



Infill Code Revisions Summary

Infill Code Revisions

Infill Development:

Development of vacant lots and parcels within an already built up area.



Why is infill important?

Housing Affordability^{1,2}

55,000 HOUSEHOLDS
IN THE SPOKANE AREA
PAID MORE THAN
30%
OF THEIR INCOME
ON HOUSING IN 2015

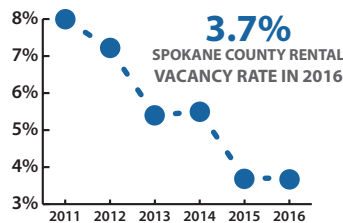


1 IN 3 HOUSEHOLDS
IN SPOKANE COUNTY
STRUGGLE FINANCIALLY

Housing Availability³



RECORD LOW RENTAL VACANCY RATES IN 2016



Housing Diversity⁴

4 OUT OF 5 HOUSING UNITS

PERMITTED BETWEEN 2006 AND 2015

WERE EITHER SINGLE FAMILY UNITS

OR LARGE APARTMENTS

LIMITING CHOICES



Citations:

1: Spokane County United Way's Asset Limited Income Constrained Employed (ALICE) Study

2: Washington Commerce Department's Housing Needs Assessment

3: American Community Survey 1-year estimates, 2016

4: City of Spokane Building Permit Data

Four project topics

This project addresses the following concerns:

Lot Width



Allows for smaller required distances around homes and fewer driveways across sidewalks.

Height



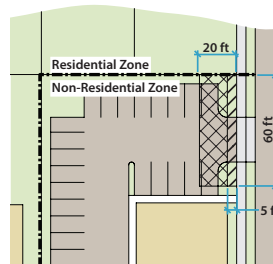
Allow greater building height to allow a full third story.

Attached Housing



Remove the requirement to double the distance between the building and the side lot line, as well as other changes to encourage townhouses.

Parking



Allow additional parking spaces near residential zoning, along the side lot line. Reduce minimum parking requirements for small townhouse projects.

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Code Amendments for Attached Houses and Multifamily Zones

Q: What's "infill" development and why is the City promoting it?

A: The City of Spokane's Comprehensive Plan defines infill as development of vacant lots and parcels within an already built up area. This type of development can bring residences and destinations closer together, making it easier for people to walk, bike, use transit, and find housing options in desired locations. Bringing active uses to vacant land helps support neighborhood business centers while preserving some open spaces for homes and the community.

Q: What's changing?

A: The Infill Development Steering Committee recommended code changes to address identified barriers to development while ensuring neighborhood compatibility. In this second round of code amendments, the City is introducing several changes to provide flexibility in developing attached houses and additional dwelling units in higher-density, residential zones. With a few exceptions, the affected zones are Residential Two Family, Residential Multifamily (RMF) and Residential High Density (RHD).

Q: How will this affect neighbors?

A: The Development Code text amendments may enable some sites to use more space for additional units through height increases and changes to lot standards. However, the number of housing units per acre designated by the Comprehensive Plan would not be changed by this proposal. The built form of projects will continue to adhere to design standards of the code. Multifamily design standards include specifications for new development such as open spaces, architectural details, windows facing the street, and roof form near single-family residences. The changes would provide simpler administration and greater flexibility for smaller forms of housing and for-sale development.

Q: What additional items are being considered at the 4 p.m. November 14, 2018 Plan Commission hearing?

A: The City Plan Commission voted to include several items in this package of draft code amendments related to building height for all home types, as well as a number of standards to help encourage attached homes (such as townhouses).

The Plan Commission seeks feedback on the following proposals.

