APPENDIX A-1: CODE EVALUATION MEMORANDUM

LAND USE PLANNING
TRANSPORTATION PLANNING
PROJECT MANAGEMENT

MEMORANDUM

TOD Development Standards Analysis – Task 1

Spokane TOD/Station Area Planning Framework and Development Standards

DATE March 8, 2022
TO Jason Graf, Center-Based Planning + Urban Design
FROM Kyra Haggart and Matt Hastie, Angelo Planning Group
CC

INTRODUCTION

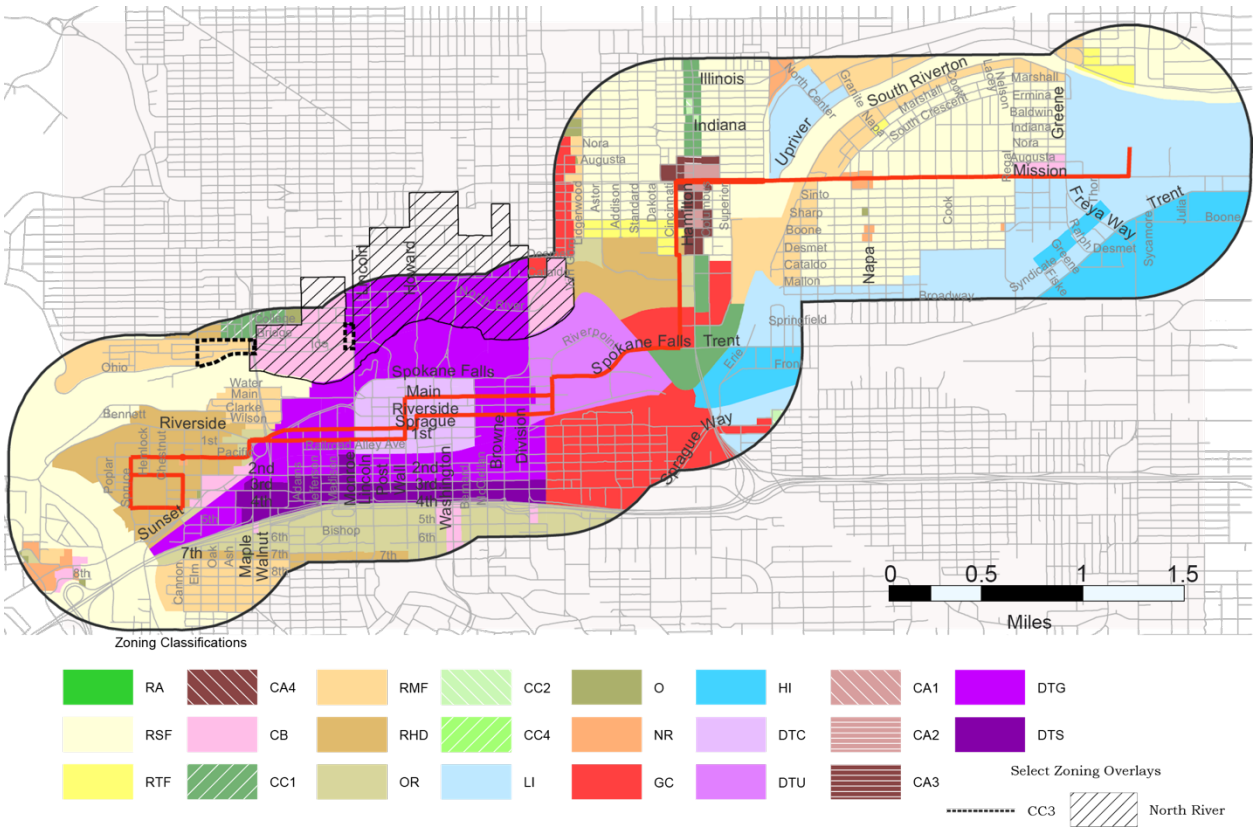
The purpose of this memo is to provide a high-level analysis of existing development standards within the City Line corridor that may impact the success of implementing Transit Oriented Development (TOD). The City Line connects Browne's Addition to Spokane Community College through downtown Spokane, the University District, and the Logan and Chief Garry Neighborhoods. It traverses a variety of Spokane's residential, commercial, downtown, and industrial zones, as well as the Center and Corridor and Context Area districts. Given the distribution of zoning in the corridor, this analysis will primarily focus on development standards found in the non-residential zones that are likely to impact TOD—either by encouraging transit-supportive development, or conversely, serving as barriers to TOD—including building height, setbacks, floor area ratio (FAR), minimum and maximum density, allowed uses (including mixed use), housing variety, parking, and streetscape amenities. These standards are found in Title 17C of the Spokane Municipal Code (SMC). This memo does not identify new or amended zoning code language; rather, it provides a roadmap for crafting such language as part of a TOD regulatory framework, which will be developed later in the process.

CORRIDOR CONTEXT

Figure 1 is a zoning map of the City Line corridor. The City Line's western terminus is Browne's Addition, a residential neighborhood with a mix of single-family and multifamily homes and zoned Residential High Density with a height limit of 35' (RHD-35). The City Line then travels east through the City's

downtown along Sprague Avenue and 1st Ave, passing through the Downtown General (DTG) and Downtown Core (DTC) zones, as well as the Downtown University (DTU) zone at the Washington State University Riverpoint Campus. The corridor crosses the Spokane River at E Spokane Falls Boulevard, passing through the Center and Corridor Type 1 Employment Center zone to the south and the General Commercial zone with a height limit of 150' (GC-150) to the north. The City Line then continues north along Cincinnati Street, where it passes Gonzaga University—zoned RHD-55—to the west and Office Retail with a 55' height limit (O-55) to the east. North of Gonzaga University, the Logan neighborhood is primarily zoned Residential Single Family (RSF) west of Cincinnati Street. To the east of Cincinnati Street is the Hamilton Street corridor, for which a special form-based code was adopted in 2015, regulated through four types of Context Areas (CA1, CA2, CA3, CA4). The CCL corridor continues east at Mission Avenue to its eastern terminus at Spokane Community College. This portion of the corridor is primarily zoned for single-family residential development through the Chief Garry Park neighborhood, with a node of Neighborhood Retail (NR-35) located east of the river between Magnolia and Napa Streets and a node of Community Business (CB-55) located west of Spokane Community College between Regal and Greene Streets. The Spokane Community College campus, as well as the area south of Mission Avenue and east of Chief Garry Park, is zoned Light Industrial (LI).

