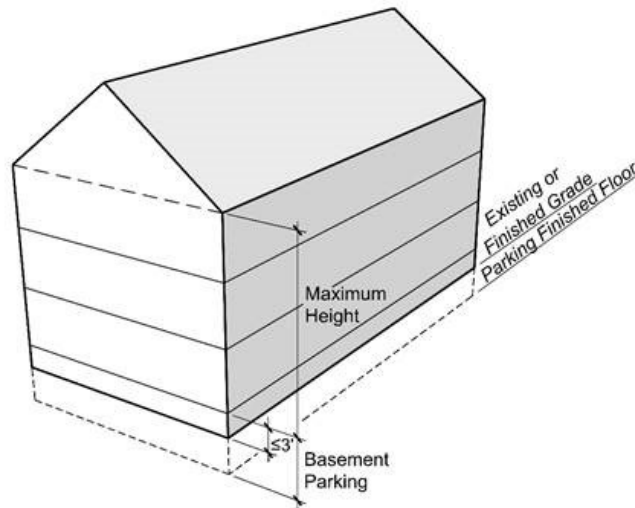
- ~~a. pitched roof forms having slopes between 4:12 and 12:12; and~~
- ~~b. a minimum of one roof plane that intersects the maximum height plane (see Figure 17C.111.230-B for eligible examples); and~~
- ~~c. establishes sense of "top" per SMC 17C.111.455.))~~



~~((Figure 17C.111.230-B: Roof Type Examples for Height Exception))~~

**[NOTE: Delete graphic above]**

~~((3))~~2. In the RMF and RHD zones, height does not include up to three feet of the above-grade portions of basement parking, where the elevation of the first residential finished floor is three feet or less above the lowest elevation of the existing grade or finished grade, whichever is lower. See Figure ~~((17C.111.230-C))~~ 17C.111.230-B.



**Figure ~~((17C.111.230-C))~~ 17C.111.230-B: Basement Parking Excluded from Height**



~~((4))~~3. Buildings and structures over fifty feet in height must follow the design, setback and dimensional standards found in [chapter 17C.250 SMC](#), Tall Building Standards

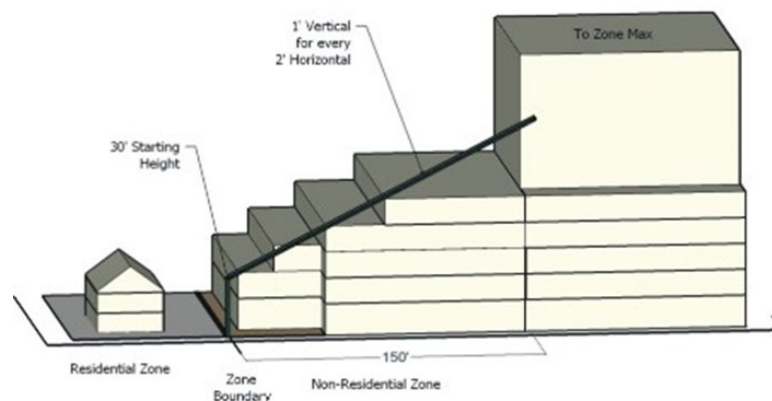
~~((5))~~4. Adjacent to R1 and R2 Zones.

To provide a gradual transition and enhance the compatibility between the more intensive commercial zones and adjacent R1 and R2 residential zones:

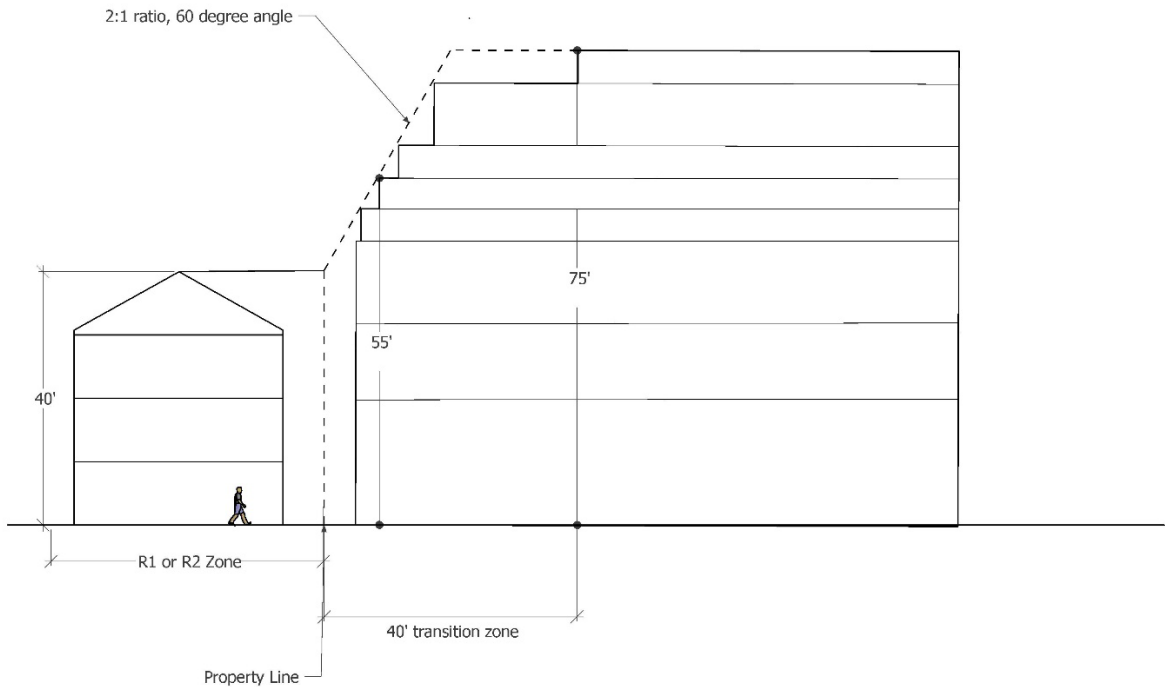
a. For all development within ~~((one hundred fifty))~~ forty feet of any R1 or R2 residential zone the maximum building height is as follows:

i. Starting at a height of ~~((thirty))~~ forty feet ~~((the residential zone boundary))~~ at R1 and R2 property boundaries, additional building height may be added at a ratio of ~~((one))~~ 2 to ~~((two))~~ 1 ~~((one-foot))~~ two feet of additional building height for every ~~((two feet))~~ one foot of additional horizontal distance from the closest ~~((single-family))~~ R1 or ~~((two-family))~~ R2 ~~((residential-zone))~~ zoned property. ~~((The building height transition requirement ends one hundred fifty feet from the R1 or R2 residential zone and then full building height allowed in the zone applies.))~~

ii. The building height transition requirement ends forty feet from the R1 or R2 zoned property line and then full building height allowed in the zone applies.



**[NOTE: Delete graphic above]**



**Figure 17C.111.230-C: Height Transition**

~~((6. In the RMF zone within forty feet of a common boundary with a R1 zone, the maximum height is forty feet.))~~

~~((7))~~ 5. Projections Allowed.

Chimneys, flagpoles, satellite receiving dishes and other similar items with a width, depth or diameter of three feet or less may extend above the height limit, as long as they do not exceed three feet above the top of the highest point of the roof. If they are greater than three feet in width, depth or diameter, they are subject to the height limit.

~~((8))~~ 6. In addition to the projections allowed under subsection (7) above, in the RMF and RHD zones, the following projections above the roof height are allowed:

- a. Parapets and rooftop railings may extend four feet above the height limit.
- b. Walls or fences located between individual rooftop decks may extend six feet above the height limit if the wall or fence is set back at least four feet from the edges of the roof.

- c. Stairway enclosures that provide rooftop access and cumulatively cover no more than ten percent of the roof area may extend up to ten feet above the height limit, provided that the enclosures are setback at least fifteen feet from all roof edges on street facing facades.

~~((9))~~7. Farm Buildings.

Farm buildings such as silos, elevators and barns are exempt from the height limit as long as they are set back from all lot lines at least one foot for every foot in height.

- ~~((10))~~8. Utility power poles and public safety facilities are exempt from the height limit.

- ~~((11))~~9. Radio and television antennas are subject to the height limit of the applicable zoning category.

- ~~((12))~~10. Wireless communication support towers are subject to the height requirements of [chapter 17C.355A SMC](#), Wireless Communication Facilities.

- ~~((13))~~11. Uses approved as a conditional use may have building features such as a steeple or tower which extends above the height limit of the underlying zone. Such building features must set back from the side property line adjoining a lot in a residential zone a distance equal to the height of the building feature or one hundred fifty percent of the height limit of the underlying zone, whichever is lower.

D. Special Height Districts.

Special height districts are established to control structure heights under particular circumstances such as preservation of public view or airport approaches. See [chapter 17C.170 SMC](#), Special Height Overlay Districts.

E. Accessory Structures.

The height of any accessory structure located in the rear yard, including those attached to the primary residence, is limited to twenty feet in height, except a detached ADU above a detached accessory structure may be built to twenty-five (25) feet in height.

Section 2. That SMC Section 17C.120.220 be amended to read as follows:

### **17C.120.220 Height**

#### A. Purpose

The height limits are intended to control the overall scale of buildings. The height limits in the O, NR and NMU zones discourage buildings that visually dominate adjacent residential areas. The height limits in the OR, CB and GC zones allow for a greater building height at a scale that generally reflects Spokane's commercial areas. Light, air and the potential for privacy are intended to be preserved in single-family residential zones that are close to commercial zones.

#### B. Height Standards

The height standards for all structures are stated in [Table 17C.120-2](#). Exceptions to the maximum height standard are stated below.

##### 1. Maximum Height.

Exceptions to the maximum structure height are designated on the official zoning map by a dash and a height listed after the zone map symbol (i.e., CB-150). Changes to the height limits require a rezone. Height limits are ~~((thirty-five feet,))~~ forty feet, fifty-five feet, ~~((seventy feet))~~ seventy-five feet, or one hundred fifty feet depending on location.

##### 2. Buildings and structures over fifty feet in height must follow the design, setback and dimensional standards found in [chapter 17C.250 SMC](#), Tall Building Standards.

