

SOUTH LOGAN TOD Implementation

Virtual Information Session

April 30, 2024





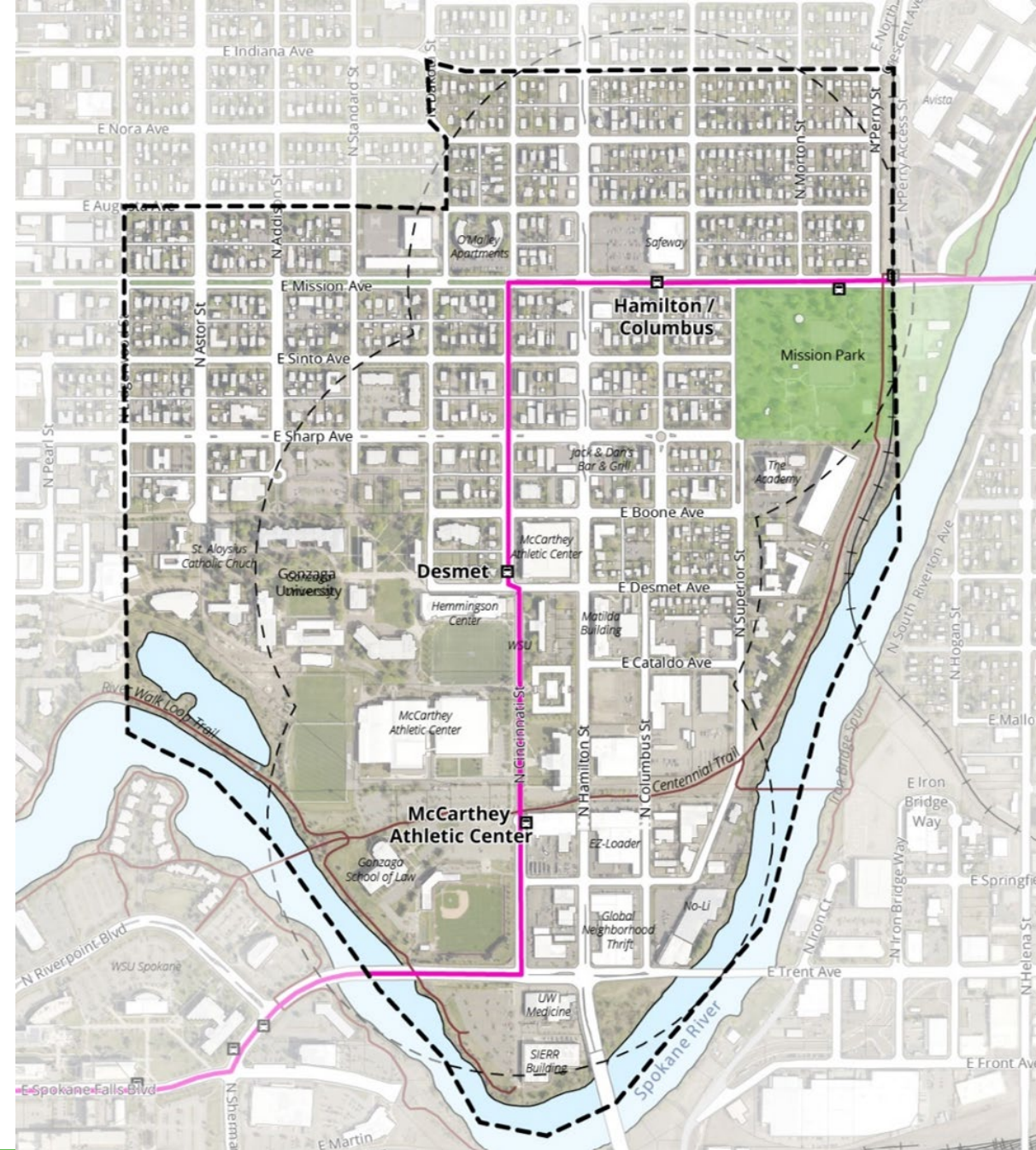
South Logan TOD Project

- Leveraging the **City Line** Bus Rapid Transit investment, opened summer 2023
- Transit-Oriented Development and Implementation (TODI) grant from WA Dept of Commerce



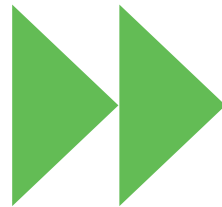
South Logan TOD Plan Adopted by Resolution January 29, 2024

- The **Final Subarea Plan** provides the framework, goals, policies, and priority investments for coordinated growth in this area, based off the **Preferred Alternative**
- The **Final Environmental Impact Statement (FEIS)** shows analysis of potential impacts of increased development and identified areas where mitigation will be needed



Next Steps

- Adopted resolution did not make changes to the subarea
- Implementation will include:
 - Updates to area-specific and citywide development code
 - Amending Land Use and Zone designations as identified in the Preferred Alternative



