

March 2013

Model Form-Based Code **Hamilton Corridor**



Logan Neighborhood | City of Spokane, WA



Conditions & Approach

Introduction

The City of Spokane and the Logan Neighborhood are interested in testing the applicability of a form-based code to that portion of the Hamilton Street corridor generally between Desmet and Augusta avenues. The City and the Neighborhood each hope to stimulate development, guiding it in a manner that creates a dynamic and attractive urban environment, sensitive to the needs of the neighborhood and consistent with its relationship with Gonzaga University. This document is developed and presented as a model code, understood to require further refinement and calibration. In a broad sense then, this document should be viewed as a type of study, presenting a differing approach to development in the study area that may more effectively address both neighborhood and city-wide objectives.

The process to develop this model was funded by the Logan Neighborhood, using a portion of its planning allotment. Its ultimate use and incorporation depends on many factors, subject to the normal processes involved in developing and adopting any regulatory framework in the City.



Figure 1.01 - Long-standing transportation policy has transformed Hamilton, facilitating passage of approximately 30,000 vehicles per day, but creating severe - and generally unsafe - conditions for pedestrians. (Image source: Studio Cascade, Inc.)

Structurally, this model code has been developed as a plug-in set of regulations, intending to replace the area's existing "Centers & Corridors" zoning.

Objectives

In keeping with most form-based codes, the focus of this model is on building form and development of the public realm. Several objectives are embedded in this model, including:

- 1) *Transforming the built character of the corridor to make it more attractive.*
- 2) *Stimulating new retail activity on ground-floor storefronts.*



Figure 1.02 - Gonzaga's growth is spurring change, including boosting foot and vehicular traffic and creating new buildings designed to enhance the pedestrian environment. The GU facility pictured here provides its streetscape using setbacks on private land - something not possible for the majority of properties within the study area. (Image source: Gonzaga University)

- 3) *Accommodating higher-intensity development, including residential uses on upper floors.*
- 4) *Increasing the safety and attractiveness of the pedestrian environment, particularly on Hamilton.*
- 5) *Retaining or providing space for historic uses in the district, especially those serving the needs of the surrounding residential areas and Gonzaga students.*
- 6) *Establishing clear design guidance to ensure development in the district is consistent with the neighborhood's vision for the area.*

- 7) *Helping to streamline development design and permitting, all while providing clear design control.*
- 8) *Creating a model process and template that the City can apply to other centers and corridors in Spokane, seamlessly working within the City's existing policy and regulatory framework.*

Key Findings

Research, site observations and findings from the public process indicate many things, but it's clear that the most basic objective expressed by both City and Neighborhood leaders - namely, creating a lively retail and pedestrian environment on Hamilton - conflicts with the existing number and layout of travel lanes within the study area. As now configured, Hamilton is in no way conducive to a pedestrian-friendly, "centers and corridors" environment. Five relatively high-speed travel lanes, few if any street trees, and narrow sidewalks create an environment suitable only for motorized traffic, undermining the type of growth the community says it wants. Any approach striving to improve conditions along Hamilton simply must gain space - exchanging some measure of vehicular level-of-service for pedestrian safety and comfort.

Recent growth and use patterns, primarily related to Gonzaga University and its student population, have already begun to slow travel speeds. This trend seems likely to continue with the completion of GU's parking and retail facility along Hamilton, and as other properties nearby are redeveloped. We recommend at least three factors be considered in light of emerging conditions:

- 1) *In general, slower vehicular speeds provide increased pedestrian safety*

and comfort, improving the viability of development types sought by the City and Neighborhood.

- 2) *Slower-paced traffic generally allows greater vehicle density, smoothing flow and offering higher per-lane capacity.*
- 3) *Quality of experience plays a role in the perception of travel, with motorists less attuned to time of passage (speed) given smooth flow and greater visual interest.*

If form-based codes are used to re-shape and enhance the public realm, space for a viable public realm is essential. This model assumes the creation of a public realm along Hamilton, exchanging lanes and speed for an enriched pedestrian environment, storefronts and public spaces fronting directly on the street, and development patterns more closely attuned to Neighborhood and community goals. If it is eventually determined that space for a public realm cannot be afforded along Hamilton, then a future form-based model should be developed to achieve it elsewhere - perhaps along perpendicular streets, such as Sharp Avenue.

The private sector, acting alone, cannot achieve the type of public realm the community envisions. While many of the formal conditions described in this model code can be realized through private redevelopment, the overall framework - travel lanes and major right-of-way features - need to be in-place or clearly in-process for those investments to occur. It is beyond the scope of this or any code to determine specific approaches to how the City and partner agencies might best approach this issue, but clearly, an integrated public-sector investment and leadership strategy must be developed to attract and support private-sector energies.



Figure 1.03 - Striking contrasts between physical form and appearance exist along the corridor, something residents say they hope to address using form-based codes. (Image source: Studio Cascade, Inc.)

Code Overview

Form-based codes contrast with traditional zoning methods by focusing on the public realm rather than the close regulation of land uses. A viable public realm is essential to creating the type of walkable, active, mixed-use district the City and the Logan Neighborhood desire, making a form-based approach an appropriate response. Its success, of course, is contingent on other factors, including some beyond the City's control. Regardless, a form-based approach, especially one enhancing the public realm, should prove a powerful tool in implementing community goals.

The following model code is designed to work within the City of Spokane's existing ordinance, creating a special regulatory

district where form-based rules apply. This model has been designed to supplant the City's Centers and Corridors designations within the study area, including replacing existing zoning regulations and design guidelines. In general, this model relaxes controls on land use and building intensity in exchange for greater control over the quality and form of the built environment. By creating a fully-contained regulatory context, this model intends to streamline development applications – provided they meet or exceed stated requirements.

In addition to greater clarity in approach and outcome, this model intends to encourage development in other ways, offering incentives likely to make development in this area more attractive. These include some incentives currently embedded in City Centers & Corridors (CC) zones, but now packaged - and reliant upon - a level of certainty in the application review process that, at present, is perceived as missing.

This model is also somewhat unique in specifying conditions for private *and* public-

sector investment. The Street Section Plan, in particular, introduces elements essential to achieving community objectives, but will almost certainly require an integrated public-sector investment and leadership strategy to achieve.

Users of this model code will need to review and adhere to requirements expressed in the following areas:

- *Regulating Plan - The centerpiece of this model code, the Regulating Plan maps the extents and locations of where the code and its various features apply. This model includes four distinct condition zones, termed "Context Areas." The Regulating Plan also shows the extents of "Shopfront Street" areas, which direct additional use and formal requirements.*
- *Street Section Plan - This map locates and describes street section types to be developed within the study area, supporting code objectives and the Regulating Plan.*
- *Use Provisions - Similar to the City's existing use provision table, this*



Figure 1.04 - In addition to interviews with neighborhood leaders, developers and local business owners, a day-long charrette was held on October 12, inviting neighborhood leadership to scope and develop key criteria for the proposed form-based code. (Image source: Studio Cascade, Inc.)

simplified table indicates land uses listed as "P" (permitted), as "N" (not permitted), or "D" (subject to discretionary review). This section also describes allowed uses along Shopfront Street areas according to building storey.