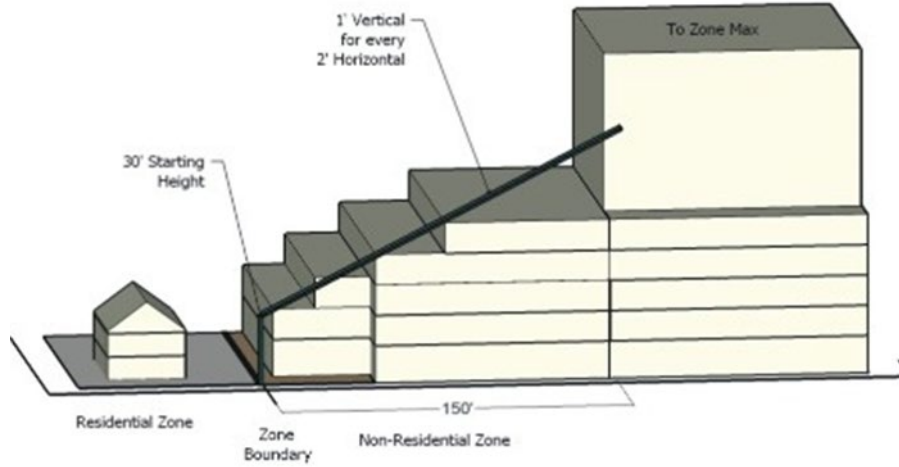
##### 3. Adjacent to ~~((Single-family))~~ R1 and ~~((Two-family Residential))~~ R2 Zones.

To provide a gradual transition and enhance the compatibility between the more intensive commercial zones and adjacent ~~((single-family))~~ R1 and ~~((two-family))~~ R2 residential zones:

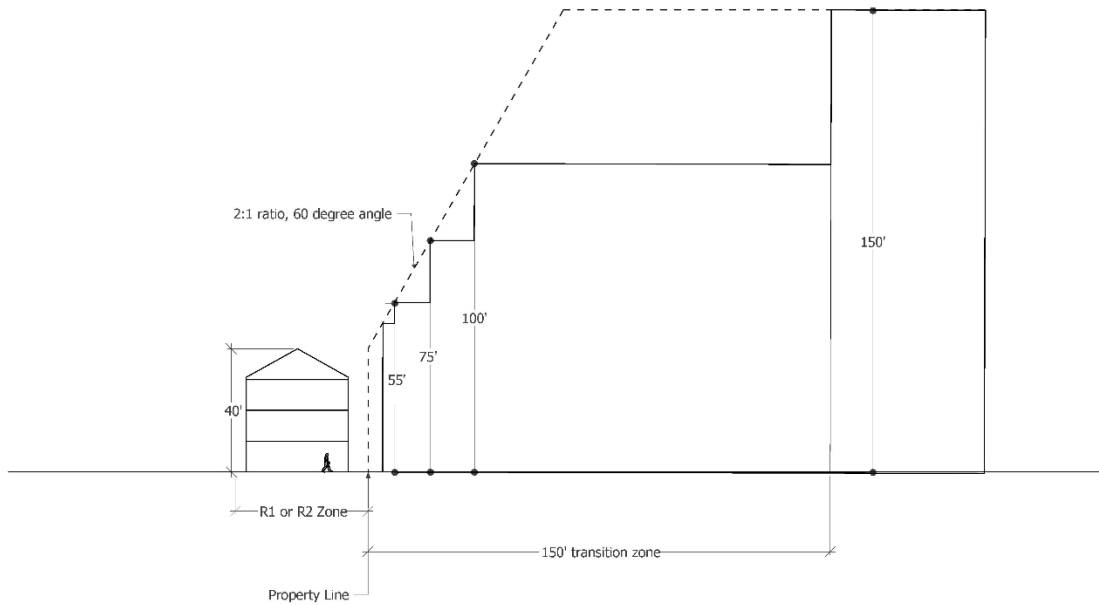
##### a. For all development within one hundred fifty feet of ~~((any single-family or two-family residential zone))~~ R1 or R2 zoned properties the maximum building height is as follows:

##### i. Starting at a height of ~~((thirty))~~ forty feet at ~~((the residential zone boundary))~~ R1 and R2 property boundaries, additional building height may be added at a ratio of ~~((4))~~ 2 to ~~((2))~~ 1 ~~((one-foot))~~ two feet of additional building height for every ~~((two-feet))~~ one foot of additional horizontal distance from the closest ~~((single-family))~~ R1 or ~~((two-family))~~ R2 ~~((residential zone))~~ zoned property line. ~~((The building height transition~~

requirement ends one hundred fifty feet from the single-family or two-family residential zone and then full building height allowed in the zone applies.))



[NOTE: Delete graphic above]



**Figure 17C.120.220: Height Transition**

4. Projections Allowed.

Chimneys, flag poles, satellite receiving dishes, and other similar items with a width, depth or diameter of five feet or less may rise ten feet above the height limit, or five feet above the highest point of the roof, whichever is greater. If they are greater than five feet in width, depth or diameter, they are subject to the height limit.

5. Rooftop Mechanical Equipment.

All rooftop mechanical equipment must be set back at least fifteen feet from all roof edges that are parallel to street lot lines. Elevator mechanical equipment may extend up to sixteen feet above the height limit. Other rooftop mechanical equipment which cumulatively covers no more than ten percent of the roof area may extend ten feet above the height limit.

6. Radio and television antennas, utility power poles, and public safety facilities are exempt from the height limit except as provided in chapter 17C.355A SMC, Wireless Communication Facilities.

C. Special Height Districts

Special height districts are established to control structure heights under particular circumstances such as preservation of public view or airport approaches. See [chapter 17C.170 SMC](#), Special Height Overlay Districts.

## 17C.122 CENTER & CORRIDOR TEXT AMENDMENTS

The proposed Spokane Municipal Code Text Amendments related to Center and Corridor zoning are citywide and not limited to the South Logan Project Area. The citywide changes implement recommendations from the [South Logan TOD Plan](#), with citywide implementation ensuring consistency. The South Logan TOD Plan anticipated [Section 17C.400.040 Pilot Center and Corridors Development Standards](#) would be made permanent. As an interim ordinance, the purpose is to identify which regulations should be kept and which should be adjusted or removed. The proposed regulations make permanent, with adjustments informed by the pilot period and through analysis from the [Centers and Corridors Study](#), the interim citywide regulations. The proposal includes adjusting height standards, not permitting drive-thrus in the CC1 zone or along Pedestrian Street designations, implementing height bonuses instead of FAR bonuses, modifying parking requirements, as well as consolidation and reorganization for improved useability.

Text with (~~strikethrough~~) is proposed to be repealed/modified with underlined text representing proposed text. Text without a strikethrough or underline is existing and not proposed to be modified.

The proposed Center & Corridor text amendments also include a number of new sections, largely due to reorganization. These sections do not include strikethrough or underlined text. These new sections and proposed changes are noted in the text amendment tracking sheet.

Section 1. That SMC Section 17C.122.070 Center and Corridor Zone Allowed Uses is amended to read as follows:

### Section 17C.122.070 Center and Corridor Zone Allowed Uses

~~((The uses allowed in the center and corridor zones are shown in Chapter 17C.122T Center and Corridor Zone Development Tables: Table 17C.122.070-1 Center and Corridor Zone Allowed Uses.))~~

The uses allowed in the Center and Corridor zones are shown in Table 17C.122.070-1.

<b>TABLE 17C.122.070-1 CENTER AND CORRIDOR ZONE ALLOWED USES</b>			
<u>Use is:</u> <b><u>P</u></b> – Permitted <b><u>N</u></b> – Not Permitted <b><u>L</u></b> – Allowed, but special limitations <b><u>CU</u></b> – Conditional use review required	<b><u>CC Zone Type</u></b>		
	<b><u>Core Zones</u></b>	<b><u>Transition Zone</u></b>	
	<b><u>CC1</u></b>	<b><u>CC2</u></b>	<b><u>CC4</u></b>
<u>Residential</u>	<b><u>P</u></b>	<b><u>P</u></b>	<b><u>P</u></b>
<u>Hotels, including Bed and Breakfast Inns</u>	<b><u>P</u></b>	<b><u>P</u></b>	<b><u>N</u></b>
<u>Commercial, Financial, Retail, Personal Services</u>	<b><u>P[1]</u></b>	<b><u>P[1]</u></b>	<b><u>L[4]</u></b>
<u>Eating and Drinking Establishments</u>	<b><u>P[2]</u></b>	<b><u>P[2]</u></b>	<b><u>N</u></b>

<u>Restaurants without Cocktail Lounges</u>	<u>P</u>	<u>P</u>	<u>L[4]</u>
<u>Professional and Medical Offices</u>	<u>P</u>	<u>P</u>	<u>L[4]</u>
<u>Entertainment, Museum and Cultural</u>	<u>P</u>	<u>P</u>	<u>N</u>
<u>Government, Public Service or Utility Structures, Social Services and Education</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Religious Institutions</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Parks and Open Space</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Surface Lot Commercial Parking</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Structured Commercial Parking*</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public Parking Lot</u>	<u>P</u>	<u>P</u>	<u>N</u>
<u>Limited Industrial (if entirely within a building)</u>	<u>P[3]</u>	<u>P[3]</u>	<u>N</u>
<u>Heavy Industrial</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Drive-through Businesses</u>	<u>N</u>	<u>P[5]</u>	<u>P[5]</u>
<u>Motor Vehicles Sales, Rental, Repair or Washing</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Automotive Parts and Tires (with exterior storage or display)</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Gasoline Sales (serving more than six vehicles)</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Gasoline Sale (serving six vehicles or less)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Self-storage or Warehouse</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Adult Business (subject to chapter 17C.305 SMC special provisions)</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Winery and Microbreweries</u>	<u>P</u>	<u>P</u>	<u>N</u>
<u>Mobile Food Vending</u>	<u>P[6]</u>	<u>P[6]</u>	<u>P[6]</u>
<u>Notes:</u> <u>[1] Retail uses having more than forty thousand gross floor area are not permitted in neighborhood centers designated by the comprehensive plan.</u> <u>[2] Eating and drinking establishments larger than five thousand gross floor area are not permitted in neighborhood centers designated by the comprehensive plan.</u> <u>[3] Limited industrial uses having more than twenty thousand gross floor area are not permitted in neighborhood centers designated by the comprehensive plan.</u> <u>[4] Residential uses are required to be mixed on the same parcel as proposed office and retail uses. Nonresidential uses are limited to three thousand square feet per parcel. In neighborhood centers, nonresidential uses are only allowed on parcels with frontage on an arterial street. Nonresidential uses in the CC4 zone are not allowed within sixty feet of a single-family and two-family residential zone or further than three hundred feet (neighborhood center only) from a CC core comprehensive plan designation.</u> <u>[5] Drive-through businesses are not permitted along designated Pedestrian Streets</u> <u>[6] All mobile food vendors shall have a valid mobile food vending license issued pursuant to SMC 10.51.010.</u>			

Section 2. That SMC Section 17C.122.080 Floor Area Ratio (FAR) is repealed.



