



Agenda Sheet for City Council:

Committee: Urban Experience **Date:** 07/08/2024

Committee Agenda type: Discussion

Date Rec'd 7/8/2024

Clerk's File # ORD C36556

Cross Ref #

Project #

Council Meeting Date: 07/22/2024

Submitting Dept	PLANNING & ECONOMIC	Bid #	
Contact Name/Phone	KAYCEE X6194	Requisition #	
Contact E-Mail	KDOWNEY@SPOKANECITY.ORG		
Agenda Item Type	First Reading Ordinance		
Council Sponsor(s)	ZZAPPONE JBINGLE KKLITZKE		
Agenda Item Name	0650 - CENTER AND CORRIDOR CODE UPDATE ASSOCIATED WITH SOUTH		

Agenda Wording

Center and Corridor code update to SMC Sections 17C.122.070, 17C.122.090, 17C.230.120, 17C.230.130, 17C.300.130, 17C.122.080, 17C.122.100, 17C.122.110, 17C.122T, 17C.122.200, 17C.122.210, 17C.122.220, 17C.122.230, 17C.122.240, and 17C.122.250

Summary (Background)

The South Logan Transit-Oriented Development (TOD) Plan, adopted by resolution on January 29, 2024, provides recommendations to support more connectivity and livability for the community, businesses, and organization in South Logan. As part of South Logan TOD Implementation, several recommendations are proposed for citywide impact. The proposed Center and Corridor code update to amend SMC Sections 17C.122.070, 17C.122.090, 17C.230.120, 17C.230.130, and 17C.300.130, repeal Sections 17C.122.080

Lease? NO Grant related? NO Public Works? NO

Fiscal Impact

Approved in Current Year Budget? N/A

Total Cost \$

Current Year Cost \$

Subsequent Year(s) Cost \$

Narrative

The S. Logan TOD Plan and FEIS, adopted by resolution on January 29, 2024, was funded through the TOD Implementation grant program via the WA Department of Commerce. Implementation of the S. Logan TOD Plan relied on on-going and regular staff resources.

Amount	FIRST READING OF THE ABOVE ORDINANCE HELD ON	Budget Account	
Neutral \$		#	
Select \$	7/22/2024	#	
Select \$	AND FURTHER ACTION WAS DEFERRED	#	PASSED BY SPOKANE CITY COUNCIL:
Select \$	7/22/2024	#	8/12/2024
Select \$	CITY CLERK	#	7/22/2024
Select \$		#	CITY CLERK



Continuation of Wording, Summary, Approvals, and Distribution

Agenda Wording

for South Logan TOD Implementation.

Summary (Background)

17C.122.100, 17C.122.110, and 17C.122T, and adopt Sections 17C.122.200, 17C.122.210, 17C.122.220, 17C.122.230, 17C.122.240, and 17C.122.250 includes removing parking minimums for Center and Corridor and Downtown zones and revising development regulations to support transit-oriented development.

Approvals

<u>Dept Head</u>	GARDNER, SPENCER
<u>Division Director</u>	MACDONALD, STEVEN
<u>Accounting Manager</u>	ORLOB, KIMBERLY
<u>Legal</u>	SCHOEDEL, ELIZABETH
<u>For the Mayor</u>	JONES, GARRETT

Additional Approvals

Distribution List

kdowney@spokanecity.org	sgardner@spokanecity.org
tblack@spokanecity.org	tkimbrell@spokanecity.org
smacdonald@spokanecity.org	amccall@spokanecity.org