- *Height, Placement & Coverage - This section provides generalized building-related elements, including minimum and maximum building heights; setbacks and build-to lines; minimum building frontage along streets, and lot surface coverage. All requirements are expressed using tables and illustrations, and are ordered according to Context Area.*
- *Parking Criteria & Site Access - This section lists conditions related to parking requirements, parking placement, lot landscaping and walkways. All site development requirements are expressed using tables and illustrations, and are ordered according to Context Area.*
- *Streetscape Requirements - Keyed to the Regulating Plan and Street Section Plan, this section charts basic features of streets, sidewalks, street furnishings and driveways within the study area, followed by section and plan illustrations.*
- *Architectural Requirements - This section adds to the Height, Placement and Coverage requirements by articulating basic facade requirements, roofline objectives, mechanical screening, material objectives and other considerations.*

Finally, readers should understand that further refinement will be essential in creating an adoptable form of this model. Such work will of course be subject to the normal processes involved in developing and adopting any type of regulatory document in the City of Spokane. In addition to code "calibration" - the review and refinement

of specific terms and requirements - other items will need consideration. These include the type of integrated public-sector investment and leadership strategy discussed earlier, as well as topics including:

- *"Trigger" criteria - Incorporation of minimum project type and/or size information triggering requirement for code compliance, i.e., project value, percentage of building or site to be remodeled, etc.*
- *Signs - Development of an area-specific sign code, or external reference to an existing or modified City of Spokane sign code.*
- *Landscaping - Though the majority of landscaping envisioned within the HFBC Limits are presently treated within public rights-of-way and in surface lots, the development of an area-specific landscaping section or external reference to an existing or modified City of Spokane section, may be of benefit.*
- *Parking garage requirements - In the Architectural Requirements section, additional specifications regarding upper-story façade development may be of benefit.*
- *Illustrations - Many of this model's specifications include illustrations, but others are provided in text-only form; additional illustrations, whether as plans, sections or perspectives, will help further streamline and simplify code implementation.*

Terms & Definitions

Introduction

Term Types & Use

The following definitions are provided to articulate two classes of terms used in the HFBC:

- 1) *Common-use terms* - These terms are used in the HFBC to reference definitions for general architectural or other features that are not intended to carry specific regulatory meaning. Common-use terms are included here primarily for reader convenience. Common-use terms are typically not capitalized in the HFBC.
- 2) *Regulatory terms* - These terms are used in the HFBC to reference definitions for architectural or other features that carry specific meanings necessary to properly implement the code. Regulatory terms are typically capitalized in the HFBC to aid identification and reference. In this section, regulatory terms are indicated by the use of a dagger symbol (†) following each term.

Note: While reader understanding of any term in this section may be enhanced by definitions published in City or other external sources, definitions provided here and in topical sections of the HFBC shall prevail in case of interpretive conflict.

Terms

Architectural feature

Ornamental or decorative feature attached to or protruding from an exterior wall or roof, including cornices, eaves, belt courses, sills, lintels, bay windows, chimneys, and decorative ornaments.

Architectural Roof Structure [†]

Minor tower or turret extending from the cornice or main roof line of a building, typically highlighting a primary corner or building entry. For purposes of the HFBC, such features may not be occupied.

Awning

A roof-like cover, often made of fabric or metal, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, or door.

Bas-relief

Sculptural form in which shapes or figures are carved in a flat surface and project only slightly from the background.

Build-to Line [†]

An alignment establishing a certain distance from the property line (street right-of-way line) along which the building is required to be built.

Building Base [†]

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

Building frontage

The length of any side of a building which fronts on a public street, measured in a straight line parallel with the abutting street.

Centers & Corridors

Areas identified in the City of Spokane's Comprehensive Plan where specific use and character goals are to be implemented, including "...a relatively cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking."

Character

Special physical characteristics of an area or structure that set it apart from its surroundings and contribute to its individuality.

Clear Pedestrian Zone [†]

Area reserved for pedestrian traffic; typically included herein as a portion of overall sidewalk width to be kept clear of obstructions to foot traffic.

Context Areas [†]

Established by the Regulating Plan, Context Area designations describe and direct differing functions and features for areas within HFBC limits, implementing community goals for the built environment.

Cornice

Decorative horizontal band or border forming the upper portion of a building façade, typically projecting outward from the exterior walls at the roof line.

Eave [†]

The lower border of a roof that overhangs the wall, typically associated with exposed sloped roof elements.

Enclosed Roof Structure [†]

Conditioned, occupiable structure extending beyond the roof line of a building; commonly termed a penthouse. For purposes of the HFBC, Enclosed Roof Structures must be set back from the parapet of a building to qualify for height limit exceptions.

Façade

The face (exterior elevation) of a building, especially the face parallel to or most nearly parallel to a public street.

Floor area

The sum of the gross horizontal areas of each floor of the principal building, and any accessory buildings, measured from the exterior walls or from the center line of party walls. The term does not include any area used exclusively for the surface parking of motor vehicles or for building or equipment access, such as stairs, elevator shafts, and maintenance crawl space.

Glazing

Glass as used in building façades, including windows, transoms and glass portions of storefronts.

HFBC; HFBC Limits [†]

The Hamilton Form-Based Code; physical limits or boundaries where the Hamilton Form-Based Code applies. HFBC Limits are expressed in this document's Regulating and Street Section Plans.

Impervious Surface [†]

Ground surfaces and coverings composed of water-impenetrable materials such as asphalt, concrete, brick, stone and rooftops.

Mixed-use building; mixed-use development

A single building containing more than one type of land use and designed as a unified complementary, cohesive whole; development of more than one building and use where the different types of land uses are in close proximity and designed as a unified complementary, cohesive whole.

Open Roof Structure [†]

A non-conditioned, open structure typically providing shade and casual gathering space and incorporating a pergola, arbor or trellis. For purposes of the HFBC, Open Roof Structures may include partial-height screen walls on no more than one side.

Parapet

That portion of a wall which extends above the roof line.

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 4.2b of the HFBC.

Pedestrian-Scaled Signs [†]

Permanent, first-floor, exterior signs designed and placed to address pedestrian traffic; may be mounted flush with or projecting from a column, building wall, awning or transom.

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.

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.

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.

Porch

A projection from a building wall which is covered but enclosed on no more than one side by a vertical wall.

Primary Building Entry [†]

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

Principal Buildings [†]

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

Display window

A window or opening in the exterior wall of any portion of a building used for business purposes, through which merchandise, services, or businesses are displayed or advertised and visible from the ground or sidewalk level.

Shopfront Street [†]

A portion of the HFBC Regulating Plan designating the extent and location of specific code criteria; generally applied to areas where business or retail use level with and directly along the public right-of-way is seen as critical.

Stoop

An exterior floor, typically but not necessarily constructed of concrete and/or masonry, with a finished floor elevation at least six inches higher than the adjacent ground level, and utilized primarily as an access platform to a building.

Streetscape

An area that may either abut or be contained within a public or private right-of-way typically including sidewalks, street furniture, trees and landscaping, and similar features. May also describe the visual image of a street, including the combination of buildings, parking, signs, and hardscapes.

Vehicle-Scaled Fixtures (lighting) [†]

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

Form-Based Code

Introduction

Authority

Adoption of the Hamilton Corridor Form-Based Code (also referred to herein as the “HFBC” or “the code”) is authorized under the Washington State Constitution, the Spokane County Charter, and the City of Spokane Municipal Code. This code is an instrument implementing the purposes and objectives of the City of Spokane Comprehensive Plan, promoting the health, safety, and general welfare of Spokane, Washington and its citizens.

Intent & Use

Intent: This form-based code is designed to foster an economically vibrant, walkable, mixed-use environment along the Hamilton Street corridor within the boundaries of code limits (“HFBC Limits”). The HFBC is a legal document that regulates land development by setting careful and coherent controls on building form, coupled with more relaxed parameters relative to building use and density. This greater emphasis on physical form is intended to produce safe, attractive and enjoyable public spaces, including a healthy mix of uses. This code implements the vision set forth in the City of Spokane’s Comprehensive Plan for its “Centers & Corridors” areas.

