

Attachment A Comment Log

Substantive Public Comments Received – updated 11/14/2018

Number	Date of Comment	Name/Event	Other Info/ Draft Version/ Section/ Page	Comment Summary	Comment Start Page
1	5/3/2018	Open House Preferences	5 participants	<ul style="list-style-type: none"> • Setbacks: 2 likes, 2 changes • Wall Height: 1 opt. 1, 2 opt. 2 • Lot Width: 3 yes • Curb Cut: 1 like, 1 change 	4
2	5/9/2018	Grigaliunas, Karen		Opposed to proposal	8
3	5/9/2018	Gann, Heidi		Opposed to proposal	10
4	5/9/2018	Gaffney, Robert		Schedule concerns	11
5	5/9/2018	Open House Preferences	10 participants	<ul style="list-style-type: none"> • Setbacks: 3 likes • Wall Height: 4 opt. 2, 3 other • Lot Width: 2 yes, 1 no • Curb Cut: 2 likes 	12
6	5/13/2018	Depasquale-Sharkey, Toni		Add requirements for landscaping in transitions and buffers	16
7	5/20/2018	Depasquale-Sharkey, Toni		Need more emphasis of language preserving trees	20
8	5/21/2018	Connect Downtown Comments	3 participants	<ul style="list-style-type: none"> • Setbacks: 2 likes, 1 change • Wall Height: 3 opt. 1 • Lot Width: 3 no • Curb Cut: 1 change 	26
9	6/27/2018	Frank, Jim		Changes proposed by City are insufficient to encourage design flexibility and affordable home ownership	29
10	6/28/2018	Frank, Jim		Height of 50 feet is needed for 3-story building with a pitched roof	34
11	6/29/2018	Frank, Jim		Additional changes needed for higher density residential zones	36
12	7/5/2018	Venne, Chris Frank, Jim Kienholz, Patricia		Agree with circulated comments	42
13	7/9/2018	Depasquale-Sharkey, Toni		Opposed to proposal; add landscaping requirements for preservation of trees and transition zones	44
14	7/9/2018	Bernardo, Gary		Support circulated comments	54

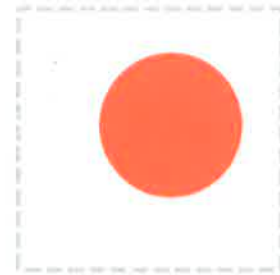
Number	Date of Comment	Name/Event	Other Info/ Draft Version/ Section/ Page	Comment Summary	Comment Start Page
15	7/9/2018	Spokane Home Builders Association		Building height should be increased to 50 feet in RMF, RHD	53
16	7/10/2018	Council President Stuckart		Support changes in proposal for height, minimum size, minimum lot width, lot dimensions, and site coverage; eliminate parking minimums for small (6 or less) attached houses in RMF and RHD zones.	55
17	7/11/2018	Sleep, Robynn		Comment relates to DNS	57
18	7/26/2018	Frank, Jim		Support additional changes to landscape area and lot dimensional requirements	58
19	9/8/2018	Frank, Jim Spokane Home Builders Association		Support height increase to 50 feet without pitched roof requirement above 35 feet	60
20	9/18/2018	Rae, Bonnie		Opposed to proposal	62
21	10/2/2018	Biggerstaff, Julie		Supports proposal, some changes	64
22	10/3/2018	Garcia, Luis City of Spokane Enforcement Supervisor		Comments relate to parking requirements	66
23	10/3/2018	Hughes, Rick City of Spokane Solid Waste Commercial Supervisor		Comments relate to parking requirements	68
24	10/3/2018	Kruger, Teresa City of Spokane Parking		Comments relate to parking requirements	69
25	10/11/2018	Schram, John		Opposed to proposal	71
26	10/11/2018	Ritter, Deborah		Concerns about impacts and proposed changes should include provisions for affordable housing for new development	72
27	10/15/2018	Carlberg, Karen		Concerns with impacts to transportation, open space	74
28	10/16/2018	Loux, Jan		Supports some proposed changes, but not building height or parking	75
29	10/16/2018	Marshall, Tod and Sinisterra, Amy		Supports some proposed changes, but not building height or parking	77

Number	Date of Comment	Name/Event	Other Info/ Draft Version/ Section/ Page	Comment Summary	Comment Start Page
30	10/16/2018	Newsom, George		Agrees with comments submitted by Jan Loux	78
31	10/17/2018	Morrissey, Barbara		Opposed to changes to lot area, concerned about parking, open space impacts	79
32	10/31/2018	Bennett, Marcella		Concerned about protecting the character of each neighborhood	81
33	11/01/2018	Gardner, Spencer		Supports increasing building height to 50 feet and removing parking requirements for buildings of 6 units or less	83
34	11/04/2018	Depasquale-Sharkey, Toni		Consider need for preserving or improving vegetation	86
35	11/08/2018	Halvorson, Jacqui		Request no-net-loss language regarding removal of mature trees	90
26	11/12/2018	Spokane Home Builders Association		Building height and parking comments	92
27	11/13/2018	Frank, Jim		Recommendations and comments on draft code	94
28	11/13/2018	Clark, Daniel		Supports proposed revisions	137
29	11/14/2018	Palmquist, Tami		Comments relate to development standards and subdivision plats	138

Setbacks

Like

Change



More
Ensure trees in
transition
buffer zones
(incl. evergreens)



Wall height

Option 1
(no wall height – 35 ft. roof height)



Option 2
(up to 5 ft. non-inhabited space above 35 ft.)



Other



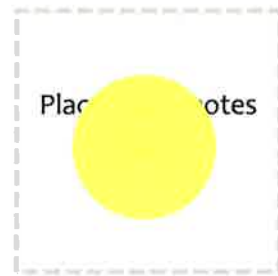
5/3/2018

Wall height

Option 1
(no wall height – 35 ft. roof height)



Option 2
(up to 5 ft. non-inhabited space above 35 ft.)



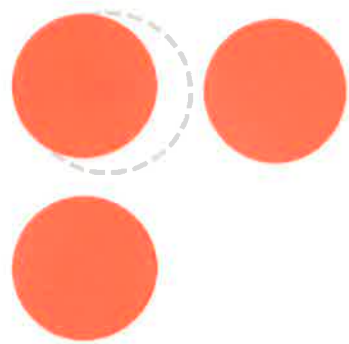
Other



Lot Width | Curb Cut Consolidation

- Should width be the same for townhouse lots as for duplexes?

Yes



No

Limit driveway curb cuts on lots less than 40 ft. wide

Like



Change



From: [Gwinn, Nathan](#)
To: ["Karen Grigaliunas"](#)
Cc: [Freibott, Kevin](#)
Subject: RE: Land Use
Date: Friday, May 11, 2018 4:27:02 PM

Good afternoon Ms. Grigaliunas,

Thank you for your comment. I will add it to the public record for the proposed text amendments for attached housing, lot width, wall height, and parking area setbacks.

For more information about the proposal and the background documents, please see the project webpage:

<https://my.spokanecity.org/projects/infill-housing-strategies-infill-development/>

I will also forward your comment to Kevin Freibott, who is taking input on the building heights in the DTC-100 zone near the park, which you referenced in the last paragraph of your message.

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Karen Grigaliunas [mailto:teegeegrig@gmail.com]
Sent: Wednesday, May 09, 2018 9:33 AM
To: Gwinn, Nathan
Subject: Land Use

Nathan,

I totally understand there is a huge need in Spokane for more lower income housing. However, I do not see how creating tightly packed pockets within already crowded neighborhoods will solve this problem. I live in West Central. Most of the streets are relatively crowded already. We can not use our alleys to park in our back yards because the pot holes are so large and deep most cars are unable to navigate safely through them. Thus we must park on the already narrow street. Now the city wants to cram even more people into these already crowded neighborhoods!

True, most of the plans I have seen show off street parking for the new developments. But, the fact still remains, the resident must travel down crowded streets to get to their garage. Also, where are their guests to park and where do they put their second car? On the already crowded street! It is just plan ridiculous to be cramming additional people into an already overly full area.

The city should be looking at spending some of its money on improvements to what we already have, building affordable single family housing on the smaller vacant lots in existing older, crowded neighborhoods, and addressing the trashed out drug houses and rentals in

town. One of the reasons for loving Spokane is the openness of the city. Why are you trying to turn us into Seattle by piling us all on top of each other? This idea and the proposed use of land along the park downtown will do nothing but destroy what has been a beautiful city. Stop it!

Karen



COMMENT SHEET

Existing Neighborhood Commercial Structures in Residential Zones May 2018

For more project info visit:

my.spokanecity.org/projects/infill-housing-strategies-infill-development/

Name: Heidi Gann
ADDRESS: 1708 S. Maple Blvd. PHONE NUMBER: 509-879-1906
E-MAIL CONTACT: jardinesparrot@hotmail.com

- This scares me to death! What's the rush?!
- There are so many ^{lots} ~~places~~ in Spokane that are vacant. ~~Do~~ * Stage 1: fill those spaces with current regulations + input from neighbors and local shops.
- * Stage 2: Figure out what other spots can accommodate infill without disturbing the character of the city we all love. This means respecting height limits, old structures, native trees, and views.
- * stage 3: with a healthy balance of views: (ie: not just developers and Greater Spok. Inc.) including citizens of neighborhoods (not necessarily Neighborhood Assembly folks)
- * Use the Comp Plan to make a future vision of our city.
- Once we deregulate, there's no going back!

Please feel free to share your questions, comments or concerns with us!

Postal Mail – fold this comment card in thirds, add postage and drop in the mail

Phone – call us at #509-625-6893

E-mail – write to us at ngwinn@spokanecity.org

Thank you... We look forward to hearing from you!

Planning & Development Services, City of Spokane



COMMENT SHEET

Existing Neighborhood Commercial Structures in Residential Zones May 2018

For more project info visit:

my.spokanecity.org/projects/infill-housing-strategies-infill-development/

Name: ROBERT GAFFNEY
ADDRESS: 1787 W BRIDGE AVE PHONE NUMBER: 760-755-3044
E-MAIL CONTACT: rgaffney@gmail.com

As a new resident of Spokane (renting) I have some concerns with the possible acceleration of new requirements without sufficient input from the community being impacted. I am in the process of becoming more informed about the future development of my new home city. Having lived in various neighborhoods in San Francisco from 1960-1990 (with visits there 2X-3X per year (1993-2016) I have seen some of the negative legacy of gentrification and lack of community input in developmental decisions, looking forward to being part of a continued dialogue.

— Thank you —
✓

Please feel free to share your questions, comments or concerns with us!

Postal Mail – fold this comment card in thirds, add postage and drop in the mail

Phone – call us at #509-625-6893

E-mail – write to us at ngwinn@spokanecity.org

Thank you... We look forward to hearing from you!

Planning & Development Services, City of Spokane

Setbacks

Like

Change

Strongly
encourage



Place sticky notes
here



Strongly
Support

Yes

Wall height

Option 1

(no wall height – 35 ft. roof height)

Place sticky notes here



Option 2

(up to 5 ft. non-inhabited space above 35 ft.)

Place sticky notes here

Yes - Allow for building higher and utilizing the space within the structure.

Yes 3rd story

Support full 3rd floor allowance

Other

Place sticky notes here

NO!

Allow higher walls if needed to accommodate more housing. As long as it looks appealing.

Project Feasibility
Is often dependent on density
Support 3rd floor

Lot Width | Curb Cut Consolidation

- Should width be the same for townhouse lots as for duplexes?

Yes

No

Limit driveway curb cuts on lots less than 40 ft. wide

Like

Change

Absolutely.
They really
are the same.
Absolutely

NOT NECESSARILY
INTERFERE TOWNHOUSES
DON'T HAVE SIDE
WINDOWS
COULD BE NARROWER
(BETTER)
DUPLEXES BY
THEIR NATURE
NEED MORE SPACE

WITH FLEXIBILITY

Place sticky notes
here

Yes. The ability to
build more types of
housing on narrow
lots will allow for more
homes to be built on
difficult sites.

From: [Antonia DePasquale](#)
To: [Gwinn, Nathan](#)
Cc: [Akkari, Omar](#); [Wittstruck, Melissa](#)
Subject: Re: Green space/infill
Date: Monday, May 14, 2018 4:56:05 PM

Great information Nathan, thank you & more importantly thank you for your time explaining these codes... some of it I don't quite understand ;-/ but, I am meeting with a friend who is knowledgeable when it comes to lands use & and she can help me.

We both would like to see a lot our Ponderosa Pines and other mature trees be conserved through the infill process.

Thanks again,

Toni

Sent from my iPhone

On May 14, 2018, at 4:03 PM, Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

Hi Toni,

Thank you for your message. I will add it to the public record for the file.

For information regarding provisions for buffers and plantings that the City already adopted, the Spokane Municipal Code requires properties (other than single-family residences and duplexes) to be planted according to [SMC 17C.200.040](#) Site Planting Standards, including in setback areas along street frontages as the Conoco photo shows, and a five-foot-wide planting strip in most zones along all other property lines with exceptions such as where a parking lot adjoins another parking lot. In CC zoned properties, the planting strip width is 8 feet. SMC [17C.200.030](#) Landscape Types requires a mix of evergreen and deciduous species.

Setbacks can provide additional separation between an existing development and a new neighboring development. On commercially zoned property, a ten-foot building setback is required adjacent to residential zones. On residentially zoned property, the minimum side lot line setback is 5 feet for lots that are wider than 40 feet. The proposal would eliminate the existing requirement to double the standard setback for attached housing (a type of single-family residence), but the proposal would not change the site planting standards for other uses such as multifamily residences.

The City currently lists several species of trees in the approved street tree list. Planting in the right-of-way is coordinated between the applicant's contractor and the Urban Forestry office.

<https://static.spokanecity.org/documents/urbanforestry/permits/street-tree->

[list-2014.pdf](#)

Low Impact Development is encouraged under [SMC 17D.060.300](#). Below are the Eastern Washington Low Impact Development manual and some plant lists provided by the WSU-Extension service. The City encourages people to use these planting lists for native plants in our region.

http://www.wastormwatercenter.org/file_viewer.php?id=1095
<http://extension.wsu.edu/spokane/master-gardener-program/home-lawn-and-garden/inw-gardening/native-plants/>

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

-----Original Message-----

From: Antonia DePasquale [<mailto:depasquale5@yahoo.com>]

Sent: Sunday, May 13, 2018 5:13 PM

To: Gwinn, Nathan; Akkari, Omar; Wittstruck, Melissa

Subject: Green space/infill

Good afternoon,

I hope all is well, I just went to Seattle for the weekend & there were lots of examples how green space was conserved and added in to new developments (even evergreens ♥). Here are two of my favorites. I am asking that you add in stipulations for setbacks, transitions, buffers and impervious city code (green vs pavement) to the infill ordinance, please.

Oh, I threw in Conoco on Grand, because those Evergreens were planted 25 years ago, no damage to sidewalk or pavement. I think multiple kinds of evergreen dwarfs need to be added to the city planning "plantings" list.

Thank You,
Toni Sharkey







From: [Antonia DePasquale](#)
To: [Black, Tirrell](#); [Gwinn, Nathan](#); [Wittstruck, Melissa](#)
Subject: Blending in & infill input
Date: Sunday, May 20, 2018 9:33:47 PM
Attachments: [image1.png](#)
[ATT00001.txt](#)
[ATT00002.txt](#)
[ATT00003.txt](#)

Nate & Tirrell, thank you for getting back to me so soon. I really appreciate your time & communication. As I have conveyed at land use & at the infill open house, my two main concerns are 1) building design and 2) conserving our native & mature trees. I think I represent a lot of Spokaneites, in that there is a desire for blending into our special historical neighborhoods, with character. And what was supposed to be cottage pocket development ordinance, that started at 18 to 20 feet in height is now approaching 35 feet in height and is starting to feel like a “3-story skinny box with minimal landscaping”.

And as of now, I cannot go to Rockwood Neighborhood Council meeting on June 3 and in good conscious tell them I think this is a good idea for our neighborhood.

This language in yellow looks great. Is it possible to put it near the top of the codes or as the main point in a code? Is this giving developers incentives to conserve our trees or suggesting to them? Is this enforceable? If they have to take down one of our Ponderosa's can we make sure they replace with 3 evergreens? Bend, Oregon seems to do this well, evergreens at all new developments. Seems like most developers as of late have landscaped with mostly ornamental grass, corporate deciduous and shrubs.



3. Xeriscape landscaping is utilized in designated stormwater control areas.

4. When existing trees and other vegetation serves the same or similar function as the required landscaping, they may be substituted for the required landscaping if they are healthy and appropriate for the site at mature size. When existing trees are eight inches or more in diameter, they shall be equivalent to three required landscape trees. If necessary, supplemental landscaping shall be provided in areas where existing vegetation is utilized to accomplish the intent of this chapter

If that is insufficient and you need more information, please let me know.

Sincerely,

As far as design

- 1) Can we consider having the roofs be gabled & pitched?
- 2) overhanging eaves?
- 3) Handcrafted look perhaps stone, brick or woodwork even if it's fake or "mixed materials."

Overall, create more of a compromise between these two designs (my house & the condo on grand)



Four project topics

This project addresses the following

Lot Width



Allow
dista
and
side

Wall Heights

10% might like this the contemporary cube look but 90% do not. I just think the city of Spokane & city planners are going to get a lot of pushback from the neighborhoods on South Hill. Spokane is turning around and booming, thanks to you guys and your continued efforts. I don't think we need to settle for irresponsible development & architects that do not provide balance in our neighborhoods. Thank You,
Toni

This language seems

Sent from my iPhone

Lot Width

- Should width be the same for townhouse lots as for duplexes?
(please circle preference)

Yes

No

Comments concern about population density.

Curb Cut Consolidation

Limit driveway curb cuts on lots less than 40 ft. wide (please circle preference)

Like

Change

Comments _____

Wall Height (please circle preference)

Option 1
(no wall height — 35 ft. roof height)

Option 2
(up to 5 ft. non-inhabited space above 35 ft.)

Other

Comments _____

Setbacks

Limit driveway curb cuts on lots less than 40 ft. wide (please circle preference)

Like

Change

Comments _____

Lot Width

- Should width be the same for townhouse lots as for duplexes?
(please circle preference)

Yes

☒ No

Comments Less for townhouses

Curb Cut Consolidation

Limit driveway curb cuts on lots less than 40 ft. wide (please circle preference)

Like

☒ Change

Comments _____

Wall Height (please circle preference)

☒ Option 1
(no wall height – 35 ft. roof
height)

☐ Option 2
(up to 5 ft. non-inhabited
space above 35 ft.)

☐ Other

Comments _____

Setbacks

Limit driveway curb cuts on lots less than 40 ft. wide (please circle preference)

Like

☒ Change

Comments _____

Lot Width

- Should width be the same for townhouse lots as for duplexes?
(please circle preference)

Yes

☒ No

Comments

Less for townhouse

Curb Cut Consolidation

Limit driveway curb cuts on lots less than 40 ft. wide (please circle preference)

Like

Change

Comments

Wall Height (please circle preference)

☒ Option 1
(no wall height – 35 ft. roof height)

☐ Option 2
(up to 5 ft. non-inhabited space above 35 ft.)

☐ Other

Comments

Setbacks

Limit driveway curb cuts on lots less than 40 ft. wide (please circle preference)

☒ Like

☐ Change

Comments

From: [Gwinn, Nathan](#)
To: ["Jim Frank"](#)
Cc: [Trautman, Heather](#)
Subject: RE: Public Hearing July 11, 4 PM - Infill Development Code Revision
Date: Thursday, June 28, 2018 3:54:01 PM

Hi Jim,

Thank you for your reply. I am working on a response to your comments. I would like to get back to you after I have had a chance to review them more thoroughly.

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Jim Frank [mailto:jfrank@greenstonehomes.com]
Sent: Wednesday, June 27, 2018 3:16 PM
To: Gwinn, Nathan
Subject: Re: Public Hearing July 11, 4 PM - Infill Development Code Revision

Nathan....these are my comments to the Infill Development regulations for MF zones. These are the same comments I have been making all along, so you know where I stand. I have reviewed these with Heather and she said she would like to arrange a meeting to discuss further.

Jim

On Jun 27, 2018, at 11:36 AM, Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

Hello Infill Development Project Contacts,

This message contains a notice of public hearing July 11 for a proposed text amendment to development standards, and an update about changes in the proposal that have occurred during the public participation period, to allow habitable space within a limited height exception area.