Committee Agenda Sheet

Urban Experience Committee

Committee Date	July 8, 2024
Submitting Department	Planning & Economic Development
Contact Name	KayCee Downey
Contact Email & Phone	kdowney@spokanecity.org , x6194
Council Sponsor(s)	<u>CM Zappone, CM Bingle, CM Klitzke</u>
Select Agenda Item Type	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion Time Requested: 5 minutes
Agenda Item Name	Center and Corridor Code Update Associated with South Logan TOD Implementation
Proposed Council Action	<input checked="" type="checkbox"/> Approval to proceed to Legislative Agenda <input type="checkbox"/> Information Only
Summary (Background)	<p>The South Logan Transit-Oriented Development (TOD) Plan, adopted by resolution on January 29, 2024, provides recommendations to support more connectivity and livability for the community, businesses, and organization in South Logan. As part of South Logan TOD Implementation, several recommendations are proposed for citywide impact.</p> <p>The proposed Center and Corridor code update to amend SMC Sections 17C.122.070, 17C.122.090, 17C.230.120, 17C.230.130, and 17C.300.130, repeal Sections 17C.122.080, 17C.122.100, 17C.122.110, and 17C.122T, and adopt new Sections 17C.122.200, 17C.122.210, 17C.122.220, 17C.122.230, 17C.122.240, and 17C.122.250 align with the goals and recommendations of the South Logan TOD Plan and the City of Spokane Comprehensive Plan.</p> <p>The proposed amendments include modifying height standards and drive-thru allowances, removing parking minimums for Center and Corridor and Downtown zones, and revising other development regulations to support transit-oriented development.</p> <p>For the full code amendments please visit: https://my.spokanecity.org/projects/south-logan-transit-oriented-development-project/</p>
Fiscal Impact	<p>Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>Total Cost: Click or tap here to enter text.</p> <p>Narrative: The South Logan TOD Plan and FEIS, adopted by resolution on January 29, 2024, was funded through the Transit-Oriented Development Implementation (TODI) grant program through the WA Department of Commerce. Implementation of the South Logan TOD Plan relied on on-going and regular staff resources.</p> <p>Funding Source <input type="checkbox"/> One-time <input type="checkbox"/> Recurring <input checked="" type="checkbox"/> N/A</p> <p>Specify funding source: Select Funding Source*</p> <p>Is this funding source sustainable for future years, months, etc? Click or tap here to enter text.</p> <p>Expense Occurrence <input type="checkbox"/> One-time <input type="checkbox"/> Recurring <input checked="" type="checkbox"/> N/A</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>

Operations Impacts (If N/A, please give a brief description as to why)

What impacts would the proposal have on historically excluded communities?

The proposed text amendments are intended to support high quality transit, increase housing capacity and diversity, and promote affordability along the City Line bus rapid transit in the South Logan area and throughout Center and Corridor and higher intensity residential areas throughout Spokane. By focusing on development along transit lines and removing identified barriers to successful projects, the proposals are intended to support a diversity of uses and housing options near existing multimodal transportation options.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

The South Logan TOD Plan reviewed and analyzed environmental and social impacts of planned development and development alternatives as part of the process, following the guidance of the HEAL Act. An analysis of existing conditions established a baseline to inform the project with data on demographics, socioeconomics, housing and market conditions, land use and zoning, and infrastructure needs. The proposals are implementing the adopted Plan with no additional data collection.

How will data be collected regarding the effectiveness of this program, policy, or product to ensure it is the right solution?

The South Logan TOD Plan was developed after a 20-month community engagement process that sought input from residents, businesses, institutions, agency partners, and other subject matter experts. The proposals are implementing the recommendations of the adopted Plan. Additional community outreach and engagement occurred after draft ordinances were available to verify effectiveness of the implementation.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The South Logan TOD Project is aligned with many City policies to better connect land use and transportation, expand and increase the housing supply including middle housing and affordable housing, and promote anti-displacement and equitable outcomes. This includes the Comprehensive Plan (Housing Chapter), Housing Action Plan, Sustainability Action Plan, and Transit-Oriented Development Framework Study, and Logan Neighborhood Identity Plan. The proposals are implementing the South Logan TOD Plan, which was adopted by resolution on January 29, 2024 after being determined to meet all relevant policies and plans.

ORDINANCE NO. C36556

AN ORDINANCE relating to the Center and Corridor and parking development regulations amending Spokane Municipal Code (SMC) Sections 17C.122.070, 17C.122.090, 17C.230.120, 17C.230.130, and 17C.300.130, repealing Sections 17C.122.080, 17C.122.100, 17C.122.110, and 17C.122T, and adopting new Sections 17C.122.200, 17C.122.210, 17C.122.220, 17C.122.230, 17C.122.240, and 17C.122.250.