The HFBC provides specific means to guide implementation of the community’s vision for development and redevelopment within a defined area along Hamilton Street. To achieve it, this code directs configuration of both private property (buildings and site development) as well as the public realm (sidewalks, traffic lanes and features within public rights-of-way). As such, the HFBC establishes standards for private development and City-owned infrastructure, including the design and configuration of streets. *[Note: Insert text specifying roles, responsibilities and mechanisms regarding requirements for private development and public-realm improvements].*

The HFBC is configured as a plug-in set of regulations, replacing existing zoning and design guidelines within the HFBC Limits. 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, and development must also comply with applicable, over-arching Federal, State or local regulations and ordinances.

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

1. 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 HFBC. This section also includes the Street Section Plan, which complements the Regulating Plan by establishing and locating distinct classes of public right-of-way within HFBC Limits. Because street section requirements apply predominantly to the public realm, these configurations are included to: A) Provide insight regarding the layout, objectives and character of the public realm, and B) *[Note: Describe determined roles and/or requirements for private-sector involvement in public-realm improvements].*

2. Use Provisions - Using criteria from the Regulating Plan, note the class of uses permitted for the property of interest. This section also describes allowed uses along Shopfront Street areas by building story.
3. Height, Placement & Coverage - Using criteria from the Regulating Plan, note the allowed minimum and maximum building heights; setbacks or Build-to Lines; minimum Building Frontages, and impervious surface coverage allowances detailed in this section.
4. Parking Criteria & Site Access - Using criteria from the Regulating Plan and the Street Section Plan, note the various allowances regarding on and off-street surface parking, lot placement, lot and site lighting.
5. Streetscape Requirements - Using type criteria from the Street Section Plan, note the basic configuration and feature specifications for streets and walkways within the HFBC Limits.
[Note: Insert text generally describing cost relevance of Streetscape Requirements to private-sector applicants].
6. Architectural Requirements - Using criteria gleaned from the Regulating Plan, note the various façade treatments, screening, detailing and other requirements specific to the appearance and public-realm function of buildings.

MODEL

Section 1 - Regulating & Street Section Plans

Introduction - This section provides and describes the HFBC Regulating Plan and Street Section Plan - two map illustrations showing the location and limits of various features and physical characteristics required under this code. *[Note: Insert text generally describing cost relevance of Streetscape Requirements to private-sector applicants].*

1. Regulating Plan - The Regulating Plan for the HFBC is included here as Figure 1.1.1, 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,” listed and described as follows:
 - a) 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.
 - b) 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.
 - c) CA-3 - Context Area 3 provides for and supports low to mid-range development intensities, allowing somewhat 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.
 - d) 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 HFBC Limits. Though a mix of uses are allowed in CA-4, the area is envisioned as generally residential in scale and character.

The Regulating Plan also indicates placement and extents of “Shopfront Street” areas, triggering specific use, building placement and other requirements.

2. Street Section Plan - The Street Section Plan for the HFBC is included here as Figure 1.2.1, designating and assigning street section requirements in support of the Regulating Plan and overall community objectives. The Street Section Plan defines four section types, listed and generally described in order intensity, as follows:
 - a) Street Type 1 - Type 1 provides for and supports a mixed-use corridor environment (CA-1, CA-2, CA-3) using the existing 72-75’ right of way (ROW) along Hamilton Street. Type 1 includes three vehicular lanes (two travel lanes plus one turn/median lane); a parallel parking lane on each side of the street; a Planting Zone and Clear Pedestrian Zone on each side of the street.
 - b) Street Type 2 - Type 2 provides for and supports a blend of mixed-use and residential environments (CA-1, CA-4) using the existing 100’ ROW along Mission Avenue. Type 2 serves existing east/west arterial needs, and includes four vehicular lanes plus one turn/

median lane; a bike lane abutting each sidewalk; a Planting Zone and Clear Pedestrian Zone on each side of the street.

- c) Street Type 3 - Type 3 provides for and supports a mixed-use district environment (CA-2, CA-3, CA-4) using the existing 100' rights of way (ROW) along Sinto, Sharp and Boone Avenues, as well as along Cincinnati and Columbus Streets. Type 3 includes two vehicular lanes plus one turn/median lane; a bike lane abutting each travel lane; angled parking stalls on both sides of the street; a Planting Zone and Clear Pedestrian Zone on each side of the street.
- d) Street Type 4 - Type 4 provides for and supports an environment bridging between mixed-use and residential areas (CA-4) using the existing 60' ROW along Dakota, Cincinnati and Columbus Streets, and along Augusta Avenue. Type 4 includes two travel lanes; parallel parking on each side of the street; a Planting Zone and Clear Pedestrian Zone on each side of the street.

See Section 5, Streetscape Requirements for specific features and dimensions associated with each section type in the Street Section Plan.