The package of text amendments is a second set of Development Code revisions which applies primarily in higher-density residentially zoned areas of Spokane, and includes the following three topic areas:

1. Attached homes (includes townhouses on individual lots)

- Setbacks between a building and a side lot line—all residential zones (RA, RSF, RTF, RMF, RHD)

- Front lot width and curb cuts in some residential zones (RTF, RMF, RHD)

2. Wall height in RMF zone and height exception in RMF & RHD zones

Under the draft proposal, Residential Multifamily (RMF) maximum wall height will be removed to match the existing roof height of 35 feet ([SMC 17C.110.200](#), Table 17C.110-3). ****NOTE: The current draft includes a limited exception for pitched roofs in the RMF and Residential High Density (RHD) zones as a proposed paragraph under SMC 17C.110.215(C), on pp. 10-11. The exception was first proposed during the public participation period only for uninhabited parts of the building, and has been revised in the current draft to allow habitable space above the maximum height (such as a vaulted ceiling or loft open to the top floor).****

3. Parking area setback – abutting residential zoning districts

This parking area setback provides a transition near residential lots under [SMC 17C.230.140](#)(F). The draft proposes a change to use the residential side setback along the first 60 feet where there is no neighboring front yard, allowing more flexibility in site design and additional area available for off-street parking.

Please find the attached Notice of Public Hearing and Notice of SEPA Determination for the July 11 Plan Commission hearing.

How to Comment: Written and in-person comments on this proposal are welcome. You may email comments to me and/or sign up at the hearing to testify to the Plan Commission.

I will send an additional notice when the City Council hearing has been scheduled.

You may find the locations of zoning districts in the city at [MapSpokane](#). More information can be viewed online at the project webpage: <https://my.spokanecity.org/projects/infill-housing-strategies-infill-development/>

Sincerely,

<image001.jpg>

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

<image002.png> <image003.png> <image004.png>

<2018-06-27-public-notice.pdf>

Comments on Proposed Infill Code Revisions

The proposed code amendments intended to encourage design flexibility and encourage affordable home ownership in higher density multifamily residential zones fall significantly short of the intended purpose.

As it currently stands, the development of rental housing (which does not require lot subdivision) is essentially unrestricted, with the exception of height limits. The current parcel dimensional standards (SMC 17C.110-3) place almost no restriction on the development of rental apartments in multifamily zones. However, when we look to subdivide lots for higher density home ownership housing (row houses, townhomes, and various forms of attached housing) these same dimensional standards (minimum lot size, frontage requirements, yard setbacks and site coverage) pose significant limitations. The barriers created by these dimensional standards have essentially eliminated new home ownership construction in multifamily zones. *(Note: Kendall Yards as you see it today would not be possible under the current MF zone development standards. Kendall Yards has variances from all height and dimensional standards as part of a pre-2006 PUD approval.)*

The code amendments that have been proposed fall far short of the change required to encourage home ownership infill in MF zones and they maintain the current code preference for rental housing in MF zones. Note the following:

1. **Lot Width:** The only proposed change in dimensional standards is to reduce the minimum lot width requirement from 36 feet to 25 feet. The proposed standards make the assumption that the units are facing the street. This is often not true, especially when designing projects larger than 3-4 units. Units in larger parcels often have private drives and face common area or side yards, just as you see with rental projects, and there is no reason to regulate lot width.
 - There is a provision for minimum lot frontage of 16 feet with “alley access and no curb cut”. However, as noted above, MF projects often use private drives and shared parking (or in some cases parking may be waived). **The requirement for an alley assumes a very narrow range of design alternatives**, which in many instances are not true.
 - Both the 16 and 25 foot lot frontage minimums are inadequate to accommodate many attached housing designs and simply form an unnecessary barrier to home ownership housing in multifamily zones. **These requirement for street frontage, lot size and lot width should all be “zero”. Density should be a regulating factor not lot size, as this is exactly what happens with rental projects.** We should be reminded that development regulations must permit development within the minimum and maximum density standards of the zone. Many of the lot size and dimensional standards to not allow minimum densities to be easily achieved with attached single family products.
2. **Site Coverage:** No change is recommended for site coverage. Site coverage is a very important and limiting dimensional standards when subdividing

for small lots. **This should be amended to 100%, as often the building footprint is the parcel.**

3. **Lot Frontage:** This is a requirement whenever lots are being subdivided (SMC 17C.110.200.F). **Attached homes in many project configurations will not have public road frontage. It is this feature that allows attached housing to be effective and achieve better site utilization and density.** Attached housing is forced to use Alternative Residential Subdivisions under SMC 17G.080.065 to subdivide parcels without public street frontage. **This provision forces an attached housing project, even in HDR zones to use an alternative subdivision process** instead of permitting such subdivision outright under SMC 17G.080 as is permitted for apartment projects.
- Staff assumes that any change in dimensional standards can be accommodated through the use of the Pocket Residential standards (SMC 17C.110.360). The problem is that Pocket Residential regulations have significant limitations when applied to home ownership development:
 - ❖ Maximum building coverage cannot be modified;
 - ❖ Front yard set backs are set at a minimum of 15 feet (many townhomes are often set between 5-10 feet from back of sidewalk);
 - ❖ Maximum project parcel site is 1.5 acres, a severely limiting factor;
 - ❖ Requires the formation of a HOA; and
 - ❖ Imposes additional design standards not imposed on MF rental development.

The HOA requirement in SMC 17C.110.360 (Pocket Residential) is an impossible requirement for any small townhome or attached housing products. Often there are just 2 to 6 units in size and there is no common area. Common maintenance is handled by a building covenant and does not require the formation of a separate HOA legal entity.

A far preferable approach is to alter the dimensional standards in Table SMC 17C. 110-3 for attached housing and single family developments. **In most cases the minimum dimensional standards should be set at “zero” and at a minimum low enough to encourage a wide variety of innovative housing forms.** This is especially important for street frontage, lot size and lot width standards. In the limited circumstances where the unit faces a public street and has a front entry garage accessing that street then a 25 foot lot width may be appropriate.

- If additional “design standards” are desired (as are imposed by Pocket Residential) they should be applied uniformly to both rental and homeownership products. Design standards should not be imposed on attached housing that are not imposed on rental housing simply because subdivision of lots is required.
- Finally, as noted below, buildings heights should be increased to 50 feet and minimum parking requirements should be eliminated for small projects of less than 12 contiguous units.

3. **Building Height:** The proposed changes remove the requirement for a maximum wall height but do not alter the building height of 35 feet. The current building height of 35 feet does not permit true three story buildings. A minimum of about 42 feet is required to build a three story building with a shallow pitched roof. **It is very restrictive to limit the building height in MF zones to the same height limit in low-density SF zones. The maximum building height in of the RMF and RHD should be raised to 50 feet.** Both the RMF and RHD have a minimum density of 15 dwelling units per acre (SMC 17C. 110-3). In actual practice it is nearly impossible to reach these minimum density requirements using two story buildings for either attached single family or MF structures.

4. **Parking:** Minimum parking requirements are very burdensome for urban infill development, especially in situations where there is no alley (which forces the use of front entry garages). Many jurisdictions are eliminating minimum parking requirements, especially for smaller scale projects (less than 12 units). **The proposed code changes make no change in minimum parking requirements.** The Council is considering a parking ordinance that would reduce parking requirements in certain MF zones that qualify for MF Tax Credit, but this will not benefit small scale MF homeownership development City wide. **The proposed infill regulation review should recommend the waiver of off street parking requirements for small projects in the RMF and RHD zones city wide.**

From: [Gwinn, Nathan](#)
To: ["Jim Frank"](#)
Cc: [Trautman, Heather](#)
Subject: RE: Building Height
Date: Thursday, June 28, 2018 5:23:01 PM

Thank you, Jim, I will visit the building on my way out today. I Spoke with Heather and am looking forward to meeting with you hopefully sometime soon, as you discussed yesterday.

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Jim Frank [mailto:jfrank@greenstonehomes.com]
Sent: Thursday, June 28, 2018 4:41 PM
To: Gwinn, Nathan
Subject: Building Height

This is the Elm Loft building that is 3 story over a parking garage with the garage underground. This building has a very shallow roof. As you can see this has an actual code elevation (based on surrounding ground level) of 48'2". To be effective and allow three story building the building height must be not less than 50 feet. If you go to a lower height limit you will have either 2 story building or three story with flat roofs. Neither are appropriate for MF zones. This building has a very nice massing and scale, which you can see in person, and is complimentary to the small scale buildings across the street to the north and the townhomes across the alley to the south.



1 EAST ELEVATION
1/8" = 1'-0"

From: [Jim Frank](#)
To: [Halvorson, Jacqui](#); [Kinder, Dawn](#); [Wolff, Charlie](#)
Cc: [Batten, Christopher](#); [Beyreuther, Todd](#); [Brooks, Jacob](#); [Dellwo, Dennis](#); [Francis, Greg](#); [John Dietzman](#); [Kinnear, Lori](#); [Mike Baker](#); [Kienholz, Patricia](#); [Shook, Carole](#); [St. Clair, Sylvia](#); [Adams & Clark INC](#); [ALSC Architects P. S.](#); [Barb Biles](#); [Bekkedahl, Robin](#); [Bellessa, Buzz](#); [Belsby Engineering](#); [BENTHIN AND ASSOCIATES SCOTT DALE](#); [Byrd, Karen](#); [Chanse, Andrew](#); [City Council Members and Staff](#); [Craig](#); [Craig Anderson](#); [Delay, John](#); [Elias, Maria](#); [Veronica](#); [Fagan, Mike](#); [Feist, Marlene](#); [Goldstein, Flora J.](#); [Gregory Forsyth](#); [Hahn Engineering](#); [Hughes, Ryan](#); [Hume, Dwight](#); [Inc. Lydig Construction](#); [Inc. Studio Cascade](#); [Jay Bonnett](#); [Pederson, John](#); [John Pilcher](#); [John Stejer](#); [Kafentzis, Teresa](#); [Kay C](#); [Kelly Cruz](#); [Kelly, Mike](#); [Ken Van Voorhis](#); [Jim Kolva](#); [Kropp, Paul](#); [Lehman, Staci](#); [Madsen Mitchell Evenson & Conrad](#); [Mariane](#); [Markham, Suzanne](#); [Martin, Ann](#); [McDaniel, Adam](#); [Miller, Katherine E](#); [Minarik, Rod](#); [MMAH](#); [Ogden, C. Robert](#); [Olsen, Catherine](#); [Olson, Kerry D.](#); [Paras, George](#); [Patano, Ginger](#); [Patrick, Barbara](#); [Al Payne](#); [Plan Commission Members](#); [Planning - City of Spokane](#); [Pollard, Gary](#); [Tom Quigley](#); [Richman, James](#); [Brock, Robert W.](#); [Romero, Rick](#); [Sanders, Theresa](#); [Schreibels, Neal](#); [Spokane Area Economic Development](#); [Spokane Schools Kevin](#); [Stan Schwartz](#); [Stecher, Todd](#); [Davenport, Steve](#); [Stoddard, Alexandra](#); [Stratton, Karen](#); [Stuckart, Ben](#); [Greg Sweeney](#); [Taud Hume](#); [Taylor, Mike](#); [Toth, Robin](#); [Trabun, Steve](#); [Trautman, Heather](#); [Travis Nichols](#); [Varela & Associates](#); [Wittstruck, Melissa](#); [Jeffers, Christy](#); [Dellwo, Dennis](#); [Devin, Rebecca](#); [Dietzman, John](#); [Jacob Brooks](#); [Jernberg, Darcie](#); [Meuler, Louis](#); [Rick Dullanty](#); [Todd Beyreuther](#)
Subject: Plan Commission Urban Infill MF Zone
Date: Friday, June 29, 2018 10:31:17 AM
Attachments: [MF Urban Infill Comments.docx](#)
[Elm Street Apartments 3 story.pdf](#)

All: I have been very passionate about the need for urban infill and the need for housing affordability. For two decades we have been on a slow walk to a housing crisis where middle income and young family find it increasingly difficult to afford a home. Some important steps have been taken by opening development options in SF neighborhoods and eliminating minimum parking requirements in parts of the City. The MF zones offer the best opportunity for urban infill development with higher permitted density and proximity to services. The current MF development standards enable large rental projects and make smaller attached housing projects (important to home ownership) nearly impossible. The preference given rental housing over home ownership in MF zones needs to end. I am hopeful that the work done by the Plan Commission will eliminate this preference. My comments on the changes needed are attached.

Thanks, Jim

Urban Infill MDR and RDH Zone Classifications

To: Spokane Plan Commission; Plan Commission Distribution List

From: Jim Frank
Greenstone Corporation

Date: June 26, 2018

Over the past ten years Greenstone has developed considerable experience in the development of urban infill projects in Spokane. We have a good understanding of the interface issues with existing neighborhoods, the regulatory barriers, and the acceptability of infill projects in the market place. I have been passionate about the importance of infill to our neighborhoods and the need for affordable housing.

The City Council, on recommendation from the Plan Commission, recently approved changes in the development code that will enable a broader range of housing products to be developed in low density residential zones. These changes are very helpful and a step in the right direction.

The Plan Commission is now considering changes to development regulations in the higher density multifamily zones. This is critical work if we are to meet our objectives for better quality urban development and goals for affordable housing. **The primary challenge in the multifamily zones is that they provide a preference for rental housing.** We can all see what is happening with development of large scale multifamily rental projects. What is not happening is homeownership in multifamily zones. We are not seeing higher density attached single family, townhomes and condominiums being developed as infill projects providing affordable home ownership. The lack of condominiums is the result burdensome regulatory and liability costs imposed by the State Condominium Act. The lack of attached single family and townhomes is the result of barriers in the City of Spokane development code that the Plan Commission is attempting to correct by the current infill program.

The Plan Commission is currently addressing three areas of concern in the MF zone development regulations:

- Dimensional standards: Lot width, lot size, site coverage and frontage on public streets
- Building Heights
- Parking requirements

Each of these areas play a very important role in regulating the type of development that we want to occur in our neighborhoods. I would like to address each of these areas and provide comment on the direction we need to move to meet our shared goals.

Dimensional Standards:

The standards that govern development in residential zones are found in SMC 17C.110.200. This section includes Table 17C.110-3, setting out all of the development standards for residential zones. The standards for the RMF and the RHD zones are found in this table and are broken out by use type (Multi-Dwelling, Attached Houses, Detached Houses and Duplexes).

In general the developments standards in table 17C.100-3 pose little or no restriction to the development large multi-dwelling buildings. This is apparent from what you see happening in the community. “Attached Homes”, the primary tool for home ownership in multifamily zones, are severely limited by the standards outlined in Table 17C.100-3. This is due primarily to the fact that attached housing products (and thus homeownership) require subdivisions to create a lot for each dwelling unit. The fundamental difference between multi-family dwelling and single family (attached or detached) is land ownership. Multifamily units do not require land ownership for each unit, as is required for attached single family (such as townhomes). Because the lots for attached homes are very small (sometimes no larger than the footprint of the building) and are clustered in a way that they do not have street frontage the current standards essentially prevent attached home development in MF zones. Below is a summary of issues related to dimensional standards in table 17C.110.3

Minimum Lot Area: Currently the lot area requirement for both RMF and RHD is 1,600 SF. This minimum lot size is too large for many townhomes where in many cases the “lot” is the footprint of the building. No changes are being recommended. My recommendation that Minimum Lot Area is “zero”. “Lot Size” is essentially a suburban density control mechanism. It is not important in MF zones and density is already regulated. In MF zone it is preferable to regulate by density not lot size.

Minimum Lot Frontage and Width: The current standard is “36 feet or 16 feet with alley parking and no street curb cut”. The current recommendation is to reduce lot width and frontage to 25 feet.

Where a lot has frontage on a public street and garage access is provided from the public street to a garage then I believe reducing the frontage requirement from 36 feet to 25 feet is a mistake. This will result in the entire street frontage being a garage door. Under these circumstances I would recommend that the frontage (lot width) be the lower of 36 feet or the width where the garage width does not exceed 60 percent of the lot width. This would allow flexibility for either 1 or 2 garage doors and will ensure that at least 40% of the lot frontage is not a garage door. If the frontage is reduced to 25 feet for front entry units on a public street then 80% or more of the frontage will be garage door (assuming a 20 foot 2 are garage door). In my opinion this is not type of infill development we want to encourage.

Where the lot does not have frontage on a public street and the unit is accessed from an alley or shared parking (or where no garage is attached to the unit) then the lot width is no longer relevant and should be “zero”. By not regulating lot width where there is no garage attached to the unit or where the garage is on an alley you open up creative solutions to the placement of the buildings without adversely impacting the public street frontage.

Lot Depth: The current standard is 25 feet. While this is not a significant issue, and no change is being recommended, the better approach is to set this at “zero” to allow design flexibility.

Maximum Building Coverage: The current standard of 50% (60% for large parcels in RHD) is not a problem for large apartment complexes where large portions of the site are parking fields or private driveways. **Site coverage standards effectively prevent attached home development in many cases.** For attached homes on small lots where the garage is internal to the unit their site coverage is very high and will always be near 100%. No change is being proposed. I would recommend 100% site coverage for attached homes.

Pocket Residential Development: There is apparently a belief that using the Pocket Residential (SMC 17C.110.360) allows subdivision deviations from the above standards. **The Pocket Residential exception to the subdivision standards was designed for small “attached homes” in SF neighborhoods. While it is applicable to RHD and MDR zones it contains problems that make it use very limited:**

- First, it is only available for small development parcels of less than 1.5 acres. Many infill parcels will be larger. This requires the use of the PUD process to obtain standards deviation for larger parcels. The PUD process is so burdensome that in the 10 years since adoption it has never been used.
- Second, Pocket Residential requires the formation of a homeowners association, which is not required by standard subdivision. Most town home projects without common areas do not form an HOA as they are costly and burdensome.
- Finally, the pocket residential imposes significant design standards (not imposed upon rental apartments) that were intended for projects located in low density SF zones and are not appropriate for higher density projects in MF zones. Attached housing should be governed by the same design standards applied to multi-family projects.

The subdivision of lots for attached housing should not be required to revert to alternative subdivisions processes like Pocket Residential. They should be allowed under normal subdivision standards.

Building Heights:

Currently the building height in the RMF and the RHD zones is 35 feet. This is the same height limit that is imposed in the low density RSF zone. This height limit is very restrictive and burdensome and prevents meeting the density targets that have been set for the multifamily zones. **In order to achieve 3 story buildings with a reasonable roof pitch a 50 feet height limit is required.** I recommend the height limit be increased to 50 feet in both the RMF and the RHD.

Parking:

Minimum parking standards impose a heavy burden on the development of infill housing and often result in the degradation of the residential streetscape dominated by front entry garages. The City has taken a significant step forward in eliminating the parking requirements in limited areas of the city. The Plan Commission should take further steps to reduce the parking standards for small projects. The City already eliminates the parking requirement for small commercial buildings in neighborhood retail locations. The same policy should apply to small residential buildings. The threshold could be 6 units. This would greatly benefit urban infill with small projects where an alley is not present, eliminating the need for front entry garages from the street.

6/27/2018 2:21:44 PM, AJM



1 EAST ELEVATION

1/8" = 1'-0"

From: [Gwinn, Nathan](#)
To: [Kienholz, Patricia](#); "Jim Frank"
Cc: [Trautman, Heather](#); [Stuckart, Ben](#); [Burke, Kate M.](#); [Dellwo, Dennis](#); [Beggs, Breean](#); ["chrisv@communityframeworks.org"](#)
Subject: RE: Urban Infill and Multifamily Zone Development Standards
Date: Thursday, July 05, 2018 2:41:01 PM

Hello Patricia and Jim:

Thank you for your comments and for forwarding Chris Venne's response. I will include these in the public record for the file.

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Kienholz, Patricia
Sent: Thursday, July 05, 2018 1:29 PM
To: Jim Frank; Trautman, Heather; Gwinn, Nathan; Stuckart, Ben; Burke, Kate M.; Dellwo, Dennis; Beggs, Breean
Subject: Re: Urban Infill and Multifamily Zone Development Standards

I agree.

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On Thu, Jul 5, 2018 at 12:34 PM -0700, "Jim Frank" <jfrank@greenstonehomes.com> wrote:

The changes necessary to the urban infill development standards are not just a private sector issue. They also impact all of the non-profits that are struggling to provide affordable housing. See the comments from Chris Venne below.

Jim Frank
Greenstone Corporation

Enriched Living. Lasting Value.
www.greenstonehomes.com

Begin forwarded message:

From: Chris Venne <chrisv@communityframeworks.org>
Date: 5 July 2018 at 11:51:08 AM GMT-7
To: Jim Frank <jfrank@greenstonehomes.com>, Rob Brewster <rob.brewster@gmail.com>, Better Spokane Michael Cathcart <mcathcart@betterspokane.org>, Arthur Whitten <AWWhitten@shba.com>, Ron Wells <ronwells@wellsandcompany.biz>, Barry Baker <bbaker@bakerconstruct.com>, Gary Bernardo <gbernardo@bwarch.com>,

Michelle Girardot <MGirardot@habitat-spokane.org>, Dave Roberts
<daver@spokanehousingventures.org>, Tom Power <tomcpower@gmail.com>,
Elizabeth Tobias <elizabethtobias18@gmail.com>

Subject: RE: Urban Infill and Multifamily Zone Development Standards

Jim--we strongly agree with your comments. It should not be more difficult and costly to develop for home ownership than it is for rental. If anything, the city should incentivize the development of home ownership opportunities for low and moderate income families, especially in urban infill areas. Increased home ownership will help families, stabilize neighborhoods and improve the City as a whole. The steps you outline would help make it possible to increase homeownership where it is desirable and needed.