WHEREAS, in 2021, the Washington State Legislature appropriated \$2.5 million for cities to facilitate transit-oriented development in areas with light rail or fixed rail systems, bus rapid transit, high-frequency bus service or park and ride lots; and

WHEREAS, the City of Spokane was one of 11 communities that received the Transit-Oriented Development Implementation (TODI) grant for \$250,000 from the Washington Department of Commerce in 2021 to facilitate transit-oriented development and increase residential capacity in areas of high-capacity transit; and

WHEREAS, the City of Spokane prepared the Transit-Oriented Development (TOD) Framework Action Plan, adopted by resolution in May 2022 under RES 2022-0039, that identifies strategies best suited to Spokane for supporting TOD along new High-Performance Transit lines, including a focus on South Logan; and

WHEREAS, the City provided opportunities for meaningful public involvement and review in the South Logan TOD Plan and EIS process, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments, resulting in the Preferred Alternative analyzed in the FEIS; and

WHEREAS, the *Final South Logan TOD Plan and Final Environmental Impact Statement (FEIS)* was published on November 30, 2023 for final consideration; and

WHEREAS, on January 29, 2024 Spokane City Council adopted by resolution (RES 2024-0015) the Final South Logan TOD Plan and FEIS as a declaration of the subarea's desired future condition; and

WHEREAS, in order to facilitate the envisioned future development in the Plan, the adopted Final South Logan TOD Plan assumed interim Center and Corridor development regulations would be made permanent; and

WHEREAS, City Council adopted interim development regulations under ORDINANCE NO. C36232 on July 18, 2022, including Section 17C.400.040 Pilot Center and Corridors Development Standards; and

WHEREAS, City Council extended the interim Center and Corridor development regulations under Section 17C.400.040 on November 20, 2023; and

WHEREAS, the interim Center and Corridor development regulations under Section 17C.400.040 expired on June 28, 2024; and

WHEREAS, an ongoing Center and Corridor Study further informed proposed adjustments to the Center and Corridor development regulations to support increase feasibility of transit-supportive and pedestrian-oriented development; and

WHEREAS, for regulatory consistency throughout Spokane and to ensure the benefits of increased feasibility, the amendments affect citywide development regulations; and

WHEREAS, on April 29, 2024, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice of the City's intent to adopt updated development regulations; and

WHEREAS, the Spokane Plan Commission held public workshops on the provisions in this ordinance on March 13, April 10, April 24, May 22, and June 12 of this year; and

WHEREAS, a SEPA Determination of Nonsignificance and Checklist were issued by Planning Services on June 12, 2024; and

WHEREAS, prior to the Plan Commission public hearing, a legal notice was published in the *Spokesman-Review* on June 12 and June 19, 2024; and

WHEREAS, on June 19, 2024, the Planning Department staff finalized their Staff Report to the Spokane Plan Commission recommending approval of the provisions of this ordinance; and

WHEREAS, on June 26, 2024, the Spokane Plan Commission held a public hearing on the provisions of this ordinance and unanimously voted to recommend approval with conditions, as outlined in the Findings of Fact, Conclusions, and Recommendation signed June 28, 2024; and

WHEREAS, prior to adopting its Findings of Fact, Conclusions, and Recommendation on June 28, 2024, the Spokane Plan Commission considered, but did not adopt, a recommendation to abolish minimum parking requirements within commercial areas; and

WHEREAS, with due regard for the recommendation of the Spokane Plan Commission, the City Council finds that it is appropriate to abolish minimum parking requirements within commercial areas; and to make permanent the intended effect of Ordinance C36405, adopted July 17, 2023, by fully exempting all residential development from minimum parking requirements; and

WHEREAS, the City Council adopts the recitals set forth herein as its findings and conclusions in support of its adoption of this ordinance.