MODEL

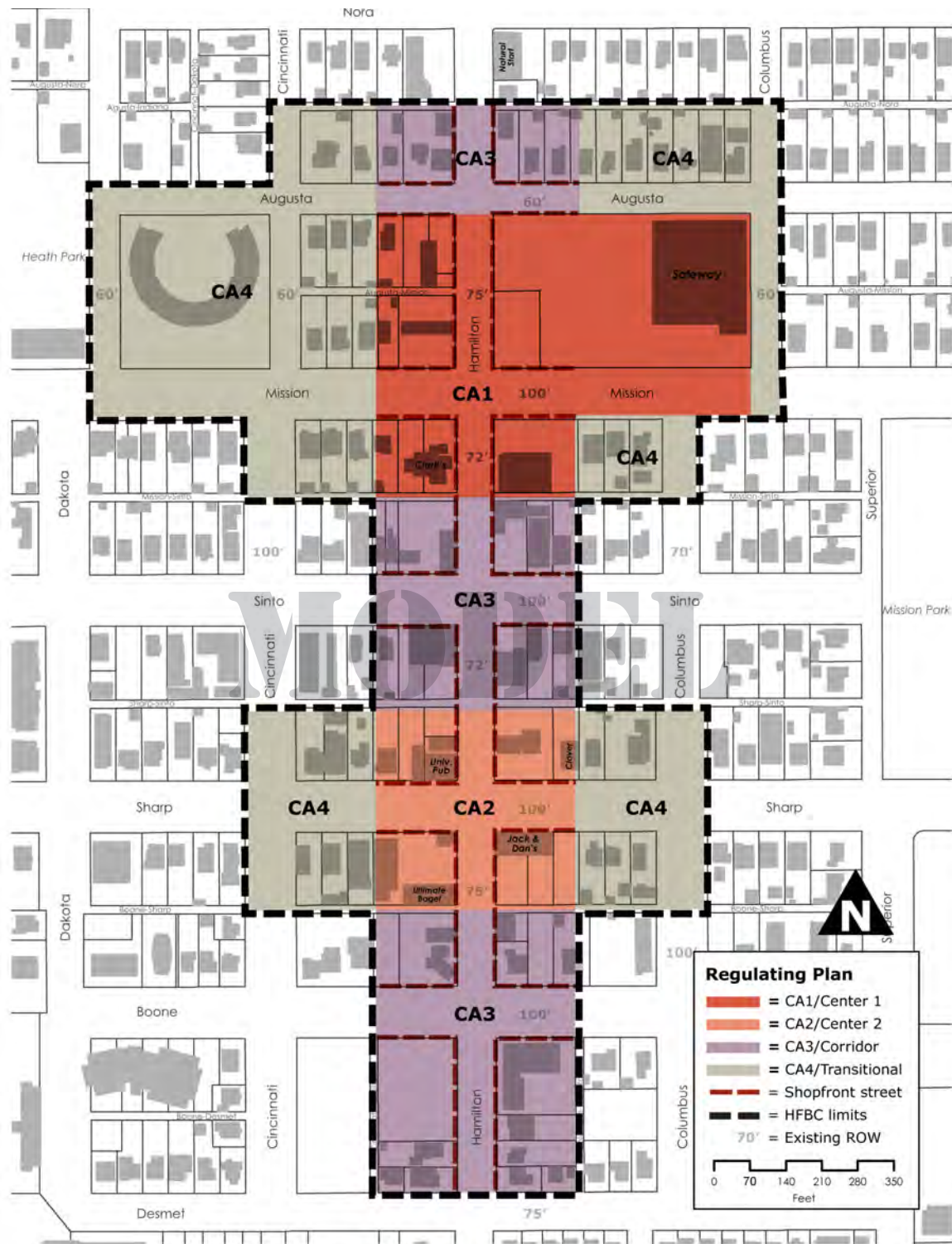


Figure 1.1.1 - The draft Regulating Plan for the HFBC. This plan envisions varying degrees of intensity along Hamilton, and establishes “Shopfront” limits providing additional attention to the public realm.

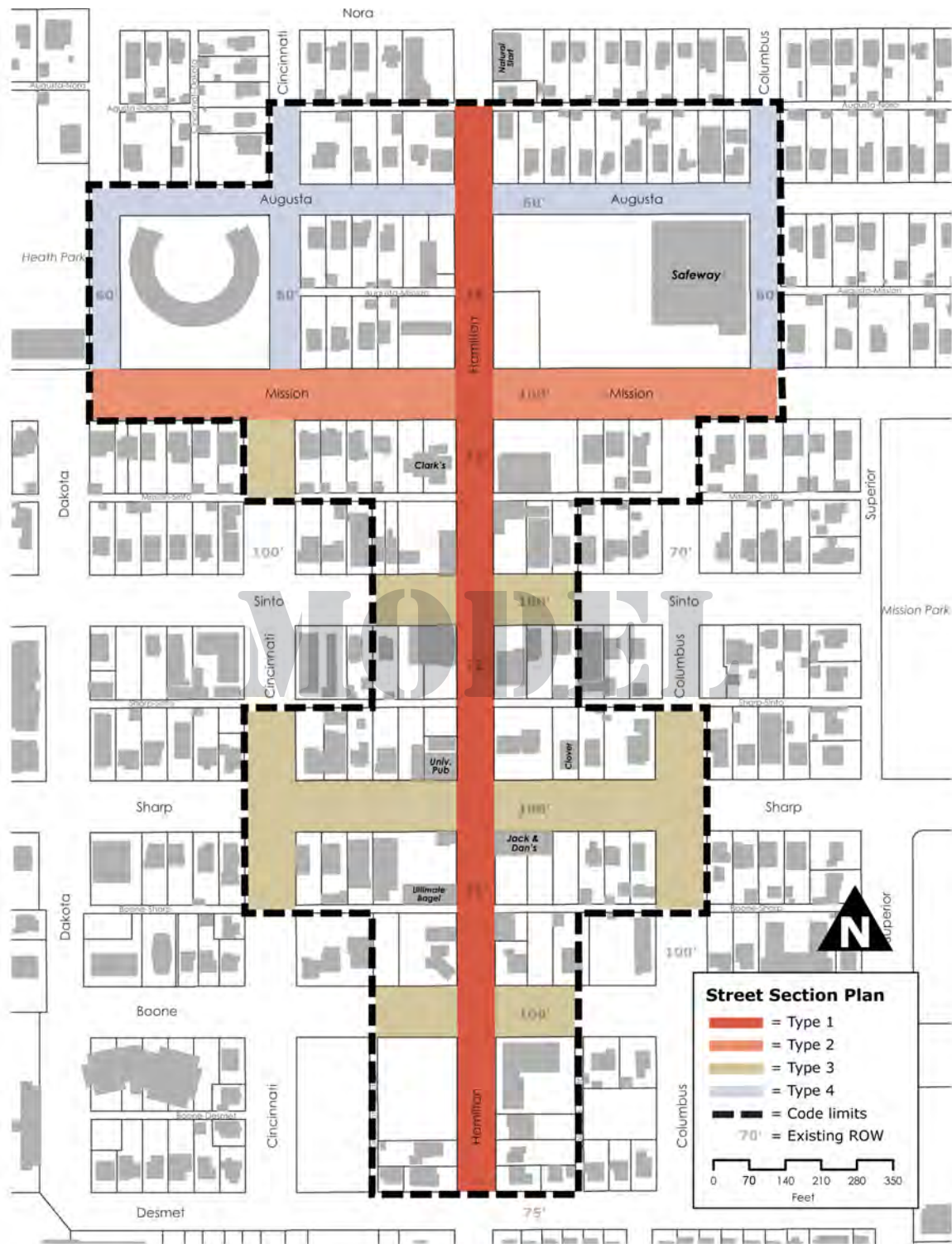


Figure 1.2.1 - The draft Street Section Plan for the HFBC. This plan indicates the location and extents of various street section designs, each supporting adjacent context areas shown on the Regulating Plan.

Section 2 - Use Provisions

Introduction - This section provides a broad range of allowable use categories within the HFBC Limits, specifying each type as an allowed use within each of the four Context Areas in Section 1.1, and according to building story in Section 1.2. Use categories are broadly defined by intent, due to the formal orientation of this code and reflecting the development patterns and objectives expressed in the Regulating Plan. Allowance for discretionary uses or uses not specified in Section 2.1 shall be determined by the City Planning Director or official designee.

1. Use Provisions - Use regulations for the HFBC are provided in Table 2.1.1, which lists uses envisioned for all areas within the code boundaries. In keeping with this code's focus on public realm and building form, uses are broadly defined under "Residential" and "Non-Residential" headings, and provide greater latitude regarding use than typical of City Land Use Standards. Uses deemed unsuitable for areas within the code boundary area are specifically identified. The table classifies uses as Permitted (P), Not Permitted (N), or subject to Discretionary Review (D), ordered among each of the context areas established in Section 1.1.

Table 2.1.1 - Use Provisions

Use Type	CA-1	CA-2	CA-3	CA-4
Residential				
Residence as part of mixed-use building	P	P	P	P
Single-family, attached (<i>townhouse</i>)	N	P	P	P
Single-family, detached	N	N	N	P
Accessory apartment	N	N	D	P
Non-Residential				
Service and retail ^[1]	P	P	P	P
Office and professional	P	P	P	P
Civic and institutional	P	P	P	P
Limited Industrial ^[2]	N	P	P	N
Heavy Industrial	N	N	N	N
Storage or warehouse	N	N	N	N
Parking garage	P	P	P	D
Adult Businesses	N	N	N	N
Other (unspecified) ^[3]	D	D	D	D

Notes:

P = Permitted; N = Not permitted; D = Discretionary review

[1] = Retail uses having more than 40,000 SF on any floor are not permitted.

[2] = Limited Industrial uses having more than 20,000 GSF are not permitted.

[3] = City Planning Director or an official designee of the Director to categorize and/or determine use allowance.

2. Shopfront Street Provisions - For buildings fronting Shopfront Streets, only non-residential uses shall occupy the ground-level floor. Floors above the ground level may be occupied by residential or non-residential uses. (See Figure 2.2.1)



Figure 2.2.1 - Use provisions along Shopfront Streets preclude residential uses on the ground floor.