-----Original Message-----

From: Jim Frank <jfrank@greenstonehomes.com>

Sent: Sunday, June 24, 2018 5:17 PM

To: Rob Brewster <rob.brewster@gmail.com>; Better Spokane Michael Cathcart <mcathcart@betterspokane.org>; Arthur Whitten <AWhitten@shba.com>; Ron Wells <ronwells@wellsandcompany.biz>; Barry Baker <bbaker@bakerconstruct.com>; Gary Bernardo <gbernardo@bwarch.com>; Chris Venne <chrisv@communityframeworks.org>; Michelle Girardot <MGirardot@habitat-spokane.org>; Dave Roberts <daver@spokanehousingventures.org>; Tom Power <tomcpower@gmail.com>; Elizabeth Tobias <elizabethtobias18@gmail.com>

Subject: Urban Infill and Multifamily Zone Development Standards

The Spokane City Planning staff is recommending changes to the MF development standards to encourage more urban infill in multifamily zones and to encourage home ownership in MF zones. What they have proposed falls far short of what is required. The current MF zone development standards essentially prevent the development of attached housing, such as townhomes.

They are allowed in Kendall Yards only because we have a grandfathered PUD approval. Kendall yards could not be developed under the existing and proposed development regulations.

I have attached my comments that will be forwarded to staff, Planning Commission and City Council. It would be helpful if my comments would have broad support. I will copy you on the transmittal of my comments. If you agree with my comments you can express your support in a "reply all" response.

Please let me know if you have any questions.

Thanks, Jim

From: [Gwinn, Nathan](#)
To: ["Antonia DePasquale"](#)
Cc: [Trautman, Heather](#); [Kinnear, Lori](#); [Robynn Sleep](#); [Stuckart, Ben](#); [Beggs, Breean](#); [Spell, Angel](#)
Subject: RE: Infill Lacks Amendments to Protect our Amazing Urban Forest
Date: Monday, July 09, 2018 11:58:01 AM

Thank you, Toni, I will be sure to include this message in the record.

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Antonia DePasquale [mailto:depasquale5@yahoo.com]
Sent: Monday, July 09, 2018 8:48 AM
To: Gwinn, Nathan; Trautman, Heather; Kinnear, Lori; Robynn Sleep; Stuckart, Ben; Beggs, Breean; Spell, Angel
Subject: Infill Lacks Amendments to Protect our Amazing Urban Forest

Hi Nate,

I am hoping you can add these comments to the Public Record in regards to infill hearing set for Wednesday, July 11 at 4:00. I am not able to attend as family is in town and we are heading up to Deer Lake. I have also included a friend, that will be present at the hearing. Overall, I have serious concerns about the state of our Urban Forest and Spokane's Natural Assets. I do not feel that are any Infill protections or incentives for Developers to develop responsibly (keeping our Basalt Rock Formations in tact and our Native Ponderosa Forest as is) in Spokane. I was in Bend, Oregon in September, so I know it can be done.

Before I can support any Amendments such as Building Heights and Parking Set back requirements, there needs to be Amendments added to the infill Ordinance, so our Green Space on South Hill is not decimated and is conserved for future generations to enjoy and what makes Spokane a Destination City. I am asking that City Planners add Urban Forest Protection Amendments, ASAP:

- 1) Landscape Requirements, that require developers to keep Mature Ponderosa Pines,
- 2) Amendment that adds Ponderosa Pines as a contributor factor that assists on our city's Storm Water Mitigation issues
- 3) That Restoration and "Plantings" of these lots be the planting of Ponderosa or other Evergreens, not just corporate Deciduous or Ornamental Grass.
- 4) Significant Transition zones established to Keep Mature Ponderosa Pines

Here are some Examples of Irresponsible Development, Completely Clearcut on Ray Street and near Manito Golf Course in Recent Months:









Here are some Examples of how we Can develop Responsibly:









Thank You,

Toni Depasquale- Sharkey

From: [Gwinn, Nathan](#)
To: ["Jim Frank"](#)
Cc: ["gbernardo@bwarch.com"](mailto:gbernardo@bwarch.com)
Subject: RE: Infill Regs
Date: Monday, July 09, 2018 9:45:00 AM

Thank you, Jim, I will be sure to include it in the record. I will also add Mr. Bernardo to the email contact list for the infill development project.

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Jim Frank [mailto:jfrank@greenstonehomes.com]
Sent: Monday, July 09, 2018 9:32 AM
To: Gwinn, Nathan
Subject: Infill Regs

Nathan..below is a response from Gary Bernardo that we would like to be part of the record.

Thanks, Jim

Jim:

Thanks for the opportunity to review and comment on your thoughts regarding the development standards. I don't typically blindly endorse these kinds of things that come from colleagues and clients without doing my own research and relying on what our experience has been trying to create projects and work within development standards that don't seem in harmony with the what the larger intent is.

That said, at least from my perspective, I think your comments on really on-point and mirror our experience, especially on infill or smaller lots where "conventional" projects may have bypassed and orphaned challenging parcels that really are prime opportunities given a little creativity on the part of the developer and design team, and appropriate development standards.

I hope the City carefully considers your perspective and if we can support that in any way, please contact me.

Best regards,

Gary

GARY BERNARDO AIA, NCARB | Principal

Bernardo|Wills Architects PC | [153 South Jefferson Street, Spokane, WA 99201](#)
MAIN [509.838.4511](tel:509.838.4511), ext. 8020 | www.bernardowills.com

July 9, 2018

Spokane City Plan Commission
Spokane City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Re: Infill Code Revisions to Multi-Family Standards

To: President Dellwo, Vice President Beyreuther, Commissioner Dietzman, Commissioner Shook, Commissioner St. Clair, Commissioner Francis, Commissioner Kienholz, Commissioner Baker, Commissioner Batten and Commissioner Painter

Thank you for the opportunity to comment on behalf of the Spokane Home Builders Association (SHBA) regarding the second phase of infill code revisions related to multi-family development. As we look at this and proposals to come, it is imperative that we keep the goal of code amendments that produce more attainable housing inventory, both rental and owner-occupied, at the forefront of each policy decision.

In its current form, the proposed code amendments make some minor progress; however ultimately need to go farther to provide opportunity for the development of new medium to high density infill housing. SHBA asks that the Plan Commission consider and adopt the following amendment in their deliberations and recommendation to the City Council.

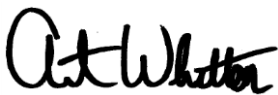
Increase Building Heights to 50 Feet in the RMF and RHD Zones

The intent of the proposed code amendment is to allow for true three story residential structures in the RMF and RHD zonings. However, while wall heights are proposed to be increased to 35 feet, overall building height is not amended appropriately to fully allow for the greatest variety of housing and roofing options. Our membership impacted by this code has expressed that a 50 ft building height is necessary to fully accommodate a three story structure with a pitched roof. This update would be consistent with the current building heights allowed by Spokane Valley and Spokane County in their high density zonings.

Existing density for RMF requires a minimum density of 15 units per acre with a 30 unit per acre maximum, a requirement that is currently challenging to achieve under today's development regulations. **Building height should be amended to 50 feet in the RMF and RHD zonings** to allow for three story multifamily buildings that allow builders to achieve the density goals of the comprehensive plan. City leaders have expressed density as being the policy driver for new code amendments. Today's building heights code is restrictive and a barrier to new attainable housing.

SHBA appreciates the ongoing focus of the City of Spokane to take a comprehensive look at its development regulations for opportunities to expand local free market housing options. Please contact me with any questions.

Best Regards,



Arthur Whitten

Director of Government Affairs

CC: Mayor David Condon, City Council President Ben Stuckart, Planning Director Heather Trautman, City Planner Nathan Gwinn



July 10, 2018

Spokane Plan Commission
808 W Spokane Falls Blvd
Spokane WA 99201

Dear Members of the Plan Commission,

City staff has been doing an amazing job moving forward with the recommendations of the Infill Committee. This has been a thorough process and well worth the time spent by staff, the Commission, and the Council.

We currently see a housing crunch at all levels. The lack of buildable land, low rental vacancies, and the lack of supply has led to housing affordability issues in the city.

If we wish to address this housing crunch and continue to provide city services at the level our citizens' demand, we must increase the number of people living in Spokane. This requires a community-wide effort to provide a mix of rental properties and home ownership opportunities.

To help us meet our Strategic Plan objective of increasing available housing, I strongly support the following improvements to the infill development proposals being considered by the Plan Commission:

- 1) I support changing the height from 35 ft. to 50 ft. in RMF and RHD zones. I am aware of the concerns that 35 ft. will only allow 3 stories with flat roofs. A potential compromise is to maintain the 3 story restriction but allow the height of the building to be 50 ft. This change allows for a builder to provide a housing product that matches the neighborhood character while helping the city reach our density goals.
- 2) I support changing RMF and RHD to none on minimum size, minimum lot width, lot dimensions and site coverage in table 17C.110-3. The current minimums make it practically impossible to build townhomes. We should actively encourage townhomes in RMF and RHD zones to help us meet our

goals of increasing a mix of rental properties and home ownership opportunities.

- 3) I support eliminating parking minimums for small (6 or less) attached houses in RMF and RHD zones. Again, this small change will allow townhomes to be built to provide a mix of rental and home ownership opportunities.

I hope you will consider making these changes now before it comes before the City Council for final consideration. Thank you for investing your time, knowledge, and experience in helping us address housing access in our city.

Sincerely,

A handwritten signature in black ink that reads "Ben Stuckart". The signature is written in a cursive, slightly slanted style.

Ben Stuckart
President, Spokane City Council

Robynn Sleep
1414 W 10th Ave
Spokane, WA 99204
509-842-8406

July 11, 2018

Nathan Gwinn, Assistant Planner
Heather Trautman, Acting Director
Spokane Planning and Development Department
ngwinn@spokanecity.org

Subject: Comment intended to alter the SEPA finding of DNS pertaining to text amendments to Development Code revisions pertaining to infill development, issued June 27, 2018

Dear Lead Agency,

I believe the Lead Agency's Determination of Nonsignificance is in error because the proposal is likely to have significant, adverse environmental impacts and should be given a Determination of Significance. The proposal is characterized as a non-project action and maintains that all environmental impacts will be adequately addressed on a site by site basis. I dispute this and request a Determination of Significance and an Environmental Impact Statement, for the following reasons:

The proposal allows construction and development alteration of the landscape at a greater intensity and faster rate than if it were not implemented; indeed, this is the very purpose of the proposal.

The probable environmental effect of the intense densification enabled, supported and promoted by this proposal is on the watershed scale, which can not be adequately addressed on a site by site basis.

This proposal poses a grave and immediate danger to Spokane's tree canopy, a vital element of our natural infrastructure. An intact, functioning urban forest, composed of public and private trees, is a public benefit and must be managed as such to ensure its ability to provide the ecosystem services vital to residents and the river. The proposal directly compromises the integrity and functioning of our urban forest by failing to include any provisions to protect it. Any single development site, or all of them, could be clear cut of mature trees.

The answers to the questions in Section D of the Environmental checklist are misleading and incorrect because they are answered too narrowly by characterizing it as a non-project action and claiming no effect on discharges, plants, animals and fish, depletion of natural resources, potential affect on environmentally sensitive areas, land and shoreline use, and impacts on public transportation and services. By not acknowledging responsibility for the intensity and rate of adverse environmental impacts unleashed by this proposal, the city is failing in its legal and moral duty to protect the environment and its residents

The answers to questions in Section D, if not denying environmental impact, or outright stating that no environmental mitigation measures are included, speculate as to environmental benefits. Speculation is not enough, an Environmental Impact Statement needs to be done. This needs to include a tree canopy inventory, which is essential to the responsible management of the urban forest.

Thank you for your consideration of these comments.

Robynn Sleep, city resident

From: [Gwinn, Nathan](#)
To: ["Jim Frank"](#)
Cc: [Black, Tirrell](#); [Palmquist, Tami](#)
Subject: RE: Front yard requirements for driveways and landscaping
Date: Friday, July 27, 2018 3:53:01 PM

Good afternoon Jim,

Thank you for your response. We will take these suggestions under consideration as the revised draft is prepared. I will also include this message in the public record for the file.

Sincerely,

Nathan Gwinn | Assistant Planner | City of Spokane

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Jim Frank [mailto:jfrank@greenstonehomes.com]
Sent: Thursday, July 26, 2018 10:45 AM
To: Gwinn, Nathan
Cc: Black, Tirrell; Palmquist, Tami
Subject: Re: Front yard requirements for driveways and landscaping

See notes below.

Jim Frank
Greenstone Corporation

Enriched Living. Lasting Value.
www.greenstonehomes.com

On 24/07/2018, at 3:04 PM, Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

Hi Jim,

Below are existing code provisions I said I would follow up on from our discussion this morning.

- [SMC 17C.110.310](#)(E)(2)(b) requires 60 percent of area between the front lot line and the building to be landscaped, with up to one-third of this area for recreational use such as patios. This design standard applies in all residential zones to detached houses on lots 40 feet or less wide, duplexes, and attached housing. This design standard is repeated in [SMC 17C.110.350](#)(F)(2)(c) for cottage housing and [SMC 17C.110.360](#)(E)(5)(b) for pocket residential development.

This probably acceptable if the landscape area is dropped to 50% in the multifamily Zones.

- [SMC 17C.110.208](#)(E)(3)(a) requires lots to be configured so that new garage walls facing the street are limited to 50 percent of the length of the street-facing building façade. This standard applies in the RA, RSF, RSF-C, and RTF zones to garages on lots that are 36 feet or less wide and accessory to houses, attached houses, manufactured homes, and duplexes. Intent statements in the same section cite compatibility with existing lots, and avoiding having the garage door as the dominant feature of the front of a house. ***Note this requirement does not apply in the RMF or RHD zones.***

<image007.jpg>

Since this does not apply in RMF and RHD it is apparently not an issue.

- [SMC 17C.230.145](#)(C)(4)(b) limits driveways to 20 percent of the land area between the front lot line and the front building line, with an exception for at least a 9-foot-wide vehicle area. This requirement applies to residential uses in areas including the RTF, RMF, and RHD zones. A related intent statement in this section states that the size and placement of vehicle parking areas are regulated in order to enhance the appearance of neighborhoods.

This needs to be modified as part of the modification of lot dimensional requirements. If you limit the garage width to not more than 60% of the lot width (not building facade) on any lot smaller than 36 feet.

Sincerely,

<image001.jpg>

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

<image002.png> <image003.png> <image004.png>

Gwinn, Nathan

From: Arthur Whitten <AWhitten@shba.com>
Sent: Monday, September 10, 2018 10:59 AM
To: Jim Frank; Black, Tirrell
Cc: Stuckart, Ben; Trautman, Heather; Gwinn, Nathan; Rob Brewster; Josh Hissong; Gary Bernardo; Wolff, Charlie
Subject: RE: Infill Schedule at Plan Commission COS

SHBA agrees with these comments. It is inherently restrictive to regulate RMF and RHD like single family zonings or to only permit certain construction types through narrow exceptions in the residential zonings designated for the highest densities.

From: Jim Frank [mailto:jfrank@greenstonehomes.com]
Sent: Saturday, September 08, 2018 2:31 AM
To: Black, Tirrell
Cc: Stuckart, Ben; Trautman, Heather; Gwinn, Nathan; Arthur Whitten; Rob Brewster; Josh Hissong; Gary Bernardo; Charlie Wolff
Subject: Re: Infill Schedule at Plan Commission COS

Tirrell. I am out of town and will not be able to attend the September 12th meeting. Regarding the building height language (increase to 50 feet): It would be far better to change the number in table 17C rather than a new section requiring a pitched roof. I have had both an architect and a developer say this language is preventing flat roof 3 story building over a parking podium. Most parking podiums are not fully under ground. There is no apparent reason for this limitation of requiring pitched roofs over 35 feet in MF zones. We need to be encouraging both density and structured parking.

Sustainable mobility and transit require higher density. We need to “encourage” higher densities not just permit it under limited circumstances. Design is important and should be addressed in “design guidelines” uniformly applied.

Jim

Jim

Sent from my iPhone

On Sep 7, 2018, at 11:20 PM, Black, Tirrell <tblack@spokanecity.org> wrote:

Hi Jim,

We have a document prepared for the Plan Commission meeting next week that we wanted to share with you. I have also included the infill packet for the PC Agenda. That should be going out soon – I believe you are on the distribution list.

You can see the topics that we will be covering at the various plan commission workshops prior to November. At the upcoming Sept 12 meeting there is only 15 minutes to present so Nate is going to talk about the schedule and present that actual language re the height (also in the PC Packet).

Additionally Nate is working on community outreach at the Logan block party on Sept 13 and the Cliff-Cannon block party on September 15.

If you have time and/or interest in checking in with us on how the draft is progressing, please let us know a day/time that works to meet.

Sincerely,

<image005.jpg>

Tirrell Black, AICP | City of Spokane | Associate Planner

509.625-6185 | main 509.625-6300 | tblack@spokanecity.org | spokanecity.org

<image006.png> <image007.png> <image008.png>

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Jim Frank <jfrank@greenstonehomes.com>

Sent: Saturday, August 25, 2018 10:10 AM

To: Gwinn, Nathan <ngwinn@spokanecity.org>; Black, Tirrell <tblack@spokanecity.org>; Trautman, Heather <htrautman@spokanecity.org>; Kinder, Dawn <dkinder@spokanecity.org>; Rob Brewster <rob.brewster@gmail.com>; Arthur Whitten <AWWhitten@shba.com>

Subject: Townhomes

Dealing with the entire urban infill code review process has been very frustrating. The photos below show the type of MF development permitted with virtually no regulatory barriers. However, regulatory barriers prevent development of townhomes for homeownership simply because subdivision is required.

You will get the type of development your code permits. This is what your code has permitted. I'm really glad we have the street frontage, lot size and site coverage standards to protect the neighborhood.

Jim

<image001.png>

<image002.png>

<image003.png>

<image004.png>

Jim Frank
Greenstone Corporation

Enriched Living. Lasting Value.
www.greenstonehomes.com

<PC_Infill_Schedule_Sept12_2018.docx>

<2018-09-12-pc-agenda-packet-infill-code-workshop.pdf>



RECEIVED

SEP 18 2018

PLANNING & DEVELOPMENT

COMMENT SHEET

Code Amendments for Attached Houses and Multifamily Zones

September 2018

For more project info visit:

my.spokanecity.org/projects/infill-housing-strategies-infill-development/

Name: Bonnie Rae

ADDRESS: 72518 Morton St.

PHONE NUMBER: 489-5116

E-MAIL CONTACT: The last thing this neighborhood needs is more rentals. -

When I bought this house 45 years ago you could walk three or four blocks in any direction and not see a rented property. - Lawns were greener, people knew each other, litter was practically non-existent... all the things you would expect when residents have a vested interest in the place they live. - And that, simply put, is a mortgage. - I've had it up to here with all this talk about "Affordable Housing." - You folks -- or people like you -- are responsible for draconian monstrosities like the North/South Freeway boondoggle that has already bulldozed 600 affordable homes (and counting!). - Homes that low-income people could actually buy. - You seem to think cramming more rentals in is going to solve that problem? - So developers get richer? - And these low-income people you pretend to be so concerned about get to pay rent... which even you will have to agree is akin to lighting a wad of money afire with a Bic lighter every month. - No. - A thousand times No. -

I've read over this propaganda you folks were handing out at

Please feel free to share your questions, comments or concerns with us!

(over)

Postal Mail – fold this comment card in thirds, add postage and drop in the mail

Phone – call us at #625-6983

E-mail – write to us at ngwinn@spokanecity.org

Thank you... We look forward to hearing from you!

the Logan Block Party. - I honestly had to read parts of it two and three times to believe what I was seeing. - Zoning laws that have stood ~~a~~ a century or more -- and served Spokane well -- are to be trashed? - Three story apartment houses? - Shorter distances between buildings? - Larger "foot prints" on conventional city lots? - Fewer drive-ways? Are you people kidding? - Go ahead and do it in your own neighborhoods. - I'm pretty certain none of you planning commission people live where I live. -

And before I run out of writing space, let me say one more thing. - Calling tacky apartments "Townhouses" doesn't make them any less tacky. - They're still apartments. - And they'd still be an abomination in this old neighborhood where a lot of us still take some pride in our property. - Our property. - Not some landlord's. -



Planning & Development Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3343

Thanks for letting me vent. - I'm sure it won't make one iota of difference. -

Donnie Rae

City of Spokane
Planning & Development Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3343

Gwinn, Nathan

From: Gwinn, Nathan
Sent: Tuesday, October 2, 2018 3:42 PM
To: 'JULIE BIGGERSTAFF'
Subject: RE: proposed infill revisions comments

Hi Julie,

Thank you for your comment. I will add it to the public record for this file.