Figure 1. Corridor Study Area Zoning



ZONING SUMMARY

The following table summarizes the extent to which existing standards for each zone along the City Line corridor support or serve as barriers to successful TOD development. The icons in the table, and described in the legend below, represent the overall impact of development standards on creating conditions that foster TOD. Detailed descriptions of existing requirements, as well as some preliminary recommendations, are included in the following Zoning Analysis section of this memo.

- ✔ Existing standards generally support TOD
- ⛔ Existing standards may be a barrier to TOD
- ⚠ Existing standards represent a significant barrier to TOD
- ⊘ No existing standards

	BUILDING HEIGHT	BUILDING ORIENTATION	FLOOR AREA RATIO	SETBACKS	ALLOWED USES	DENSITY	VEHICLE PARKING	BICYCLE PARKING	STREETSCAPE AMENITIES
Form Based Code Zones									
CA1	✔	✔	⊘	✔	✔	⊘	⛔	⛔	✔
CA2	✔	✔	⊘	✔	✔	⊘	⛔	⛔	✔
CA3	✔	✔	⊘	✔	✔	⊘	⛔	⛔	✔
CA4	⛔	✔	⊘	⛔	✔	⊘	⛔	⛔	✔
Center and Corridor Zones									
CC1	⛔[1]	✔	⛔	✔	✔	⊘	⛔	⛔	✔
CC2	⛔[1]	✔	⛔	✔	✔	⊘	⛔	⛔	✔

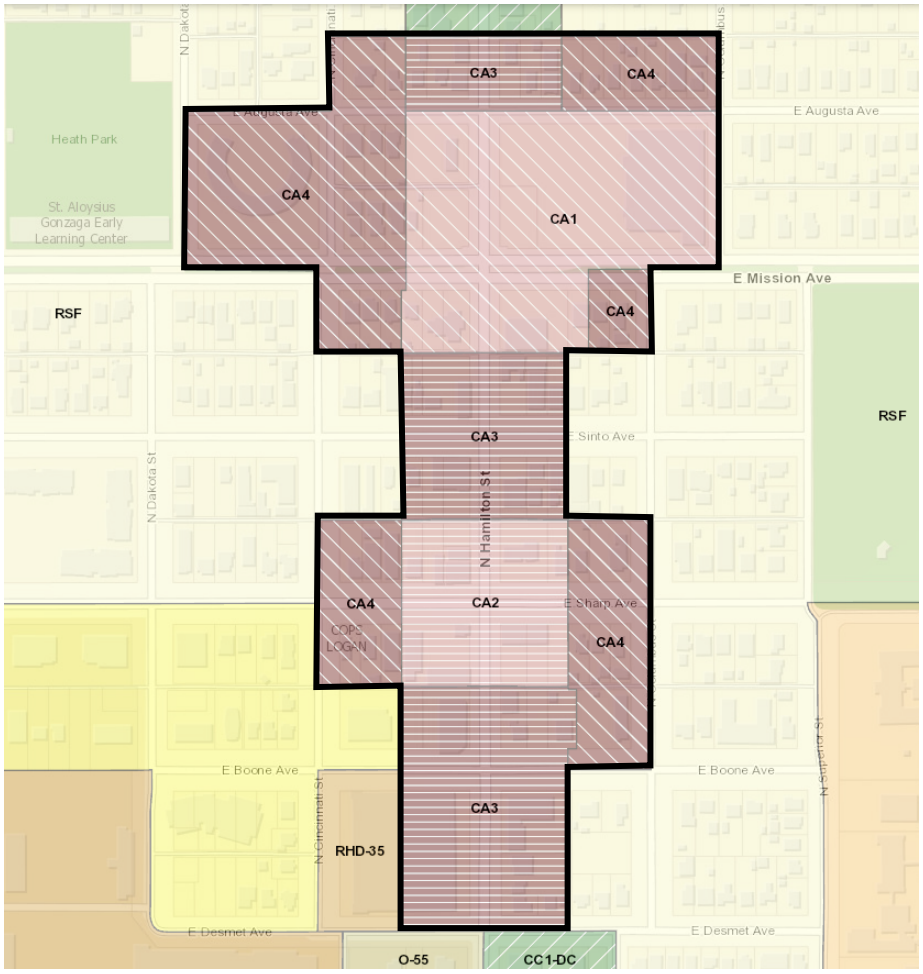
	BUILDING HEIGHT	BUILDING ORIENTATION	FLOOR AREA RATIO	SETBACKS	ALLOWED USES	DENSITY	VEHICLE PARKING	BICYCLE PARKING	STREETSCAPE AMENITIES
CC4	⊖[1]	✔	⊖	✔	✔	⊘	⊖	⊖	✔
Downtown Zones									
DTG	✔	✔	✔	✔	✔	⊘	⊖	⊖	✔
DTC	✔	✔	✔	✔	✔	⊘	⊖	⊖	✔
DTU	✔	✔	✔	✔	✔	⊘	⊖	⊖	✔
Commercial Zones									
GC	✔	✔	⊖	✔	⚠	⊘	⊖	⊖	✔
Residential Zones									
RSF	⊖	✔	⊖	⊖	⊖	⊖	⊖	⊖	⊘
RTF	⊖	✔	⊖	⊖	⊖	⊖	⊖	⊖	⊘
RMF	⊖	✔	✔	⊖	✔	⊖	⊖	⊖	⊘
RHD	⊖	✔	✔	⊖	✔	⊖	⊖	⊖	⊘

Notes:

1. *The Employment Center designation limits building height to 150’ in CC1 and CC2 zones, and 70’ in CC4 zones, which is sufficient for TOD.*

ZONING ANALYSIS

Form Based Code Zones (SMC 17C.123)



Adopted in 2015, the form-based zoning categories (also called Context Areas) are intended to foster an economically vibrant, walkable, mixed-use environment along the Hamilton Street corridor. The form-based zones implement the centers and corridors goals and policies of the comprehensive plan. The standards in the form-based code zones regulate development primarily through building design and density, with a greater emphasis of physical form than most of the City's other zoning designations.