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

Section 17C.122.070 Center and Corridor Zone Allowed Uses

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

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

TABLE 17C.122.070-1 CENTER AND CORRIDOR ZONE ALLOWED USES			
Use is: P – Permitted N – Not Permitted L – Allowed, but special limitations CU – Conditional use review required	CC Zone Type		
	Core Zones	Transition Zone	
	CC1	CC2	CC4
<u>Residential</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Hotels, including Bed and Breakfast Inns</u>	<u>P</u>	<u>P</u>	<u>N</u>
<u>Commercial, Financial, Retail, Personal Services</u>	<u>P</u> [1]	<u>P</u> [1]	<u>L</u> [4]
<u>Eating and Drinking Establishments</u>	<u>P</u> [2]	<u>P</u> [2]	<u>N</u>
<u>Restaurants without Cocktail Lounges</u>	<u>P</u>	<u>P</u>	<u>L</u> [4]
<u>Professional and Medical Offices</u>	<u>P</u>	<u>P</u>	<u>L</u> [4]
<u>Entertainment, Museum and Cultural</u>	<u>P</u>	<u>P</u>	<u>N</u>
<u>Government, Public Service or Utility Structures, Social Services and Education</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Religious Institutions</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Parks and Open Space</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Surface Lot Commercial Parking</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Structured Commercial Parking*</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public Parking Lot</u>	<u>P</u>	<u>P</u>	<u>N</u>
<u>Limited Industrial (if entirely within a building)</u>	<u>P</u> [3]	<u>P</u> [3]	<u>N</u>
<u>Heavy Industrial</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Drive-through Businesses</u>	<u>N</u>	<u>P</u> [5]	<u>P</u> [5]
<u>Motor Vehicles Sales, Rental, Repair or Washing</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Automotive Parts and Tires (with exterior storage or display)</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Gasoline Sales (serving more than six vehicles)</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Gasoline Sale (serving six vehicles or less)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Self-storage or Warehouse</u>	<u>N</u>	<u>P</u>	<u>N</u>
<u>Adult Business (subject to chapter 17C.305 SMC special provisions)</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Winery and Microbreweries</u>	<u>P</u>	<u>P</u>	<u>N</u>

Mobile Food Vending	P[6]	P[6]	P[6]
<p><u>Notes:</u></p> <p>[1] <u>Retail uses having more than forty thousand gross floor area are not permitted in neighborhood centers designated by the comprehensive plan.</u></p> <p>[2] <u>Eating and drinking establishments larger than five thousand gross floor area are not permitted in neighborhood centers designated by the comprehensive plan.</u></p> <p>[3] <u>Limited industrial uses having more than twenty thousand gross floor area are not permitted in neighborhood centers designated by the comprehensive plan.</u></p> <p>[4] <u>Residential uses are required to be mixed on the same parcel as proposed office and retail uses. Nonresidential uses are limited to three thousand square feet per parcel. In neighborhood centers, nonresidential uses are only allowed on parcels with frontage on an arterial street. Nonresidential uses in the CC4 zone are not allowed within sixty feet of a single-family and two-family residential zone or further than three hundred feet (neighborhood center only) from a CC core comprehensive plan designation.</u></p> <p>[5] <u>Drive-through businesses are not permitted along designated Pedestrian Streets</u></p> <p>[6] <u>All mobile food vendors shall have a valid mobile food vending license issued pursuant to SMC 10.51.010.</u></p>			

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

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

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

~~((A.—Minor Amenities.~~

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

~~1.—Additional Streetscape Features.~~

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

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

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

~~3.—Alley Enhancements.~~

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

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

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

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

~~6. Building to the Street.~~

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

~~B. Major Amenities.~~

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

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

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

~~2. Public Art.~~

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

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

~~4. Residential Units.~~

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

~~5. Structured parking.~~

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

C. ~~“Super Bonuses.”~~

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

1. ~~Underground Parking.~~

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

2. ~~Affordable Housing.~~

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

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

1. Underground Parking.

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

i. Parking areas are entirely below the grade of any adjacent streets; or

ii. Surface parking or structured parking at ground level is located entirely behind buildings relative to all adjacent streets; or

iii. Structured parking visible from the street is above ground level with non-parking uses lining the street.