- **Lot widths with front garages in RTF, RMF and RHD zones.** Continue to require wider, 36-foot-wide minimum townhouse lots for front-facing garages, but allow townhouses with garage doors facing the side or rear to be built on lots 25 feet wide. This would reduce the likelihood of a garage door fronting the entire building.
- **Building height in RMF and RHD zones.** Allow buildings in multifamily zones up to 50 feet.
 - **Building height option 1.** Continue to require maximum 35 feet for flat roofs, and allow up to 50 feet for pitched roofs. This would allow buildings with pitched roofs to provide three full floors.
 - **Building height option 2.** In addition to option 1, allow an increase in height for basement parking. This option would help encourage parking in the building, on sites where it is possible.
- **Attached house standards in RMF and RHD zones.** Switch the design standards applied to attached housing to match the design standards for multifamily development. Both options would encourage development of townhouse subdivisions, which can be sold on separate lots, unlike multifamily units.
 - **Attached houses option 1.** Change the requirements for townhouse developments designed with smaller lots or more building coverage, or lots that are not next to a public street. Continue to require a note on the final subdivision map that additions and repair might be limited by the development approved in other areas of the same subdivision.
 - **Attached houses option 2.** Change the development standards to allow smaller townhouse lots with additional building coverage. This option would not automatically require a note on the subdivision map about limitation on building additions and repair.
- **Change minimum parking requirements for attached houses in RMF and RHD zones.** Currently, one space is required for each unit, plus one space per bedroom over three. Reductions to these minimums apply when on-street parking is available or when requested because of transit proximity.
 - **Parking option 1.** Allow attached homes built within a quarter-mile of centers and corridors, to choose the same parking calculation available to developments within a center or corridor. The minimum ratio is one stall per 1,000 gross square feet of floor area. Smaller units would require less parking.
 - **For example:** 6 units × 750 sq. ft. ea. = 4,500 sq. ft. = 5 parking spaces before reductions
 - **Parking option 2.** Allow attached housing developments in any RMF or RHD location to deduct up to six required spaces in the calculation of minimum parking requirements.
 - **For example:** 6 units (up to 3 bedrooms ea.) on typical 50-foot wide lot require 0 parking spaces



Proposed Updates to Attached Housing & Curb Cuts

Infill Code Revisions

Proposed Updates to Lot Width

Duplexes in the RTF, RMF and RHD are currently already allowed to have a minimum lot width of 25 ft. Lot widths for detached houses in RTF, RMF and RHD zoning must be a minimum of 36 ft and attached houses must be a minimum of 36 ft or 16 ft with alley parking and no street curb cut.

Proposed Regulation | Changes shown in BLUE

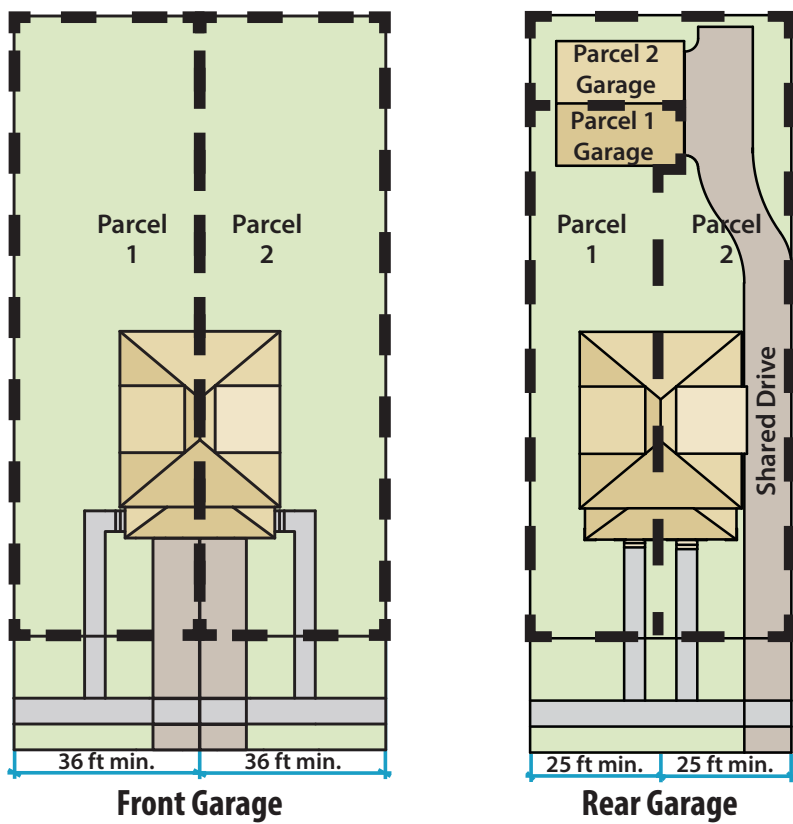
The proposed regulation described in the table below changes the minimum lot widths from 36 ft to 25 ft in order to not favor one development type over another. The minimum front lot line standard for detached houses is also adjusted from 30 ft to 25 ft for the same reason.