The code regulates development through the designation of Context Areas, ranging from the highest-intensity development in CA1 ("Center 1") and CA2 ("Center 2") to low and mid-range intensity development in CA3 ("Corridor") and CA4 ("Transitional"). A Shopfront Street designation is also applied to parcels that front on the public right-of-way (ROW) for Hamilton Street. The code's Street Section Plan supplements the zones with four types of streetscapes intended to provide for a pedestrian-friendly mixed-use corridor environment through sidewalk widths and amenities such as lighting and seating. Type 1 is the Hamilton Street corridor between Desmet Avenue and just north of Augusta

Avenue; Type 2 is Mission Avenue, generally between Cincinnati Street and Columbus Street; Type 3 is primarily made up of the other east-west streets including Boone Avenue, Sharp Avenue, and Sinto Avenue between Cincinnati Street and Columbus Street; and Type 4 is comprised of Augusta Avenue and portions of Dakota Street, Cincinnati Street, and Columbus Street north of Mission Avenue.[1] The boundaries of the zones generally extend one to three parcels deep along a given street within the overall code district.

BUILDING HEIGHT

Maximum building height standards in the form-based code zones vary depending on a development's distance from the Hamilton Street corridor.[2] Within 100' to 114' of the Hamilton Street ROW, CA1 and CA2 limit building height to 66' or five stories and CA3 limits height to 54' or four stories. Beyond 100' to 114' development is subject to a height transition line from the maximum height of the Context Area to the maximum wall height allowed in the adjacent zone. CA4 is only located further than the 100' to 114' from the Hamilton Street ROW and limits height to 35', which is consistent with most of the City's residential zones and the residential neighborhoods surrounding the corridor.

> **Comments:** The height limitations in the form-based code zones CA1, CA2, and CA3 are generally supportive of TOD; however, increasing maximum height allowances to 70' or greater for areas adjacent to transit corridors could increase land efficiency and density and encourage vertical mixed-use development. For development adjacent to a RSF zone, consider limiting height to 55' abutting the zone, with a height transition line allowing for increased height further from single-family development.

BUILDING ORIENTATION

CA1, CA2, and CA3 zones, and all Shopfront Street areas, require that primary building entrances face the street and include at least one of a menu of entrance options, including recessed entrance; canopy or awning; architectural roof structure element that protrudes from the building; or—for mixed-use buildings—clearly distinguished retail and residential entrances.

> **Comments:** Requiring buildings to be oriented to the street encourages an active and pedestrian-friendly streetscape that is supportive of the general intent of TOD.

[1] See SMC Figure 17C.123.030-2 Street Section Plan for a map of street type locations.

[2] Standards are based on the distance from the Hamilton Street ROW to the back lot line of adjacent properties, which ranges from 100' to 114'.

FLOOR AREA RATIO

Standards for the form-based code zones do not include provisions addressing minimum or maximum FAR.

SETBACKS AND BUILD-TO LINES

Setbacks and build-to lines for the form-based code zones vary by Context Area and Street Type and are intended to provide space for sidewalks and planning zones to enhance the pedestrian environment for streets in the vicinity of the transit corridor. Zones CA1, CA2, and CA3 establish a minimum setback of 0' for interior lot lines and alleys, except for interior lot lines that abut a CA4, RSF, or RTF zone, in which case there is a 5' setback required. The CA4 zone also establishes a 0' setback for alleys, as well as a 5' setback for all interior lot lines. For lot lines fronting on a street, the code utilizes build-to lines, which vary by Street Type. For Street Type 1, a build-to line is required at a minimum of 5', with a maximum of 15'. However, build-to lines for Street Type 1 must also establish a minimum 12' and up to 22' maximum space from the back of the curb to the building, which must include a 7' clear pedestrian zone (i.e., sidewalk) with a 5' planting buffer separating the sidewalk from the street. Street Types 2, 3, and 4 establish a build-to line of 0', for zones CA1, CA2, and CA3, except where developments are located within 50' of a CA4 zone, in which case a 5' build-to line is required. The CA4 zone requires a 15' build-to line for Street Types 2, 3, and 4.

> **Comments:** Requiring wide sidewalks encourages a walkable, pedestrian-friendly environment, which supports TOD. However, requiring minimum setbacks or build-to lines can also serve as a barrier to compact development. The City could consider reducing the minimum build-to line for developments fronting on a primary transit corridor (such as Hamilton Street) or reducing maximum setbacks and build-to lines (except for developments adjacent to RSF zones) to support compact development along the corridor.

ALLOWED USES AND HOUSING MIX

CA1, CA2, and CA3 zones permit most residential and non-residential uses outright, with the exception of single-family detached homes and townhomes; heavy industrial uses, storage, and warehouses; adult businesses; ground-floor residential uses and structure parking on shopfront streets (i.e., Hamilton Street); auto-related uses; and drive-through facilities—these uses are prohibited. The CA4 zone permits all types of residential uses on all floors, as well as non-residential uses on the ground-floor level limited to 3,000 square feet if developed with a residential component. Industrial uses, parking structures, adult businesses, outdoor storage, mining, vehicle repair and servicing, drive-through facilities, and other auto-related uses are prohibited in CA4 zones.

> **Comments:** The allowed and prohibited uses as laid out in the form-based code are supportive of TOD.

DENSITY

Standards for the form-based code zones do not include provisions addressing minimum or maximum density.

> **Comments:** Provided that the market is supportive of higher density residential development types, the City may wish to consider requiring a minimum residential density—particularly for lots that are adjacent to the transit corridor—to ensure compact growth and encourage more transit ridership.

VEHICLE PARKING

Off-street surface parking in the form-based code zones may not be placed between the street and the building. Lots with more than 30 parking stalls are required to provide 5' pedestrian walkways connecting to the building entrances. CA1, CA2, and CA3 zones require a minimum of two off-street spaces per 500 square feet of floor area, and the CA4 zone requires one space per dwelling unit. Additional parking requirements are found in SMC 17C.230 Parking and Loading, including reductions in off-street parking requirements based on the number of on-street parking spaces adjacent to the site.