Sincerely,
Nathan Gwinn



Nathan Gwinn | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org



From: JULIE BIGGERSTAFF <rbiggerstaff@comcast.net>
Sent: Tuesday, October 2, 2018 11:30 AM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: proposed infill revisions comments

Hi Nathan,

I'm a member of the Browne's Addition Neighborhood Council (BANC) and am writing in general support of the in-fill revisions, WITH the caveat that they won't work well for all neighborhoods, specifically those of us with many historic homes and narrow streets where parking, car vandalism and snow removal are huge issues. I would wish that the city would be more amenable to working with neighborhoods for historic protection of structures, so as to protect the investment of folks who are already residents/owners. Browne' Addition is, as you may know, working for a local historic designation, to help incentivize owners to fix up, rather than tear down, historic structures, to keep the visual fabric and structural history of the neighborhood intact. Unfortunately, the city is requiring a 50%+1 vote, with non-votes (un-returned ballots) counted as a 'no'. The members of city council and the mayor did not achieve their offices with this type of voting system, yet that's what is required of us, a neighborhood with a high number/percentage of landlords who don't live in the city, let alone the neighborhood. We are frustrated as a neighborhood at the daunting task of getting landlords who won't even take care of their properties, to vote.

The revisions as I understand them, would not be helpful to the quality of life in our neighborhood, but may really help other neighborhoods revitalize, so again, my feelings are mixed. Putting more cars on our streets, particularly the N/S streets is hazardous due to limited emergency vehicle access being blocked (come drive around the neighborhood to see what I mean) and building large scale buildings that 'dwarf' the other buildings within a neighborhood like ours blocks people's view and constricts sense of space.....in a densely built neighborhood. Having good set-backs, porches, etc., even with dense building, helps maintain a sense of space...you'll feel the difference when you drive by the new development on Chestnut by Coeur d'Alene Park and the one of Coeur d'Alene Ave overlooking Latah creek; both have small set-backs and received exemptions to building height restrictions.

I do believe that vacant lots could and should be used to build affordable housing and that use of current city infrastructure (garbage collection, sewer and water) rather than further urban sprawl makes good economic sense; however, I would point out that in BA, of the two recent developments that resulted in historic structures being torn down, neither resulted in 'affordable housing'. If these revisions are going to pass, I believe there MUST be a requirement with them that a certain % of the units built be truly affordable and available to, for example, section 8 holders. I also believe that further exemptions to the revisions as passed should not be further possible; people trying to make money are always trying eke out just that little bit more.....

Can these be based on true in-fill only (vacant lot), versus the situation we will continue to have if the historic district project is not approved (tear down and re-build)?

Greed and money are powerful motivators and we know from current landlords in the neighborhood, that there are property owners in BA that would tear down anything to put in a 10 story apartment complex if they could get away with it.

Thanks much,

Julie Biggerstaff

Gwinn, Nathan

From: Garcia, Luis
Sent: Wednesday, October 3, 2018 10:50 AM
To: Gwinn, Nathan; Kruger, Teresa
Subject: RE: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Nathan,

Following up on our meeting for the Attached Housing provisions pertaining to parking changes. Parking would like to note that the relaxation of off-street parking requirements will certainly bring additional enforcement for the Parking Enforcement Officers as the struggle for access to the parking that is adjacent and in the immediate vicinity will increase from existing conditions. While it is understood that the intent is to maximize the land use and with the increase in mass transit may alleviate this conflict, the parking program will have an increase in budget needs to show attention to complaints as they are submitted. Parking therefore requests that this impact be noted in your staff report on potential budget impacts.

Let me know if you have any questions.

Luis Garcia CBO, CSBA | City of Spokane | Enforcement Supervisor
509.625.6850 | lgarcia@spokanecity.org | spokanecity.org

-----Original Message-----

From: Gwinn, Nathan
Sent: Tuesday, October 2, 2018 10:24 PM
To: Garcia, Luis <lgarcia@spokanecity.org>; Kruger, Teresa <tkruger@spokanecity.org>
Subject: FW: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Hey Luis and Teresa, attached is the PPT presentation and draft options 1 and 2 (underlined text in Word document on the bottom of page 1 and top of page 2-paragraph F). I would be pleased to share any comments you have with the Plan Commission. I'll be submitting their packet at the end of business Wednesday.

Thanks,
Nate

From: Gwinn, Nathan
Sent: Tuesday, October 02, 2018 10:30 AM
To: Hughes, Rick
Subject: RE: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Hi Rick,

Thanks for the call.

For reference, attached is April's powerpoint presentation from the meeting, as well as the draft text (bottom of page 1 and top of page 2) that the Plan Commission will review in the meeting next week.

Thanks again,

Nate Gwinn

From: Gunderson, April

Sent: Wednesday, September 26, 2018 5:06 PM

To: Gwinn, Nathan <ngwinn@spokanecity.org>; Garcia, Luis <lgarcia@spokanecity.org>; Trautman, Heather <htrautman@spokanecity.org>; Palmquist, Tami <tpalmquist@spokanecity.org>; Black, Tirrell <tblack@spokanecity.org>; Becker, Kris <kbecker@spokanecity.org>; Schenk, Andrew <aschenk@spokanecity.org>; Turner, Bob <bturner@spokanecity.org>; Kaatz, Robert <rkaatz@spokanecity.org>

Cc: Kruger, Teresa <tkruger@spokanecity.org>

Subject: RE: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Hi all,

Thank you for attending this meeting and providing feedback. Attached is the PowerPoint from today. If you have any comments, please provide them to Nathan Gwinn by Wednesday, October 3 at 5pm.

Thank you!

[City-Logo_2-color_jpg]

April Gunderson | Project Planner | Neighborhood and Planning Services

509.625.6965 | fax 509.625.6013 | agunderson@spokanecity.org<mailto:agunderson@spokanecity.org> | my.spokanecity.org<https://my.spokanecity.org/>

[FindUs]<<http://www.spokanecity.org/>>[LikeUs]<<http://facebook.com/spokanecity>>[FollowUs]<<http://twitter.com/spokanecity>>

-----Original Appointment-----

From: Gwinn, Nathan

Sent: Monday, September 17, 2018 9:34 AM

To: Gwinn, Nathan; Garcia, Luis; Gunderson, April; Trautman, Heather; Palmquist, Tami; Black, Tirrell; Becker, Kris; Schenk, Andrew; Turner, Bob; Kaatz, Robert

Subject: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

When: Wednesday, September 26, 2018 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: City Conference Room 3B

Section 17A.020.010<<https://my.spokanecity.org/smc/?Section=17A.020.010>>(AR) Attached Housing.

Two or more dwelling units that are single-family residences on individual lots attached by a common wall at a shared property line. These include:

1. Townhouses,
2. Row houses, and
3. Other similar structures

Gwinn, Nathan

From: Hughes, Rick
Sent: Wednesday, October 3, 2018 1:56 PM
To: Gwinn, Nathan
Subject: Reducing Minimum Parking Standards

Nathan,

The following are important issues and concerns that Solid Waste Collection has with reducing attached housing minimum parking requirements in multi-family zones:

- 1) Reduction in Automation Efficiency: In 1997, the City of Spokane chose to move from two (2) man manual rear-loading routes to one (1) man automated routes. To be successful in keeping rates low and reducing employee injuries, the trucks must be able to drive along the curb. Street parking requires the driver to exit the vehicle and manually move the container within reach of the truck. This increases injuries and decreases the amount of work each truck can do.
- 2) Reduction in Service Delivery: In areas such as Browne's Addition and Gonzaga where parking is inadequate now, there are instances where the vehicles along the curb are so close together that the driver cannot get the containers out in between them for collection. The residents get upset and do not want to pay the return trip charges because the vehicles are not theirs and they have no control over where people park.
- 3) Parking Enforcement Issues: Currently in areas with high amounts of street parking, illegal parking is an issue. When vehicles park closer to an alley entrance than legally allowed, drivers cannot turn out of the alley to exit. In areas where there is currently not enough street parking for the amount needed, there is often illegally parked vehicles in the alleys. In these cases, we either do not collect waste in those alleys or the drivers have to back out into traffic with limited visibility.
- 4) Snow Removal Issues: Berms created by plowing in residential areas often narrow the streets. Vehicles parked alongside the berms must be far enough away to open their doors. At times residential streets with parking on both sides can become unpassable.

If you need additional information or have any questions, please contact me.

Thank you,

RICK HUGHES
CITY OF SPOKANE SWCD
COMMERCIAL SUPERVISOR
509-625-7871
509-343-9652
RHUGHES@SPOKANECITY.ORG

Gwinn, Nathan

From: Kruger, Teresa
Sent: Wednesday, October 3, 2018 4:15 PM
To: Gwinn, Nathan
Subject: RE: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Nate,

I see issues with both options.

When parking areas are reduced it only increases parking issues. More people will park illegally and unfortunately instead of changing behavior it becomes finger pointing to city govt. that allowed the reduction of parking spaces.

It is a no win situation.

Thank you.

Teresa

-----Original Message-----

From: Gwinn, Nathan
Sent: Tuesday, October 2, 2018 10:24 PM
To: Garcia, Luis <lgarcia@spokanecity.org>; Kruger, Teresa <tkruger@spokanecity.org>
Subject: FW: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Hey Luis and Teresa, attached is the PPT presentation and draft options 1 and 2 (underlined text in Word document on the bottom of page 1 and top of page 2-paragraph F). I would be pleased to share any comments you have with the Plan Commission. I'll be submitting their packet at the end of business Wednesday.

Thanks,
Nate

From: Gwinn, Nathan
Sent: Tuesday, October 02, 2018 10:30 AM
To: Hughes, Rick
Subject: RE: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Hi Rick,

Thanks for the call.

For reference, attached is April's powerpoint presentation from the meeting, as well as the draft text (bottom of page 1 and top of page 2) that the Plan Commission will review in the meeting next week.

Thanks again,

Nate Gwinn

From: Gunderson, April
Sent: Wednesday, September 26, 2018 5:06 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>; Garcia, Luis <lgarcia@spokanecity.org>; Trautman, Heather <htrautman@spokanecity.org>; Palmquist, Tami <tpalmquist@spokanecity.org>; Black, Tirrell

<tblack@spokanecity.org>; Becker, Kris <kbecker@spokanecity.org>; Schenk, Andrew <aschenk@spokanecity.org>; Turner, Bob <bturner@spokanecity.org>; Kaatz, Robert <rkaatz@spokanecity.org>
Cc: Kruger, Teresa <tkruger@spokanecity.org>
Subject: RE: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

Hi all,

Thank you for attending this meeting and providing feedback. Attached is the PowerPoint from today. If you have any comments, please provide them to Nathan Gwinn by Wednesday, October 3 at 5pm.

Thank you!

[City-Logo_2-color_jpg]

April Gunderson | Project Planner | Neighborhood and Planning Services

509.625.6965 | fax 509.625.6013 | agunderson@spokanecity.org<mailto:agunderson@spokanecity.org> |
my.spokanecity.org<https://my.spokanecity.org/>

[FindUs]<<http://www.spokanecity.org/>>[LikeUs]<<http://facebook.com/spokanecity>>[FollowUs]<<http://twitter.com/spokanecity>>

-----Original Appointment-----

From: Gwinn, Nathan

Sent: Monday, September 17, 2018 9:34 AM

To: Gwinn, Nathan; Garcia, Luis; Gunderson, April; Trautman, Heather; Palmquist, Tami; Black, Tirrell; Becker, Kris; Schenk, Andrew; Turner, Bob; Kaatz, Robert

Subject: Attached Housing (see notes) in Multifamily Zones - Parking Requirements

When: Wednesday, September 26, 2018 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: City Conference Room 3B

Section 17A.020.010<<https://my.spokanecity.org/smc/?Section=17A.020.010>>(AR) Attached Housing.

Two or more dwelling units that are single-family residences on individual lots attached by a common wall at a shared property line. These include:

1. Townhouses,
2. Row houses, and
3. Other similar structures

From: Gwinn, Nathan
To: ["Office of John Schram"](#)
Cc: [Patricia Hansen](#)
Subject: RE: infill feedback
Date: Thursday, October 11, 2018 1:49:00 PM

Good afternoon Mr. Schram,

Yes, I will forward your comments to the Plan Commission and they will be made part of the public record for this file. Thank you for submitting them.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

-----Original Message-----

From: Office of John Schram <john.schram@lpl.com>
Sent: Thursday, October 11, 2018 1:04 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Cc: Patricia Hansen <patricia@pahansen.com>
Subject: infill feedback

Nate, I wanted to follow up from a presentation you did a while back to the Cliff Cannon neighborhood about the city's push to densify neighborhoods. Clearly the assumption that allowing bigger buildings on a neighborhood parcel will by default make any unit "affordable" is laughable at best and purposefully deceptive in the worse case. The infill changes proposed will not only NOT accomplish the desired affordable housing goals but will lead to an increase in street related parking issues in addition to allowing traditional single family home neighborhoods to retain their original and still desired feel. I as a business owner and neighborhood activist in the Cliff Cannon neighborhood respectfully ask the City of Spokane to cease this epic failure in the making. My general understanding is that having a denser neighborhood is not a goal of neighborhoods, only the city planners, politicians, and developers.

It also does not escape my notice that neighborhoods are now having to go down the path, with the city, to designate themselves as historic in nature just to try and stave off these types of efforts. I will encourage the planning commission as well to vote NO on these proposals as well and will trust you are able to forward my comments to them.

In your service,
John A. Schram, CFP®
Registered Principal
LPL Financial
Member FINRA/SIPC
917 S. Monroe St.
Spokane, WA 99204
509.328.5627
509.328.4634 (f)

Securities offered through LPL Financial Member FINRA/SIPC

From: Gwinn, Nathan
To: ["Deborah Ritter"](#)
Subject: RE: survey for code changes
Date: Friday, October 12, 2018 6:49:00 AM

Hi Deb,

Thanks for your message and feedback about the survey. I will include this comment in the public record for the file.

The options presented mirror the options the City Plan Commission is discussing, and responses should help Commission members evaluate the proposals as they prepare to make a recommendation to the City Council.

The connection to affordability is in the supply as a whole, and increasing the variety of choices and potentially smaller dwellings in all neighborhoods. For information, please see the vision, values, goals and policies starting on page 4 in the City's Comprehensive Plan, Chapter 6:

<https://static.spokanecity.org/documents/shapingspokane/comprehensive-plan/chapter-6-housing.pdf>

The City is developing a webpage to provide information on local supply and demand. I can provide that link to you when it goes online.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Deborah Ritter <yuccaplants@gmail.com>

Sent: Thursday, October 11, 2018 2:07 PM

To: Gwinn, Nathan <ngwinn@spokanecity.org>

Subject: survey for code changes

Hi Nate,

I took the survey for code changes and found it pretty biased to choosing code changes vs not choosing them. Is the point that the code changes will happen, regardless, and the city is trying to get input on which changes they should make?

For instance, this question:

The City is looking at parking requirements in multifamily areas for townhouses. Should the City allow less parking for smaller homes, or no parking for up to six homes?

There was no checkbox option to choose "none" or "neither" -- there was just an option to choose "other" and write in an explanation.

For the first question about townhouses being narrower, there was no option asking if townhouses should be allowed to be narrower -- just once they are allowed, how do people want to see the design.

The logic for these code changes seems unsubstantiated in the materials I've seen. I would like to see data showing that smaller, taller buildings with less parking make housing more affordable. In order for available housing to drive prices down, the market must be flooded with available housing -- how is that expected to occur with occasional, sporadic infill development projects in a rapidly growing city?

The poster below presents data about a lack of affordable housing in Spokane. But it does not show data on how these code changes will create affordable housing. As far as I could see, ***there is no code in the proposal that requires the housing to be affordable if developers are allowed to build taller, smaller buildings with less parking. I am very concerned that the codes will simply create smaller, higher units with more street congestion due to lack of parking -- and the pricing for these units will still not be affordable for most.***

<https://static.spokanecity.org/documents/projects/infill-housing-strategies-infill-development/2018-09-25-handout-and-posters-attached-housing-multifamily-zones.pdf>

Thank you,
Deb

--

"they don't want tunas with good taste, they want tunas that taste good"-MLR

From: Gwinn, Nathan
To: ["Karen Carlberg"](#)
Subject: RE: Comments on infill
Date: Monday, October 15, 2018 11:04:00 AM

Hi Karen,

Thank you for your message. I will include these comments in the public record for the file.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Karen Carlberg <karencarlberg@comcast.net>
Sent: Friday, October 12, 2018 7:42 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Comments on infill

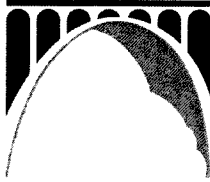
Hi Nate,

Your survey does not have space for comments, so here are a couple:

Sufficient roads and public transit need to be in place BEFORE there is a major population increase in an area.

Nearby green spaces are important for everyone's happiness and mental health. Parks and other green spaces need to be added, not eliminated, as infill occurs. Neighbors of new infill need to be consulted about which undeveloped areas are valuable to them as open space, and those wishes must be respected. Once open space is paved and destroyed, it tends to be gone forever. This is a major quality of life issue and impacts the social health of a community.

Karen



COMMENT SHEET

Code Amendments for Attached Houses and Multifamily Zones

September 2018

For more project info visit:

my.spokanecity.org/projects/infill-housing-strategies-infill-development/

Name: Jan Loux

ADDRESS: 1944 W Clarke Ave, 99201

PHONE NUMBER: 509-995-6747

E-MAIL CONTACT: twux11@msn.com

See attached comments.

Please feel free to share your questions, comments or concerns with us!

Postal Mail – fold this comment card in thirds, add postage and drop in the mail

Phone – call us at #625-6983

E-mail – write to us at ngwinn@spokanecity.org

Thank you...We look forward to hearing from you!

Planning & Development Services, City of Spokane

I am submitting my comments regarding the proposed changes to the Spokane Municipal Code to accommodate and encourage infill development. I live in Peaceful Valley, a neighborhood that is entirely zoned RMF (Residential Multi-Family). Located within easy walking and biking distance to the Downtown core and to the hospital district, and with many undeveloped properties, Peaceful Valley is a prime area for infill development.

Peaceful Valley is one of Spokane's oldest neighborhoods with houses dating from the 1890s. The neighborhood is plotted in 25 foot wide parcels and many of the old homes are small and built very close together. While there are a few multi-family buildings in the neighborhood, most of the residences are still single family one or two story homes. Peaceful Valley has a distinct history and character that are unique in Spokane. Certainly residents, and hopefully many others in the city, would like to see the uniqueness of Peaceful Valley preserved.

I support the concept of infill development in the Peaceful Valley neighborhood. In regard to the current infill development proposals, I support the proposed change to lot width, allowing for smaller required distances around homes and few driveways across sidewalks. I also support the proposed change for attached housing that would remove the requirement to double the distance between buildings and side lot lines to encourage townhouses.

I do not support two of the other proposed changes. I do not support the change to height limits which would increase the building height limit from 35 to 50 or 55 feet to accommodate pitched roofs and basement parking. As all of the single family homes in Peaceful Valley are one or two story structures that are significantly below the current 35 foot height limit, buildings 50 feet or taller would dwarf existing neighboring buildings. New, taller buildings would be incompatible and would detract from the historical charm and coherent character of the neighborhood. Also, because the additional allowance for pitched roofs would include roofs with dormers, the privacy of neighboring properties could be compromised.

I am also opposed to changing the minimum parking requirements for attached houses. Some older homes in Peaceful Valley have no off-street parking. Particularly on Water Ave and Main Ave, residents with cars park on the street. Also, because the Downtown core is an easy walk from Peaceful Valley, Downtown workers take advantage of free parking on the neighborhood streets. In addition, a multi-use trail through Peaceful Valley is under construction. The trail will reduce the width of certain streets and parking will be restricted to one side of certain streets. In light of these conditions, adding more parked cars to the streets of Peaceful Valley is a bad idea. I do not want to see Peaceful Valley looking like Browne's Addition with most streets reduced to one lane of traffic due to a solid wall of cars parked on both sides of the street. The goal of the proposed reduction in required parking might be to encourage alternate transportation – an admirable goal. However, I think most people will still own a car, whether they use it on a daily basis to commute or not. And those cars will need to park somewhere. I want that parking to occur off street.