Housing Type	Zoning District		
	RTF	RMF	RHD
Attached Houses Min. Lot Width	36 ft (front garage) 25ft (rear garage)	36 ft (front garage) 25ft (rear garage)	36 ft (front garage) 25ft (rear garage)
Detached Houses Min. Lot Width	36-ft 25ft	25 ft	25 ft
Detached Houses Min. Front Lot Line	30-ft 25ft	25 ft	25 ft

Example Lot Layout ▶

No Alley Access and Curb Cut

RTF | Attached Duplexes



Attached Dwelling | Manito Park

Townhouse-style dwellings have a property line splitting the building along a shared wall. Allowing narrower lot widths and smaller distances between building exteriors and property lines would encourage this type of development in desired areas.

Proposed Curb Cut Consolidation



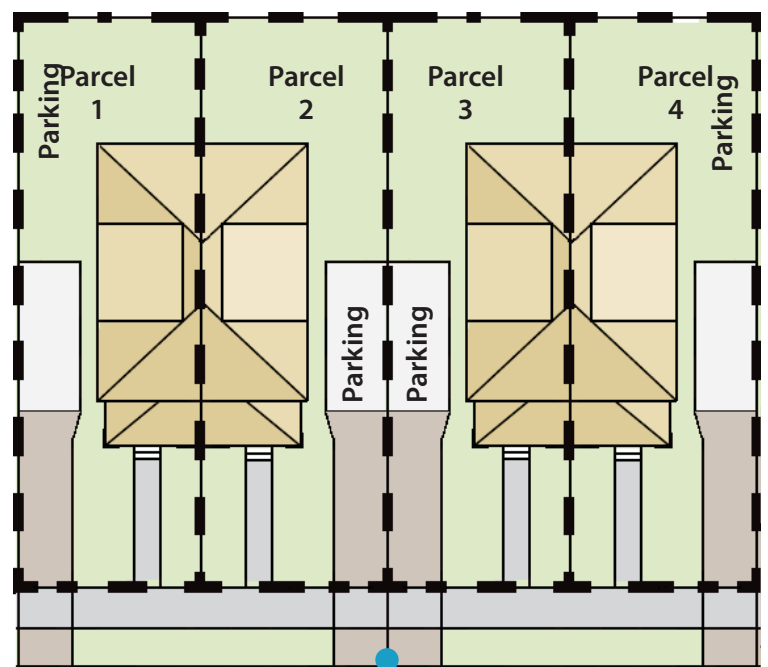
Shared Curb Cut, Separate Driveways | Salt Lake City

Instead of these detached single-family homes having their own curb cuts, these two permitted lots share a curb cut and sidewalk crossing. This home configuration allows for more on street parking and street trees. This home configuration limits on street parking, street trees and increases the number of sidewalk crossings.

Proposed Regulation

The consolidation of driveways promotes pedestrian-oriented environments along streets, reduces impervious surfaces, and preserves on-street parking and street tree opportunities.

The proposed regulation applies where off-street parking for two or more dwellings will be developed on abutting lots that are each less than 40 feet in width. The regulation would only allow one curb cut and sidewalk crossing for each two lots permitted.