Section 3. That SMC Section 17C.122.090 is amended to read as follows:

**Section 17C.122.090 Public Amenities Allowing Bonus ((FAR)) Height**

~~((A.—Minor Amenities.~~

~~Each public amenity from the following list may allow an increase of two-tenths FAR from the basic allowable FAR to the maximum FAR.~~

~~1.—Additional Streetscape Features.~~

~~Seating, trees, pedestrian-scaled lighting and special paving in addition to any that are required by the design standards and guidelines.~~

~~2.—Canopy Over the Public Sidewalk.~~

~~A virtually continuous canopy structure. A canopy is a permanent architectural element projecting out from a building facade over a sidewalk or walkway. A canopy shall be at least five feet in horizontal width and be no less than eight feet and no more than twelve feet above grade.~~

~~3.—Alley Enhancements.~~

~~Decorative paving, pedestrian-scaled lighting, special paving and rear entrances intended to encourage pedestrian use of the alley.~~

~~4.—Preferred Materials on Building.~~

~~Use of brick and stone on the building facades that face streets.~~

~~5.—An amenity specifically identified and described in an adopted neighborhood plan.~~

~~6.—Building to the Street.~~

~~Buildings complying with the “Buildings Along the Street” design guidelines (page 4 of the center and corridor design guidelines) so that at least fifteen percent of the frontage of the site consists of building facades.~~

~~B.—Major Amenities.~~

~~Each public amenity from the following list may allow an increase of five-tenths FAR from the basic allowable FAR to the maximum FAR.~~

~~1. Exterior Public Space(s).~~

~~A plaza or courtyard, with a minimum area of four hundred square feet or two percent of the total interior floor space of the development, whichever is greater. A plaza or a courtyard is a level space accessible to the public, at least ten feet in width, with a building façade on at least one side. The elevation of the courtyard or plaza shall be within thirty inches of the grade of the sidewalk providing access to it. For courtyards, at least sixty percent of the green shall be planted with trees, ground cover and other vegetation. For plazas, at least fifteen percent, but no more than sixty~~

~~percent of the space shall be planted with trees, ground cover and other vegetation. Courtyards and plazas shall also include seating, pedestrian-scale lighting, decorative paving and other pedestrian furnishings. The use of artists to create fixtures and furnishings is strongly encouraged.~~

~~2. Public Art.~~

~~Public art includes sculptures, murals, inlays, mosaics and other two-dimensional or three-dimensional works, as well as elements integrated into the design of a project (e.g, fountain) that are designed and crafted by one or more artists. Such artists must be listed on a registry of either the Washington state arts commission or the Spokane arts commission. To receive the FAR bonus, public art must be documented at a value that is at least one percent of the value of construction.~~

~~3. Through block pedestrian connection providing a continuous walkway accessible to the public, at least ten feet in width, paved with decorative paving and lighted for nighttime use. It may be covered or open to the sky.~~

~~4. Residential Units.~~

~~Comprising at least twenty five percent of the total floor area.~~

~~5. Structured parking.~~

~~6. If all of the standards and guidelines for Type 1 centers and pedestrian streets are incorporated into a project that is within a Type 2 center.~~

~~C. "Super Bonuses."~~

~~Any development that receives super bonuses shall also provide at least two of the major or minor amenities listed above. In return for providing either of the following, the maximum FAR's may be increased by fifty percent.~~

~~1. Underground Parking.~~

~~All of the parking is provided within a structure that is entirely below grade.~~

~~2. Affordable Housing.~~

~~At least twenty percent of the units are set aside for households making less than eighty percent of the median income for the City as defined by HUD.))~~

A. Development that meets the following conditions may be allowed an additional fifteen feet of height to the maximum height standards in Section 17C.122.200 Development Standards Table.

1. Underground Parking.

a. All off-street parking provided on the site meets one of the following conditions:

- i. Parking areas are entirely below the grade of any adjacent streets; or
- ii. Surface parking or structured parking at ground level is located entirely behind buildings relative to all adjacent streets; or
- iii. Structured parking visible from the street is above ground level with non-parking uses lining the street.

2. Affordable Housing.

- a. At least twenty percent of the residential units are set aside for households making less than eighty percent of the Spokane County Area Median Income as defined by the United States Department of Housing and Urban Development.

3. Public Art.

- a. May include sculptures, murals, inlays, mosaics, and other two-dimensional or three-dimensional works, as well as elements integrated into the design of a project (e.g., fountain) that are designed and crafted for the aesthetic improvement of the pedestrian realm.

- i. To receive the height bonus, public art must be documented at a value that is at least one percent of the value of construction.

Section 4. That SMC Section 17C.122.100 Maximum Building Height is repealed.

Section 5. That SMC Section 17C.122.110 Setbacks and Required Sidewalk Width is repealed.

Section 6. That there is adopted a new Section 17C.122.200 to Chapter 17C.122 SMC to read as follows:

**Section 17C.122.200 Development Standards Table**

Development standards that apply within Center and Corridor Zones are provided in Table 17C.122.200-2 Center and Corridor Development Standards

Table 17C.122.200-2 Center and Corridor Development Standards			
HEIGHT STANDARDS			
	CC1	CC2	CC4
Neighborhood Center	55 ft [1][2]	55ft [1][2]	55ft [1][2]

District Center or Corridor		75 ft [1][2]	75 ft [1][2]	55 ft [1][2]
Employment Center		150 ft [2]	150 ft [2]	75 ft [2]
<b>FLOOR AREA RATIO (FAR) STANDARDS</b>				
		CC1	CC2	CC4
Neighborhood Center	Minimum FAR	No Minimum	No Minimum	No Minimum
	Maximum FAR	No Maximum	No Maximum	No Maximum
District Center	Minimum FAR	0.5	0.5	0.5
	Maximum FAR	No Maximum	No Maximum	No Maximum
Employment Center	Minimum FAR	1	1	1
	Maximum FAR	No Maximum	No Maximum	No Maximum
<b>SETBACK STANDARDS</b>				
		CC1	CC2	CC4
Minimum setback from street lot line		0 ft.	0 ft.	0 ft. (([3]))
Minimum setback from R1 and R2 zoned lots		10 ft. (((-4)) [3])	10 ft. (((-4)) [3])	10 ft. (((-4)) [3])
Minimum setback from all zones except R1 and R2		0 ft. (((-4)) [3])	0 ft. (((-4)) [3])	0 ft. (((-4)) [3])
<b>LOT DIMENSIONS</b>				
		CC1	CC2	CC4
Minimum front lot line width		10 ft.	10 ft.	10 ft.
<p>[1] An additional fifteen ft of height is permitted provided that at least one condition under Section 17C.122.090 Public Amenities Allowing Additional Height is met.</p> <p>[2] Structures over seventy feet in height must follow the standards in <a href="#">Chapter 17C.250 Tall Building Standards</a>.</p> <p>[3] (<del>When abutting R1 and R2 zoned lots, the minimum structure setback from street lot line is the same as the abutting residential zoning district for the first 60 ft. from the boundary of the abutting residential zoning district. See SMC 17C.120.230 for additional standards and exceptions. This does not apply when a zone boundary is within the public right-of-way.</del>)</p> <p>(((4))) Structure setbacks are measured from the lot line.</p>				

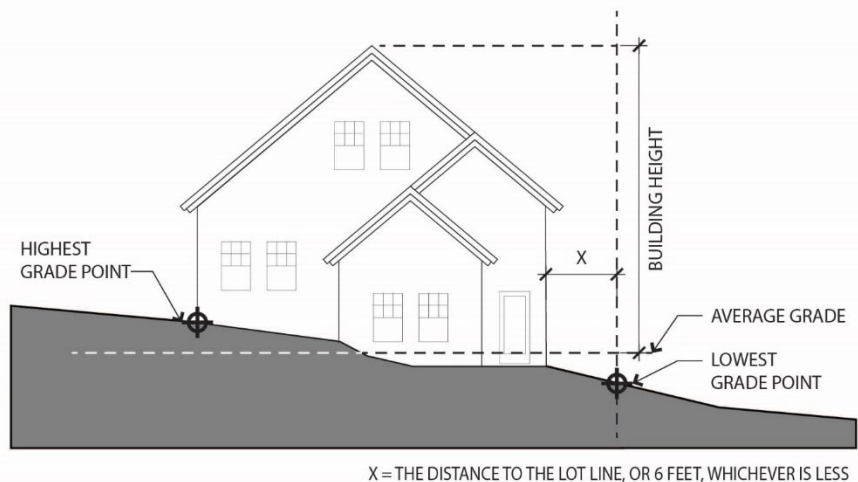
Section 7. That there is adopted a new Section 17C.122.210 to Chapter 17C.122 SMC to read as follows:

**Section 17C.122.210 Height**

A. Height.

The maximum height standards for all structures are stated in Table 17C.122.200-2. The building height shall be measured using the following method (see Figure 17C.122.210-A):

1. Building height is the vertical distance from the average grade to the highest point of the roof or structure.
2. Underground portions of the structure are not included in height calculations. The height of the structure shall be calculated from the point at which the sides meet the surface of the ground.
3. "Average grade" means the average of the ground level adjoining the building at all exterior walls. Where the ground level slopes away from the exterior walls, the reference point shall be established by the lowest points within the area between the building and the lot line or where the lot line is more than 6 feet from the building, use the reference point between the structure and a point 6 feet from the building.
4. Measurements shall be taken at the existing grade or finished grade, whichever is lower.
5. Depressions such as window wells, stairwells for exits required by other codes, "barrier-free" ramps on grade, and vehicle access driveways into garages shall be disregarded in determining structure height when in combination they comprise less than fifty percent of the facade on which they are located. In such cases, the grade for height measurement purposes shall be a line between the grades on either side of the depression.
6. Public amenities allowing additional height can be found in Section 17C.122.090 Public Amenities Allowing Bonus Height.
7. For buildings over 70 feet tall, Chapter 17C.250 Tall Building Standards apply.



**Figure 17C.122.210-A**

Section 8. That there is adopted a new Section 17C.122.220 to Chapter 17C.122 SMC to read as follows:

**Section 17C.122.220 Height Transition**

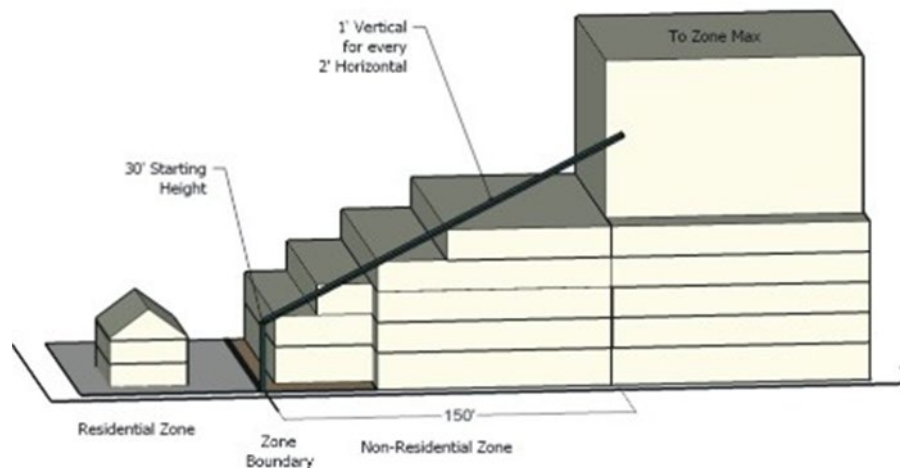
A. Purpose.