> **Comments:** Decreasing the amount of off-street parking required near stations supports the success of TOD areas by improving pedestrian circulation, decreasing development costs, and reduced greenhouse gas emissions. To support compact, walkable development, the City could consider further reducing minimum parking requirements. For example, the City could reduce requirements to be more in line with the standards applied in Center and Corridor zones or reduce them even further. Alternatively, consider encouraging voluntary parking reductions by offering incentives such as FAR, density, or minimum lot area bonuses for reduced parking spaces.
>
> Providing a network of safe and attractive pedestrian connections is a vital component of successful TOD. In particular, the City should consider requiring developments to provide pedestrian walkways through parking lots connecting to any adjacent transit stops. In addition, consider requiring additional pedestrian walkways connecting to adjacent sidewalks to shorten walking distances and improve the safety of pedestrian travel between developments.

BICYCLE PARKING

Requirements for bicycle parking in the form-based code zones are found in SMC 17C.230.200(A)(2). The minimum number of spaces required for CA1, CA2, and CA3 zones is calculated at either 5% of the number of off-street spaces provided, or a minimum of one space per 10,000 square feet of building area, whichever is greater.

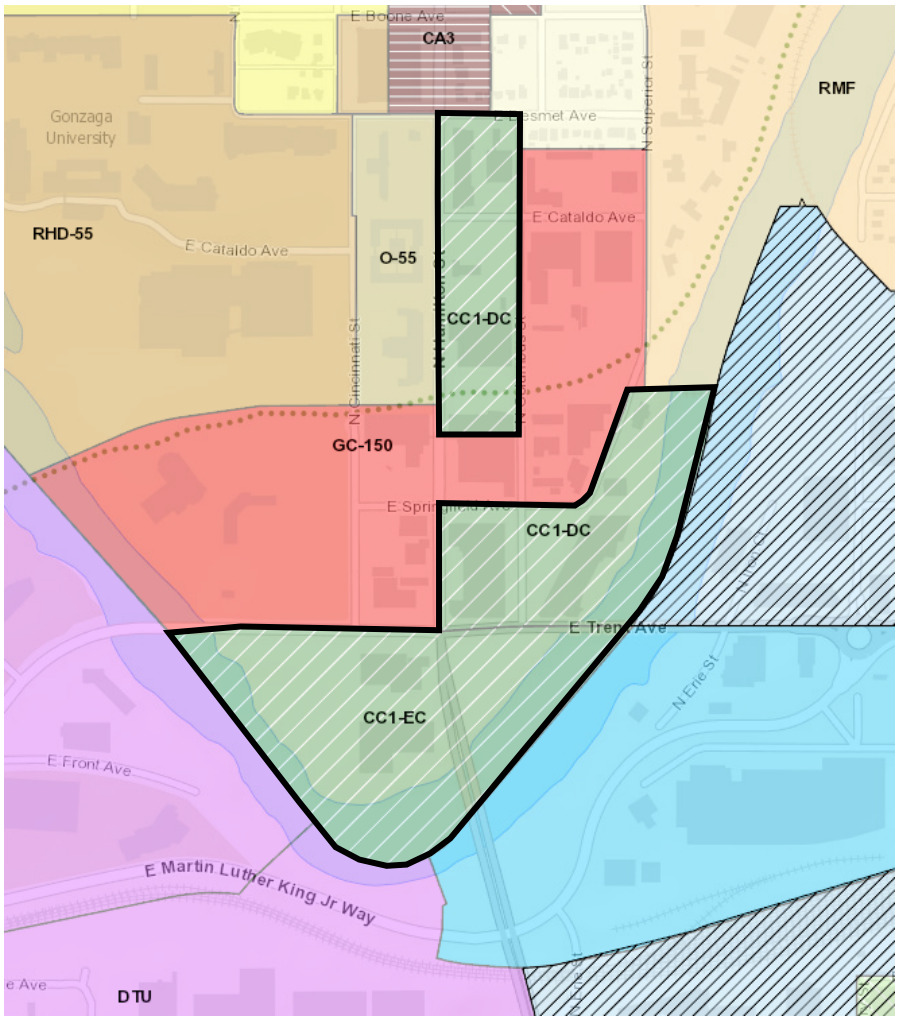
Comments: Providing adequate bicycle parking is important to the success of TOD—particularly when located near transit stops and stations—in order to provide multimodal transportation options, increase access to destinations near but not on transit corridors, and support first mile/last mile transit connections. Consider increasing the amount of bicycle parking required for developments adjacent to the transit corridor and providing best practice information regarding installation.

STREETSCAPE AMENITIES

In addition to requiring a 5' planting buffer separating the sidewalk from the street, SMC 17C.123.050 includes requirements for providing street furnishings such as pedestrian-scale lighting, benches, and trash receptacles for Street Types 1, 2, and 3. Bicycle parking is not required as an element of the streetscape; however, parking that is included in the streetscape counts toward minimum bicycle parking spaces required pursuant to SMC 17C.230.200.

Comments: Consider a menu-based approach for the provision of additional streetscape amenities, including drinking fountains, wayfinding, or public art. Streetscape amenities are important to ensuring a vibrant, pedestrian-friendly atmosphere.

Center and Corridor Zones (SMC 17C.122)



Spokane's Center and Corridor zoning standards, adopted in 2005, implement the "Centers and Corridors" growth strategy identified in the City's Comprehensive Plan. The centers and corridors identified in the Plan and on the City's zoning map are intended to bring employment, shopping, and residential activities into shared locations and encourage, through new development and redevelopment, a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks, and relatively narrow streets with on-street parking.

