

Building Opportunity and Choices for All

Pilot (Interim) Zoning Ordinance to increase housing options and address the housing crisis

The changes proposed here would be in effect for a one-year period. During the one-year period, the City will work to make permanent changes using the feedback and observed results of this pilot effort. This proposal is subject to Council approval and the standards and requirements may change in the course of the legislative process. The proposed changes would accomplish the following in the single-family (RSF) zone (standards not listed here remain unchanged from current code):

- Allow duplexes city wide
- Allow townhomes (“attached houses”) city wide except in the Residential Agriculture (RA) zone
 - Modify lot dimensions and building standards for townhomes to improve viability

Width (rear vehicle access)	16 ft	Current standard in RTF
Width (front vehicle access)	36 ft	Current standard in RTF
Depth	80 ft	Current standard in RSF
Minimum size	1,280 sq ft	16 ft x 80 ft = 1,280 sq ft
Maximum roof height	40 ft	Current standard is 35 ft
Maximum wall height	30 ft on the edges, 35 ft for interior units	Matches proposed detached house heights on the edges. Allows for more flat roof configurations with opportunities to increase open space with rooftop patios
Floor-area-ratio (FAR)	N/A	Current standard is 0.5. Change allows bulk to be governed by height and setbacks
Lot coverage	N/A	Current standard for small lots in RSF is 50%. Stormwater review will be required when platting occurs

- Allow multiple adjacent townhomes (remove limit that only allows two townhomes side-by-side)
- Allow triplexes and fourplexes, depending on the following scenarios:
 - **Option A:** Allow triplexes and fourplexes on all residential lots

- **Option B:** Allow triplexes and fourplexes on all residential lots within ½ mile of frequent transit or within ½ mile of all Center and Corridor zones
- **Option C:** Allow triplexes and fourplexes on all residential lots within ¼ mile of frequent transit or within ½ mile of all Center and Corridor zones
- **Option D:** Allow triplexes and fourplexes on all residential lots within ½ mile of all Center and Corridor zones
- Modify lot dimensions and building standards for detached structures (single-family, duplex, triplex, fourplex) to improve viability:

Maximum roof height	40 ft	Current standard is 35 ft
Maximum wall height	30 ft	Current standard is 25 ft
Floor-area-ratio (FAR)	N/A	Current standard is 0.5. Change allows bulk to be governed by height, setbacks, and lot coverage
Lot coverage	60%	Current standard for small lots in RSF is 50%. For larger lots, replaces a complicated formula. Spokane County uses 65% in comparable zones.

- Apply uniform design standards based on existing multifamily standards, with modifications appropriate to smaller scale projects

The draft ordinance also includes proposed changes to Centers and Corridors zoning as follows:

- Modify development standards in centers and corridors to make development more feasible. The changes are directly taken from our recent City Line TOD study, adopted by Council, that included a list of specific recommended modifications.

Minimum floor-area-ratio (FAR)	1.0 in CC1 and CC2, 0.5 in CC4	No minimums currently. The minimums ensure that new development enhances the street presence and adds vitality
Maximum floor-area-ratio	N/A	Bulk governed by height and setbacks

Building height	55 ft in neighborhood centers 70 ft in district centers	Raised from 40 ft in nbhd centers and from 55 ft in district centers
Height transition requirement	Allow heights to transition from lower-density zones at a faster rate	Current standard is a 1:2 ratio (1 foot rise for every 2 feet of distance) Proposed new standard is 1:1 ratio
Vehicle parking	Less than 30 residential units: developer is not forced to build more parking than they want to provide. Scaled requirements applied beyond 30 units.	MFTE projects already don't have parking requirements. For non-MFTE, current standard forces developers to build 1 stall per unit plus one per bedroom after 3 bedrooms
Bike parking	Apply same requirements as are used downtown, with a slight increase in the required amount	Increase from 5% of vehicle parking to 10% of vehicle parking.

Finally, the proposal would adjust the way density is calculated for multi-family projects as follows:

- Cause the number of allowed units in density calculations to be rounded up (e.g. if the math works out to 14.2 units on a site, you can build 15 units)