Consolidated Parking Diagram | Limit one curb cut per two dwellings.

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Proposed Updates to Building Height

Infill Code Revisions

Option 1: Increase Building Height

The proposed update would amend the maximum roof height in Residential Multifamily (RMF) and Residential High Density (RHD) zones, allowing additional height above 35 feet, to a maximum of 50 feet, for a building with a pitched roof.

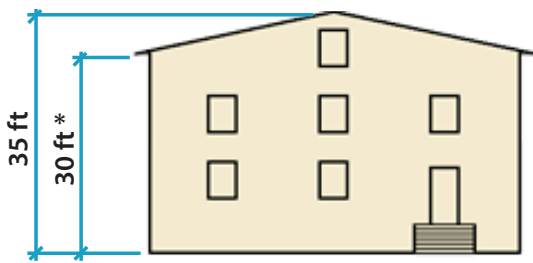
Note: Buildings are required within 60 ft of a single-family use to have a minimum of a 4:12 roof pitch. See pitched roof form graphic below.

Proposed Update to Primary Building Heights

Changes shown in **BLUE**

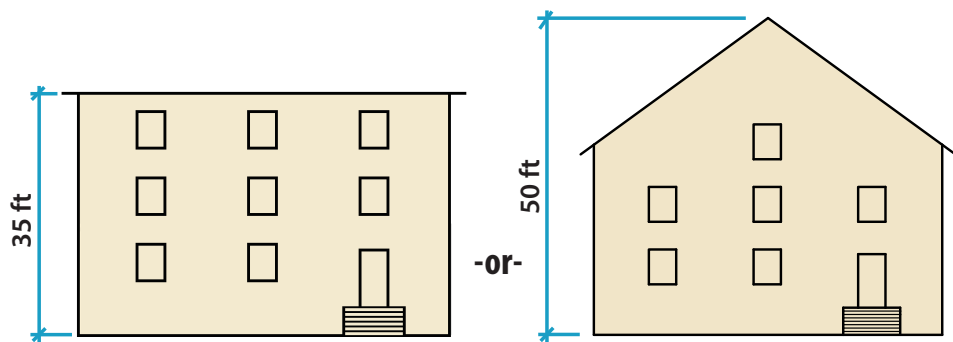
Primary Building Height

Zoning	RA,RSF, RSF-C, RTF	RMF	RHD
Maximum Roof Height	35 ft	35 ft (flat) 50 ft (peaked)	35 ft (flat) 50 ft (peaked)
Maximum Wall Height	25 ft	30 ft---	---