The Center and Corridor code regulates development through four zoning categories. Type 1 (CC1), also called "Pedestrian Emphasis/Auto Accommodating," is the most pedestrian-focused of the four types. Implementation of this zone include some limitations on auto-oriented activities and other similar uses that are considered to detract from a pedestrian-oriented environment. The Type 2 (CC2) zone, "Pedestrian Enhanced/Auto Accommodating," promotes new development and redevelopment that is pedestrian-friendly while accommodating some auto-oriented uses. CC2 encourages the use of incentives for increased FAR in exchange for additional public amenities. Type 3 (CC3) is the Center and

Corridor Overlay Zone, which is applied in areas that have pre-existing zoning designations that allow different uses and have different development standards than those prescribed for the Type 1 and 2 centers and corridors. This overlay zone is intended to allow development within these areas to take advantage of the opportunities allowed in the Type 1 and 2 centers and corridors. Development within Type 3 centers is either allowed to use the existing zoning regulations or may develop according to the standards for Type 1 or Type 2 centers and corridors. Because it does not have its own set of standards, CC3 is not discussed further in this memo. The Type 4 (CC4) zone is also referred to as the Mixed Use Transition Zone and is applied in areas that are undergoing a transition as a result of a neighborhood center and corridor planning process. The intent of this zone is to provide a transition of mixed uses (office, small retail, and multi-family residential) between the core of the center or corridor and existing or designated residential areas. In addition to the zoning designations, the City's Comprehensive Plan applies additional designations, which are appended on the zoning map: Neighborhood Center, District Center, Employment Center, Corridor, Regional Center, CC Core, and CC Transition. The City Line corridor passes through two types of Center and Corridor zones: CC1-EC (Center and Corridor Type 1 - Employment Center) and CC1-DC (Center and Corridor Type 1 – District Center).

In addition to the standards found in SMC 17C.122, developments in the Center and Corridor zones are subject to the *Design Standards and Guidelines for Centers and Corridors* document ("Attachment A"), which includes additional standards for site and building design.

BUILDING HEIGHT

Building height in the Center and Corridor zones is regulated based on zone type and center type. Areas designated as Neighborhood Centers (NC) limit building height to 40' in all three zones (CC1, CC2, and CC4). District Center and Corridor designations limit building height to 55' in CC1 and CC2 zones, and 40' in CC4 zones. Employment Center designations limit building height to 150' in CC1 and CC2 zones, and 70' in CC4 zones; however, structures over 50' in the Employment Center designation are subject to additional design requirements found in the City's Tall Building Standards (SMC 17C.250).

Additionally, in order to ensure compatibility between centers and corridors and adjacent residential neighborhoods, development within 150' of any single-family or two-family residential zone is subject to the following height transition requirement: Starting at a height of 30' at the residential zone boundary, additional building height may be added at a ratio of 1 to 2 (1' of additional building height for every 2' of additional horizontal distance from the closest single-family or two-family residential zone). Design standards in Attachment A also require that any side of the building visible from the ground level of an adjacent RSF zone shall be given three or more treatments such as architectural details, pitched roof form, windows, or balconies.

> **Comments:** To support higher density and encourage vertical mixed-use development and the efficient use of land, consider increasing maximum height allowances to 70' or greater for the District Center and Corridor center types in all three zones, preserving the existing caveat of height transitions within 150' of a single-family zone. Also, consider other options or refinements to transitional standards (e.g., 1' of height per 1'

of horizontal distance or a standard based on the angle of the ratio of height to distance).

BUILDING ORIENTATION

Attachment A includes a requirement for "buildings along the street," which is intended to ensure that at least some part of the development of a site contributes to the liveliness of sidewalks along the street. Pursuant to this standard, new developments are not permitted to locate parking between buildings and the street. In addition, at least 30% of the site frontage must be made up of building facades (15% for shopping centers). Buildings along sidewalks are also required to have windows and doors facing the street and apply treatments such as transparency and other architectural details for visual interest.

Comments: These standards are generally supportive of TOD; however, the City could consider increasing the percentage of building frontage required for developments abutting transit corridors in order to foster a more contiguous streetscape (e.g., increase the required percentage to 50-70%).

FLOOR AREA RATIO

FAR requirements in the Center and Corridor zones vary by land use (residential or nonresidential) and by zone. For nonresidential uses, CC1 allows a FAR of 0.5 and CC2 allows for 0.2. In the CC4 zone nonresidential uses are limited to a maximum of 3,000 square feet per parcel, and the FAR may not be greater than that of the residential uses located on the same parcel. For residential uses, the CC1 and CC4 zones establish a maximum FAR of 1.0, and CC2 a FAR of 0.5. The code also allows for a combined FAR, which is set at 1.5 for the CC1 zone, 0.7 for the CC2 zone, and 1.0 for the CC4 zone.

In addition to the basic allowable (maximum) FAR standards, the code includes provisions for a public amenity bonus for minor amenities (streetscape features, canopies, alley enhancements, façade materials, building frontage), major amenities (outdoor public spaces, public art, through-block pedestrian connections, residential units, structured parking), and "super bonuses" (underground parking, affordable housing). Each amenity allows for an increase in FAR from the basic allowable FAR up to a maximum FAR (Table 17C.122-2). Each minor amenity allows an increase of two-tenths FAR, each major amenity allows an increase of five-tenths FAR, and the "super bonus" allows an increase in maximum FAR by 50% (in addition to providing at least two minor or major amenities in addition to the super bonus items). The maximum FAR for bonuses ranges from 0.8 for nonresidential uses in the CC2 zone to 3.0 for nonresidential or combined uses in the CC1-EC and CC2-EC zones. There is no maximum FAR for residential uses in the CC1-EC and CC2-EC zones.

Comments: Establishing a minimum FAR helps support TOD by ensuring that development patterns are compact and clustered around transit facilities, with densities

at levels that support transit investments. Similarly, maximum allowed FARs should be high enough to allow for TOD to occur. A FAR of 0.5 is generally considered to be the lowest ratio needed to support TOD in the suburban context, with a minimum of 2.0 common in urban or town center settings or parcels adjacent to the transit corridor. Some cities also opt to allow outdoor spaces such as plazas, sheltered entries, courtyards, outdoor cafes, or widened sidewalks with ample seating to be counted toward the minimum FAR requirement as an alternative method to incentivize the provision of public amenities that enhance the streetscape environment while also incentivizing denser, more compact development. In addition to generally increasing allowable FAR, the City could consider removing the maximum FAR for all TOD areas, or more specifically for areas adjacent to the transit corridor. Allowed FARs in the center and corridor zones should be within this range. FAR maximums and accompanying bonuses also should be set to ensure that the bonuses are valuable enough for developers to serve as incentives to create desired public amenities.