Section 3 - Height, Placement & Coverage

Introduction - This section provides allowances regarding overall building height, placement, frontage and impervious surface coverage, specifying each within the Context Areas provided in the Regulating Plan. Each of this section's criteria exist to foster the type of environments envisioned in the Regulating Plan, and to aid the formal transition between high-intensity mixed-use areas and low-intensity residential areas outside the code boundaries.

1. **Building Height** - The height of buildings shall be measured from mean grade to top of cornice or roof eave as illustrated in Figure 3.1.1 and shall meet the specifications provided in Table 3.1.1. Unless otherwise noted, building height measurements in Table 3.1.1 express regulatory standards. 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.

Table 3.1.1 - Building Height Provisions

Building Height	CA-1	CA-2	CA-3	CA-4
Maximum				
Shopfront Street	78' (6 stories)	66' (5 stories)	54' (4 stories)	N/A
Non-Shopfront Street	54' (4 stories)	N/A	N/A	42' (3 stories)
Minimum				
Shopfront Street	54' (4 stories)	42' (3 stories)	30' (2 stories)	N/A
Non-Shopfront Street	30' (2 stories)	N/A	N/A	N/A

Notes:

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' if set back no less than 20' from all perimeter walls.

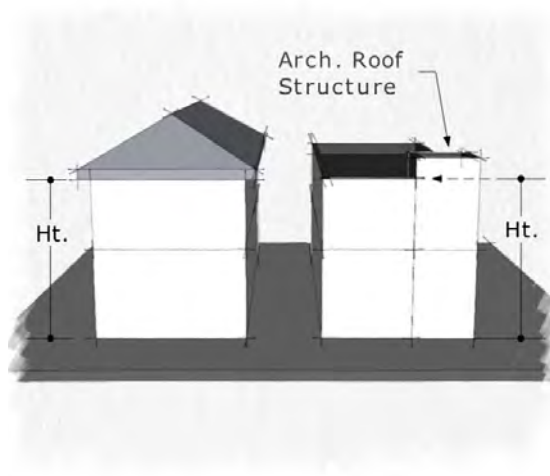


Figure 3.1.1 - For purposes of the HFBC, building heights are measured excluding pitched roofs and secondary roof features noted in Table 3.1.1.

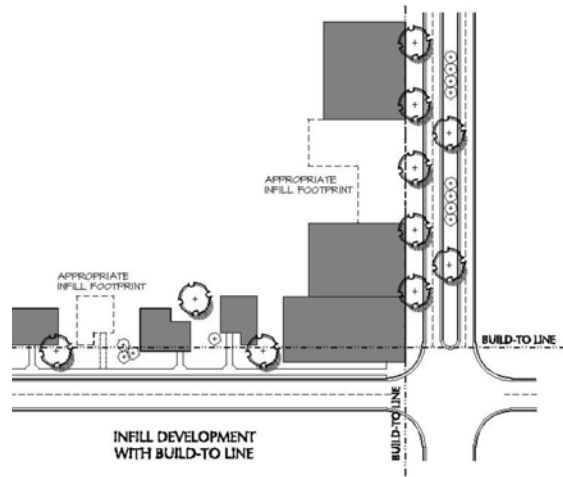


Figure 3.2.1 - Build-to Lines require specified building placement. As provided in the HFBC, Setback lines prescribe placement within minimum and maximum distances from property lines.

2. **Building Lines** - Buildings shall observe the setback or “build-to” line requirements specified in Table 3.2.1. (See Figure 3.2.1)

Table 3.2.1 - Building Lines

Building Line	Shopfront Street	CA-1	CA-2	CA-3	CA-4
Build-to Line	0'	N/A	N/A	N/A	N/A
Setbacks					
Front, maximum	N/A	5' ^[1]	5' ^[1]	15' ^[1]	20' ^[1]
Front, minimum	N/A	None	None	None	5' ^[1]
Side, maximum	Per CA	5' ^{[2] [3]}	5' ^{[2] [3]}	5' ^{[2] [3]}	10' ^[2]
Side, minimum	Per CA	None	None	None	5'
Rear, maximum	None	None	15'	20'	30'
Rear, minimum	None	None	None	10'	10'
Rear, maximum - alley	None	None	None	20'	30'
Rear, minimum - alley	None	None	None	None	None

Notes:

[1] = Excepting Shopfront Street areas noted on Regulating Plan.

[2] = Excepting driveways and/or side parking lots.

[3] = See Section 3.5 regarding development of corner lots.

3. **Building Frontage** - The minimum percentage of the lot's street frontage that must be occupied by one or more principal buildings shall be as provided in Table 3.3.1. (See Figure 3.3.1)

Table 3.3.1 - Building Frontage

Minimum Building Frontage	CA-1	CA-2	CA-3	CA-4
Along Type 1	80%	80%	70%	N/A
Along Type 2	60%	N/A	N/A	60%
Along Type 3	N/A	80%	70%	None
Along Type 4	None	N/A	70%	None
Along Shopfront Street	80%	80%	70%	N/A

4. Impervious Surface Coverage - Impervious surfaces shall not exceed the maximum impervious surface percentages (calculated on the basis of the lot) specified in Table 3.4.1.

Table 3.4.1 - Impervious Surface Coverage

	CA-1	CA-2	CA-3	CA-4
Maximum Impervious Surface	90%	80%	70%	50%

5. 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.

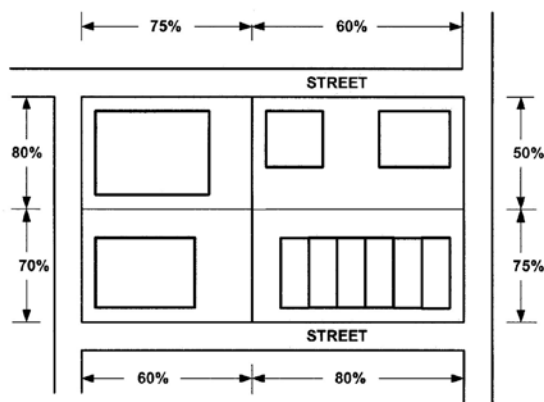


Figure 3.3.1 - Frontage provisions help ensure building façades and windows provide continuity along streets, avoiding “dead zones” and enhancing the pedestrian experience.

Section 4 - Parking Criteria & Site Access

Introduction - This section provides allowances regarding parking and parking lot and site lighting, including on and off-street parking areas, each supporting the Context Area objectives provided in the Regulating Plan. Treatment of items within this section are critical to establishing the type of on-foot and traffic access patterns needed for the HFBC area to thrive as a vibrant, walkable district.

1. On-street Parking - On-street parking shall be permitted on all streets within HFBC Limits, except within twenty-five feet of the right-of-way of an intersecting street. On-street parking is required along all Shopfront Streets designated by the Regulating Plan.
2. Off-Street Surface Parking - Except in CA-4, required off-street surface parking shall not be placed between the street right-of-way and the building fronting the street. In addition to Off-Street Surface Parking requirements provided in Table 4.2.1, the following criteria applies:
 - a) Landscaped area - Surface parking lots shall provide 150 s.f. of landscaped area for every 10 parking spaces, dispersed throughout the lot. Pedestrian paths required per Section 4.2b may be counted toward the amount of required landscaped area.
 - b) Pedestrian Paths - Within surface lots containing more than 30 parking stalls, pedestrian-friendly walkways shall be provided between surface lots and building entrances. Pedestrian Paths shall be no less than five feet wide and be clearly defined, using least two of the following:
 - i) Six-inch vertical curbing.
 - ii) Textured paving, including across vehicular lanes.
 - iii) A continuous landscape area no less than three feet wide along one or both sides of the walkway.