2. Affordable Housing.

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

3. Public Art.

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

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

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

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

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

Section 17C.122.200 Development Standards Table

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

Table 17C.122.200-2 Center and Corridor Development Standards				
HEIGHT STANDARDS				
		CC1	CC2	CC4
Neighborhood Center		55 ft [1][2]	55ft [1][2]	55ft [1][2]
District Center or Corridor		75 ft [1][2]	75 ft [1][2]	55 ft [1][2]
Employment Center		150 ft [2]	150 ft [2]	75 ft [2]
FLOOR AREA RATIO (FAR) STANDARDS				
		CC1	CC2	CC4
Neighborhood Center	Minimum FAR	No Minimum	No Minimum	No Minimum
	Maximum FAR	No Maximum	No Maximum	No Maximum
District Center	Minimum FAR	0.5	0.5	0.5
	Maximum FAR	No Maximum	No Maximum	No Maximum
Employment Center	Minimum FAR	1	1	1
	Maximum FAR	No Maximum	No Maximum	No Maximum
SETBACK STANDARDS				
		CC1	CC2	CC4
Minimum setback from street lot line		0 ft.	0 ft.	0 ft.
Minimum setback from R1 and R2 zoned lots		10 ft. [3]	10 ft. [3]	10 ft. [3]
Minimum setback from all zones except R1 and R2		0 ft. [3]	0 ft. [3]	0 ft. [3]
LOT DIMENSIONS				
		CC1	CC2	CC4

Minimum front lot line width	10 ft.	10 ft.	10 ft.
<p>[1] An additional fifteen ft of height is permitted provided that at least one condition under Section 17C.122.090 Public Amenities Allowing Additional Height is met.</p> <p>[2] Structures over seventy feet in height must follow the standards in Chapter 17C.250 Tall Building Standards.</p> <p>[3] Structure setbacks are measured from the lot line.</p>			