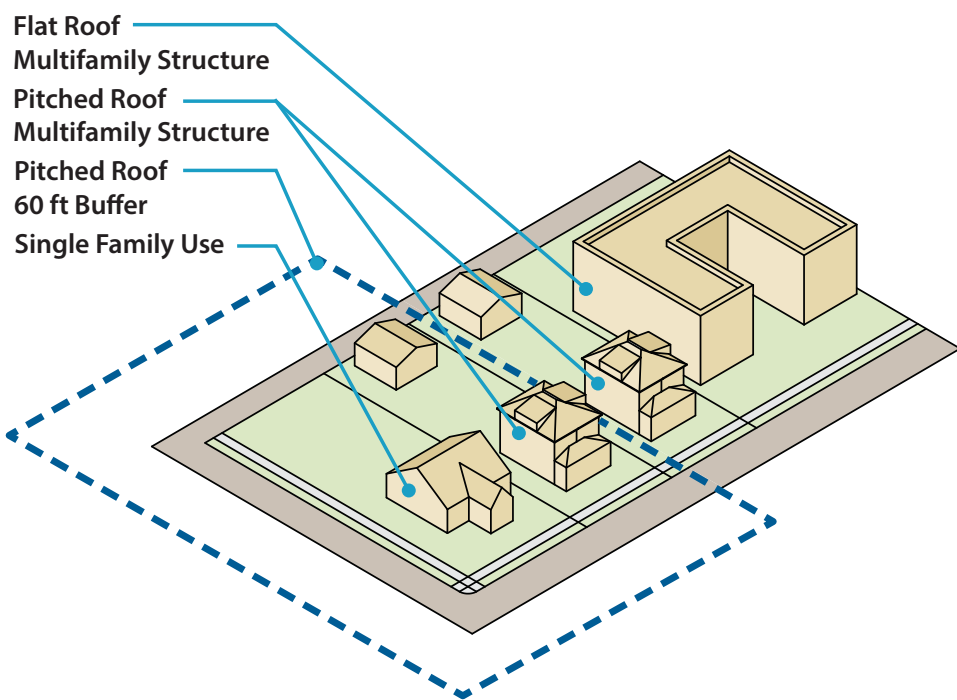


Existing Code

*RMF Zone Only



Proposed

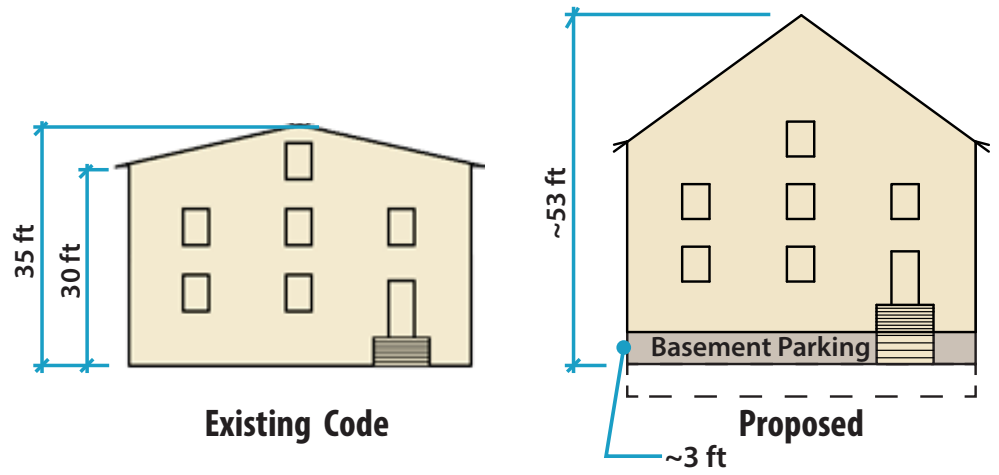


▲ Pitched Roof Form

On lots neighboring single-family uses, design standards for multi-dwelling structures require pitched roof forms within the first 60 feet. In other locations, removing the wall height requirement makes it easier to build a full third story, which saves space for other purposes.

Option 2: Basement Parking Bonus

The proposed update would create a new exception allowing up to an additional 3 ft in primary building roof height in RMF and RHD zones. This change is designed to encourage basement parking in exchange for slightly increased height in cases where a project includes partially buried basement parking (about 3 ft).



▲ Contemporary Condos on Hillside | Browne's Addition

Under the proposals multi-dwelling buildings with alternative roof forms would be allowed to more easily add a third story in locations farther than 60 feet from a single-family use.



▲ Contemporary Apartments | Southgate

This structure could have had a steeper roof pitch under the proposed revisions.

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Proposed Updates to Setbacks