The following exception to the maximum building height standards is to provide a gradual transition and enhance the compatibility between the more intensive center zones and adjacent low and moderate residential zones.

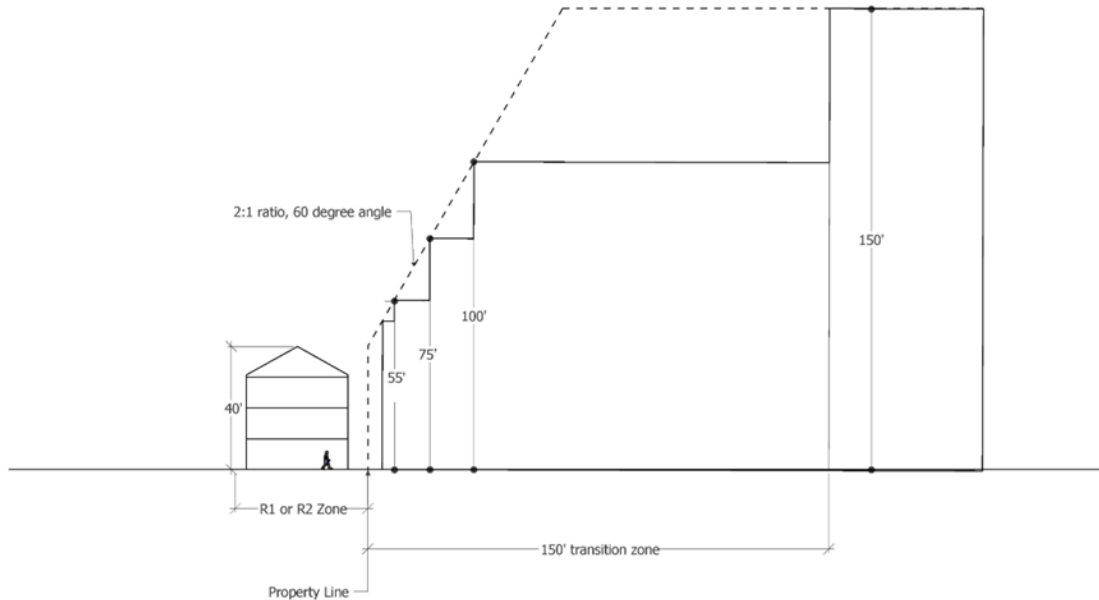
B. Applicability.

For all development adjacent to R1 or R2 zoned properties the maximum building height is as follows:

1. Starting at a height of 40 ft. at R1 and R2 property boundaries, additional building height may be added at a ratio of 2 to 1 (two feet of additional building height for every one foot of additional horizontal distance from the closest R1 or R2 zoned property line).
2. The building height transition requirement ends 150 ft. from the R1 or R2 zoned property line. Beyond the transition, the maximum building height of the zone applies.



**[NOTE: Delete graphic above]**



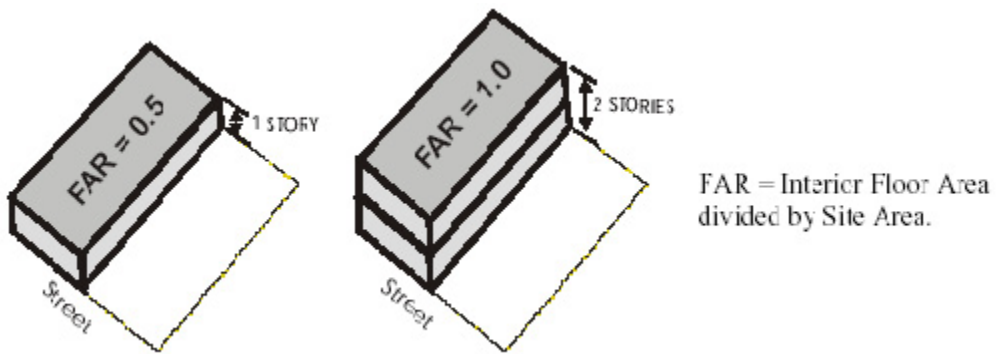
**Figure 17C.122.220-A: Height Transition**

Section 9. That there is adopted a new Section 17C.122.230 to Chapter 17C.122 SMC to read as follows:

**Section 17C.122.230 Floor Area Ratio**

A. Floor Area Ratio (FAR).

FAR standards are stated in Table 17C.122.200-2. FAR is the measurement of the building's gross floor area in relation to the size of the lot. A structure that has the same gross floor area as the area of the lot is considered to have a FAR of 1, if the structure has half the gross floor area as the area of the lot the FAR is 0.5. In addition to other dimensional standards FAR is used to ensure the intensity of the structure is appropriate to the zoning.



Section 10. That there is adopted a new Section 17C.122.240 to Chapter 17C.122 of the Spokane Municipal Code that SMC to read as follows:

**Section 17C.122.240 Setbacks**

A. Setbacks.

Setback Standards are stated in Table 17C.122.200-2. Setbacks in Centers and Corridors ensure that there is adequate space between the structure's facade and the street allowing for ample space for the pedestrian realm.

1. The minimum setback from street lot lines is zero feet and buildings shall be no closer than twelve feet from the back of the curb except as provided in 17C.122.240(A)(2).
2. This width may be reduced, by approval of the Planning Director, if the existing sidewalk is less than twelve feet wide between the back of the curb and the existing building setback line of the adjacent building(s). In no case shall the setback be reduced below nine feet from the back of the curb.

Section 11. That there is adopted a new Section 17C.122.250 to Chapter 17C.122 SMC to that read as follows:

**Section 17C.122.250 Sidewalks**

A. Sidewalks.

1. Sidewalks shall be at least twelve feet wide and consist of a clear walking path at least seven feet wide (in addition to a planting zone for street trees per SMC 17C.200.050) except as provided in 17C.122.240(A)(2).

Section 12. That Chapter 17C.122T entitled "Center and Corridor Zone Development Tables" is repealed.

Section 13. That SMC Section 17C.230.120 is amended to read as follows:

**Section 17C.230.120 Maximum Required Parking Spaces**

A. Purpose.

Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality. The maximum ratios in this section vary with the use the parking it is accessory to. These



maximums will accommodate most auto trips to a site based on typical peak parking demand for each use.

B. Maximum Number of Parking Spaces Allowed.

Standards in a plan district or overlay zone may supersede the standards in this subsection.

1. Surface Parking.

The maximum number of parking spaces allowed is stated in Table 17C.230.120-1 and Table 17C.230.130-1, except as specified in subsection (B)(2) of this section.

2. Structure Parking.

Parking provided within a building or parking structure is not counted when calculating the maximum parking allowed.

<b>TABLE 17C.230.120-1</b> <b>PARKING SPACES BY ZONE [1]</b> <b>(Refer to Table 17C.230.130-1 for Parking Spaces Standards by Use)</b>		
<b>ZONE</b>	<b>SPECIFIC USES</b>	<b>REQUIREMENT</b>
RA, R1, R2, RMF, RHD	All Land Uses	Minimum and maximum standards are shown in <a href="#">Table 17C.230.130-1</a> .
O, OR, NR, NMU, CB, GC, Industrial		
<del>CG1, CG2, CG3</del> <del>[2]</del>	<del>Nonresidential</del>	<del>Minimum ratio is 1 stall per 1,000 gross square feet of floor area.</del> <del>Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.</del>
	<del>Residential</del>	<del>Minimum ratio is 1 stall per 1,000 gross square feet of floor area or a minimum of 1 stall per dwelling unit plus one per bedroom after 3 bedrooms.</del> <del>Maximum ratio is the same as for nonresidential uses.</del>
<del>CG4</del> [2]	<del>Nonresidential</del>	<del>Minimum ratio is 2 stalls per 1,000 gross square feet of floor area.</del>

		<del>Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.</del>
	<u>Residential</u>	<del>Minimum ratio is 1 stall per 1,000 gross square feet of floor area or a minimum of 1 stall per dwelling unit, whichever is less. Maximum ratio is the same as for nonresidential uses.))</del>
<u>CC1, CC2, CC3, CC4 [2]</u>	<u>Nonresidential</u>	<u>There is no minimum parking requirement. Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.</u>
	<u>Residential</u>	<u>There is no minimum parking requirement. Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.</u>
Downtown [2]	<del>((All Land Uses)) <u>Nonresidential</u></del>	<del>((See the Downtown Parking Requirement Map 17C.230-M1 to determine if parking is required. - Minimum ratio for areas shown on the map that require parking is 1 stall per 1,000 gross square feet of floor area or a minimum of 1 stall per dwelling unit, whichever is less.))</del> <u>There is no minimum parking requirement.</u> Maximum ratio is 3 stalls per 1,000 gross square feet of floor area.
	<u>Residential</u>	<u>There is no minimum parking requirement. Maximum ratio is 3 stalls per 1,000 gross square feet of floor area.</u>
FBC [2]	All Land Uses	See <a href="#">SMC 17C.123.040</a> , Hamilton Form Based Code for off-street parking requirements.
Overlay	All Land Uses	No off-street parking is required. See the <a href="#">No Off-Street Parking Required Overlay Zone Map 17C.230-M2</a> and <a href="#">No Off-Street Parking Required Overlay Zone Map 17C.230-M3</a> .

[1] Standards in a plan district or overlay zone may supersede the standards of this table.

[2] See exceptions in [SMC 17C.230.130](#), CC and Downtown Zone Parking Exceptions.