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

Section 17C.122.210 Height

A. Height.

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

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

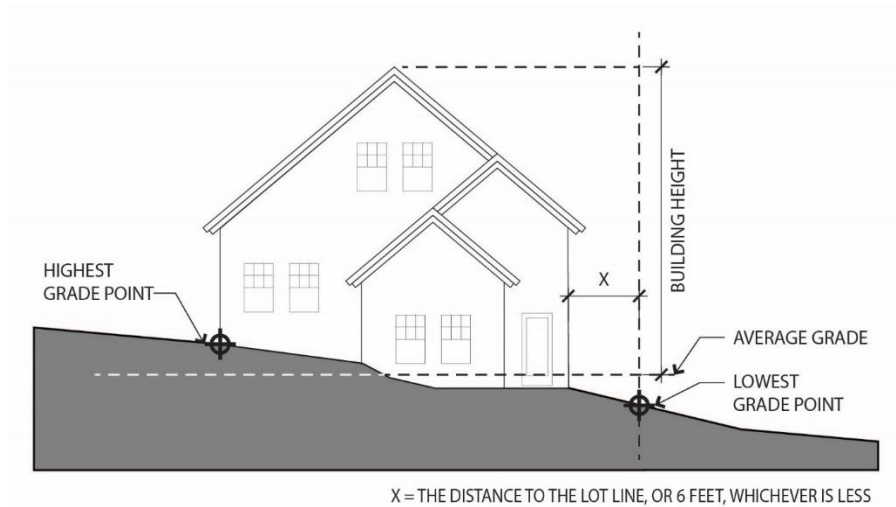


Figure 17C.122.210-A

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

Section 17C.122.220 Height Transition

A. Purpose.

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

B. Applicability.

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

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

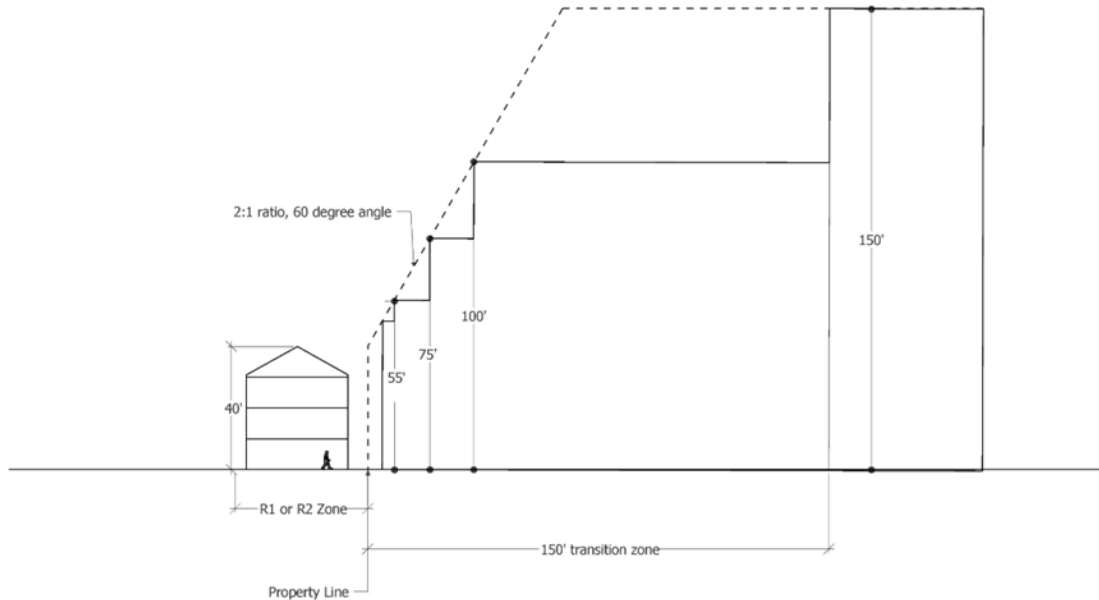


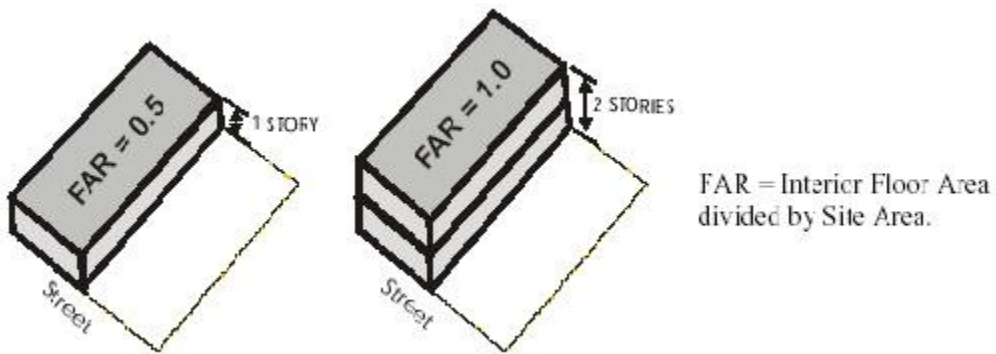
Figure 17C.122.220-A: Height Transition

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

Section 17C.122.230 Floor Area Ratio

A. Floor Area Ratio (FAR).

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



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

Section 17C.122.240 Setbacks

A. Setbacks.

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

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

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

Section 17C.122.250 Sidewalks

A. Sidewalks.

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

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

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

Section 17C.230.120 Maximum Required Parking Spaces

A. Purpose.

Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality. The maximum

ratios in this section vary with the use the parking it is accessory to. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use.

B. Maximum Number of Parking Spaces Allowed.

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

1. Surface Parking.

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

2. Structure Parking.

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

TABLE 17C.230.120-1 PARKING SPACES BY ZONE [1] (Refer to Table 17C.230.130-1 for Parking Spaces Standards by Use)		
ZONE	SPECIFIC USES	REQUIREMENT
RA, R1, R2, RMF, RHD	All Land Uses	Minimum and maximum standards are shown in Table 17C.230.130-1 .
O, OR, NR, NMU, CB, GC, Industrial		
((CC1, CC2, CC3 [2])	Nonresidential	Minimum ratio is 1 stall per 1,000 gross square feet of floor area. Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.
	Residential	Minimum ratio is 1 stall per 1,000 gross square feet of floor area or a minimum of 1 stall per dwelling unit plus one per bedroom after 3 bedrooms. Maximum ratio is the same as for nonresidential uses.