(See Figures 4.2.1, 4.2.2)



Figure 4.2.1 - Off-street parking may not be placed between a fronting building and the street.

Table 4.2.1 - Off-Street Surface Parking

Surface Parking	CA-1	CA-2	CA-3	CA-4
Non-Residential				
Minimum stalls	(None)	(None)	(None)	1 / 1,000 sf
Maximum stalls	1 / 1,000 sf	1 / 1,000 sf	2 / 1,000 sf	2 / 1,000 sf
Residential				
Minimum stalls	.5 / 1,000 sf ⁽¹⁾	.5 / 1,000 sf ⁽¹⁾	.5 / 1,000 sf ⁽¹⁾	1 / 1,000 sf ⁽¹⁾
Maximum stalls	2 / 1,000 sf ⁽²⁾	2 / 1,000 sf ⁽²⁾	2 / 1,000 sf ⁽²⁾	2 / 1,000 sf

Notes:

1. Or 1 stall per dwelling unit, whichever is less.

2. Or 2 stalls per dwelling unit, whichever is less.

3. 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:
 - 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. (See Figure 4.3.1)
 - 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 to minimize off-site glare, directing light downward and away from adjacent properties.
4. Driveways/Site Access - Driveway widths shall not exceed 24 feet, and curb cuts shall not exceed 30 feet for combined entry/exits.



Figure 4.2.2 - Pedestrian Paths may show clear routes to and from building entrances by use of curbs, paving patterns or landscaping.

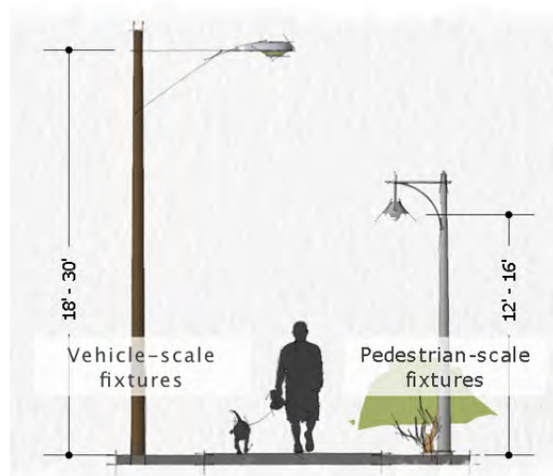


Figure 4.3.1 - Unless otherwise specified, Vehicle-Scale and Pedestrian-Scale lighting fixtures must meet height criteria illustrated here.

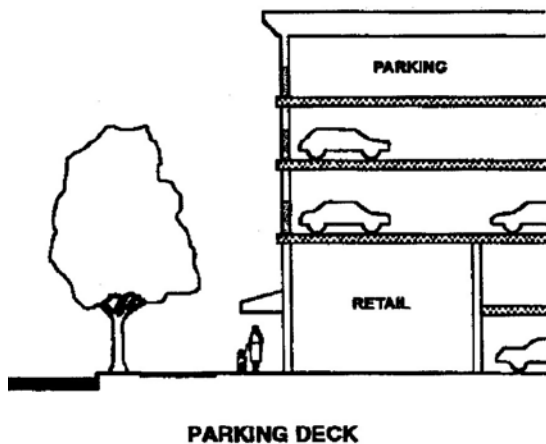


Figure 4.5.1 - Parking garages (decks) along shopfront streets must provide ground-level retail, commercial or office space fronting the street.

Guidelines - Adjacent developments should share driveways to the greatest extent possible. Driveway placement should direct primary traffic to and from the highest-intensity category noted on the Street Section Plan.

5. 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 4.5.1)

Section 5 - Streetscape Requirements

Introduction: This section identifies features and specifications for commercial and residential streets and alleys within HFBC 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.
[Note: Insert text generally describing cost relevance of Streetscape Requirements to private-sector applicants].

1. Streetscape Requirements - Required streetscape features and dimensions of those elements are identified in Table 5.1.1, are illustrated in Figure 5.1.1 through Figure 5.1.4, and are provided in following portions of this section.

Table 5.1.1 - Streetscape Requirements ^[1]

	Type 1	Type 2	Type 3	Type 4	Alley
Right-of-Way ^[2]	72' - 75'	100'	100'	60'	24'
Pavement Width	52'	50'	67.5'	39'	20'
Lanes					
Traffic	(2) 12'	(4) 12.5'	(2) 12.5'	(2) 11'	(2) 10'
Median/Left turn	(1) 11'	(1) 20'	(1) 12.5'	(None)	N/A
Parking	(2) 8.5' (A)	(None)	(2) 16' (B)	(2) 8.5' (A)	N/A
Bicycle	(None)	(2) 5'	(2) 5.25'	(None)	N/A
Curbs					
Type	Raised	Raised	Raised	Raised	N/A
Radii	25'	15'	15'	15'	N/A
Sidewalks					
Overall Width ^[3]	(2) 10'	(2) 10'	(2) 10'	(2) 10.5'	N/A
Type	A	A	A	A	N/A
Clear Ped. Zone ^[3]	(2) 6'	(2) 6'	(2) 6'	(2) 6.5'	N/A
Planting Zone	(2) 4'	(2) 4'	(2) 4'	(2) 4'	N/A
Street Furnishings					
Lighting, types	P	P	P	P	V
Planting, types	S	S/M	S/M	S	N/A
Benches	R	R	R	N/R	N/A
Trash receptacles	R	R	R	N/R	N/A
Bicycle parking	N/R	R	N/R	N/R	N/A

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

2. ROW based on City of Spokane GIS data, field verify.

3. Minimum size; additional ROW, if any, shall be allocated to sidewalk Clear Pedestrian Zone.

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

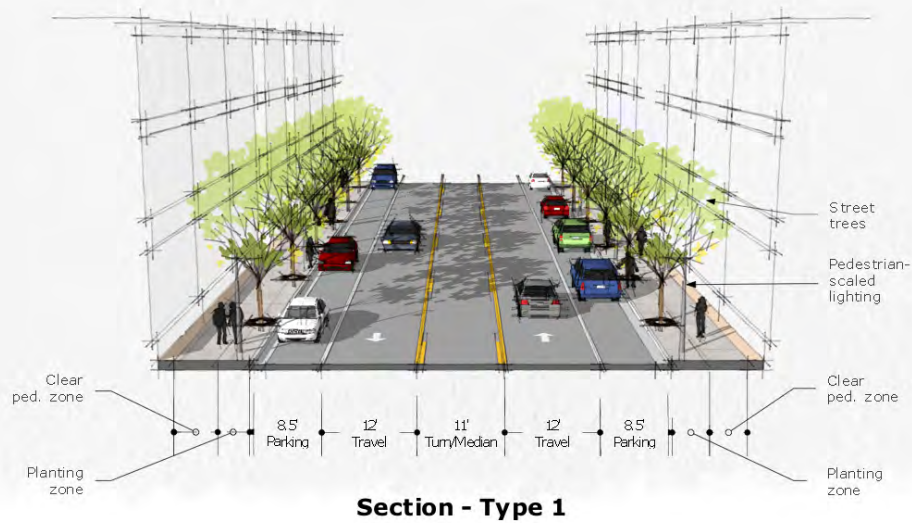


Figure 5.1.1 - Configuration and dimensional requirements for street section "Type 1" areas identified in the Street Section Plan.