Section 14. That SMC Section 17C.230.130 is amended to read as follows:

### **Section 17C.230.130 Parking Exceptions**

- A. In (~~center and corridor downtown, and FBC CA1, CA2, and CA3 zones any new building or building addition with a floor area less than three thousand square feet shall have no parking requirement~~), all Center and Corridor zones, all Downtown zones, and all Form-Based Code no parking is required.
- B. In the (~~neighborhood retail~~) Neighborhood Retail zone, any existing building, new building, or building addition, having a floor area less than three thousand square feet shall have no parking requirement. In addition, if a building has a floor area of five thousand square feet or less, the parking requirement will be determined after deducting the three thousand square foot exemption from the building's floor area. For example, the parking requirement for a four thousand square foot building would be based on one thousand square feet of floor area – i.e., a four thousand square foot building size minus the three thousand square foot exemption.
- C. The Planning Director may approve ratios that are higher than the maximum or lower than the minimum if sufficient factual data is provided to indicate that a different amount is appropriate. The applicant assumes the burden of proof. Approval of parking above the maximum shall be conditioned upon increasing the amount of required landscaping by thirty percent. Approval of parking below the minimum shall be conditioned upon the project contributing towards a pedestrian and transit supportive environment both next to the immediate site and in the surrounding area. When determining if a different amount of parking is appropriate, the Director shall consider the proximity of the site to frequent transit service, the intensity of the zoning designation of the site and surrounding sites, and the form of the proposed use.
- D. If property owners and businesses establish a parking management area program with shared parking agreements, the Planning Director may reduce or waive parking requirements.
- E. Existing legal nonconforming buildings that do not have adequate parking to meet the standards of this section are not required to provide off-street parking when remodeling which increases the amount of required parking occurs within the existing structure.
- F. Attached Housing.

The following exceptions apply only to attached housing (defined in SMC 17A.020.010) in the RMF and RHD zones. Distances are measured in a straight line between the zone/overlay boundary to the lot line of the site containing the development.

1. On a lot at least partially within one thousand three hundred twenty feet of CC, CA, or DT zone or CC3 zoning overlay, the minimum number of off-street vehicle parking spaces required is fifty percent less than the minimum required for Residential Household Living in Table 17C.230.130-1.
  2. On a lot farther than one thousand three hundred twenty feet of a CC, CA, or DT zone or CC3 zoning overlay, the minimum number of off-street vehicle parking spaces required is thirty percent less than the minimum required for Residential Household Living in Table 17C.230.130-1.
- G. Parking is not required for residential development on sites located within one-half mile of a transit stop.

<b>TABLE 17C.230.130-1</b> <b>PARKING SPACES BY USE [1]</b> <b>(Refer to Table 17C.230.120-1 for Parking Space Standards by Zone)</b> <b>CU = Conditional Use</b>			
<b>RESIDENTIAL CATEGORIES</b>			
<b>USE CATEGORIES</b>	<b>SPECIFIC USES</b>	<b>MINIMUM PARKING</b>	<b>MAXIMUM PARKING</b>
Group Living		1 per 4 residents	None
<u>Residential Household Living within one-half mile of a transit stop</u>		<u>None</u>	<u>None</u>
Residential Household Living <u>outside of one-half mile of a transit stop</u> [2] [3]		<del>((1 per unit plus 1 per bedroom after 3 bedrooms [3]; Accessory Dwelling Unit (ADU)—see Note [4]; Single Resident Occupancy (SRO) are exempt))</del>  <u>On lots smaller than 6,000 square feet, only</u>	None

		<p><u>one parking space per unit is required regardless of bedroom count.</u></p> <p><u>On lots 6,000 square feet or larger, each unit with 3 or fewer bedrooms shall provide one parking space per unit and each unit with 4 or more bedrooms shall provide a minimum of two parking spaces per unit.</u></p>	
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**COMMERCIAL CATEGORIES**

<b>USE CATEGORIES</b>	<b>SPECIFIC USES</b>	<b>MINIMUM PARKING</b>	<b>MAXIMUM PARKING</b>
Adult Business		1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Commercial Parking		Not applicable	None
Drive-through Facility		Not applicable	None
Major Event Entertainment		1 per 8 seats or per CU review	1 per 5 seats or per CU review
Office	General Office	1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
	Medical/Dental Office	1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Quick Vehicle Servicing		1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Retail Sales and Service	Retail, Personal	1 per 330 sq. ft. of floor area	1 per 200 sq. ft. of floor area

	Service, Repair-oriented		
	Restaurants and Bars	1 per 250 sq. ft. of floor area	1 per 60 sq. ft. of floor area
	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 330 sq. ft. of floor area	1 per 180 sq. ft. of floor area
	Temporary Lodging	1 per rentable room; for associated uses such as Restaurants, see above	1.5 per rentable room; for associated uses such as Restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 1,000 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Mini-storage Facilities		Same as Warehouse and Freight Movement	Same as Warehouse and Freight Movement
Vehicle Repair		1 per 750 sq. ft. of floor area	1 per 200 sq. ft. of floor area
<b>INDUSTRIAL CATEGORIES</b>			
<b>USE CATEGORIES</b>	<b>SPECIFIC USES</b>	<b>MINIMUM PARKING</b>	<b>MAXIMUM PARKING</b>

Industrial Services, Railroad Yards, Wholesale Sales		1 per 1,000 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Manufacturing and Production		1 per 1,000 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Warehouse and Freight Movement		1 per 1,000 sq. ft. of floor area for the first 3,000 sq. ft of floor area and then 1 per 3,500 sq. ft. of floor area thereafter	1 per 200 sq. ft. of floor area
Waste-related		Per CU review	Per CU review
<b>INSTITUTIONAL CATEGORIES</b>			
<b>USE CATEGORIES</b>	<b>SPECIFIC USES</b>	<b>MINIMUM PARKING</b>	<b>MAXIMUM PARKING</b>
Basic Utilities		None	None
Colleges		1 per 600 sq. ft. of floor area exclusive of dormitories, plus 1 per 4 dorm rooms	1 per 200 sq. ft. of floor area exclusive of dormitories, plus 1 per 2.6 dorm room
Community Service		1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Daycare		1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Medical Centers		1 per 500 sq. ft. of floor area	1 per 200 sq. ft. of floor area
Parks and Open Areas		Per CU review for active areas	Per CU review for active areas
Religious Institutions		1 per 100 sq. ft. of main assembly area or per CU review	1 per 60 sq. ft. of main assembly area
Schools	Grade, Elementary, Junior High	1 per classroom	2.5 per classroom

	High School	7 per classroom	10.5 per classroom
<b>OTHER CATEGORIES</b>			
<b>USE CATEGORIES</b>	<b>SPECIFIC USES</b>	<b>MINIMUM PARKING</b>	<b>MAXIMUM PARKING</b>
Agriculture		None or per CU review	None or per CU review
Aviation and Surface Passenger Terminals		Per CU review	Per CU review
Detention Facilities		Per CU review	Per CU review
Essential Public Facilities		Per CU review	Per CU review
Wireless Communication Facilities		None or per CU review	None or per CU review
Rail Lines and Utility Corridors		None	None
<p>[1] The Planning Director may approve different amounts of parking spaces under the exceptions listed in SMC 17C.230.130.</p> <p><del>(([2] Parking is not required for residential development on sites located within one-half mile of a transit stop.))</del></p> <p><u>[2] For purposes of calculating parking, an Accessory Dwelling Unit shall count as a full dwelling unit. Studio and one-bedroom ADUs require no additional parking.</u></p> <p><del>(([3] For middle housing developed in the R1 and R2 zones, the following standards apply:</del></p> <ul style="list-style-type: none"> <li><del>• On lots smaller than 6,000 square feet, only one parking space per unit is required regardless of bedroom count.</del></li> <li><del>• On lots 6,000 square feet or larger, each unit with 4 or more bedrooms must provide a minimum of two parking spaces.))</del></li> </ul> <p><u>[3] Single Room Occupancy housing is exempted from parking requirements.</u></p> <p><del>(([4] Parking requirements for ADUs are provided in SMC 17C.300.130(A)(4).))</del></p>			

Section 15. That SMC Section 17C.300.130 is amended to read as follows:

**Section 17C.300.130 Development Standards**

A. Development Standards – Requirements for All Accessory Dwelling Units.



All accessory dwelling units must meet the following:

1. Creation.

An accessory dwelling unit may only be created through the following methods:

- a. Converting existing living area, attic, basement or garage.
- b. Adding floor area.
- c. Constructing a detached accessory dwelling unit on a site with an existing residential use.
- d. Constructing a residential use with an internal or detached accessory dwelling unit.
- e. In the R1, R2, RMF, or RHD zone, constructing an attached or detached accessory dwelling unit on a site with any existing or new principal structure (including non-residential uses or structures). Any structure shall comply with all applicable building, fire, and engineering standards.

2. Number of Residents.

The total number of individuals that reside in all units on the site may not exceed any lawful limits on occupant load per square foot or generally applicable health and safety provisions as established by applicable building or fire code, as provided in RCW 35.21.682.

3. Location of Entrances for Internal ADUs.

Only one entrance may be located on the facade of the structure facing the street, unless the principal structure contained additional entrances before the accessory dwelling unit was created. An exception to this regulation is entrances that do not have access from the ground such as entrances from balconies or decks.

4. Parking.

- a. Studio and one-bedroom ADUs require no additional parking. ~~((One additional off-street parking space is required for the accessory dwelling unit with more than one bedroom, plus one per bedroom after two bedrooms. Existing required parking for the principal structure must be maintained.))~~

~~((b. As an exception to subsection (a), no additional off-street parking space is required for the ADU within one-quarter mile of stops for a bus or other transit mode providing actual fixed route service at intervals of no less frequently than fifteen minutes for at least five~~

~~hours during the peak hours of operation on weekdays, defined as a major transit stop under RCW 36.70A.696.))~~

b. Parking for Accessory Dwelling Units is provided in Table 17C.230.130-1 under Residential Household Living. For purposes of determining required parking, an Accessory Dwelling Unit is a full dwelling unit.

B. Additional Development Standards for Detached ADUs.

1. Setbacks.

Except for conversion of existing accessory structures, the accessory dwelling unit must be:

a. as specified for setbacks in [Table 17C.111.205-2](#) for accessory structures and

2. Height.

The maximum height allowed for a detached accessory dwelling unit is provided in [Table 17C.111.205-2](#).

3. Bulk Limitation.

The building coverage for the detached accessory dwelling unit may not be larger than the building coverage of the principal structure.

a. On lots five thousand five hundred square feet or larger, the combined building coverage of all detached accessory structures may not exceed fifteen percent of the total area of the site.

b. On lots smaller than five thousand five hundred square feet, the combined building coverage of all detached accessory structures may not exceed twenty percent of the total area of the site.

4. Conversion of Existing Detached Accessory Structures.

a. Conversion of an existing detached accessory structure that is in a front building setback required by [Table 17C.111.205-2](#) is not allowed. Conversion of an existing detached accessory structure that is in a rear or side building setback is allowed as provided by [SMC 17C.111.235](#), Setbacks, and [SMC 17C.111.240](#), Accessory Structures.

b. If the accessory dwelling unit is proposed for an existing detached accessory structure that meets any of the standards of subsections (B)(2) and (3) of this section, alterations that will move the structure out of conformance with the standards that are met are not allowed.

c. If the accessory dwelling unit is proposed as a conversion of an existing detached accessory structure or a portion of the building,

and any floor area is added to the existing detached accessory structure to accommodate an ADU, then the entire structure must meet the underlying zoning development standards.