SETBACKS AND SIDEWALK WIDTHS

The minimum required setback from the street-facing lot line is 0’ for all zones (CC1, CC2, and CC4), with a required sidewalk width of 12’ (including an 8’ clear path for pedestrian travel. and a 4’ planting zone). Exceptions may be made if the parcel includes an existing sidewalk that is less than 12’ between the curb and the existing building. For developments abutting other zones, structures are required to be set back 10’ from the lot line adjacent to RSF and RTF zones.

Comments: These standards are generally supporting of TOD and the creation of a walkable, pedestrian-friendly environment.

ALLOWED USES AND HOUSING MIX

The Center and Corridor zones generally allow for a mix of residential, commercial, and employment uses. All residential uses are allowed outright in all Center and Corridor zones and are even encouraged through FAR bonuses. However, residential uses are required to be mixed on the same parcel as proposed office and retail uses and are limited to 3,000 square feet per parcel. In Neighborhood Centers, retail uses are only allowed on lots fronting an arterial street. Nonresidential uses in the CC4 zone are not allowed within 60’ feet of RSF and RTF zones. Nonresidential uses in the CC4 zone in a Neighborhood Center are not allowed further than 300’ from a CC Core designation. Heavy industrial uses, drive-throughs, and adult businesses are prohibited in all zones. Various other auto-related, industrial, and storage uses are prohibited in CC1 and CC4, but allowed in CC2.

Comments: The allowed and prohibited uses as laid out in the center and corridor zoning code are generally supportive of TOD. However, the 3,000 square foot cap per parcel on residential uses may act as a barrier to higher density mixed-use and residential TOD development.

DENSITY

Standards for the form-based code zones do not include provisions addressing minimum or maximum density.

Comments: Provided that the market is supportive of higher density residential development types, the City may wish to consider requiring a minimum residential density—particularly for lots that are adjacent to the transit corridor—to ensure compact growth and encourage more transit ridership.

VEHICLE PARKING

Minimum and maximum parking requirements are found in SMC 17C.230 Parking and Loading. CC1 and CC2 zones require a minimum of one space per 1,000 square feet of floor area for nonresidential uses and one space per dwelling unit (plus one per bedroom for units greater than three bedrooms) for residential uses. CC4 requires 2 spaces per 1,000 square feet of nonresidential floor area and either one space per 1,000 square feet of residential floor area or one space per dwelling unit, whichever is less.

In addition to the general development standards for parking found in SMC 17C.230, parking in the center and corridor zones is subject to design standards in Attachment A. These additional standards include requirements for parking lots over 30 spaces to provide pedestrian connections between all public rights-of-way and building entrances, between parking lots and building entrances, and between any adjacent transit stops and building entrances. In addition, parking lots for development sites located on identified Pedestrian Streets are required to be located behind buildings in order to maintain a contiguous, active pedestrian street front.

Comments: Decreasing the amount of off-street parking required near stations supports the success of TOD areas by improving pedestrian circulation, decreasing development costs, and reduced greenhouse gas emissions. To support compact, walkable development, the City could consider further reducing minimum parking requirements. Alternatively, consider encouraging voluntary parking reductions by offering incentives such as FAR or minimum lot area bonuses for reduced parking spaces.

BICYCLE PARKING

Bicycle parking standards, found in SMC 17C.230.200, require that any new use requiring 20 or more vehicle parking spaces also provide bicycle parking, either off-street or in the public right-of-way, with a minimum of 5% the number of vehicle spaces.

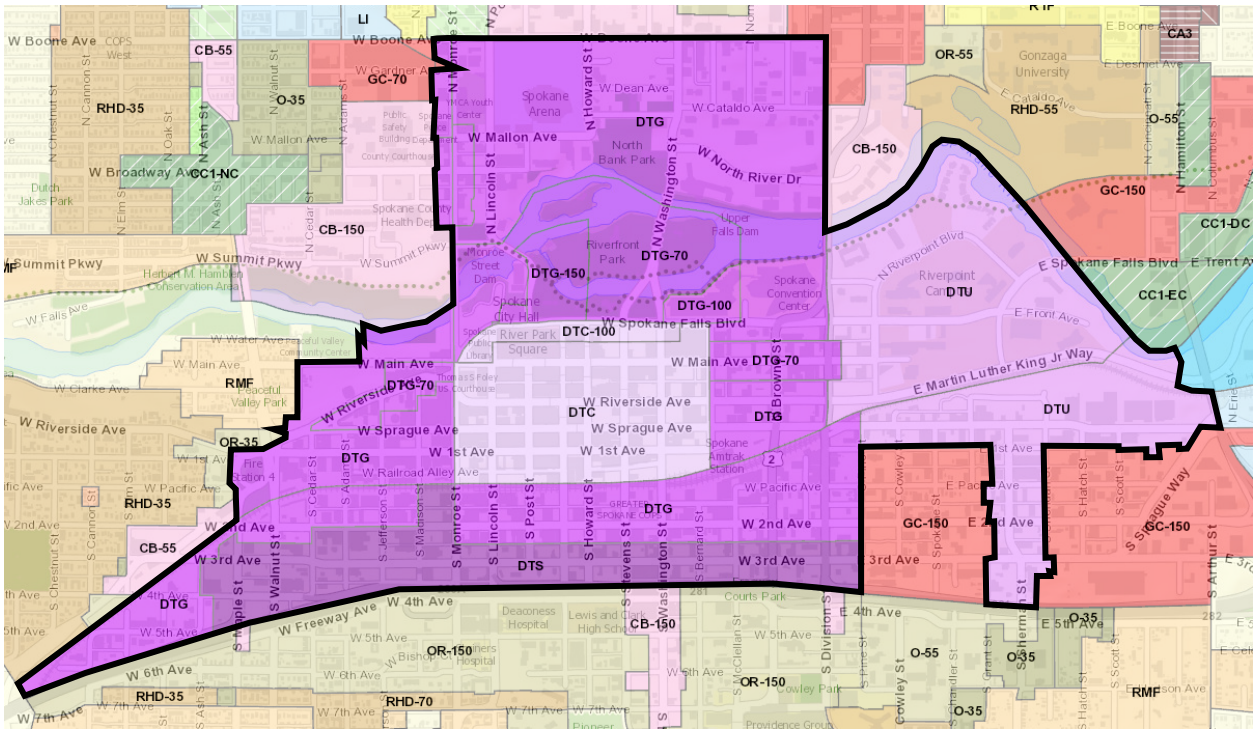
> **Comments:** Providing adequate bicycle parking is important to the success of TOD—particularly when located near transit stops and stations—in order to provide multimodal transportation options, increase access to destinations near but not on transit corridors, and support first mile/last mile transit connections. Consider increasing the amount of bicycle parking required for developments adjacent to the transit corridor and providing best practice information regarding installation.