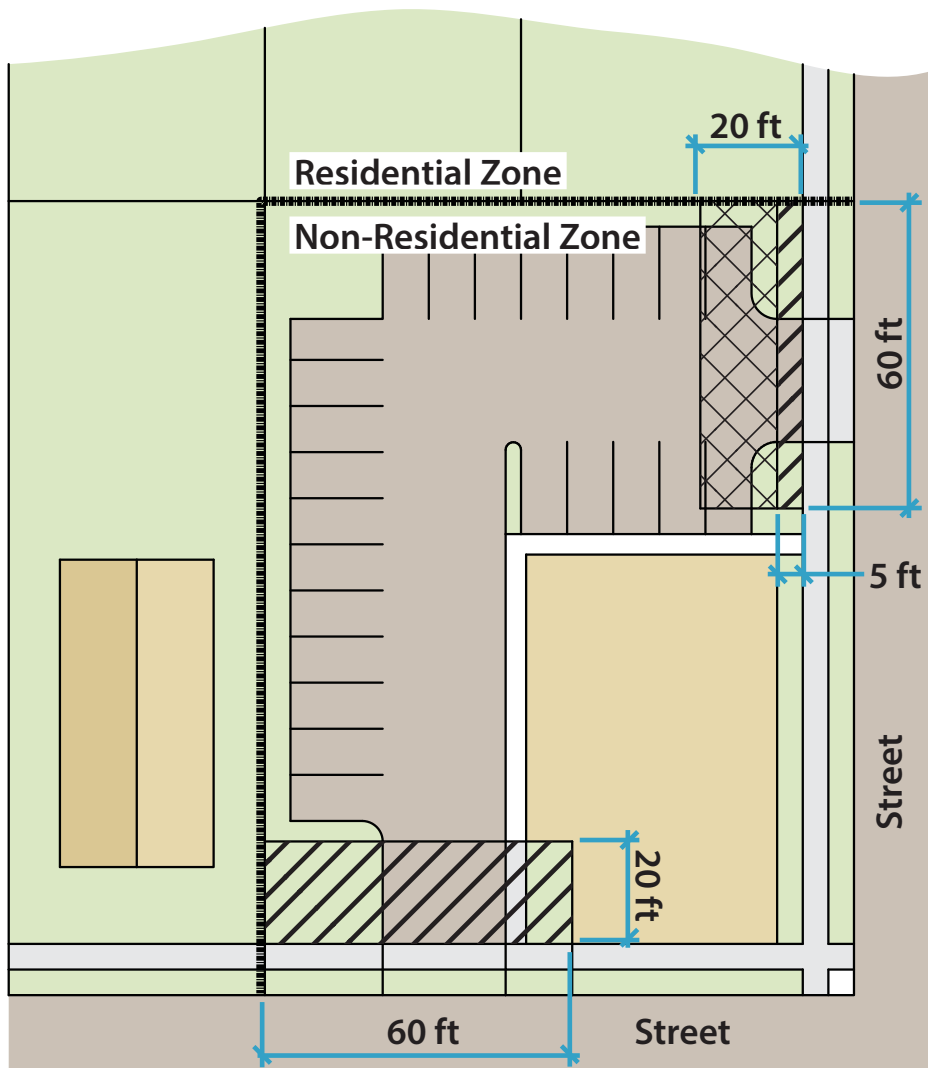
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Proposed Updates to Parking Area Setbacks

The existing parking area setback on sites abutting residential zoning districts provides a transition adjacent to residential front yards. This parking area setback has a dimension 20 feet in depth from the street, with a width of 60 feet from the residential zoning district boundary.

The proposed setback would apply the side street lot line setback instead where there is not an adjacent front yard. This would allow parking spaces on a commercial or industrial site adjacent to the area where parking spaces are also allowed on the abutting residential lot.

▼ Parking Area Setbacks Diagram



KEY

- Zone Boundary Line
- ▨ Proposed Parking Area Setback
- ▩ Existing Parking Area Setback