C. Utilities and Addressing.

The ADU must utilize those municipal utilities and address established for the principal dwelling unit.

D. Code Compliance.

The ADU must meet all technical code standards of this title including building, electrical, fire, and plumbing code requirements and permits.

## 17C.111.205/17C.111.420 RMF & RHD TEXT AMENDMENTS

The proposed Spokane Municipal Code Text Amendments related to building height are citywide and not limited to the South Logan Project Area. The citywide changes implement recommendations from the [South Logan TOD Plan](#), with citywide implementation ensuring consistency of height and multifamily open space requirements throughout Spokane. The proposal includes increased default maximum heights to the RMF (Residential Multifamily) and RHD (Residential High Density) zones as well as adjustments to open space requirements to increase feasibility of higher intensity infill development. Proposed open space requirements include allowing proximity to a public park to count towards open space requirements, which is proposed to apply to all residential zones, including R1 and R2, and having different minimum open space requirements depending on unit size and infill site status in RMF and RHD.

Text with (~~strikethrough~~) is proposed to be repealed/modified with underlined text representing proposed text. Text without a strikethrough or underline is existing and not proposed to be modified.

Section 1. That SMC Section 17C.111.205 be amended to read as follows:

### Section 17C.111.205 Development Standards Tables

Development standards that apply within the residential zones are provided in Tables 17C.111.205-1 through 17C.111.205-3.

TABLE 17C.111.205-1					
LOT DEVELOPMENT STANDARDS [1]					
	RA	R1	R2	RMF	RHD
DENSITY STANDARDS					
Maximum density on sites 2 acres or less [2][3]	No maximum	No maximum	No maximum	No maximum	No maximum
Maximum density on sites larger than 2 acres [2]	10 units/acre	10 units/acre	20 units/acre	No maximum	No maximum
Minimum density [2]	4 units/acre	4 units/acre	10 units/acre	15 units/acre	15 units/acre
LOT DIMENSIONS FOR SUBDIVISIONS AND SHORT SUBDIVISIONS					
Minimum lot area	7,200 sq. ft.	1,200 sq. ft.	1,200 sq. ft.	1,200 sq. ft.	1,200 sq. ft.
Minimum lot width with no driveway approach [4]	40 ft.	15 ft.	15 ft.	15 ft.	15 ft.
Minimum lot width with driveway approach [4]	40 ft.	36 ft.	36 ft.	25 ft.	25 ft.

Minimum lot width within Airfield Overlay Zone	40 ft.	40 ft.	36 ft.	25 ft.	25 ft.
Minimum lot depth	80 ft.	80 ft.	40 ft.	N/A	N/A
Minimum lot frontage	40 ft.	Same as minimum lot width	Same as minimum lot width	Same as minimum lot width	Same as minimum lot width
<b>MINIMUM LOT DIMENSIONS FOR UNIT LOT SUBDIVISIONS</b>					
Minimum parent lot area	No minimum	No minimum	No minimum	No minimum	No minimum
Maximum parent lot area	2 acres	2 acres	2 acres	2 acres	2 acres
Minimum child lot area	No minimum	No minimum	No minimum	No minimum	No minimum
Minimum child lot depth	No minimum	No minimum	No minimum	No minimum	No minimum
<b>LOT COVERAGE</b>					
Maximum total building coverage [5][6][7]	50%	65%	80%	100%	100%
Maximum lot impervious coverage without engineer's stormwater drainage plan - not in ADC [5][8]	50%	60%	60%	N/A	N/A
Maximum lot impervious coverage without engineer's stormwater drainage plan - inside ADC [5][8]	40%	40%	40%	N/A	N/A
Notes:					
[1] Plan district, overlay zone, or other development standards contained in Title 17C SMC may supersede these standards.					
[2] See SMC 17C.111.210 for applicability of minimum and maximum density standards in the residential zones.					
[3] Development within Airfield Overlay Zones is further regulated as described in SMC 17C.180.090, Limited Use Standards.					
[4] Lots with vehicle access only from an alley are not considered to have a "driveway approach" for the purposes of this standard.					
[5] Lot and building coverage calculation includes all primary and accessory structures.					
[6] Building coverage for attached housing is calculated based on the overall development site, rather than individual lots.					

[7] Developments meeting certain criteria relating to transit, Centers & Corridors, or housing affordability are given a bonus for building coverage. See SMC 17C.111.225 for detailed eligibility criteria.

[8] Projects may exceed impervious coverage requirements by including an engineer's drainage plan in submittals, subject to review by the City Engineer as described in SMC 17D.060.135. "ADC" means Area of Drainage Concern.

TABLE 17C.111.205-2					
BUILDING AND SITING STANDARDS [1]					
	RA	R1	R2	RMF	RHD
<b>PRIMARY BUILDINGS</b>					
Floor area ratio	N/A	N/A	N/A	N/A	N/A
Maximum building footprint per primary building - lot area 7,000 sq. ft. or less	N/A	2,450 sq. ft.	2,450 sq. ft.	N/A	N/A
Maximum building footprint per primary building - lot area more than 7,000 sq. ft.	N/A	35%	35%	N/A	N/A
Maximum building height [2]	35 ft.	40 ft.	40 ft.	<del>((40))</del> <u>55</u> ft.	<del>((40))</del> <u>75</u> ft.
<b>Minimum Setbacks</b>					
Front	15 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Interior side lot line - lot width 40 ft or less [3]	3 ft.	3 ft.	3 ft.	3 ft.	3 ft.
Interior side lot line - lot width more than 40 ft [4] [5]	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
Street side lot line – all lot widths	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
Attached garage or carport entrance from street	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
Rear	25 ft.	15 ft.	15 ft.	10 ft.	10 ft.
<b>ACCESSORY DWELLING UNITS</b>					
Maximum building footprint for accessory dwelling unit - lot area 5,500 sq. ft. or less	1,100 sq. ft.	1,100 sq. ft.	1,100 sq. ft.	1,100 sq. ft.	1,100 sq. ft.
Maximum building footprint for accessory dwelling unit - lots larger than 5,500 sq. ft.	15%	15%	15%	15%	15%
Maximum building height	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.

Minimum side lot line setbacks [5] [6]	Same as Primary Structure				
Minimum rear setback with alley [4] [5] [6]	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Minimum rear setback no alley	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
OTHER ACCESSORY STRUCTURES					
Maximum lot coverage for accessory structures – lots 5,500 sq. ft. or less	20%	20%	20%	See Primary Structure	See Primary Structure
Maximum lot coverage for accessory structures – lots larger than 5,500 sq. ft.	20%	15%	15%	See Primary Structure	See Primary Structure
Maximum building height	30 ft.	20 ft.	20 ft.	35 ft.	35 ft.
Minimum side lot line setbacks [4] [5] [6]	Same as Primary Structure				
Minimum rear setback with alley	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Minimum rear setback no alley	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
OPEN SPACE [7]					
Minimum ( <del>outdoor area</del> ) <u>open space</u> per unit ( <del>[7]</del> ) [8]	250 sq. ft.	250 sq. ft.	250 sq. ft.	<del>((200 sq. ft.))</del>  <u>Studio: 48 sq. ft. per unit</u>  <u>1- bedroom: 75 sq. ft. per unit</u>  <u>2+ bedrooms: 150 sq. ft. per unit</u>	<u>Studio: 48 sq. ft. per unit</u>  <u>1-bedroom: 75 sq. ft. per unit</u>  <u>2+ bedrooms: 100 sq. ft. per unit</u>  <u>Sites 20,000 sq. ft. or less: 36 sq. ft. per unit</u>

Minimum common (( <del>outdoor area</del> )) <u>open space</u> per unit as a substitute for private area - first six units	200 sq. ft.	200 sq. ft.	200 sq. ft.	<del>((150-sq. ft.))</del> <u>Studio: 48 sq. ft. per unit</u> <u>1-bedroom: 75 sq. ft. per unit</u> <u>2+ bedrooms: 100 sq. ft. per unit</u> <u>1-bedroom: 75 sq. ft. per unit</u> <u>2+ bedrooms: 150 sq. ft. per unit</u>	<u>Studio: 48 sq. ft. per unit</u> <u>1-bedroom: 75 sq. ft. per unit</u> <u>2+ bedrooms: 100 sq. ft. per unit</u> <u>Sites 20,000 sq. ft. or less: 36 sq. ft. per unit</u>
Minimum common (( <del>outdoor area</del> )) <u>open space</u> per unit as a substitute for private area - all units after six	150 sq. ft.	150 sq. ft.	150 sq. ft.	<del>((100-sq. ft.))</del> <u>Studio: 36 sq. ft. per unit</u> <u>1-bedroom: 48 sq. ft. per unit</u> <u>2+ bedrooms: 48 sq. ft. per unit</u>	<u>Studio: ((48)) 36 sq. ft. per unit</u> <u>1-bedroom: 48 sq. ft. per unit</u> <u>2+ bedrooms: 48 sq. ft. per unit</u> <u>Sites 20,000 sq. ft. or less: 25 sq. ft. per unit</u>

Notes:

[1] Plan district, overlay zone, or other development standards contained in Title 17C SMC may supersede these standards.

[2] Base zone height may be modified according to SMC 17C.111.230, Height.

[3] Certain elements such as covered porches may extend into the front setback. See SMC 17C.111.235, Setbacks.

[4] There is an additional angled setback from the interior side lot line. Refer to SMC 17C.111.230(C) and 17C.111.235(E) for more detail.



[5] Setbacks for a detached accessory structure and a covered accessory structure may be reduced to zero feet with a signed waiver from the neighboring property owner as specified in SMC 17C.111.240(C).

[6] Accessory structures may be subject to an additional side setback adjacent to streets as specified in 17C.111.240(C)(5).

[7] Residential units with a continuous pedestrian route as defined in SMC Section 17C.111.420(B) from the property boundary to a public park within 800 feet shall have a minimum of not more than 36 square feet of open space per unit.

~~[[7]]~~ [8] Common ~~((outdoor area))~~ open space may be substituted for private ~~((outdoor area))~~ open space according to SMC 17C.111.310.

TABLE 17C.111.205-3 DEVELOPMENT STANDARDS FOR PROPERTIES QUALIFYING FOR DEVELOPMENT BONUS [1] [2]					
	RA	R1	R2	RMF	RHD
LOT COVERAGE					
Maximum total building coverage	N/A	80%	90%	100%	100%
PRIMARY BUILDINGS					
Floor area ratio	N/A	N/A	N/A	N/A	N/A
Maximum building footprint per primary building - lot area 7,000 sq. ft. or less	N/A	2,450 sq. ft.	2,450 sq. ft.	N/A	N/A
Maximum building footprint per primary building - lot area more than 7,000 sq. ft.	N/A	35%	35%	N/A	N/A
Notes:					
[1] Standards not addressed in this table are consistent with the general standards in Tables 17C.111.205-1 and 17C.111.205-2.					
[2] Criteria to qualify for Development Bonuses is outlined in SMC 17C.111.225.					