These are our comments regarding the proposed changes to the Spokane Municipal Code to accommodate and encourage infill development. We live in Peaceful Valley, a neighborhood that is entirely zoned RMF (Residential Multi-Family). Located within easy walking and biking distance to the Downtown core and to the hospital district and with many undeveloped properties, Peaceful Valley is a prime area for infill development.

Peaceful Valley is one of Spokane's oldest neighborhoods with houses dating from the 1890s. The neighborhood is plotted in twenty-five foot parcels and many of the old homes are small and built very close together. While there are a few multi-family buildings in the neighborhood, most of the residences are still single family homes. Peaceful Valley has a distinct history and character that are unique in Spokane. Many of the residents would like to see that character preserved.

We support the concept of infill development in the Peaceful Valley neighborhood. In regard to the current infill development proposals, we support the proposed change to lot width, allowing for smaller required distances around homes and few driveways across sidewalks. We also support the proposed change for attached housing that would remove the requirement to double the distance between buildings and side lot lines to encourage townhouses.

We do not support two of the other proposed changes. We do not support the change to height limits which would increase the building height limit from 35 to 50 or 55 feet to accommodate pitched roofs and basement parking. As all of the single-family homes in Peaceful Valley are one or two story structures that are significantly below the current 35 foot height limit, buildings 50 feet or taller would dwarf existing neighboring buildings. New, taller buildings would be incompatible and would detract from the historical charm and coherent character of the neighborhood. Also, because the additional allowance for pitched roofs would include roofs with dormers, the privacy of neighboring properties could be compromised.

We are also opposed to changing the minimum parking requirements for attached houses. Some older homes in Peaceful Valley have no off-street parking. Particularly on Water Ave and Main Ave, residents with cars park on the street. Also, because the Downtown core is an easy walk from Peaceful Valley, downtown workers take advantage of free parking on the neighborhood streets. In addition, a multiuse trail through Peaceful Valley is under construction. The trail will reduce the width of certain streets and parking will be restricted to one side of certain streets. In light of these conditions, adding more parked cars to the streets of Peaceful Valley is a bad idea. We do not want Peaceful Valley reduced to one lane of traffic due to a solid wall of cars parked on both sides of the street. The goal of the proposed reduction in required parking might be to encourage alternative transportation – an admirable goal. However, We think most people will still own a car, whether they use it on a daily basis to commute or not. And those cars will need to park somewhere. We want that parking to occur off street.

Thank you for your time,

Tod Marshall and Amy Sinisterra
1629 W. Clarke Avenue
509 496 1251

From: Gwinn, Nathan
To: ["George Newsom"](#)
Subject: RE: Peaceful Valley Proposed Changes
Date: Wednesday, October 17, 2018 8:15:00 AM

Good morning Mr. Newsom,

Thank you for your comment. I will add it to the public record for the file.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: George Newsom <g_newsom@hotmail.com>
Sent: Tuesday, October 16, 2018 7:50 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Peaceful Valley Proposed Changes

Hello I just read what Jan Loux wrote you and I agree with her 100%

George Newsom

From: Gwinn, Nathan
To: ["Barbara Morrissey"](#)
Subject: RE: Infill housing
Date: Wednesday, October 17, 2018 4:36:00 PM

Good afternoon, Barbara:

Thank you for the message. I will add your comments to the public record for this file.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

-----Original Message-----

From: Barbara Morrissey <taslin10@comcast.net>
Sent: Wednesday, October 17, 2018 4:20 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Infill housing

Hi Nathan

My comments are based on living since 1983 in Peaceful Valley

There is no need to change lot size requirements if Little Houses are allowed. Some people like room for gardening. Some people like to listen in to the neighbor fights.

Not everyone cares for multifamily housing. Not everyone likes to live in tall buildings. If that is all one can find in a City you will be sure people move outside when they have a chance. Why do you planners think suburbs exist?? The human species is adapted to prefer space. Most live in places like Hong Kong and Shanghai because they have no choice. Architects and developers love tall towers for financial reason, as well as a sense of personal pride. But most people who live in the area don't. Don't increase height allowances in R2 zones.

As far as off street parking on 25ft lots there are several two story townhouses on Clarke Ave and Wilson in Peaceful Valley which are examples of what can be done within the 25 ft limit. Bob Cooke built them. Developers need to continue to provide off street parking.

A 1/4 mile walking distance to a grocery, an office, etc is not feasible for handicapped people. I have noticed a lot more people in the neighborhood grocery in BA are getting greyer in the hair, using walkers and canes, like me. The inner city demo is not swinging to the young but toward the elders. As electric autos become more available the solution to greenhouse gasses becomes closer. Bikes are no transportation solution for those who are handicapped.

I agree with the lady who suggested that certain things which make a neighborhood, like trees, not be torn down to make more "dirt" for infill housing.

Getting to the Rosauers in BA will be harder once STA stops running down Clarke. Planners should bear in mind that Mass Transit can fall through

The early plans for the Great Gorge Park recommended keeping undeveloped open space. I especially like an area of spring we call the Swamp. A family of deer hang out there. I think city utilities would have something to say about keeping these springs intact since they flow directly into the river.

Spokane should not become like Portland or Seattle.

sincerely.

Barbara Morrissey
1647 west Clarke ave
Spokane, WA

From: Gwinn, Nathan
To: ["Marcella Bennett"](#)
Cc: [Kathy Miotke](#); [Merle Gilliland](#); [Mumm, Candace](#)
Subject: RE: Public Hearing - Infill Development Code Revisions for Multifamily Areas
Date: Thursday, November 1, 2018 8:38:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Good morning Marcella,

You're welcome, and thank you for the message. I will add your comments to the public record for this file.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Marcella Bennett <marcellabennett@hotmail.com>
Sent: Wednesday, October 31, 2018 9:31 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Cc: Kathy Miotke <prairiepyrs@fastmail.com>; Merle Gilliland <m.gilliland5@yahoo.com>; Mumm, Candace <cmumm@spokanecity.org>
Subject: Re: Public Hearing - Infill Development Code Revisions for Multifamily Areas

Nathan,

Thank you for your continued efforts to involve interested parties. Please consider the following statement as a response to the proposed amendments.

Each and every time we put forth proposed amendments to the Comprehensive Plan, we need to consider the big picture. Not only how these changes affect the current properties in question -- increasing density, etc.-- but how these changes affect all existing neighborhoods. What safeguards accompany these proposals to insure we maintain the integrity of neighborhoods should a future request be made to change an area from single family to multi-family? Protecting the character of each neighborhood is paramount not only for current residents but perspective buyers.

Nathan, could you please respond to this email and also post it as a concern. Thank you.

Marcella Bennett
3003 W. Horizon Ave.
Spokane, WA 99208

From: Gwinn, Nathan <ngwinn@spokanecity.org>
Sent: Wednesday, October 31, 2018 3:12 PM
To: Gwinn, Nathan
Subject: Public Hearing - Infill Development Code Revisions for Multifamily Areas

Infill Development Project Contacts,

Please find the attached Notice of Public Hearing and Notice of SEPA Determination for the Spokane City Plan Commission hearing scheduled for 4 p.m. November 14, 2018. The proposed amendments are a second set of Development Code revisions relating to attached housing, building height, and parking standards for multifamily zones, which apply primarily in higher-density residentially zoned areas of Spokane.

The Plan Commission continued a July 11, 2018 hearing until November 14 to consider additional items proposed in public testimony, including changes to minimum lot size, lot depth, building coverage, design standards, and parking for these areas.

How to Comment: Written and in-person comments on this proposal are welcome. You may email comments to me and/or sign up at the hearing to testify to the Plan Commission.

I will send an additional notice when the City Council hearing is scheduled.

More information can be viewed online at the project webpage:

<https://my.spokanecity.org/projects/infill-housing-strategies-infill-development/>

Sincerely,



Nathan Gwinn | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org



From: Gwinn, Nathan
To: ["Spencer Gardner"](#)
Subject: RE: Public Hearing - Infill Development Code Revisions for Multifamily Areas
Date: Thursday, November 1, 2018 3:50:00 PM

Hi Spencer,

Thanks for your comments. Those proposals were considered, but what appears in the current hearing draft has changed over the course of several recent meetings.

A height exception would allow buildings with pitched roofs to extend up to 15 feet above a 35-foot roof height in RMF and RHD zones, such as where your property is located. Another exception would allow an additional 3 feet for partially-below grade parking—effectively a roof ridge height of up to 53 feet for some roof types. These proposals appear on pages 11 through 13 of the [17C.110 draft](#)—SMC 17C.110.215(C)(2) and (3).

The Plan Commission considered several different options regarding the parking proposal as well; and, as well, exceptions were developed for the hearing draft for a reduction of spaces (for single-family attached housing only) based on RMF and RHD zoning and proximity to center zoning. These exceptions are in the 17C.230 draft further down in the same document linked above, on pages 3 and 4 of changes to that chapter—draft SMC 17C.230.130(F).

If you would like to comment further, I am happy to include it in the public record. Otherwise, I will include your comments below in the public record for this file.

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Spencer Gardner <spencergardner@gmail.com>
Sent: Thursday, November 1, 2018 12:29 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Re: Public Hearing - Infill Development Code Revisions for Multifamily Areas

Ah. I didn't realize the change was that recent. (You can tell how often I ride the bus--I'd rather bike!) That makes sense. As for the 15-min vs HPT, there's something to be said about the HPT "brand" that is probably worth highlighting. Just my 2 cents.

Now I have a question related to the Infill revisions. There are notes about increasing height limits to 50ft and also removing parking requirements for buildings of 6 units or less. Are these on the table with this upcoming hearing, or were those being considered previously? For what it's worth I like both proposals.

Thanks!

On Thu, Nov 1, 2018 at 8:16 AM Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

You're right—Route 21 changed from a 30-minute frequency to 15 minutes in September 2018, while the shapefile for the frequent transit proximity is older. I've been working with our GIS department on this and I will let them know—and let you know when it's been updated. It may take some time.

Incidentally, there were conversations in the initial setup of the map about whether to use 15-minute transit service, which will fluctuate over time, or to use proximity to STA's planned [high performance transit \(HPT\)](#), which would be more static and therefore valuable long-term. The overlap between today's 15-minute service and the frequent (red- and green-line) HPT is 80 percent the same, but it would avoid problems like this with the map.

Nate

From: Spencer Gardner <spencergardner@gmail.com>

Sent: Wednesday, October 31, 2018 10:11 PM

To: Gwinn, Nathan <ngwinn@spokanecity.org>

Subject: Re: Public Hearing - Infill Development Code Revisions for Multifamily Areas

Hi Nate. Somewhat unrelated to your email, but I'm looking at the Development Factors online map and I think the 15-min Transit Service attribute is incorrect. I'm looking at my property (1848 W College Ave) and it says it's not near a 15-min transit line, but I'm only a block off of Broadway with the 21 bus, which is a designated Frequent Route. Is there someone else I should check with about that?

Thanks,
Spencer

On Wed, Oct 31, 2018 at 3:16 PM Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

Infill Development Project Contacts,

Please find the attached Notice of Public Hearing and Notice of SEPA Determination for the Spokane City Plan Commission hearing scheduled for 4 p.m. November 14, 2018. The proposed amendments are a second set of Development Code revisions relating to attached housing, building height, and parking standards for multifamily zones, which apply primarily in higher-density residentially zoned areas of Spokane.

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<https://my.spokanecity.org/projects/infill-housing-strategies-infill-development/>

Sincerely,

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

-

-

Good Afternoon Nate,

I do want to get behind infill, because I feel that the City Planners and the Council's intentions are good with Townhouses close to Public Transportation and more Affordable Options for residents in Spokane to own. However, I and many people in various Neighborhoods, I speak with about Infill just do not trust Developers here. My Case & Point, the infill near Gonzaga is not aesthetically pleasing. I ask, as you decide on Parking, Lot Size, Building Height, please consider the need for Spokane to have Green Space either, via existing Trees or the choices for new ones planted. In addition, lately my hope is improving as I have seen "Design Standards" as part of the conversation. I have attached two photos of recent Developments, one seems to work in Spokane: Stone, Craftsman accents, Mature Native Trees, the other does not match, could be in Florida or Moses Lake and it lacks Spokane's Signature qualities.

Developers, who seem to be **Responsible** (they use brick, attempt to match our architecture and keep & restore our basalt Rock Formations and our Pine Trees🌲, those developers are:

- Garco Construction
- Greenstone Developer
- Gunder Construction
- Yost Gallagher Construction
- Bernardo Wills Architect
- Clearwater Summit Group Landscape Design
- Land Expressions Landscape Design
- Spirit Pruners Tree Service

Irresponsible (they clear-cut the lot of trees and do not keep periphery Mature Trees and most of their Architecture Design is cubed, trendy and will date itself within 5 years, Landscape Design corporate looking Deciduous and only Ornamental Grass):

- Morse Western has Clear cut two lots next to Manito Golf & Country Club
- Wolfe Architects, cut down all Trees at 9's on 9th
- A1 Tree Service
- Sam's Tree Service cut down 43 Trees on Property of 1 Homeowner

- All New Developments moving forward should have some Historical or NW Character (Craftsman, Porches, Stone or Wood). These turquoise

and primary colored cubed modern developments are not a great fit in Spokane. We are the NW, not Palm Beach and they really will date themselves quickly.

- City of Spokane has an elephant in the room and it is this...there are 75 paved Surface Parking lots downtown, that is only downtown. Spokane's downtown should thrive with Mixed Socio Economic Condos, a few parking structures, a growing public & bike transit sector with an safe Vibrant day & night activity Downtown.
- It would be in our cities best interest, rather than demolishing our History and Our Green Space, that if these lots are developed that they need be developed responsibly. Bend, Oregon does not have that many developers, but the ones they have proven to be responsible and the City looks very aesthetically pleasing.

PS- The City of Spokane's priority should be to Develop Downtown, having more professionals and Urban friendly families living downtown is necessary. The ratio of homeless and bankers that only work and not live downtown is too high. We can have 2 to 3 story condos in a high-rise or mid-rise or even town homes. And developers can be mandated do mixed economic housing. People walking to work is ideal. The trajectory is 20,000 in 10 years I don't see a lot of value to decimating our beautiful Urban Forest on small lots & squeezing in six units when we have a whole downtown with potential. It seems necessary to do infill. I just think it needs to happen in our downtown. Isn't that the ultimate Centers & Corridors plan? Let me repeat we have 75 surface parking lots. The lots should be condos, retail and 3-4 story parking structures. The lots are a waste of space and remind me of 1992. Diamond Enterprise is not even a Spokane family. As much as I support people taking transportation, and having housing options & I understand your vision of not having Spokane sprawl out (for example, Spokane County line lately: overabundance of apartments and storage units. I still would like to keep South Hill Green with less traffic. Please develop downtown ASAP and please only use RESPONSIBLE DEVELOPERS for Infill.

Join me in writing a letter to our Future State Legislatures after November to:

- 1) Change the Tax Incentives for Surface Parking lots
- 2) Change the Condo's law so there are incentives for Developers to Build Condos Downtown

Thank You,
Toni Sharkey





PROVIDENCE
Medical Group

- Pediatric Associates
- Vein Center

MANITO PARK MEDICAL OFFICES
JAMESEE LLC 509-951-7076

From: Gwinn, Nathan
To: ["Jacqui Halvorson"](#)
Subject: RE: Infill Ordinance Update Comment
Date: Thursday, November 8, 2018 3:14:00 PM

Hi Jacqui,

Yes, I will add it. Thank you.

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Jacqui Halvorson <Jacqui@SpokanePonderosa.com>
Sent: Thursday, November 8, 2018 3:08 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Infill Ordinance Update Comment

Nate,

Please add this comment to your public comment log for the Infill Ordinance update:

“Spokane Ponderosa is concerned about tree removal during construction of infill dwelling units in conventional or established neighborhoods in the City of Spokane. This includes infill development of vacant lots and parcels in already built-up areas.

We are requesting that no-net-loss language be included in the ordinance that states that if a mature tree is removed to accommodate infill construction, that the homeowner pay a fee to the City of Spokane Urban Forestry department to have at least one similar species of tree, preferably Ponderosa pine, be planted somewhere within the City of Spokane, hopefully in the vicinity of the removed tree.”

Thank you!
Jacqui



Jacqui Halvorson – Executive Director

P.O. Box 3949
Spokane, WA 99220

25 W Main Street, Suite 222
Spokane, WA 99201

509-343-9087
(509-951-4477)
jacquihalvorson@spokaneponderosa.com

November 12, 2018

Spokane City Plan Commission
Spokane City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Re: Infill Code Revisions to Multi-Family Standards

To: President Dellwo, Vice President Beyreuther, Commissioner Dietzman, Commissioner Shook, Commissioner St. Clair, Commissioner Francis, Commissioner Kienholz, Commissioner Baker, Commissioner Batten and Commissioner Painter

Thank you for the opportunity to provide comment on behalf of the members of the Spokane Home Builders Association (SHBA). Our Association works to promote a strong regional housing industry and protect the dream of home ownership in our community. We appreciate the opportunity to continue to provide the perspective of area home builders on a critical issue, the development of new attainable infill housing units to relieve the market pressures of low housing inventory both rental and owner occupied.

It is imperative to remember the goal of reviewing regulations around infill housing development: To encourage the creation of more housing options within the City. SHBA appreciates the time taken by the Plan Commission to make thoughtful deliberation into the second phase of revisions geared towards medium and high density zonings within the city. However, city staff's recommendations to date to the Plan Commission have missed the mark and instead create a complicated regulatory framework that will only continue the status quo of restrictive development code in the City. The following represent policy proposals before the Plan Commission and recommendations that will encourage the development of new attainable housing in the multi-family zones.

Increased Building Heights in the RMF and RHD Zones

SHBA shares the Plan Commission's position that greater building height is necessary in the city's highest density zonings to allow for the type of attainable housing projects that will pencil out in urban infill situations. Permitting increased building height through a limited exception of roof varieties will only allow for a narrow amount of design types. **SHBA has recommended that instead; amend table 17C.110-3 to allow for 50 foot maximum building heights outright in the RMF and RHD zones.**

As currently drafted, the code would still restrict wall heights to 35 ft and permit greater heights only under narrow roof form exceptions. Three story developments would be restricted to fewer design styles. **Without this amendment, heights in the RMF and RHD zones would continue to be regulated like single family zonings** which is inherently restrictive in the areas designated for the highest densities.

SHBA has also encouraged staff to explore code language that allows for podium style parking under wood frame residential construction. Staff's current proposal for structured parking requires that six feet be underground, a proposal that is not realistic or workable in many infill situations.

Lastly, staff has argued that builders could apply for an RHD re-zone to RHD 55 or greater to achieve increased building heights. This suggestion navigates infill development opportunities into a costly and time consuming process that will serve as a deterrent to new housing construction.

Parking Minimums Reductions for Infill Housing Development

Based on recommendations made at the previous public hearing, the Plan Commission has also considered code amendments related to reduced minimum parking requirements for infill housing projects.

SHBA recommends what is being referred to as “option 2” as the most workable code, albeit with some revision. The Commission should recall that the public recommendation made was to remove minimum parking requirements for the development of six or fewer units. Option 2 most closely resembles this recommendation.

The current draft however restricts this to only apply to attached housing. **SHBA recommends the restriction to attached housing be removed to allow for reduced parking minimum for both attached and multi-family housing.**

The Plan Commission heard testimony from a non-profit housing provider relating to the impact on affordability that minimum parking requirements have. Specifically in the instance of housing for families at low thresholds of AMI, SHBA encourages the Plan Commission to consider the code that will allow for the greatest flexibility in achieving minimum parking reductions to encourage market driven infill solutions.

The Spokane City Council passed an ordinance earlier this year relieving minimum parking for certain MFTE projects falling within centers and corridors. SHBA at the time called for ongoing review of the ordinance to evaluate its effectiveness.

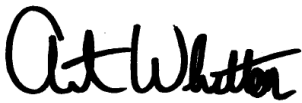
Recent information provided by the city indicates that no projects have yet taken advantage of the new ordinance. Now that the city is again reviewing minimum parking requirements, SHBA encourages the Plan Commission to adopt policy that allows for innovative housing options that may take advantage of reduced parking to encourage affordability and walkable neighborhoods.

At the end of the day, development of new attainable housing is necessary in the city to meet local market demand and anticipated growth. Restrictive policies that limit growth will only further drive up housing prices and leave residents with fewer attainable options both rental and owner occupied.

Again, SHBA appreciates the time taken by the Plan Commission to deliberate thoughtfully on the latest infill code revisions. Housing remains an important ongoing community conversation and one that SHBA will continue to engage with the City of Spokane on.