Proposed Updates to Side Setbacks



▲ Attached Dwellings | Rockwood

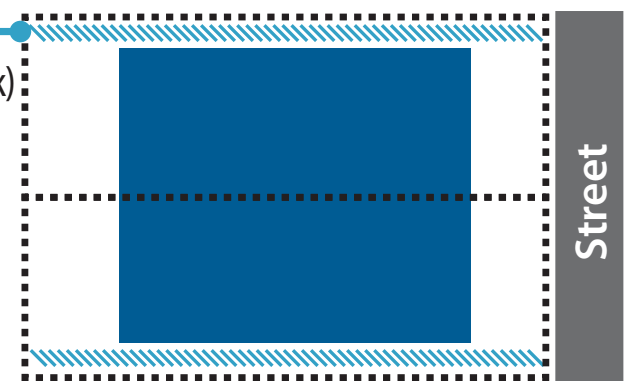
The code currently requires attached housing side setbacks on the side opposite the common wall to be double the side setback standard of the base zone. Attached houses are the only housing type required to double this setback. The proposed update removes the requirement to double the side setback allowing for more efficient use of land for this type of development.

Attached Housing Side Setbacks

Proposed Language

The side-building setback on the side containing the common wall is reduced to zero.

Side Setback Min. 3 ft
(Same as the standard setback)



KEY

- Property Line
- ▨ Side Setback, Opposite Common Wall
- Buildable Envelope



Proposed Updates to Attached House Standards and Parking

Infill Code Revisions

Proposed Update to Attached House Standards

The proposal would apply multifamily design standards to townhouses in Residential Multifamily (RMF) and Residential High Density (RHD) zones.



Pedestrian Connections

Connect unit entrances through parking and access areas to the public sidewalk.

Pitched Roofs

Require pitched roofs on buildings within 60 feet of a single-family use.



Articulation and Details

Articulate building faces longer than 30 feet into smaller units, reminiscent of the residential scale of the neighborhood.



Windows

At least 15 percent of the building facing the street is comprised of windows.



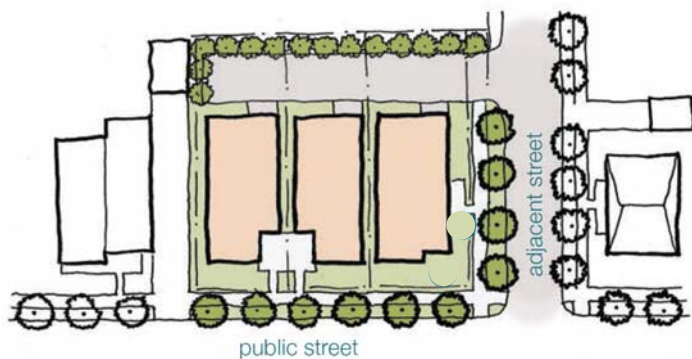
▲ Attached houses | Rockwood Boulevard

Attached houses are single-family residences on individual lots attached by a common wall at a shared property line.

Option 1: Alter Subdivision Process

A portion of a building on one parcel may be approved based on meeting the development standards for the entire subdivision.

- Change some of the requirements where some townhouse lots in the RMF or RHD zone are smaller than the standard or are not next to a public street.
- Continue to require a note on the subdivision map that additions and repairs might be limited by the development approved in other areas of the same subdivision.