Section 2. That SMC Section 17C.111.420 be amended to read as follows:

**Section 17C.111.420 ((Outdoor)) Open Spaces**

A. Purpose.

To create pedestrian friendly, usable areas through the use of plazas, courtyards, rooftop decks, and other ((outdoors)) open spaces for the enjoyment and health of the residents.

B. ((Outdoor)) Open Spaces Implementation.

1. Minimum Required Space.

((4))a. Each multifamily development shall ((set)) provide ((a minimum of forty-eight square feet of)) the minimum ((outdoor)) open space area for each living unit in the complex, including those units occupied by the owner or building management personnel, as identified in Table 17C.111.205-2. Open spaces may be provided individually, such as by balconies, or combined into a larger common open space. ((Private outdoor spaces can count towards this outdoor common space provision.)) Developments in RMF and RHD may provide both private and common open space to meet the minimum requirement; however, each unit must provide either the full private or common open space to count towards the minimum required space. (R)

b. Residential units with a continuous pedestrian route from the building entrance to a public park within 800 ft are not required to provide more than 36 square feet of open space per unit. For purposes of this requirement, an unsignalized crossing of a minor arterial road or greater shall not be considered a continuous pedestrian route.



*Trellis and special landscape defines private courtyard area*

**[NOTE: Delete graphic above]**

2. ~~((Ground Level Units))~~ Private Open Space.

~~((The outdoor area for ground level units is a type of private outdoor space and must be directly accessible from the unit. The area must be surfaced with lawn, pavers, decking or sport court paving which allows the area to be used for recreational purposes. User amenities, such as tables, benches, trees, planter boxes, garden plots, drinking fountains, spas or pools, may be placed in the outdoor area. It may be covered, such as a covered patio, but it may not be fully enclosed. (R)))~~

Private open space area is typically developed for passive recreational use. Examples include balconies, patios, and private rooftop decks.



**[NOTE: Delete graphic above]**

- a. Private open space must be directly accessible from the unit. (R)
- b. Private open space must be surfaced with landscaping, pavers, decking, or sport court paving which allows the area to be used for recreational purposes. (R)
- c. Private open space may be covered, such as a covered balcony, but may not be fully enclosed. (R)
- d. Berms, low walls, fences, hedges and/or landscaping shall be used to define private open spaces such as yards, decks, terraces, and patios from each other and from the street right-of-way. The material or plantings between private open spaces shall be a maximum of four feet in height and visually permeable, such as open rails, ironwork, or trellis treatment to encourage interaction between neighbors. Material or plantings between units and right-of-way shall meet applicable fencing restrictions. (P)

3. ~~((Upper Level Units))~~ Common Open Space.

~~((Upper level units are a type of private outdoor space. For upper level units, the required outdoor area may be provided individually, such as by~~

~~balconies, or combined into a larger area. If combined into a larger area, it must comply with the following requirements. (R))~~

Common open space area may be developed for active or passive recreational use. Examples include play areas, plazas, rooftop patios, picnic areas, fitness centers, pools, tennis courts, and open recreational facilities.

- a. ~~The total amount of required ((outdoor area for upper level units)) common open space is the cumulative amount of the required area per dwelling unit for ((individual)) common areas, minus any ((upper level)) units that provide individual ((outdoor areas)) open space (if provided). However, a combined required ((outdoor area)) open space must comply with the minimum area ((and dimension requirements for combined outdoor areas)) and meet ADA Standards for Accessible Design.~~
- b. ~~((The combined outdoor area may be developed for active or passive recreational use. Examples include play areas, plazas, rooftop patios, picnic areas, fitness centers, pools, tennis courts, and open recreational facilities. The area)) Common open space must be surfaced with ((lawn)) landscaping, pavers, decking, or sport court paving, which allows the area to be used for recreational purposes. ((User amenities, such as tables, benches, trees, planter boxes, garden plots, drinking fountains, spas or pools may be placed in the outdoor area. It may be covered, such as a covered patio, but it may not be fully enclosed.)) (R).~~
- c. Common open space may be covered, such as a covered patio, but may not be fully enclosed unless the open space is an equipped interior fitness area or furnished meeting space not reservable by individual residents. (R)
- d. Common open spaces with active uses used to meet these guidelines shall not be located within required buffer areas, if prohibited by critical area or shoreline regulations. (R)
- e. Common open spaces shall provide at least three of the following amenities to accommodate a variety of ages and activities. Amenities include: (P)
  - i. Site furnishings (benches, tables, bike racks)
  - ii. Picnic or outdoor grilling areas
  - iii. Patios, plazas, or courtyards
  - iv. Tot lots or other children's play areas
  - v. Enclosed pet areas that make up no more than fifty percent of the required common open space

vi. Community gardens accessible for use by residents

vii. Open lawn

viii. Play fields

ix. Sports courts, such as tennis or basketball courts, and pools that make up no more than fifty percent of the required common open space

x. Interior equipped fitness areas that make up no more than fifty percent of the required common open space

f. If common open spaces are located adjacent to a street right-of-way, landscaping should be used to provide a buffer between outdoor spaces and the street right-of-way. (P)

~~((4. Common outdoor spaces shall provide at least three of the following amenities to accommodate a variety of ages and activities. Amenities include: (P)~~

~~a. Site furnishings (benches, tables, bike racks).~~

~~b. Picnic areas.~~

~~c. Patios, plazas or courtyards.~~

~~d. Tot lots.~~

~~e. Gardens.~~

~~f. Open lawn.~~

~~g. Play fields.~~

~~h. Sports courts, such as tennis or basketball courts (no more than fifty percent of required outdoor common space), equipped interior fitness areas, or pools.))~~



[NOTE: Delete graphic above]



*Basketball court provided in common outdoor area*

[NOTE: Delete graphic above]

- ~~((5. Common outdoor spaces shall be easily visible and accessible to multifamily residents. (P))~~
- ~~6. Berms, low walls, fences, hedges and/or landscaping shall be used to define private ((outdoor)) open spaces such as yards, decks, terraces, and patios from each other and from the street right-of-way. (P)~~
- ~~7. Walls, hedges, and fences shall be used to define and ensure a sense of privacy in outdoor private spaces. The material or plantings should be a maximum of four feet (high and visually permeable, such as open rails, ironwork, or trellis treatment to encourage interaction between neighbors.) (P))~~
- ~~((8))4. Lighting shall be provided within ((outdoor)) open spaces to provide visual interest, as well as an additional security function. Lighting should not cause off-site glare. (R)~~
- ~~((9. If outdoor spaces are located adjacent to a street right-of-way, landscaping should be used to provide a buffer between outdoor spaces and the street right-of-way. (C))~~



*Screening by wall and planting*

[NOTE: Delete graphic above]

~~((10.—Common outdoor spaces with active uses used to meet these guidelines shall not be located within required buffer areas, if prohibited by critical area or shoreline regulations. (R))~~

~~((14))~~5. ~~((Outdoor))~~ Open spaces should not be located adjacent to dumpster enclosures, loading/service areas or other ~~((incompatible uses))~~ facility and/or utility enclosures. (C)

# EXHIBIT C





**NONPROJECT DETERMINATION OF NONSIGNIFICANCE**

**FILE NO(s):** South Logan TOD Implementation

**PROPONENT:** City of Spokane

**DESCRIPTION OF PROPOSAL:** This proposal implements the South Logan TOD Plan by amending SMC Sections 17A.020.160 "P" Definitions, 17C.111.205 Development Standards Tables, 17C.111.230 Height, 17C.111.420 Open Spaces, 17C.120.220 Height, 17C.122.070 Center and Corridor Zone Allowed Uses, 17C.122.090 Public Amenities Allowing Bonus FAR, 17C.123.010 Purpose, 17C.123.020 Code Organization, 17C.123.030 Regulating & Street Section Plans, 17C.123.040 Land Use, Height, Placement and Parking, 17C.123.050 Streetscape Requirements, 17C.123.060 Architectural Requirements, 17C.123.070 Additional Requirements, 17C.123.080 Building Type Catalogs, 17C.230.120 Maximum Required Parking Spaces, 17C.230.130 Parking Exceptions, and 17C.300.130 Development Standards. This proposal implements the South Logan TOD Plan by repealing SMC Sections 17C.122.080 Floor Area Ratios (FAR), 17C.122.100 Maximum Building Height, 17C.122.110 Setbacks and Required Sidewalk Width, and Chapter 17C.122T Center and Corridor Zone Development Tables. This proposal implements the South Logan TOD Plan by creating SMC Sections 17C.122.200 Development Standards Table, 17C.122.210 Height, 17C.122.220 Height Transition, 17C.122.230 Floor Area Ratio, 17C.122.240 Setbacks, 17C.122.250 Sidewalks. This proposal implements the South Logan TOD Plan by creating SMC Chapter 17C.420 South Logan Planned Action Ordinance.

The project webpage will be updated with the latest information and proposals <https://my.spokanecity.org/projects/south-logan-transit-oriented-development-project/>

**LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY:** Citywide

**LEAD AGENCY:** City of Spokane

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW [43.21C.030\(2\)\(c\)](#). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

- There is no comment period for this DNS.
- This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). **Comments regarding this DNS must be submitted no later than 5:00 p.m. on June 26, 2024 if they are intended to alter the DNS.**

\*\*\*\*\*

**Responsible Official:** Spencer Gardner **Position/Title:** Director, Planning Services

**Address:** 808 W. Spokane Falls Blvd., Spokane, WA 99201 **Phone:** 509-625-6097

**Date Issued:** June 12, 2024 **Signature:** 



\*\*\*\*\*

**APPEAL OF THIS DETERMINATION**

After a determination has become final, appeal may be made to:

**Responsible Official:** City of Spokane Hearing Examiner

**Address:** 808 W. Spokane Falls Blvd., Spokane, WA 99201

**Email:** [hearingexaminer@spokanecity.org](mailto:hearingexaminer@spokanecity.org)

**Phone:** 509-625-6010

**Deadline:** 21 days from the date of the signed DNS  
**12:00 p.m. on July 3, 2024**

The appeal must be on forms provided by the Responsible Official, and make specific factual objections. Appeals must be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.