Please contact me at awhitten@shba.org or 509-532-4990 ext. 31 with any questions.

Best Regards,



Arthur Whitten

Director of Government Affairs

Spokane Home Builders Association

CC: Mayor David Condon, City Council President Ben Stuckart



From: [Jim Frank](#)
To: [Gwinn, Nathan](#)
Subject: 2018-10-31-draft-att-housing-multifamily-zones
Date: Tuesday, November 13, 2018 7:08:05 AM
Attachments: [2018-10-31-draft-att-housing-multifamily-zones.pdf](#)

Attached are my recommendations and comments on the draft code language for infill in MF zones. I have provided my comments in “red” on the draft.

Thanks, Jim

Jim Frank
Greenstone Corporation

Enriched Living. Lasting Value.
www.greenstonehomes.com

ORDINANCE NO. _____

An ordinance relating to dimensional standards for attached housing and multifamily development in residential zones, amending Spokane Municipal Code (SMC) sections 17C.110.200, 17C.110.215, 17C.110.310, and 17C.110.360.

The City of Spokane does ordain:

Section 1. That SMC section 17C.110.200 is amended to read as follows:

17C.110.200 Lot Size

A. Purpose.

The standards of this section allow for development on lots, but do not legitimize lots that were divided in violation of [chapter 17G.080 SMC](#), Subdivisions. The required minimum lot size, lot depth, lot width and frontage requirements for new lots ensure that development will, in most cases, be able to comply with all site development standards. The standards also prevent the creation of very small lots that are difficult to develop at their full density potential. Finally, the standards also allow development on lots that were reduced by condemnation or required dedications for right-of-way.

B. Existing Lot Size.

1. Development is prohibited on lots that are not of sufficient area, dimension and frontage to meet minimum zoning requirements in the base zone. Except:
 - a. one single-family residence may be developed on a lot that was legally created under the provisions of chapter 58.17 RCW, Plats – Subdivisions – Dedications, or applicable platting statutes;
 - b. a PUD lot may be less than the minimum size of the base zone, if such lot is delineated on a PUD plan, which has been approved by the hearing examiner. All use and development standards of the zone wherein such lot is located, shall be complied with, unless modified through the PUD process by the hearing examiner. A PUD shall comply with the requirements of subsection (C) of this section.
2. No lot in any zone may be reduced so that the dimension, minimum lot area, frontage or area per dwelling unit is less than that required by this chapter, except as modified through the PUD process by the hearing examiner.
3. Lots Reduced by Condemnation or Required Dedication for Right-of-way. Development that meets the standards of this chapter is permitted on lots, or combinations of lots, that were legally created and met the minimum size requirements at the time of subdivision, but were reduced below one or

more of those requirements solely because of condemnation or required dedication by a public agency for right-of-way.

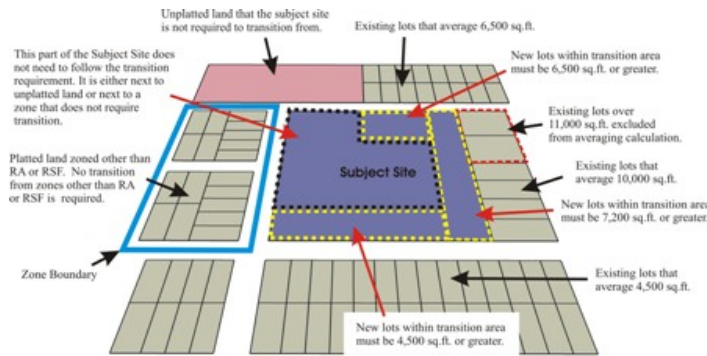
C. Land Division.

All new lots created through subdivision must comply with the standards for the base zone listed in Table 17C.110-3.

1. Transition Requirement.

For sites two acres or greater, transition lot sizes are required to be included as a buffer between existing platted land and new subdivision subject to the requirements of this section. The purpose of this section is to transition lot sizes between the proposed and existing residential developments in order to facilitate compatible development and a consistent development pattern. In the RA and RSF zones, the minimum lot size is subject to transitioning of lots sizes. Lots proposed within the initial eighty feet of the subject property are required to transition lot sizes based on averaging under the following formulas:

- a. Transitioning is only required of properties adjacent to or across the right-of-way from existing residential development. "Existing residential development" in this section shall mean existing lots created through subdivision or short plat.
- b. Lot size in the transition area is based on the average of the existing lot size in subdivisions adjacent to, or across the street from, the subject property. Lots greater than eleven thousand square feet are not counted in the averaging.
- c. If the existing average lot size is greater than seven thousand two hundred square feet, then the lot size in the transition area can be no less than seven thousand two hundred square feet.
- d. If the existing average lot size is less than seven thousand two hundred square feet, then the lot size in the transition area can be equal to or greater than the average.
- e. If the subject site shares boundaries with more than one subdivision, the minimum lot size in the transition area shall be based on the average lot sizes along each boundary. When two boundaries meet, the lot size shall be based on the larger of the two boundaries. See example below; and



- f. If the subject site shares a boundary with property zoned other than RA or RSF, then there are no transition requirements along that boundary.
 - g. After the first set of lots in the transition area, lot sizes may be developed to the minimum lot size of the base zone, i.e., four thousand three hundred fifty square feet in the RSF zone.
2. Planned unit developments, combined with a subdivision, may reduce the minimum lot size, lot width, lot depth and frontage requirements in the RA and RSF zones pursuant to [SMC 17G.070.030\(C\)\(1\)](#), except in the transition area required by subsection (C)(1) of this section.
- D. **Ownership of Multiple Lots.**
Where more than one adjoining lot is in the same ownership, the ownership may be separated as follows:
1. If all requirements of this chapter will be met after the separation, including lot size, density and parking, the ownership may be separated through either a boundary line adjustment (BLA) or plat, as specified under [chapter 17G.080 SMC](#), Subdivisions.
 2. If one or more of the lots does not meet the lot size standards in this section, the ownership may be separated along the original plat lot lines through a boundary line adjustment (BLA).
- E. **New Development on Standard Lots.** New development on lots that comply with the lot size standards in this section are allowed subject to the development standards and density requirements of the base zone as required under Table 17C.110-3.
- F. **Lot Frontage.** All residential lots shall front onto a public street and meet the minimum lot frontage requirements of Table 17C.110-3. Except, that frontage on a public street is not required for lots created through alternative residential subdivision under [SMC 17G.080.065](#), and lots approved in a planned unit

development or a manufactured home park may have lots or spaces fronting onto private streets, subject to the decision criteria of [SMC 17H.010.090](#).

TABLE 17C.110-3 DEVELOPMENT STANDARDS [1]					
DENSITY STANDARDS					
	RA	RSF & RSF-C	RTF	RMF	RHD
Density - Maximum	4,350 (10 units/acre)	4,350 (10 units/acre)	2,100 (20 units/acre)	1,450 (30 units/acre)	--
Density - Minimum	11,000 (4 units/acre)	11,000 (4 units/acre)	4,350 (10 units/acre)	2,900 (15 units/acre)	2,900 (15 units/acre)
MINIMUM LOT DIMENSIONS LOTS TO BE DEVELOPED WITH:					
Multi-Dwelling Structures or Development					
	RA	RSF & RSF-C	RTF	RMF	RHD
Minimum Lot Area				2,900 sq. ft.	2,900 sq. ft.
Minimum Lot Width				25 ft.	25 ft.
Minimum Lot Depth				70 ft.	70 ft.
Minimum Front Lot Line				25 ft.	25 ft.
Compact Lot Standards [2]					
Minimum Lot Area [3]		3,000 sq. ft.			
Minimum Lot Width		36 ft.			
Minimum Lot Depth		80 ft.			
Minimum Front Lot Line		30 ft.			
Attached Houses as defined in SMC 17A.020.010					
Minimum Lot Area [3]	7,200 sq. ft.	4,350 sq. ft.	1,600 sq. ft.	((1,600 sq. ft.)) <u>None</u>	None

ATTACHED HOUSES OPTION 1
No change to min. lot area in RMF zone – instead, change text of 17G.080.065

OPTION 2 (shown here) – change 1,600 sq. ft. to none with other code language to be developed.

Recommend that the Plan Commission adopt Option No. 2. This option will allow use of the standard subdivision process. All of the townhomes in Kendall Yards have been developed using the standards subdivision process. This will require that other changes be made, as noted by staff.

Minimum Lot Width	40 ft.	40 ft.	36 ft. or 16 ft. with alley parking and no street curb cut	Same	Same
Minimum Lot Depth	80 ft.	80 ft.	50 ft.	((25-ft.)) <u>None</u>	((25-ft.)) <u>None</u>
Minimum Front Lot Line	40 ft.	40 ft.	Same as lot width	Same as lot width	Same as lot Width

ATTACHED HOUSES
OPTION 1 – Do not add text related to maximum building coverage or min. lot area to this table (Table 17C.110-3), but change the text of 17G.080.065 as shown in separate companion ordinance

ATTACHED HOUSES OPTION 2 – Add the following statement about maximum building coverage in the next line in Table 17C.110-3, which is existing text adapted from 17G.080.065(D)(5). This option would bypass the process of 17G.080.065 and the provision to place plat notes on the subdivision map about limitation on building additions and repair.

Maximum Building Coverage

All buildings located within the development shall not exceed the maximum building coverage stated below for primary structures. Lots within the development may be as small as the footprint of an individual attached home

Detached Houses					
Minimum Lot Area [3]	7,200 sq. ft.	4,350 sq. ft.	1,800 sq. ft.	1,800 sq. ft.	None
Minimum Lot Width	40 ft.	40 ft.	36 ft.	25 ft.	25 ft.
Minimum Lot Depth	80 ft.	80 ft.	40 ft.	25 ft.	25 ft.
Minimum Front Lot Line	40 ft.	40 ft.	30 ft.	25 ft.	25 ft.

Duplexes					
Minimum Lot Area			4,200 sq. ft.	2,900 sq. ft.	None
Minimum Lot Width			25 ft.	25 ft.	25 ft.
Minimum Lot Depth			40 ft.	40 ft.	25 ft.
Minimum Front Lot Line			25 ft.	25 ft.	25 ft.
PRIMARY STRUCTURE					
Maximum Building Coverage (except see above for attached houses) <i>[Option 2 text]</i>					
	RA	RSF & RSF-C	RTF	RTF	RTF
Lots 5,000 sq. ft. or larger	40%	2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.	2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.	50% 70%	60% 80%
Lots 3,000 - 4,999 sq. ft.	1,500 sq. ft. + 37.5% for portion of lot over 3,000 sq. ft.				
Lots less than 3,000 sq. ft.	50%				
	Building Height				
Maximum Roof Height (([5]))	35 ft. [5]	35 ft. [5]	35 ft. [5]	35 ft. [6] 50 ft	35 ft. [6] 50ft
Maximum Wall Height	25 ft.	25 ft.	25 ft.	20 ft. [6]	20 ft. [6]
Floor Area Ratio (FAR)					
FAR	0.5	0.5 [4]	0.5 [4]	--	--
Setbacks					
Front Setback [7, 8]	15 ft.				
Side Lot Line Setback – Lot width more than 40 ft.	5 ft.				
Side Lot Line Setback – Lot width 40 ft. or less	3 ft.				

Street Side Lot Line Setback [7]	5 ft.				
Rear Setback [9, 10]	25 ft.	25 ft. [11]	15 ft.	10 ft.	10 ft.
Required Outdoor Area					
Required Outdoor Area for attached and detached houses. Minimum dimension (See SMC 17C.110.223)	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.	48 sq. ft. 7 ft. x 7 ft.
ACCESSORY STRUCTURES					
	RA	RSF & RSF-C	RTF	RMF	RHD
Maximum Roof Height	30 ft.	20 ft.	20 ft.	35 ft.	35 ft.
Maximum Wall Height	30 ft.	15 ft.	15 ft.	35 ft.	35 ft.
Maximum Coverage [12]	20%	15%	15%	See Primary Structure	See Primary Structure
Front Setback	20 ft.				
Side Lot Line Setback – Lot width 40 ft. or wider [13]	5 ft.				
Side Lot Line Setback – Lot width less than 40 ft. [13]	3 ft.				
Street Side Lot Line [14]	20 ft.				
Rear [13]	5 ft.				
Rear with Alley	0 ft.				

Notes:

-- No requirement

[1] Plan district, overlay zone, or development standards contained in SMC 17C.110.310 through 360 may supersede these standards.

[2] See SMC 17C.110.209, Compact Lot Standards.

[3] For developments two acres or greater, lots created through subdivision in the RA, RSF and the RSF-C zones are subject to the lot size transition requirements of SMC 17C.110.200(C)(1).

[4] In the RSF-C and RTF zones, and sites in the RSF zone qualifying for compact lot development standards, described in SMC 17C.110.209, FAR may be increased to 0.65 for attached housing development only.

[5] No structure located in the rear yard may exceed twenty feet in height.

[6] Base zone height may be modified according to SMC 17C.110.215, Height.

[7] Attached garage or carport entrance on a street is required to be setback twenty feet from the property line.

[8] See SMC 17C.110.220(D)(1), setbacks regarding the use of front yard averaging.

[9] See SMC 17C.110.220(D)(2), setbacks regarding reduction in the rear yard setback.

[10] Attached garages may be built to five feet from the rear property line except, as specified in SMC 17C.110.225(C)(6)(b), but cannot contain any living space.

[11] In the RSF-C zone and sites in the RSF zone qualifying for compact lot development standards, described in SMC 17C.110.209, the rear setback is 15 feet.

[12] Maximum site coverage for accessory structures is counted as part of the maximum site coverage of the base zone.

[13] Setback 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, except, as specified in SMC 17C.110.225(C)(5)(b).

[14] The setback for a covered accessory structure may be reduced to five feet from the property line.

Section 2. That SMC section 17C.110.215 is amended to read as follows:

17C.110.215 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.110-3](#). The building height shall be measured using the following method:

1. The height shall be measured at the exterior walls of the structure. Measurement shall be taken at each exterior wall from the existing grade or finished grade, whichever is lower, up to a plane essentially parallel to the existing or finished grade. For determining structure height, the exterior wall shall include a plane between the supporting members and between the

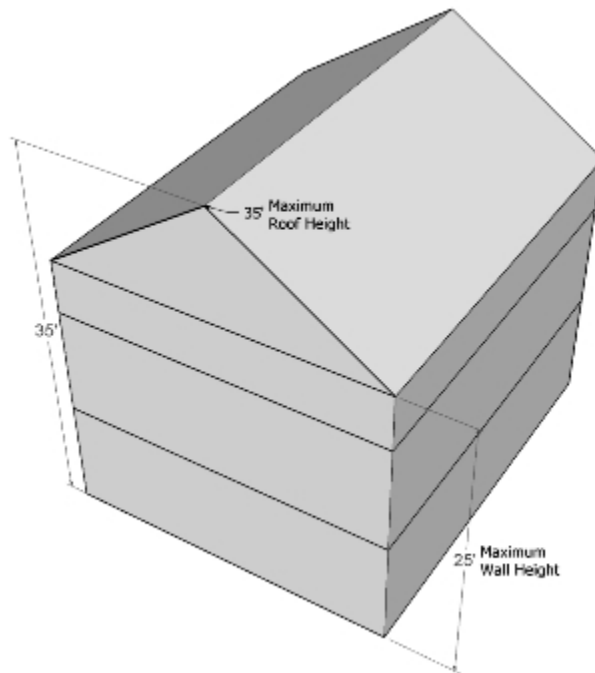
roof and the ground. The vertical distance between the existing grade, or finished grade, if lower, and the parallel plan above it shall not exceed the maximum height of the zone.

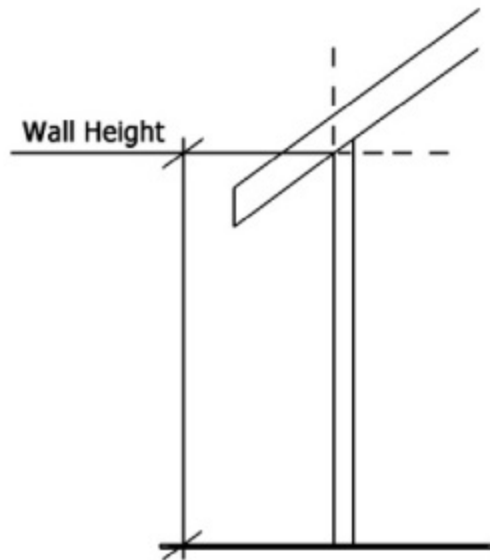
2. When finished grade is lower than existing grade, in order for an upper portion of an exterior wall to avoid being considered on the same vertical ((plan)) plane as a lower portion, it must be set back from the lower portion a distance equal to two times the difference between the existing and finished grade on the lower portion of the wall.
3. 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.
4. No part of the structure, other than those specifically exempted or excepted under the provisions of the zone, shall extend beyond the plan of the maximum height limit.
5. 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.
6. For purposes of ((measure)) 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.

<p style="text-align: center;">TABLE 17C.110.215-1 MAXIMUM HEIGHT</p>

Maximum Wall Height [1]	25 ft.
Maximum Roof Height [2]	35 ft.
<p>[1] The height of the lowest point of the roof structure intersects with the outside plane of the wall.</p> <p>[2] The height of the ridge of the roof.</p> <p>See “Example A” below.</p>	

((C-)) **Example A**



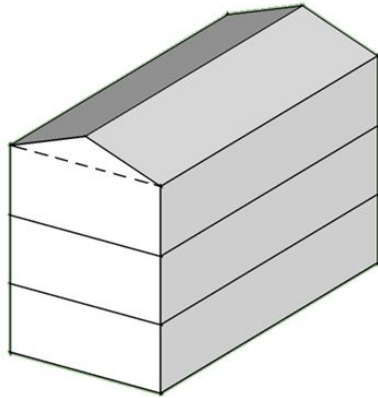


C. Exceptions to the maximum height standard are stated below:

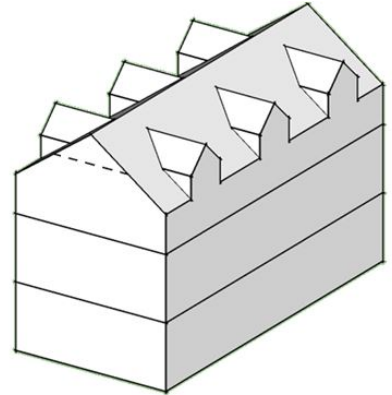
1. Exceptions to the maximum structure height in the RMF and RHD zones are designated on the official zoning map by a dash and a height listed after the zone map symbol (i.e., ((CB)) RHD-150). Changes to the height limits in the RMF and RHD zones require a rezone. Height limits are ~~((thirty feet,))~~ thirty-five feet, forty feet, fifty-five feet, seventy feet, or one hundred fifty feet depending on location.
2. In RMF and RHD zones where the maximum structure height is thirty-five feet, pitched roof structures are allowed an additional fifteen feet above the maximum height standard stated in Table 17C.110-3, provided that the roof:
 - a. incorporates pitched roof forms having slopes between 4:12 and 12:12; and
 - b. is a gabled or hipped roof, which may include dormers (see Figure 17C.110-A).

Figure 17C.110-A: Roof Types Eligible for Height Exception.

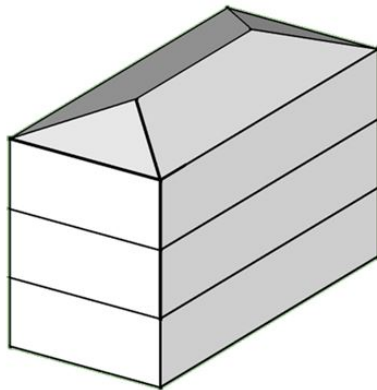
I recommend that the Plan Commission omit the new sections No. 2 and 3 which limit the type of roof forms which may be used. In the alternative change the height permitted in the MF zones to 50 feet. In addition add a provision to the MF design standards that requires that building height and massing be kept to two stories within 40 feet of a common boundary line with lower density SF zones.