STREETSCAPE AMENITIES

For all center and corridor zones, pedestrian lighting is required and temporary encroachments of sidewalks—such as café seating, planters, ramps, stairs, and sandwich board signs—are allowed, provided that they leave at least a 6’ wide pathway for pedestrian travel. Pedestrian Streets are subject to additional streetscape element requirements found in Attachment A. These standards state that public furnishings such as benches, tables, bike racks, or other amenities shall be provided at building entrances, in plazas and open spaces, or in other pedestrian areas for buildings larger than 10,000 square feet.

> **Comments:** Streetscape amenities are important to ensure a vibrant, pedestrian-friendly atmosphere. Consider offering additional incentives (such as the existing FAR incentive) for developments in all center and corridor zones to provide streetscape amenities.

Downtown Zones (SMC 17C.124)



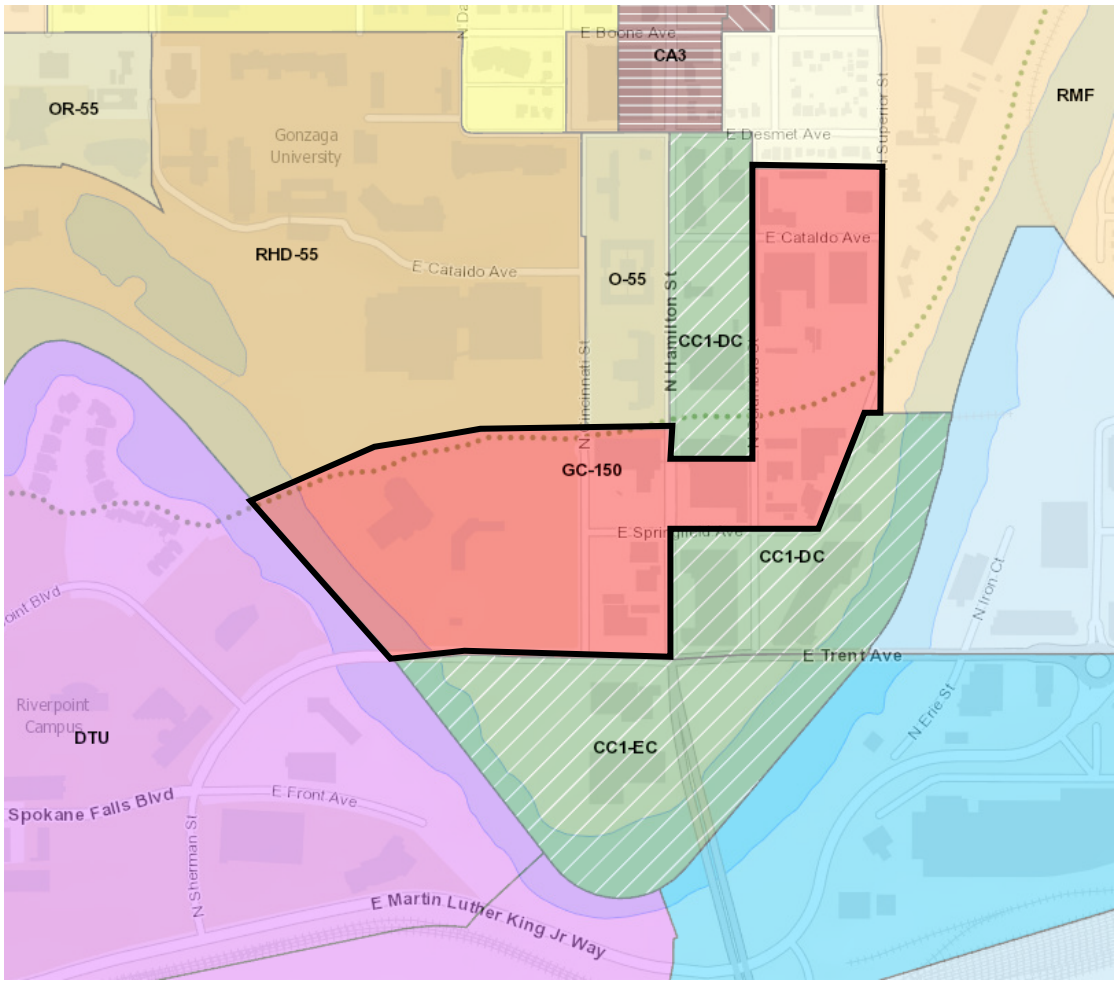
The downtown zoning categories implement the downtown specific plan titled “Fast Forward Spokane” along with the goals and policies and land use plan map designations of the City’s Comprehensive Plan. The code regulates development in the City’s downtown through four zones. The Downtown Core (DTC) zoning category is applied to the core area of the downtown and allows the most intensive building height and massing within the downtown and the City. The Downtown General (DTG) zoning category is a high-density, mixed-use area in which community-serving retail uses are encouraged, especially at street level; and residential and office uses are encouraged, especially as part of a mixed-use building. The Downtown University (DTU) zone, applied to the University of Washington Riverpoint Campus, encourages a wide range of uses that support the ongoing development of an urban inner city university. A pedestrian friendly and safe urban environment is encouraged along with a wide range of residential, office, retail, and other supporting commercial uses. The Downtown South (DTS) zone is generally found along Third Avenue and south of the railroad viaduct and accommodates a wide range of uses, including auto oriented uses. The City Linecorridor passes through the DTG, DTC, and DTU zones before crossing the Spokane River.