WE ARE HERE



PLANNED ACTION ORDINANCE	CITYWIDE DEVELOPMENT CODE UPDATE	HAMILTON FORM-BASED CODE	LAND USE & ZONE CHANGES	RESIDENTIAL DESIGN STANDARDS
2024 Q2-Q3	2024 Q2-Q3	2024 Q2-Q3	2024 Q4	TBD

*Q2-Q3 work items anticipated to be at Plan Commission in June and
City Council in July for adoption*

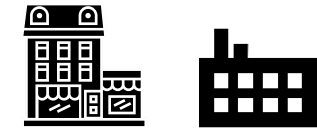
Community Outreach and Engagement

- Initial drafts based off prior engagement
 - 3-day planning studio
 - Community tabling
 - Community survey
 - Project webpage
 - Email newsletters
 - Stakeholder interviews
 - Online StoryMap
 - Commission and Council updates
 - Community updates
 - Mailings
 - Gonzaga Student Body Forum
 - Blogs posts and social media



Plan Values

- Enhance connectivity, accessibility & mobility in South Logan & to Spokane river
- Support universities & health sciences sectors, innovation & sustainability
- Support job access, diverse industries & employment
- Expand housing options & affordability for residents of all incomes & ages
- Minimize residential & local business displacement
- Build on South Logan's diverse urban context & history with integrity



Proposed SMC Text Amendments



Area-Specific Code Proposals	Targeted Citywide Code Proposals
Hamilton Form-Based Code	Center and Corridor Code
Planned Action Ordinance	Height and Height Transitions
	RMF/RHD Open Space Requirements

Targeted Citywide Text Amendments

RMF/RHD
Open Space



Allowed
Heights



Center and
Corridor

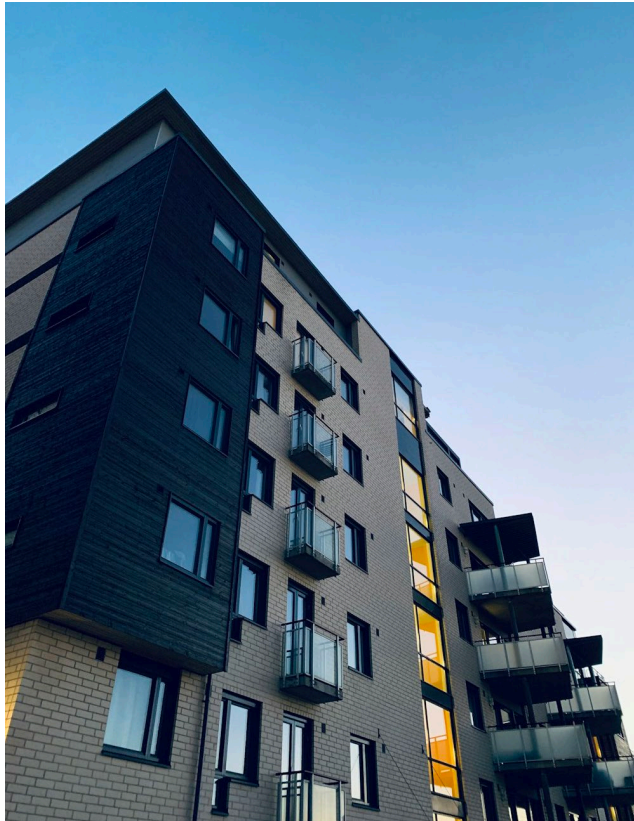




RMF/RHD Proposals

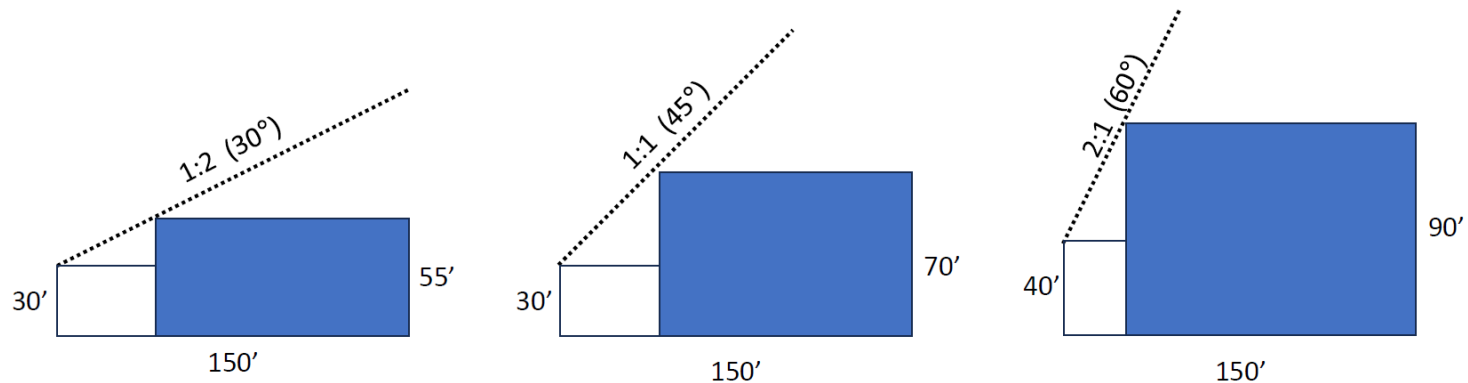
Open Space Requirements

- Update open space sizes to be based on unit type (studio, 1 bedroom, 2+ bedrooms)
- Increase the feasibility of higher intensity infill development by reducing open space requirements on smaller lots
- Clarify and ensure open space is accessible to all residents
- Allow access to public parks to reduce open space requirements