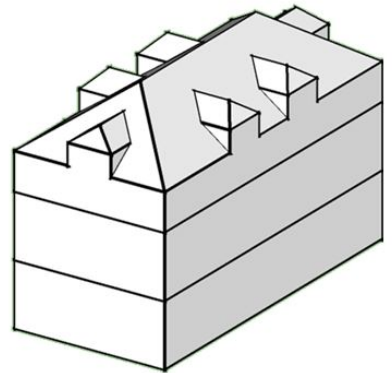
Gabled roof



Gabled roof & dormers



Hipped roof

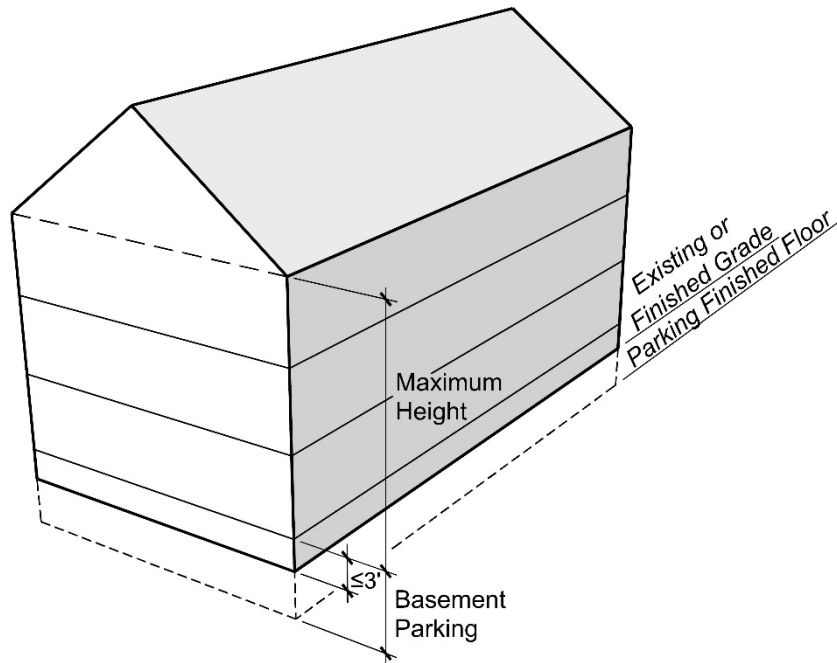


Hipped roof & dormers

[Note: Add the graphic above.]

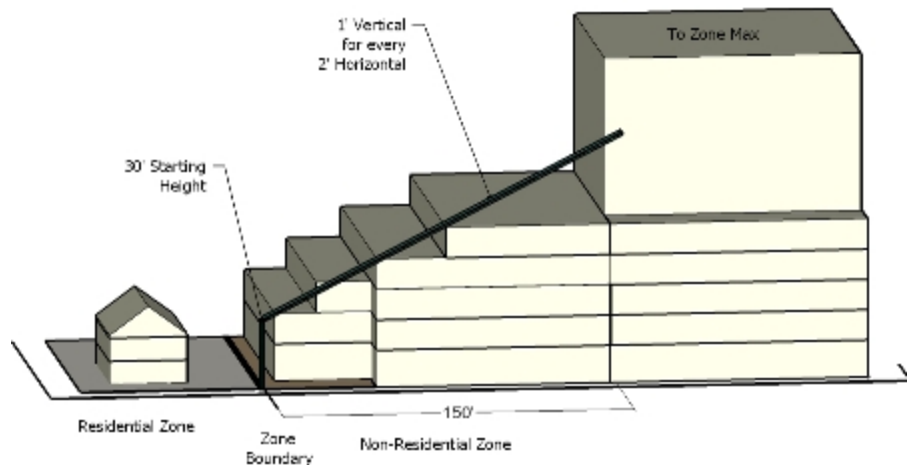
3. In the RMF and RHD zones, height does not include up to three feet of the above-grade portions of basement parking, where the elevation of the first residential finished floor is three feet or less above the lowest elevation of the existing grade or finished grade, whichever is lower. See Figure 17C.110-D.

Figure 17C.110-D: Basement Parking Excluded from Height.



[Note: Add the graphic above.]

- ((2)) 4. 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)) 5. Adjacent to Single-family and Two-family Residential Zones.
To provide a gradual transition and enhance the compatibility between the more intensive commercial zones and adjacent single-family and two-family residential zones:
 - a. for all development within one hundred fifty feet of any single-family or two-family residential zone the maximum building height is as follows:
 - i. Starting at a height of thirty feet ((7)) at the residential zone boundary additional building height may be added at a ratio of one to two (one foot of additional building height for every two feet of additional horizontal distance from the closest single-family or two-family residential zone). 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.



Limit building height in MF zones to 2 stories within 40 feet of common boundary line. The current language does not accomplish this.

((4)) 6. 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.

((5)) 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.

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

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

((8)) 10. Wireless communication support towers are subject to the height requirements of chapter 17C.355A SMC, Wireless Communication Facilities.

((9)) 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 be 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-three feet in height.

Section 3. That SMC section 17C.110.310 is amended to read as follows:

17C.110.310 Attached Housing, Detached Houses on Lots Less than Forty Feet Wide, and Duplexes

A. Purpose.

Attached housing, detached houses on narrow lots and duplexes allow for energy-conserving housing and a more efficient use of land. See definition of attached housing under chapter 17A.020 SMC.



These design standards are useful for SF homes but do not translate well to townhomes located in MF zones. Attached housing in MF zones should be required to apply the MF design standards.

B. Qualifying Situations.

Sites located in the ~~((RSF))~~ RA through the RHD zones. All lots must be under the same ownership or a signed and recorded agreement to participate in an attached housing development must be submitted to the City by all property owners at the time of building permit application.

C. Lot Development Standards.

Each house must be on a lot that complies with the lot development standards in the base zone as provided in Table 17C.110-3.

D. Building Setbacks for Attached Housing.

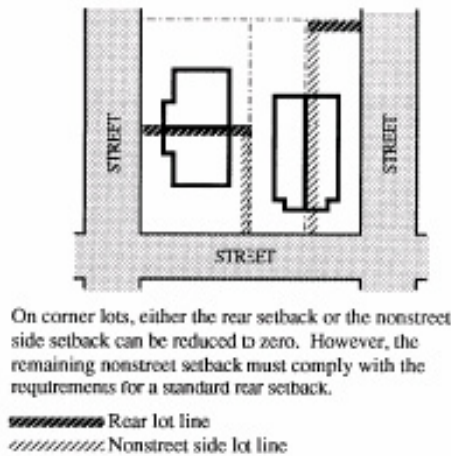
1. Interior Lots.

On interior lots, the side building setback on the side containing the common wall is reduced to zero. ~~((The side building setbacks on the side opposite~~

~~the common wall must be double the side setback standard of the base zone.))~~

2. Corner Lots.

On corner lots, either the rear setback or non-street side setback may be reduced to zero. However, the remaining street side lot line setback must comply with the requirements for a standard side or rear setback.



E. Design Standards.

This section is subject to the provisions of SMC 17C.110.015, Design Standards Administration.

1. A multi-family residential building of three or more units ~~((is))~~ and attached housing in the RMF and RHD zones are subject to the design standards of SMC 17C.110.400 through 17C.110.465.
2. For detached houses on lots forty feet or less wide ~~((and attached housing))~~ and duplexes, where permitted, in the RSF, RSF-C, RTF, RMF and RHD zones, as well as attached housing in the RA, RSF, RSF-C, and RTF zones, the following design standards must be met:
 - a. All street-facing facades must have landscaping along the foundation. There must be at least one three-gallon shrub for every three lineal feet of foundation. (R)
 - b. Sixty percent of the area between the front lot line and the front building line must be landscaped. At a minimum, the required landscaped area must be planted with living ground cover. Up to one-third of the required landscaped area may be for recreational use, or for use by pedestrians. Examples include walkways, play areas, or patios. (R)

- c. ((~~Generous~~)) Use of planting materials and landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged, with plantings consistent with L3 open area landscaping standard of SMC 17C.200.030. (P)
- d. Front facade.
Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front facade of the building. (R)
- e. Duplexes and attached houses on corner lots ((~~shall~~)) should be designed so each unit is oriented towards a different street. This gives the structure the overall appearance of a house when viewed from either street. (R)
- f. Detached houses on lots forty feet or less wide and both units of a duplex or attached houses must meet the following standards to ensure that the units have compatible elements. Adjustments to this paragraph are prohibited, but modifications may be requested through a design departure. The standards are:
 - i. Entrances. Each of the units must have its address and main entrance oriented toward a street frontage. Where an existing house is being converted to two units, one main entrance with internal access to both units is allowed. (R)
 - ii. Each unit must have a covered, main entry-related porch or stoop area of at least fifty square feet with no dimension less than five feet. (R)
 - iii. Buildings must be modulated along the public street at least every thirty feet. Building modulations must step the building wall back or forward at least four feet. (R)
 - iv. Reduce the potential impact of new duplex and attached housing development on established and historic neighborhoods by incorporating elements and forms from nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (P)
 - v. Create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)
- g. Garages are subject to the garage limitation standards of SMC 17C.110.208(E). (R)

- h. Where off-street parking for two or more dwellings will be developed on abutting lots that are each less than forty feet in width, only one curb cut and sidewalk crossing for each two lots may be permitted, to promote pedestrian-oriented environments along streets, reduce impervious surfaces, and preserve on-street parking and street tree opportunities. (P)

F. Number of Units.

1. RA, RSF and RSF-C Zones.
A maximum of two houses may be with a common wall. Structures made up of three or more attached houses are prohibited unless approved as a planned unit development.
2. RTF Zone.
Up to eight attached houses may have a common wall. Structures made up of nine or more attached houses are prohibited unless approved as a planned unit development.
3. RMF and RHD zones.
There is no limit to the number of attached houses that may have common walls.

Section 4. That SMC section 17C.110.360 is amended to read as follows:

17C.110.360 Pocket Residential Development

A. Purpose.

The purpose of the pocket residential development is to:

1. Encourage greater efficiency of land use by allowing compact infill development on aggregate sites.
2. Stimulate new housing that is compatible in scale and character to established surrounding residential areas.
3. Produce a broader range of building forms for residential development.
4. Expand opportunities for affordable home ownership.
5. Promote high quality housing of a character compatible with existing neighborhoods.
6. Encourage adequate, usable open space.

B. Applicability.

Pocket residential development is permitted within the RSF, RSF-C, RTF, RMF, RHD, O, OR, CC, NR, CB, and GC zones.

C. Application Procedure.

Pocket residential development is allowed outright with a building permit. When pocket residential development involves subdivision of land, the application shall be processed in accordance with the procedures of chapter 17G.080 SMC, Subdivisions.

D. Basic Development Standards.

1. Maximum Building Height.

The maximum height of structures within a pocket residential development is as allowed in the underlying zone.

2. Maximum Building Coverage.

The maximum building coverage of the aggregate buildings located upon the parent site shall not exceed the maximum building coverage permitted by the underlying zone. Maximum building coverage is not limited in the O, OR, CC, NR, CB, and GC zones.

3. Setbacks.

Setbacks in a pocket residential development are measured from the exterior boundary of the parent site. The following setbacks are required except in commercial and center and corridor zones where the setbacks are as required in the underlying zoning district.

a. Front Setback.

The front yard requirement for the parent site shall be fifteen feet except as allowed under the front yard averaging provisions of SMC 17C.110.220(D)(1).

b. Side Setback, Abutting a Residential Zoning District.

If the side yard of the site is adjacent to other residentially zoned property the side yard shall be a minimum of five feet.

c. Side Setback, Interior to Parent Site.

If platted, the side yard, interior to the parent site, may be zero, provided, however, that any structure located upon a lot created under SMC 17G.080.065 shall comply with applicable building and fire code and the setbacks applicable to the underlying site development plan.

d. Side Setback, Street.

The street side yard requirement for the parent site shall be a minimum of five feet.

e. Rear Setback of the Parent Site.

Twenty-five feet or as required in the underlying zoning district.

4. Minimum and Maximum Parent Site Size:

- a. The minimum parent site size for a pocket residential development is as follows:
 - i. RSF and RSF-C zone: Eight thousand seven hundred square feet.
 - ii. RTF zone: Four thousand two hundred square feet.
 - iii. RMF, RHD zones: Two thousand nine hundred square feet.
 - iv. O, OR, CC, NR, CB, and GC zones: No minimum parent site size.

- b. The maximum parent site size for a pocket residential development is as follows:

- i. RSF, RSF-C, and RTF zones: One and a half acres. Pocket residential developments in the RSF, RSF-C, and RTF zones over one and a half acres must be approved as a planned unit development.
- ii. RMF, RHD, O, OR, CC, NR, CB, and GC zones: No maximum parent site size.

ATTACHED
HOUSES OPTION 1

Eliminate size limit in
higher-density zones

5. Density.

The maximum density allowed in a pocket residential development is limited to that allowed in the underlying zoning district in which the parent site is located, except as permitted by SMC 17C.110.330(C) for transitional sites.

6. Frontage and Access.

Frontage on a public street is not required for lots created in a pocket residential development. Private streets or private access may be used to provide lot frontage when a private street or private access is approved in accordance with chapter 17H.010 SMC. The parent site shall have frontage on a public street sufficient for adequate access and utilities.


7. Parking.

The minimum required off-street parking for a pocket residential development shall comply with the required parking standards of the underlying zone for residential uses in chapter 17C.230 SMC Parking and Loading.

8. Required Outdoor Area.

ATTACHED
HOUSES
OPTION 1

Eliminate
homeowners'
association
requirements



Pocket residential developments shall comply with the required outdoor area standards of the underlying zone in accordance with SMC 17C.110.223 and Table 17C.110-3 Development Standards. Common outdoor areas designated to meet this requirement will be permanently maintained by the owner or an appropriate property management entity, if under singular ownership. ~~((In the event that the development is subdivided or condominium platted, a homeowners' association is required to be created for the maintenance of the common open space within the development.))~~ This requirement shall be included in deed restrictions as required in SMC 17G.080.065(D).

9. Permitted Housing Types.

The housing types allowed in a pocket residential development are those allowed in the underlying zone in accordance with Table 17C.110-2.

10. Lot Size.

There is no minimum lot size for lots created within a pocket residential development.

E. Design Standards.

This section is subject to the provisions of SMC 17C.110.015, Design Standards Administration. A multi-family residential building of three or more units and attached housing in the RMF and RHD zones are subject to the design standards of SMC 17C.110.400 through 17C.110.470.

1. Ground Level Access.

In order to create the appearance of individual homes, rather than apartments, each attached dwelling unit shall have its own individual access from grade. Stacked units are permitted to have one main entrance with an internal stair accessed from grade to internal individual unit entrances.

Individual Access from Grade



Example of Individual Access for Each Unit

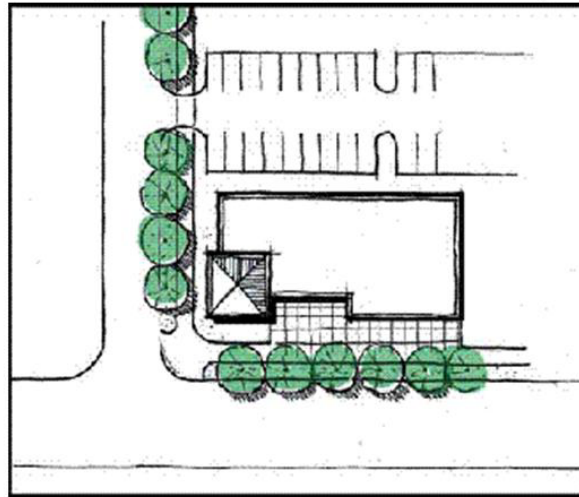


Example of Individual Access with Shared Open Space



2. **Parking Lots.**
To ensure that parking is as unobtrusive as possible the following standards must be met:
 - a. **Alley Access.**
If the development abuts an alley, parking must be accessed from the alley.

Example of Surface Parking Accessed from Alley



- b. Screening: Surface parking lots shall be screened both from the street and adjacent residential development by landscape type L2 see-through buffer in SMC 17C.200.030, Landscape Types. Decorative walls or fences no more than forty-two inches in height may be used in lieu of shrubs. Parking is not allowed in a required front yard setback area.

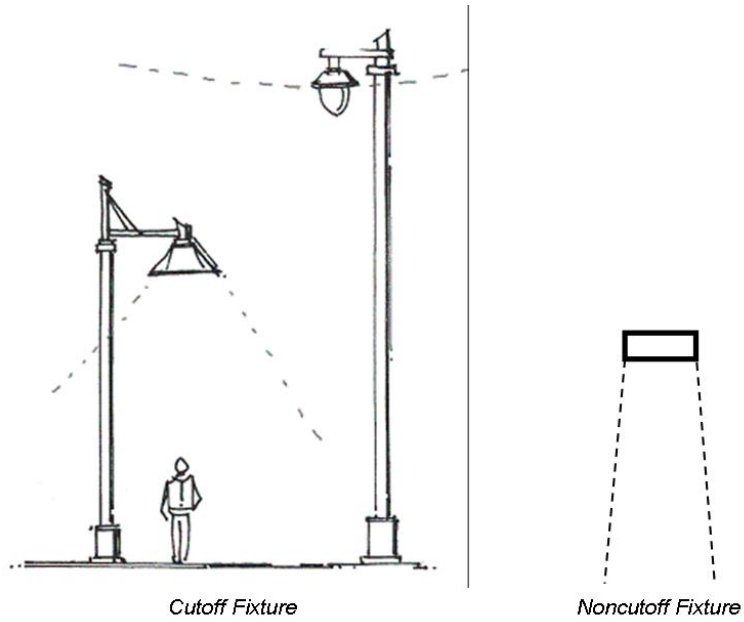
Planting Material Screen



Example of Surface Parking Screened from Street

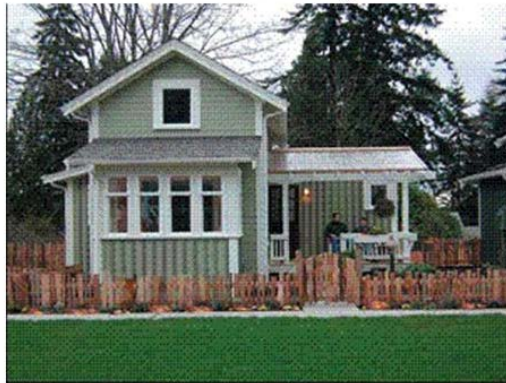


- c. Paving: All surface parking shall be improved in accordance with the standards of SMC 17C.230.140.
- 3. Lighting.
To diminish the amount of glare and spillover from lighting, the following standards shall apply:
 - a. Intensity: Exterior lighting fixtures shall not exceed one foot-candle in intensity.
 - b. Cutoffs Required: Lighting fixtures shall comply with the standards of SMC 17C.220.080



4. Fencing: To ensure a residential atmosphere, fencing higher than forty two inches shall not be permitted along any street frontage.

Residential Fencing



Residential Fence Along Street Frontage No Higher than 42 inches



5. Residential Building Design.

This section is subject to the provisions of SMC 17C.110.015, Design Standards Administration. For pocket residential development, the following design standards must be met:

- a. All street-facing facades must have landscaping along the foundation. There must be at least one three-gallon shrub for every three lineal feet of foundation. (R)
- b. Sixty percent of the area between the front lot line and the front building line must be landscaped. At a minimum, the required landscaped area must be planted with living ground cover. Up to one-third of the required landscaped area may be for recreational use, or for use by pedestrians. Examples include walkways, play areas, or patios. (R)
- c. Use of planting materials and landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged, with plantings consistent with L3 open area landscaping standard of SMC 17C.200.030.(P)
- d. Front facade. Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front facade of the building. (R)
- e. Duplexes and attached houses on corner lots shall be designed so each unit is oriented towards a different street. This gives the structure the overall appearance of a house when viewed from either street. (R)
- f. All units must meet the following standards. Adjustments to this paragraph are prohibited, but modifications may be requested through a design departure. The standards are:
 - i. Entrances. Each of the units fronting on the street must have its address, windows, and main entrance oriented toward a street frontage. Units that are on the interior of a parent site may be oriented toward a private access or shared open space. Where an existing house is being converted to two units, one main entrance with internal access to both units is allowed. (R)
 - ii. Each unit must have a covered, main entry-related porch or stoop area of at least fifty square feet with no dimension less than five feet. (R)
 - iii. Attached units must be modulated along the public street at least every thirty feet. Building modulations must step the building wall back or forward at least four feet. (R)

- iv. Reduce the potential impact of new Pocket Residential Development on established and historic neighborhoods by incorporating elements and forms from nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (P)
- v. Create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)

I feel these changes to parking requirements, while complicated, are a useful improvement and allow additional parking flexibility in urban infill situation. I would recommend the Plan Commission accept this code change.