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

		Overlay Zone Map 17C.230-M2 and No Off-Street Parking Required Overlay Zone Map 17C.230-M3.
<p>[1] Standards in a plan district or overlay zone may supersede the standards of this table.</p> <p>[2] See exceptions in SMC 17C.230.130, CC and Downtown Zone Parking Exceptions.</p>		

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

Section 17C.230.130 Parking Exceptions

- A. ~~((In center and corridor downtown, and FBC CA1, CA2, and CA3 zones any new building or building addition with a floor area less than three thousand square feet shall have no parking requirement))~~ Parking is not required for commercial or institutional uses.
- ~~((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))~~ B. The Planning Director may approve ratios that are higher than the maximum or lower than the minimum if sufficient factual data is provided to indicate that a different amount is appropriate. The applicant assumes the burden of proof. Approval of parking above the maximum shall be conditioned upon increasing the amount of required landscaping by thirty percent. Approval of parking below the minimum shall be conditioned upon the project contributing towards a pedestrian and transit supportive environment both next to the immediate site and in the surrounding area. When determining if a different amount of parking is appropriate, the Director shall consider the proximity of the site to frequent transit service, the intensity of the zoning designation of the site and surrounding sites, and the form of the proposed use.
- ~~((D))~~ C. If property owners and businesses establish a parking management area program with shared parking agreements, the Planning Director may reduce or waive parking requirements.
- ~~((E))~~ D. 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)~~E. Attached Housing.

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

1. On a lot at least partially within one thousand three hundred twenty feet of CC, CA, or DT zone or CC3 zoning overlay, the minimum number of off-street vehicle parking spaces required is fifty percent less than the minimum required for Residential Household Living in Table 17C.230.130-1.
2. On a lot farther than one thousand three hundred twenty feet of a CC, CA, or DT zone or CC3 zoning overlay, the minimum number of off-street vehicle parking spaces required is thirty percent less than the minimum required for Residential Household Living in Table 17C.230.130-1.

~~(G)~~E. Parking is not required for residential development on sites located within one-half mile of a transit stop.

TABLE 17C.230.130-1 PARKING SPACES BY USE [1] (Refer to Table 17C.230.120-1 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)) <u>None</u>	None
Residential Household Living (([2]))		((1 per unit plus 1 per bedroom after 3 bedrooms [3]; Accessory Dwelling Unit (ADU) — see Note [4]; Single Resident Occupancy (SRO) are exempt)) <u>None</u>	None

COMMERCIAL CATEGORIES			
USE CATEGORIES	SPECIFIC USES	MINIMUM PARKING	MAXIMUM PARKING
Adult Business		((1 per 500 sq. ft. of floor area)) <u>None</u>	1 per 200 sq. ft. of floor area
Commercial Outdoor Recreation		((20 per acre of site)) <u>None</u>	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)) <u>None</u>	1 per 5 seats or per CU review
Office	General Office	((1 per 500 sq. ft. of floor area)) <u>None</u>	1 per 200 sq. ft. of floor area
	Medical/Dental Office	((1 per 500 sq. ft. of floor area)) <u>None</u>	1 per 200 sq. ft. of floor area
Quick Vehicle Servicing		((1 per 500 sq. ft. of floor area)) <u>None</u>	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)) <u>None</u>	1 per 200 sq. ft. of floor area
	Restaurants and Bars	((1 per 250 sq. ft. of floor area)) <u>None</u>	1 per 60 sq. ft. of floor area
	Health Clubs, Gyms, Lodges, Meeting	((1 per 330 sq. ft. of floor area))	1 per 180 sq. ft. of floor area

	Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	<u>None</u>	
	Temporary Lodging	((1 per rentable room; for associated uses such as Restaurants, see above)) <u>None</u>	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)) <u>None</u>	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)) <u>None</u>	1 per 200 sq. ft. of floor area
Mini-storage Facilities		((Same as Warehouse and Freight Movement)) <u>None</u>	Same as Warehouse and Freight Movement
Vehicle Repair		((1 per 750 sq. ft. of floor area)) <u>None</u>	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)) <u>None</u>	1 per 200 sq. ft. of floor area

Manufacturing and Production		((1 per 1,000 sq. ft. of floor area)) <u>None</u>	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)) <u>None</u>	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)) <u>None</u>	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)) <u>None</u>	1 per 200 sq. ft. of floor area
Daycare		((1 per 500 sq. ft. of floor area)) <u>None</u>	1 per 200 sq. ft. of floor area
Medical Centers		((1 per 500 sq. ft. of floor area)) <u>None</u>	1 per 200 sq. ft. of floor area
Parks and Open Areas		((Per CU review for active areas))	Per CU review for active areas