# DETERMINATION OF NONSIGNIFICANCE

Final Audit Report

2024-06-10

Created:	2024-06-10
By:	Tyler Kimbrell (tkimbrell@spokanecity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAFyu0ljd9rihLaFwtADboiUDYrv90aj4k

## "DETERMINATION OF NONSIGNIFICANCE" History

-  Document created by Tyler Kimbrell (tkimbrell@spokanecity.org)  
2024-06-10 - 4:24:17 PM GMT
-  Document emailed to Spencer Gardner (sgardner@spokanecity.org) for signature  
2024-06-10 - 4:24:23 PM GMT
-  Email viewed by Spencer Gardner (sgardner@spokanecity.org)  
2024-06-10 - 4:39:42 PM GMT
-  Document e-signed by Spencer Gardner (sgardner@spokanecity.org)  
Signature Date: 2024-06-10 - 4:39:58 PM GMT - Time Source: server
-  Agreement completed.  
2024-06-10 - 4:39:58 PM GMT

# EXHIBIT D

## **PUBLIC COMMENTS**

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No public comments were received prior to 3 PM on June 19, 2024. Any comments received before the scheduled public hearing on June 26, 2024 will be provided to the Spokane Plan Commission for review.

Public comments received during the South Logan TOD Plan and Final Environmental Impact Statement (FEIS) can be found in the final FEIS report, starting on page 97:

<https://static.spokanecity.org/documents/projects/south-logan-tod/south-logan-tod-feis-2023-11-29.pdf>

# EXHIBIT E

## **AGENCY COMMENTS**

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No Agency comments were received prior to 3 PM on June 19, 2024. Any comments received before the scheduled public hearing on June 26, 2024 will be provided to the Spokane Plan Commission for review.

Agency comments received during the South Logan TOD Plan and Final Environmental Impact Statement (FEIS) can be found in the final FEIS report, starting on page 97:

<https://static.spokanecity.org/documents/projects/south-logan-tod/south-logan-tod-feis-2023-11-29.pdf>

# EXHIBIT F





## IMPLEMENTATION OF COMPREHENSIVE PLAN POLICIES

Department of Planning and Economic Development

The following policies of the Comprehensive Plan relate to the proposed updates to the residential development and related sections of the Spokane Municipal Code. The full text of the Comprehensive Plan can be found at [www.shapingspokane.org](http://www.shapingspokane.org).

### Chapter 3 – Land Use

#### Goal 1 – Citywide Land Use, Policy LU 1.4 Higher Intensity Residential Areas

*Direct new higher intensity residential uses to areas in and around Centers and Corridors designated on the Land Use Plan Map and to areas where existing development intensity is already consistent with development of this type.*

**Discussion:** Higher intensity housing of various types is the critical component of a Center. Without substantially increasing population in a center’s immediate vicinity, there is insufficient market demand for goods and services at a level to sustain more intense commercial development. Residential uses in and around Centers generally consist of multi-story condominiums and apartments. In some cases, smaller-scale residential development may be interspersed among those higher intensity uses, but generally uses of higher scale and height should predominate in these areas, especially as proximity to designated Centers or Corridors increases. Likewise, residential development should increase in height, mass, and lot coverage as properties are located closer to commercial areas or where employment is higher.

To ensure that the market for higher intensity residential use is directed to Centers, future housing of higher scale and form is generally limited in other areas. Whenever more intense residential uses are proposed outside the general vicinity of Centers and Corridors, topics such as the proximity of those areas to uses like commercial or downtown uses should be considered. Design and site requirements should be considered that minimize conflict between these areas and other uses.

#### Goal 3 – Efficient Land Use, Policy LU 3.1 Coordinated and Efficient Land Use

*Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory City of Spokane Comprehensive Plan Amended September 7, 2023 3-19 incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.*

**Discussion:** Future growth should be directed to locations where adequate services and facilities are available. Otherwise, services and facilities should be extended or upgraded only when it is economically feasible to do so.

The Centers and Corridors designated on the Land Use Plan Map are the areas of the city where incentives and other tools should be used to encourage infill development, redevelopment and new development. Examples of incentives the city could use include assuring public participation,

using public facilities and lower development fees to attract investment, assisting with project financing, zoning for mixed-use and higher density development, encouraging rehabilitation, providing in-kind assistance, streamlining the permit process, providing public services, and addressing toxic contamination, among other things.

Goal 3 – Efficient Land Use, Policy LU 3.2 Centers and Corridors

*Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.*

**Discussion:** Suggested Centers are designated where the potential for Center development exists. Final determination is subject to a sub-area planning process.

...

Goal 3 – Efficient Land Use, Policy 3.5 Mix of Uses in Centers

*Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.*

**Discussion:** Neighborhood, District, and Employment Centers are designated on the Land Use Plan Map in areas that are substantially developed. New uses in Centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses.

All Centers are mixed-use areas. Some existing uses in designated Centers may fit with the Center concept; others may not. Planning for Centers should first identify the uses that do not fit and identify sites for new uses that are missing from the existing land use pattern.

...

Goal 4 – Transportation, Policy LU 4.1 Land Use and Transportation

*Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.*

**Discussion:** The GMA recognizes the relationship between land use and transportation. It requires a transportation element that implements, and is consistent with, the land use element. The transportation element must forecast future traffic and provide information on the location, timing, and capacity needs of future growth. It must also identify funding to meet the identified needs. If probable City of Spokane Comprehensive Plan Amended September 7, 2023 3-27 funding falls short of needs, the GMA requires the land use element to be reassessed to ensure that needs are met.

#### Goal 4 – Transportation Policy LU 4.6 Transit-Supported Development

*Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.*

**Discussion:** People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors.

Transit-supported development should be encouraged through the application of development incentives, enhanced design measures, streetscape standards, parking standards, and potential changes in density and use. Each of these measures should be developed through a sub-area planning (or similar) process as each high-performance transit line is planned and developed. These sub-area planning processes should include neighborhood and stakeholder involvement and public participation processes to ensure that site-specific and neighborhood-context issues are addressed and benefits are maximized.

#### Goal 5 – Development Character, Policy 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.*

#### Goal 5 – Development Character, Policy LU 5.5 Complementary Development

*Ensure that infill and redevelopment projects are designed to be compatible with and complement surrounding uses and building types.*

**Discussion:** New infill development and redevelopment should be designed and planned to seek compatibility with its location. Consideration should be given to multiple scales of compatibility, from the site on which the use will be constructed to the wider area in which it will reside. New development or redevelopment should also seek to complement and enhance the existing neighborhood where possible by expanding the choices available in the area and improving the use and form of the area in which it is located. For example, middle housing types provide for increased diversity in scale and form while also maintaining a high level of compatibility with existing residential neighborhoods, especially in those areas where only one housing type was previously available.

## **Chapter 6 – Housing**

#### Goal H1 – Housing Choice and Diversity, Policy H 1.4 Use of Existing Infrastructure

*Direct new residential development into areas where community and human public services and facilities are available.*

**Discussion:** Using existing services and infrastructure often reduces the cost of creating new housing. New construction that takes advantage of existing services and infrastructure conserves

public resources that can then be redirected to other needs such as adding amenities to these projects.

#### Goal H1 – Housing Choice and Diversity, Policy H 1.7 Socioeconomic Integration

*Promote socioeconomic integration throughout the city.*

**Discussion:** Socioeconomic integration includes people of all races, color, religion, sex, national origin, handicap, disability, economic status, familial status, age, sexual orientation, or other arbitrary factors. Often, housing affordability acts as a barrier to integration of all socioeconomic groups throughout the community.

#### Goal H1 – Housing Choice and Diversity, Policy H 1.11 Access to Transportation

*Encourage housing that provides easy access to public transit and other efficient modes of transportation.*

**Discussion:** Transportation is the second largest expenditure after housing and can range from 10 to 25 percent of household expenditures. Examining where housing is City of Spokane Comprehensive Plan 6-8 located and the associated transportation costs may provide a more realistic evaluation of housing affordability in the future.

### **Chapter 8 – Urban Design and Historic Preservation**

#### Goal DP 1 – Pride and Identity, Policy DP 1.2 New Development in Established Neighborhoods

*Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.*

**Discussion:** New development should be compatible with the context of the area and result in an improvement to the surrounding neighborhood.

#### Goal DP 2 – Urban Design, Policy DP 2.2. Design Guidelines and Regulations

*Adopt regulations and design guidelines consistent with current definitions of good urban design.*

**Discussion:** The city should use development standards that encourage creativity while ensuring compatibility with the surrounding area and enhancing local character. Maintaining or enhancing the neighborhood's character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, offer protection and instill confidence in established and prospective residents and business owners.

Design guidelines should be understandable, enforceable, predictable, and consistent in order to measure and evaluate proposed development. Effective design guidelines include graphic depiction and written text that are clear, understandable, and unambiguous. They function specifically to guide the physical development of projects that require design review. The desire is to create and maintain an attractive and efficient city.

Options such as form-based codes and a design review process should be utilized to ensure that new development is compatible with its neighbors and will meet the city's urban design goals.

#### Goal DP 2 – Urban Design, Policy 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.*

**Discussion:** New and remodeled projects can have a major impact on a specific area. Site placement, setbacks, landscaping, intensity of use, and other design considerations should be compatible with the visual character of the surrounding environment. This applies to all new commercial, public, multifamily structures, high density single-family projects, and exterior remodels of existing commercial structures. An accessory structure should be of a lesser square footage and volume and should utilize materials and colors less dominant than the principal structure.

#### Goal DP 2 – Urban Design, Policy DP 2.7 Historic District and Sub-Area Design Guidelines

*Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.*

**Discussion:** Designated historic districts are unique areas that play a special role in preserving Spokane's character. Each tells a particular story which is illustrated by a set of identified, contributing historic resources. These areas are often catalysts for redevelopment and revitalization. The character of historic districts is fragile and can be lost through large scale change or the cumulative effects of smaller changes. The relationship between historic buildings, streetscapes, and landscape features within historic districts helps define the historic character and should be considered when planning or permitting development or infill. Those areas that have been designated as local historical districts and sub-areas or special areas, such as centers and corridors and downtown Spokane, may need specific guidelines that supplement and augment the citywide general guidelines if it is determined that this is feasible or desired. Local input and the existing characteristics of an historic district or sub-area are the basis for design guidelines used for the evaluation of specific projects in that particular area.

#### Goal DP 2 – Urban Design, Policy DP 2.12, Infill Development

*Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.*

**Discussion:** Infill construction can benefit the community when done in a manner that improves and does not detract from the livability of the neighborhood and the desirable design character of the area.

## Goal DP 2 – Urban Design, Policy 2.13 Parking Facilities Design

*Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.*

**Discussion:** Walkability is a key element for neighborhood and especially downtown vitality. Active and dynamic building fronts and attractive streetscapes contribute to that environment. Thus, the development of alternatives, such as parking within buildings with active storefronts and/or increased landscaping and screening of surface lots, creates a more pleasant atmosphere for both visitors to and neighbors of commercial centers. Landscape standards for parking lots could include incentives such as reduced parking requirements.