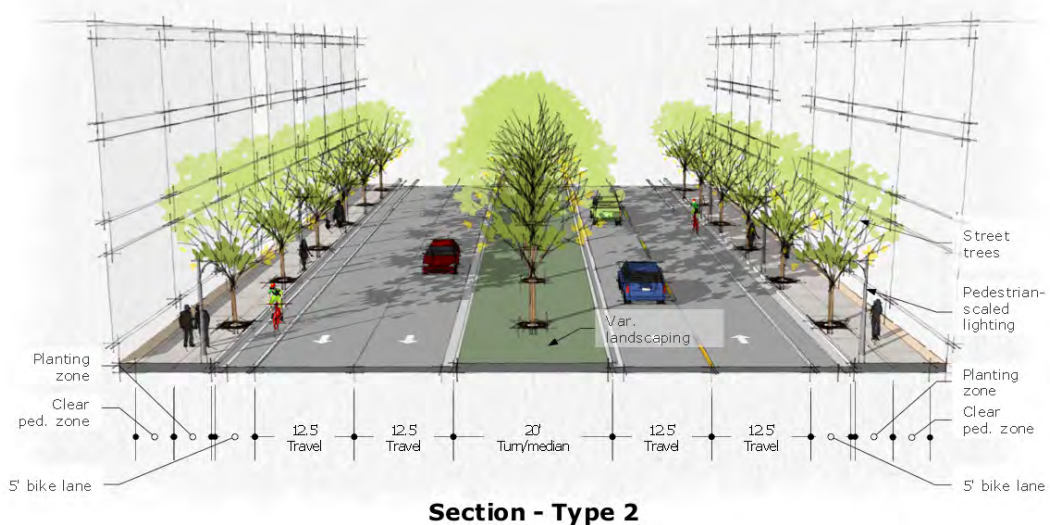


Figure 5.1.2 - Configuration and dimensional requirements for street section Type 2 areas identified in the Street Section Plan.

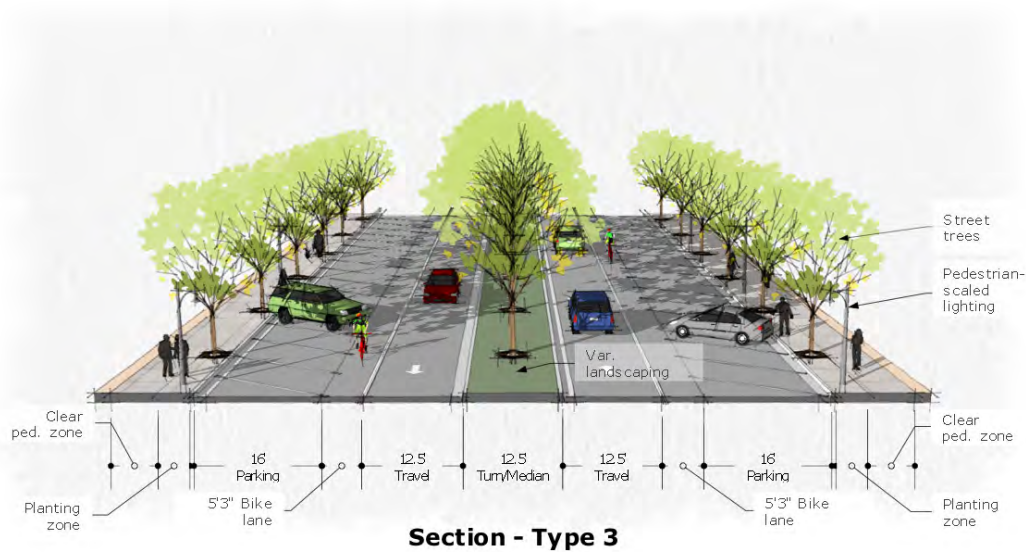


Figure 5.1.3 - Configuration and dimensional requirements for street section Type 3 areas identified in the Street Section Plan.

MODEL

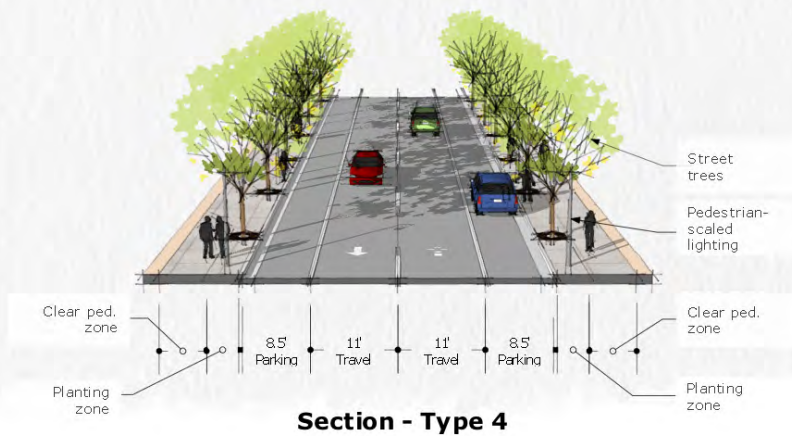


Figure 5.1.4 - Configuration and dimensional requirements for street section Type 4 areas identified in the Street Section Plan.

2. Sidewalks - The composition and color of sidewalks shall be as described in Table 5.1.1, and shall be continued as they cross vehicular driveways. (See Figure 5.2.1)
3. Street Furnishings, Placement - Street furnishings including light poles, benches, bicycle parking and trash receptacles shall be placed between tree locations within the Planting Zone. 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 four (4) feet wide remains free of such obstructions. (See Figure 5.3.1) Street furnishings required in Table 5.1.1 are to be provided in all Context Areas as follows:
 - a) Lighting - City-approved Pedestrian-Scale Lighting shall be provided every 30 feet, generally spaced midway between required Street Trees. Vehicle-scale lighting shall be provided every 60 feet.
 - b) Planting - City-approved Street Trees shall be provided every 30 feet, generally spaced midway between required Pedestrian-Scale Lighting. At a minimum, Median planting areas 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.
 - c) Benches - City-approved benches shall be provided every 120 feet, or within 60 feet of any street intersection.
 - d) Trash receptacles - City-approved trash receptacles shall be provided every 120 feet, or within 60 feet of any street intersection.
 - e) Bicycle parking - City-approved bicycle parking shall be provided every 120 feet, or within 60 feet of any street intersection.
4. Crosswalks - *[Note: Optional; composition, width, striping].*
5. Shopfront Street Provisions - *[Note: Optional; Shopfront Street requirements/exceptions in addition to requirements established in this section].*



Figure 5.2.1 - Curb cuts and driveways may not interrupt sidewalk material and pattern requirements. Ramps may not encroach on Clear Pedestrian Zones.



Figure 5.3.1 - Temporary sidewalk encroachments are allowed in the Planting Zone, or in the Clear Pedestrian Zone as per Section 5.4.

Section 6 - Architectural Requirements

Introduction - This section identifies general architectural requirements, adding to building allowances in Section 3 by articulating basic façade requirements, roofline objectives, mechanical screening and other considerations. These requirements establish important functional and aesthetic characteristics sought by the community and expressed by the Regulating Plan, ensuring the proper “fit” within the surrounding neighborhood. Subsection 6.10, Materials, includes related requirements as well as a set of guidelines conveying recommended material types for use as cladding, for accent purposes, or for exposed roofs.

1. **Building Base** - For CA-1 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 6’ above adjacent grade, and utilize at least one of the following:
 - a) “Heavier” material composition, such as a stronger, more permanent material than used on upper portions of the façade.
 - b) A horizontal projection (or visible thickening) of the wall surface, potentially accompanied by a change of material and/or color.
 - c) 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 6.1.1)

2. **Primary Building Entries** - For CA-1 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:
 - a) Recessed entrance. Recessed entrance shall be recessed at least 3’ from the building face.
 - b) 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.
 - c) 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 6.2.1)

For mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.