		<u>None</u>	
Religious Institutions		((1 per 100 sq. ft. of main assembly area or per CU review)) <u>None</u>	1 per 60 sq. ft. of main assembly area
Schools	Grade, Elementary, Junior High	((1 per classroom)) <u>None</u>	2.5 per classroom
	High School	((7 per classroom)) <u>None</u>	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 Planning Director may approve different amounts of parking spaces under the exceptions listed in SMC 17C.230.130.

~~(([2] Parking is not required for residential development on sites located within one-half mile of a transit stop.))~~

~~(([3] For middle housing developed in the R1 and R2 zones, the following standards apply:~~

- ~~• On lots smaller than 6,000 square feet, only one parking space per unit is required regardless of bedroom count.~~

- ~~• On lots 6,000 square feet or larger, each unit with 4 or more bedrooms must provide a minimum of two parking spaces.))~~

~~(([3] Single Room Occupancy housing is exempted from parking requirements.))~~

~~(([4] Parking requirements for ADUs are provided in SMC 17C.300.130(A)(4).))~~

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

Section 17C.300.130 Development Standards

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

All accessory dwelling units must meet the following:

1. Creation.

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

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

2. Number of Residents.

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

3. Location of Entrances for Internal ADUs.

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

4. Parking.

- a. Studio and one-bedroom ADUs require no additional parking. ~~((One additional off-street parking space is required for the accessory dwelling unit with more than one bedroom, plus one per bedroom after two bedrooms. Existing required parking for the principal structure must be maintained.))~~
- ~~((b. As an exception to subsection (a), no additional off-street parking space is required for the ADU within one-quarter mile of stops for a bus or other transit mode providing actual fixed route service at intervals of no less frequently than fifteen minutes for at least five hours during the peak hours of operation on weekdays, defined as a major transit stop under RCW 36.70A.696.))~~
- b. Parking for Accessory Dwelling Units is provided in Table 17C.230.130-1 under Residential Household Living. For purposes of determining required parking, an Accessory Dwelling Unit is a full dwelling unit.

B. Additional Development Standards for Detached ADUs.

- 1. Setbacks.
Except for conversion of existing accessory structures, the accessory dwelling unit must be:
 - a. as specified for setbacks in [Table 17C.111.205-2](#) for accessory structures and
- 2. Height.
The maximum height allowed for a detached accessory dwelling unit is provided in [Table 17C.111.205-2](#).
- 3. Bulk Limitation.
The building coverage for the detached accessory dwelling unit may not be larger than the building coverage of the principal structure.
 - a. On lots five thousand five hundred square feet or larger, the combined building coverage of all detached accessory structures may not exceed fifteen percent of the total area of the site.
 - b. On lots smaller than five thousand five hundred square feet, the combined building coverage of all detached accessory structures may not exceed twenty percent of the total area of the site.
- 4. Conversion of Existing Detached Accessory Structures.
 - a. Conversion of an existing detached accessory structure that is in a front building setback required by [Table 17C.111.205-2](#) is not allowed. Conversion of an existing detached accessory structure that is in a rear or side building setback is allowed as provided

by SMC 17C.111.235, Setbacks, and SMC 17C.111.240, Accessory Structures.

- b. If the accessory dwelling unit is proposed for an existing detached accessory structure that meets any of the standards of subsections (B)(2) and (3) of this section, alterations that will move the structure out of conformance with the standards that are met are not allowed.
- c. If the accessory dwelling unit is proposed as a conversion of an existing detached accessory structure or a portion of the building, and any floor area is added to the existing detached accessory structure to accommodate an ADU, then the entire structure must meet the underlying zoning development standards.

C. Utilities and Addressing.

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

D. Code Compliance.

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

PASSED by the City Council on August 12, 2024.



Betsy Jelferson
Council President

Attest:

Jenni Hester
City Clerk

Approved as to form:

[Signature]
Assistant City Attorney

Disa Brown
Mayor

09/16/24
Date

SEPT 15, 2024
Effective Date