The development standards in the downtown zones are designed to allow a large degree of development flexibility within parameters that support the intent of the specific zone. Building height is generally limited to 12 stories in all zones except DTC, which has no height limit. Exceptions are made for zones which have height limits specified on the zoning map. For example, the DTC zone has no limits on maximum height except for the strip of land between Spokane Falls Boulevard and Main Avenue, which is zoned DTC-100 and thus limits height to 100’. The DTC zone also has no limits for maximum FAR (though there is no minimum FAR established for any of the downtown zones). FAR is limited to 6.0 in

the DTG and DTU zones, though it only applies to nonresidential uses. For all downtown zones, there is no FAR limit for residential uses, though they are still subject to building height requirements. Minimum setbacks for all downtown zones are 0', and sidewalks must be at least 12' in width. Exceptions to the setback requirement can be made for the purpose of providing a public space such as a plaza, courtyard, or recessed pedestrian entrance that contains landscaping and/or other pedestrian amenities. Developments adjacent to residential lots require a 10' setback; however, this only occurs along the western edge of the downtown zoned area near Browne's Addition. Parking is not required in the downtown core and portions of the DTG zones between Monroe Street and Division extending north across the Spokane River to Boone. In addition to a variety of commercial and institutional uses, most residential uses are permitted outright in the commercial zones, including single-family, multifamily, and middle housing types.

Comments: The standards intended to encourage compact, mixed-use development and a vibrant, walkable environment as part of the urban core of the City are also generally supportive of TOD. However, to further encourage successful TOD, the City could consider adding the areas adjacent to the City Line corridor to the portion of the downtown area that is except from minimum parking. In addition, the City could consider requiring a minimum residential density, provided that the market will support dense residential development types in this area.

Commercial Zones (SMC 17C.120)



The commercial zoning categories include Office (O), Office Retail (OR), Neighborhood Retail (NR), Neighborhood Mixed Use (NMU), Community Business (CB), and General Commercial (GC). The City Linecorridor passes through small areas of OR, CB, and NR zones west of the downtown area, and O and GC zones north of the river. This analysis focuses on the commercial areas north of the river along the Cincinnati Street corridor, and because the office zoning category is generally intended for low-intensity and small-scale office development near neighborhoods, primarily discusses the standards found in the GC zone.

Building height in the GC zone is limited to 70', except as designated on the zoning map. Such is the case with the GC area along the Cincinnati Street corridor, which is zoned GC-150 and limits height to 150'. Buildings in this zone over 50' in height are subject to the setback and dimensional standards of SMC 17C.250 Tall Building Standards. The code does not establish a minimum FAR, and the maximum FAR in the GC zone is 2.5. Setbacks for all commercial zones are 0', except where developments abut a residential zone, in which case a 10' setback is required. Similar to the other zones discussed in this memo, 12' sidewalks are required. Minimum and maximum parking spaces in the commercial zones are

determined based on use. New or renovated buildings over 40,000 square feet are required to have plazas, courtyards, or other pedestrian spaces that include at least three types of pedestrian amenities, such as landscaping, lighting, seating, public art, or others. In addition to a variety of commercial and institutional uses, most residential uses are permitted outright in the commercial zones, including single-family, multifamily, and middle housing types.

> **Comments:** The standards found in the GC zone are generally supportive of TOD but allow auto-oriented uses that are not transit supportive. At the McCarthey Athletic Center the GC zone bifurcates the Center and Corridor zones on each side and diminishes the ability to implement Center type development; The City could consider reducing or removing minimum parking requirements for areas adjacent to the transit corridor to further remove barriers to walkable, transit-supportive development. In addition, the City could consider requiring a minimum residential density, provided that the market will support dense residential development types in this area.

Residential Zones (SMC 17C.110)

The residential zoning categories include Residential Agriculture (RA), Residential Single-Family (RSF), Residential Single-family Compact (RSF-C), Residential Two-family (RTF), Residential Multifamily (RMF), and Residential High Density (RHD). The City Line corridor passes through several areas of the city with residential zoning. At the western terminus, the Browne's Addition neighborhood is zoned RHD-35 (indicating a height limit of 35'). North of the river, the area west of Cincinnati Street is primarily zoned RSF, with several blocks adjacent to the corridor zoned RTF and RHD—including the Gonzaga University area, which is zoned RHD-55. Heading east, the corridor follows Mission Avenue as it passes through the Chief Garry Park neighborhood on its way to Spokane Community College; most of the land adjacent to Mission Avenue is zoned RSF.

Building heights in all of the residential zones are limited to 35', except as designated on the zoning map (for example, the RHD-55 area around Gonzaga University). Buildings in all zones are required to be set back 15' from the front lot line, with 3' or 5' setbacks required for side lot lines. Rear setbacks are established at 10' for RMF and RHD zones, 15' for the RTF zone, and 25' for the RSF zone. Minimum densities are established at 4 units per acre in the RSF zone, 10 units per acre in the RTF zone, and 15 units per acre in the RMF and RHD zones. Maximum densities are 10 units per acre for RSF, 20 units per acre for RTF, and 30 units per acre for RMF. The RHD zone does not have a maximum density. Maximum allowable FAR for the two lower-intensity zones (RSF and RTF) is established at 0.5; however, for sites in the RSF and RTF zones that qualify for compact lot development standards (SMC 17C.110.209) FAR may be increased to 0.65 for attached housing development. The RMF and RHD zones do not have maximum allowable FAR. Parking for all residential units require a minimum of one off-street space per unit, plus one additional space per bedroom after three bedrooms, with no maximum number of spaces.

Housing types allowed in the lower-intensity residential zones (including RSF and RTF) include single-family detached, single-family attached, zero lot line housing, manufactured homes, and accessory dwelling units (ADUs). Duplexes are allowed in the RTF zone, but not the RSF zone. In addition, cottage housing is permitted conditionally in the three lower-intensity zones. Multifamily housing is only allowed in the RMF and RHD zones; however, these zones also permit all of the housing types in the lower-intensity zones.

Comments: There are a number of modifications the City could make to residential zones adjacent to the transit corridor, including increasing allowable building height to 55' or higher, increasing density, increasing FAR, and reducing parking requirements. The City may also wish to consider allowing middle and multifamily housing types in all residential zones adjacent to the transit corridor. In particular, increasing minimum and maximum densities adjacent to the transit corridor (assuming the market would support denser development) would encourage TOD.