ORDINANCE NO. _____

The City of Spokane does ordain:

Section 1. That SMC section 17C.230.100 is amended to read as follows:

17C.230.100 General Standards

- A. Where the Standards Apply.
The standards of this chapter apply to all parking areas in RA, RSF, RTF, RMF, RHD, O, OR, NR, NMU, CB, GC, Downtown, CC, industrial, and FBC zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a commercial parking use, or for a park and ride facility in the basic utilities use category. Some zoning categories have unique parking standards as provided in Table 17C.230-1.
- B. Occupancy.
All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in chapter 17C.200 SMC, Landscaping and Screening.
- C. Calculations of Amounts of Required and Allowed Parking.
1. When computing parking spaces based on floor area, floor area dedicated for parking is not counted.
 2. The number of parking spaces is computed based on the uses on the site. When there is more than one use on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual uses. For joint use parking, see SMC 17C.230.110(B)(2).
 3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
 4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.
 5. When the calculation of required or allowed parking results in a decimal fraction, the number of parking spaces required or allowed is rounded up to the next whole number.
- D. Use of Required Parking Spaces.
Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces, except for group living and residential household living uses. Required parking spaces may not be assigned in any way to a use on another site, except

for joint parking situations. Required parking spaces must be made available to employees; it cannot be restricted only to customers. See SMC 17C.230.110(B)(2). Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

E. Proximity of Parking to Use.

1. Required parking spaces for all industrial and commercial zones, except center and corridor zones, must be located on the site of the use or in parking areas whose closest point is within four hundred feet of the site. In center and corridor zones, parking is required to be located within six hundred feet of the use.
2. Required parking spaces for uses in the RA, RSF, RTF, and RMF zones must be located on the site of the use. Required parking for the uses in the RHD zone must be located on the site of the use or in parking areas whose closest point is within four hundred feet of the site.

F. Stacked Parking.

Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking.

G. On-Street Parking.

The minimum number of required parking spaces may be reduced by the number of on-street parking spaces immediately adjacent to a site's public right-of-way frontages, located on the same side of the street. The street must be paved, with sidewalks that are ADA accessible. Each complete twenty linear foot section of right-of-way where parallel parking is permitted is considered a parking space. Where parallel, diagonal or other on-street parking is marked on the street or officially designated by other means; the number of complete parking spaces that are adjacent on the same side of the street to the site's frontage are counted. An on-street parking space shall not be counted if it is restricted in its use as a designated loading, taxi or other special use zone or if parking is prohibited for more than five hours any twenty four-hour period. When calculating the number of required bicycle parking spaces per SMC 17C.230.200, the number of vehicle off-street parking spaces that would be required before this reduction is applied is the figure that is used.

H. Curb Cuts.

Curb cuts and access restrictions are regulated by the City engineering services department. Other zoning standards or design guidelines may apply.

Section 2. That SMC section 17C.230.130 is amended to read as follows:

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.
- B. In the 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 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 character of the proposed use.
- D. If property owners and businesses establish a parking management area program with shared parking agreements, the director may reduce or waive parking requirements.
- E. Except in the residential single-family and residential two-family zones, 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.230-2.

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.230-2.

TABLE 17C.230-2 PARKING SPACES BY USE [1] (Refer to Table 17C.230-1 for Parking Space Standards by Zone) CU = Conditional Use			
RESIDENTIAL CATEGORIES			
USE CATEGORIES	SPECIFIC USES	MINIMUM PARKING	MAXIMUM PARKING
Group Living		1 per 4 residents	None
Residential Household Living		1 per unit plus 1 per bedroom after 3 bedrooms; 1 per Accessory Dwelling Unit (ADU); Single Resident Occupancy (SRO) are exempt	None
COMMERCIAL CATEGORIES			
USE CATEGORIES	SPECIFIC USES	MINIMUM PARKING	MAXIMUM PARKING
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 Service, Repair-oriented	1 per 330 sq. ft. of floor area	1 per 200 sq. ft. of floor area
	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
INDUSTRIAL CATEGORIES			
USE CATEGORIES	SPECIFIC USES	MINIMUM PARKING	MAXIMUM PARKING
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
INSTITUTIONAL CATEGORIES			
USE CATEGORIES	SPECIFIC USES	MINIMUM PARKING	MAXIMUM PARKING
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
OTHER CATEGORIES			
USE CATEGORIES	SPECIFIC USES	MINIMUM PARKING	MAXIMUM PARKING
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
[1] The director may approve different amounts of parking spaces under the exceptions listed in SMC 17C.230.130.			

Section 3. That SMC section 17C.230.140 is amended to read as follows:

17C.230.140 Development Standards

- A. Purpose
The parking area layout standards are intended to promote safe circulation within the parking area and provide for convenient entry and exit of vehicles.
- B. Where These Standards Apply
The standards of this section apply to all vehicle areas whether required or excess parking.
- C. Improvements
 - 1. Paving.
In order to control dust and mud, all vehicle areas must be surfaced with a minimum all-weather surface. Such surface shall be specified by the city engineer. Alternatives to the specified all-weather surface may be provided, subject to approval by the city engineer. The alternative must provide results equivalent to paving. All surfacing must provide for the following minimum standards of approval:
 - a. Dust is controlled.
 - b. Stormwater is treated to City standards; and
 - c. Rock and other debris is not tracked off-site.

The applicant shall be required to prove that the alternative surfacing provides results equivalent to paving. If, after construction, the City determines that the alternative is not providing the results equivalent to

paving or is not complying with the standards of approval, paving shall be required.

2. Striping.

All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of subsection (E) of this section, except parking for single-family residences, duplexes, and accessory dwelling units.

3. Protective Curbs Around Landscaping.

All perimeter and interior landscaped areas must have continuous, cast in place, or extruded protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers. This provision does not apply to single-family residence, duplexes and accessory dwelling units.

D. Stormwater Management

Stormwater runoff from parking lots is regulated by the engineering services department.

E. Parking Area Layout

1. Access to Parking Spaces.

All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle.

2. Parking Space and Aisle Dimensions.

a. Parking spaces and aisles in RA, RSF, RSF-C, RTF, RMF, RHD, FBC CA4, O, OR, NR, NMU, CB, GC, and industrial zones must meet the minimum dimensions contained in Table 17C.230-3.

b. Parking spaces and aisles in Downtown CC, and FBC CA1, CA2, CA3 zones must meet the minimum dimensions contained in Table 17C.230-4.

c. In all zones, on dead end aisles, aisles shall extend five feet beyond the last stall to provide adequate turnaround.

3. Parking for Disabled Persons.

The city building services department regulates the following disabled person parking standards and access standards through the building code and the latest ANSI standards for accessible and usable buildings and facilities:

- a. Dimensions of disabled person parking spaces and access aisles.
 - b. The minimum number of disabled person parking spaces required.
 - c. Location of disabled person parking spaces and circulation routes.
 - d. Curb cuts and ramps including slope, width and location; and
 - e. Signage and pavement markings.
4. A portion of a standard parking space may be landscaped instead of paved, as follows:
- a. The landscaped area may be up to two feet of the front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space, as shown in Figure 17C.230-3. Any vehicle overhang must be free from interference from sidewalks, landscaping, or other required elements.

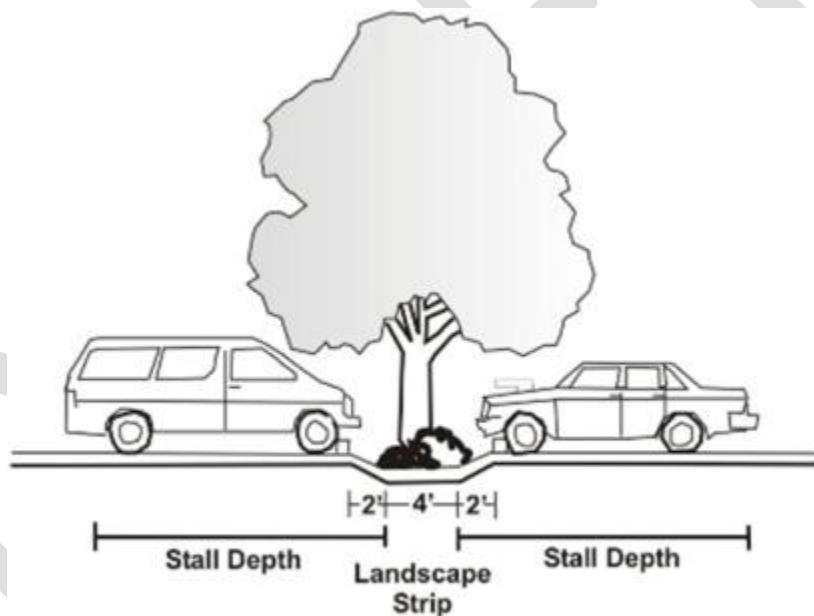


Figure 17C.230-3 Landscaped area at front of parking space

- b. Landscaping must be ground cover plants; and
 - c. The landscaped area counts toward parking lot interior landscaping requirements and toward any overall site landscaping requirements. However, the landscaped area does not count toward perimeter landscaping requirements.
5. Engineering Services Department Review

The engineering services department reviews the layout of parking areas for compliance with the curb cut and access restrictions of [chapter 17H.010 SMC](#).

Table 17C.230-3
RA, RSF, RSF-C, RTF, RMF, RHD, FBC CA4, O, OR, NMU, CB, GC and Industrial Zones
Minimum Parking Space and Aisle Dimensions [1, 2]

Angle (A)	Width (B)	Curb Length (C)	1-way Aisle Width (D)	2-way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	20 ft.	12 ft.	22 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	22 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	22 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	22 ft.	18 ft.
90°	8 ft. 6 in.	8 ft. 6 in.	22 ft.	22 ft.	18 ft.

Notes:

[1] See Figure 17C.230-4.

[2] Dimensions of parking spaces for the disabled are regulated by the building code.
 See [SMC 17C.230.140\(E\)\(3\)](#).

Table 17C.230-4
Downtown, CC, NR, FBC CA1, CA2, and CA3 Zones
Minimum Parking Space and Aisle Dimensions [1, 2]

Angle (A)	Width (B)	Curb Length (C)	1-way Aisle Width (D)	2-way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	20 ft.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	20 ft.	17 ft. 6 in.
90°	8 ft. 6 in.	8 ft. 6 in.	20 ft.	20 ft.	16 ft.

Notes:

[1] See Figure 17C.230-4.

[2] Dimensions of parking spaces for the disabled are regulated by the building code. See [SMC 17C.230.140\(E\)\(3\)](#).

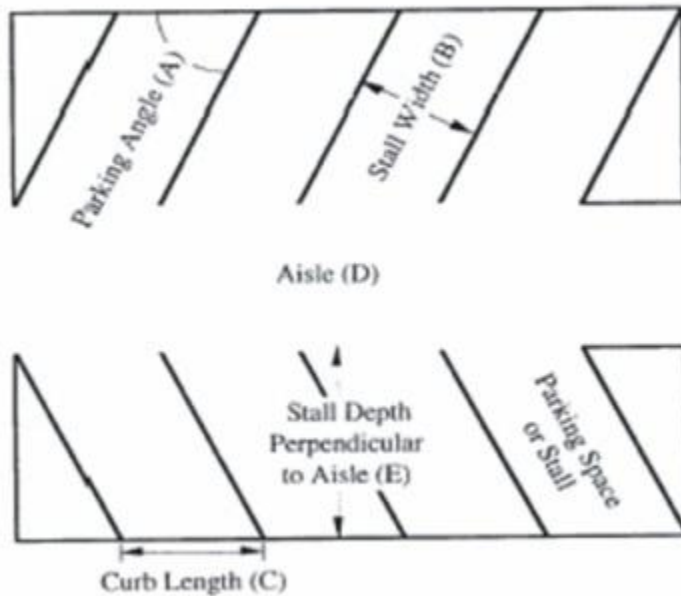
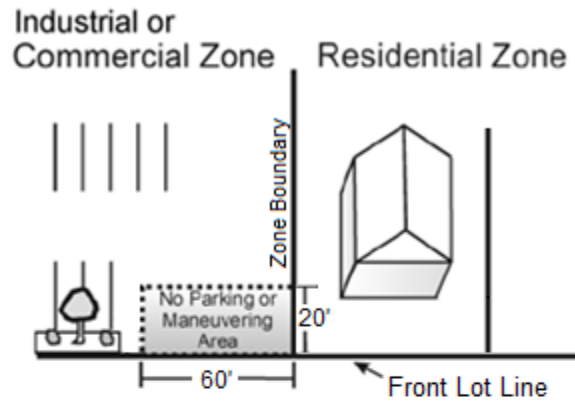


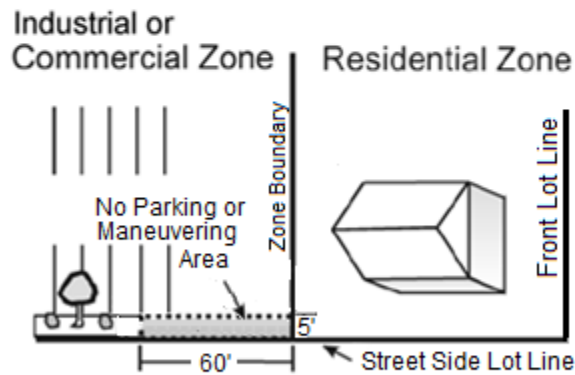
Figure 17C.230-4 Parking Dimension Factors

F. Parking Area Setbacks and Landscaping

1. For parking areas on sites abutting residential zoning districts, parking spaces or maneuvering areas for parking spaces, other than driveways that are perpendicular to the street, are ~~((not allowed within the first twenty feet from a street lot line for the first sixty feet from the boundary of))~~ required to be setback a distance equal to the setback specified in SMC 17C.230.145(C)(1) of the adjacent residential zoning district for the first sixty feet from the zoning district boundary (Figure 17C.230-5).



A. Setback adjacent to front lot line.



B. Setback adjacent to street side lot line.

Figure 17C.230-5 Parking Area Setback

[Note: Add the graphic above.]

2. All landscaping must comply with the standards of [chapter 17C.200 SMC](#), Landscaping and Screening.

ORDINANCE NO. _____

An ordinance relating to alternative residential subdivisions, amending Spokane Municipal Code (SMC) sections 17G.080.065.

The City of Spokane does ordain:

Section 1. That SMC section 17G.080.065 is amended to read as follows:

17G.080.065 Alternative Residential Subdivisions

A. Purpose.

The purpose of these provisions is to allow for the creation of lots for alternative residential development as described in SMC 17C.110.300, including attached housing, cottage housing, and similar developments with multiple dwelling units on a parent site, while applying only those site development standards applicable to the parent site as a whole, rather than to individual lots resulting from the subdivision.

B. Applicability.

The types of ~~((existing))~~ development that may use the alternative residential subdivision are:

1. Cottage housing projects approved under SMC 17C.110.350;
2. Housing developed under SMC 17C.110.360 Pocket Residential Development; or
3. A similar existing development that consists of multiple dwelling units on a single parcel or site, provided that such existing structures shall comply with applicable building and fire code.

C. Application Procedure.

Alternative residential subdivisions of nine or fewer lots shall be processed as short plats and all others shall be processed as subdivisions according to the associated permit types in SMC chapter 17G.060.

D. General Regulations.

**ATTACHED HOUSES
OPTION 1 - Change
requirements for
attached houses to
follow multifamily
design standards
instead of pocket
residential.**

1. An alternative residential subdivision shall meet development standards applicable to the underlying site development plan approval, if any, the basic development standards and design standards of SMC 17C.110.350 Cottage Housing, ~~((or))~~ SMC 17C.110.360 Pocket Residential Development, or design standards of SMC 17C.110.400 through 17C.110.465 for attached housing in

RMF and RHD zones, and the provisions of this section. As a result of the alternative residential subdivision, development on individual lots may be nonconforming as to some or all of the development standards based on analysis of the individual lot. So long as the parent site meets the criteria of the underlying site development plan or the dwelling units are already in existence, each lot will be deemed to be in conformance. If existing dwelling units do not comply with development standards (i.e.: minimum building setbacks, maximum density, etc.), a lot may be created for each existing dwelling unit. Subsequent platting actions, additions or modifications to the structure(s) may not create or increase any nonconformity of the parent site;

2. Alternative residential subdivisions shall be subject to all applicable requirements of Title 17 SMC, except as otherwise modified by this section;
3. Each lot's area and width for purposes of subdivision may be as small as the footprint of the individual dwelling unit;

**ATTACHED HOUSES
OPTION 1 - Change
requirements for
subdivisions to
respond to situations
where smaller
developments will not
require homeowners'
associations.**

4. Portions of the parent site not subdivided for individual lots shall be owned in common by the owners of the individual lots, or by a homeowners association comprised of the owners of the individual lots located within the parent site. ~~((A homeowners' association is required to be created for the maintenance of any shared required outdoor area or other open space, shared parking areas, and other common use areas, buildings, and utilities within the development.))~~ This requirement shall be included in deed restrictions as required in paragraph 7;

5. Maximum building coverage of the aggregate buildings located upon the parent site shall not exceed the maximum building coverage permitted by the underlying zone;
6. Except for existing nonconforming development, building setbacks shall be as required for the zone as applied to the underlying parent site as a whole. There shall be no setback required from individual lot lines which are interior to the perimeter of the parent site; provided, however, that any structure located upon a lot created hereunder shall comply with the setbacks applicable to the underlying site development plan;
7. Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions identifying the rights and responsibilities of

property owners and/or the homeowners association shall be executed for use and maintenance of common garage, parking and vehicle access areas; on-site recreation; landscaping; utilities; common open space; exterior building facades and roofs; and other similar features, and shall be recorded with the county auditor's office. Separation requirements for utilities must be met. Each alternative residential subdivision shall make adequate provisions for ingress, egress and utilities access to and from each lot created by reserving such common areas or other easements over and across the parent site as deemed necessary to comply with all other design and development standards generally applicable to the underlying site development plan ((:)) .

8. Notes shall be placed on the plat recorded with the county auditor's office to acknowledge the following:
 - a. Approval of the design and layout of the development was granted by the review of the development, as a whole, on the parent site by the site development plan approval (stating the subject project file number if applicable);
 - b. Subsequent platting actions, additions or modifications to the structure(s) may not create or increase any nonconformity of the parent site as a whole, and shall conform to the approved site development plan;
 - c. If a structure or portion of a structure has been damaged or destroyed, any repair, reconstruction or replacement of the structure(s) shall conform to the approved site development plan;
 - d. Additional development of the individual lots may be limited as a result of the application of development standards to the parent site.

E. Conflicts.

Any conflicts between the provisions of this section and the text of other sections in the Unified Development Code shall be resolved in favor of the text of this section.

From: Gwinn, Nathan
To: ["Daniel Clark"](#)
Subject: RE: Infill Housing Comments
Date: Wednesday, November 14, 2018 12:09:00 PM

Thank you, Daniel. I will include these comments in the public record for the file.

Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Daniel Clark <clarkdr81@gmail.com>
Sent: Tuesday, November 13, 2018 5:54 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Infill Housing Comments

Hi Nathan,

I will not be able to attend tomorrow's Plan Commission meeting regarding the proposed Infill Code Revisions, however, I would like to voice my support of the proposed revisions.

While not perfect, I believe these code revisions will not only lead to more housing options, but will create the density necessary for thriving urban neighborhoods. In addition, the Plan Commission should consider allowing for new neighborhood commercial centers (ie. Perry Street, the Scoop) and encourage increased investment in multi-modal transportation options (ie. public transit, bike lanes). Such measures will increase the likelihood of successful infill housing developments.

Some objections to these proposed code revisions express fears that by adopting these code revisions Spokane will become more like Seattle. However, one need only set foot in the two cities to realize these fears are completely unfounded. Seattle and Spokane are worlds apart and a slight increase in density won't change that.

Thank you,
Daniel Clark, MURP

From: [Palmquist, Tami](#)
To: [Gwinn, Nathan](#); [Trautman, Heather](#); [Black, Tirrell](#); [Richman, James](#)
Cc: [Becker, Kris](#)
Subject: RE: Infill presentation
Date: Wednesday, November 14, 2018 11:18:32 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Heather,

Development Services has significant concerns with the proposal to exempt a platting action when proposing new attached housing. The platting action is the mechanism that allows us to record covenants that bind the development to certain requirements. This is especially important when dealing with access, storm water, water and sewer requirements on a small parcel. Without the ability to record requirements on the affected parcels the tracking of said requirements would be difficult if not impossible to enforce. We frequently run into conflicts when developing these types of lots, managing expectations and the realities of providing services. The platting process provides transparency of expected development standards, ensuring that developers can adequately plan their projects.

Tami Palmquist, AICP, CFM | Principal Planner

direct 509.625.6157 | planning line 509.625.6188 | main 509.625.6300

From: Gwinn, Nathan

Sent: Wednesday, November 14, 2018 9:37 AM

To: Trautman, Heather <htrautman@spokanecity.org>; Black, Tirrell <tblack@spokanecity.org>; Palmquist, Tami <tpalmquist@spokanecity.org>; Richman, James <jrichman@spokanecity.org>

Subject: Infill presentation

The presentation for today's hearing on the infill proposal is attached. I may need to trim content to stay within 15 minutes. Please note some animations are added that will resolve formatting issues (such as Slide 17).

I am still working on remarks for the introduction that will address the SHBA comments.



Nathan Gwinn | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