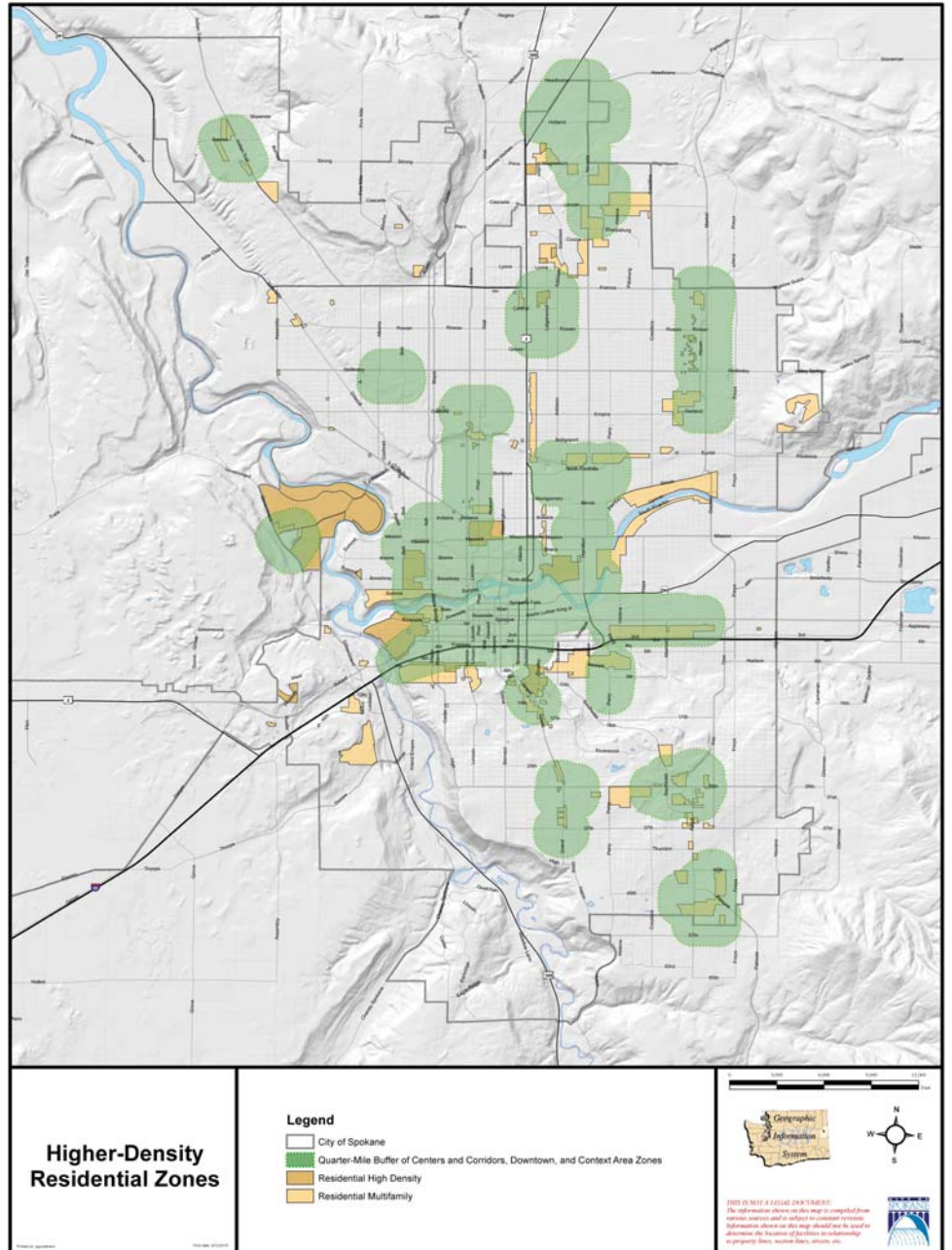
Option 2: Change Development Standards

- Allow attached homes with different standards for size and coverage in the development.
- This option would not automatically require a note on the subdivision map about limitation on building additions and repair.

Proposed Update to Minimum Parking Requirements

The proposed update would decrease the required parking for attached homes in RMF and RHD zones.

Under current rules, one space is required for each residential unit, plus one space per bedroom over three. Reductions to these minimums apply when on-street parking is available or when requested because the development contributes to a pedestrian and transit supportive environment.



Option 1: Require Less Parking near Centers

Smaller attached homes within 1/4 mile of designated mixed-use centers could be developed with less parking than currently required, with a new minimum of one stall per 1,000 gross square feet of floor area. Units farther than 1/4 mile from a Center or Corridor would continue to provide parking under the existing standards.

Example

6 units × 750 sq. ft. ea. = 4,500 sq. ft. = 5 parking spaces before reductions

Option 2: Require No Parking for up to 6 Attached Homes

Allow attached housing developments in any RMF or RHD location to deduct up to six required spaces in the calculation of minimum parking requirements.

Example

6 units × 750 sq. ft. ea. = 4,500 sq. ft. = 5 parking spaces before reductions