Guidelines - 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. **Street-level Detailing** - For CA-1 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:



Figure 6.1.1 - Illustration of building base, pedestrian-scale signs and other building elements described in the HFBC.



Figure 6.2.1 - Primary Building Entries must face the street and be made visually prominent using one or more architectural approaches listed in Section 6.2.

- a) Canopies or awnings spanning at least 25% of the building façade. Canopy or awning shall extend at least 5' from the building face, with a minimum height clearance of 8' above the sidewalk.
 - b) Pedestrian-Scaled Signs, mounted to the building or permanent overhang.
 - c) Decorative sconce, lantern or similar lighting, mounted to the building.
 - d) Projecting windowsills.
 - e) Decorative kick plates for entry doors.
 - f) Urns or large planters with seasonal vegetation.
 - g) Hanging planters supported by brackets mounted to the building.
4. **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:
- a) 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.
 - b) If facing a public street, upper floor façades shall include a minimum of 30% clear glass windows.
 - c) The total glazing expressed as a minimum percentage of ground floor façades shall meet the specifications provided in Table 6.4.1.

(See Figure 6.4.1)

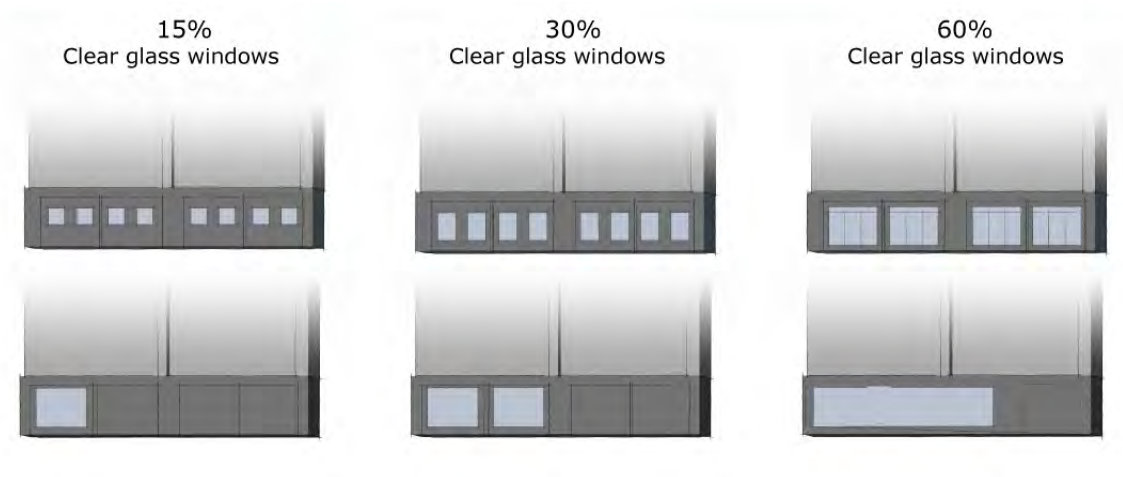


Figure 6.4.1 - Especially along pedestrian-oriented streets, glazing provides a visual connection between activities inside and outside a building. Table 6.4.1 specifies minimum quantities of clear glass, expressed as a percentage of each façade.

Table 6.4.1 - *Glazing minimums, ground floor façades **

Façade location	CA-1	CA-2	CA-3	CA-4
Along Shopfront Street	75%	75%	60%	-
Along Non-Shopfront Street	60%	N/A	N/A	30%

* Glazing percentages may include windows and doors.

5. 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 one or more of the following:
 - a) Vegetation such as trees and/or vines planted adjacent to the wall surfaces.
 - b) Architectural detailing, potentially including reveals, contrasting materials, bas-relief detailing, artwork, murals, or decorative trellises.
6. Roof Lines - Varied roof planes, cornice elements, overhanging eave and roof decks are encouraged, as they increase visual interest and help implement character objectives described in Sec. 1.1. In all CA areas, roof line elements shall adhere to the following standards:
 - a) Pitched or sloping roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12 (rise : run).
 - b) Buildings with flat roofs shall include an extended parapet on all building sides, creating a defined cornice or prominent top edge.

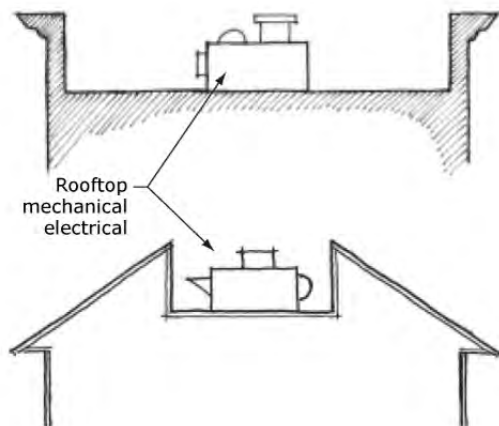


Figure 6.7.1 - Rooftop and ground-level equipment must be screened from view along public rights-of-way. Here, mechanical systems are hidden by cornice and roof elements.



Figure 6.10.1 - The HFBC provides standards and guidelines regarding building materials, helping realize community expectations for the corridor and neighborhood.

- c) Non-Enclosed, Enclosed and Architectural Roof Structure elements as defined by this code in are exempt from 6.6.A and 6.6B. Height limitations for such elements are provided in Table 3.1.1.
7. **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:
 - a) 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.
 - b) 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 6.7.1)
8. **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:
 - a) Vegetation such as trees and/or vines planted adjacent to the wall surfaces.
 - b) Architectural detailing, potentially including reveals, contrasting materials, bas-relief detailing, artwork, murals, or decorative trellises.

9. Sign Standards - For sign standards applying to all CA zones, see City of Spokane Municipal Code, Chapter 17C.240.
10. Materials - Use of quality building materials ensures that projects contribute to the overall value and character of properties within and adjacent to HFBC Limits. Building materials shall adhere to the following standards:
- a) Buildings shall employ durable and high quality materials, such as steel, glass, brick, stone, and/or wood.
- (See Figure 6.10.1)

Guidelines - In addition to the material standards defined in Section 6.10, the following material guidelines are included to further define community expectations for projects within all CA zones within HFBC limits.

- a) The use of sustainably harvested, salvaged, recycled reused products is encouraged wherever possible.
- b) 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.
- c) 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.
- d) 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.
- e) Cladding and/or accent materials on the primary building should be carried over onto additions, accessory buildings and site features.
- f) Cladding materials - Recommended cladding materials include:
- *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.*
 - *Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.*
 - *Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates and surface textures should be exploited to achieve architectural effects.*
 - *Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.*
 - *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.*

- *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."*
 - *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.*
- g) Accent materials - 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:
- *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.*
 - *Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.*
 - *Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates and surface textures should be exploited to achieve architectural effects.*
 - *Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.*
 - *Tile. Ceramic, terra cotta and cementitious tile, whether glazed or unglazed is acceptable.*
 - *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, Tnemec, etc. Copper, zinc and weathering steel may be left exposed.*
- h) Roof materials – Recommended materials for roofs exposed and visible from public rights of way include:
- *Metal seam roofing. Finishes should be anodized, fluorocoated or painted. Copper, zinc and weathering steel may be left exposed.*
 - *Slate or slate-like materials.*
 - *Sheet metal shingles.*
 - *Asphalt shingles. Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.*