Height Proposals

- Increase the base heights of RMF and RHD zones from 40-feet to 55-feet and 75-feet
- Increase feasibility of permitted heights while maintaining transitions between lower intensity residential zones
 - Modify transition from 1:2 to 1:1 when abutting R1/R2 zones
 - Reduce the distance that a transition is required from 150-feet to 40-feet for residential and commercial zones





Center and Corridor Proposals

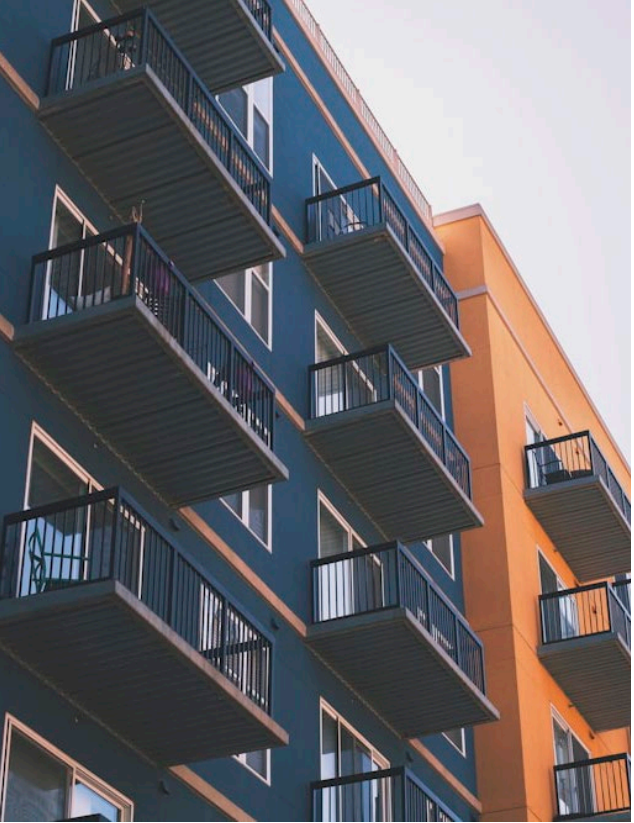
- Center and Corridor Interim Ordinance: 17C.400.040 Pilot Center and Corridors Development Standards
- **Duration: December 28, 2023 – June 28, 2024**
- Modified based on feedback from pilot period and from ongoing Center and Corridor Study
- Improve transit-oriented development supportive regulations by:
 - Modifying parking requirements
 - Replacing the FAR bonus with a height bonus
 - Reducing drive thru uses



Center and Corridor Parking

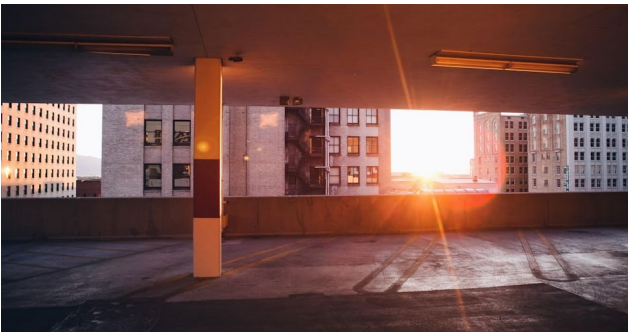
- Minimum:
 - There is no minimum parking requirement
- Maximum:
 - 4 stalls per 1,000 gross square feet of floor area

* Also removed parking to all Downtown zones



Center and Corridor Height Bonus

- Previous:
 - Various fractions of increased FAR for minor and major amenities
- Proposed:
 - 15 ft. height bonus for underground parking or affordable housing



Center and Corridor Drive-Thrus



Existing

Drive-thrus permitted in CC1, CC2, and CC3 except for on designated Pedestrian Streets.



Proposed

Drive-thrus **not** permitted in CC1 but still permitted in CC2 and CC3 except for on designated Pedestrian Streets.

Area-Specific Text Amendments

Planned Action Ord

- Establish PAO for South Logan Sub Area
- Establish thresholds and criteria for qualifying projects

Hamilton FBC

- Consolidate regulations
- Reorganize
- Support TOD

Planned Action Ordinance

Planned Actions allow local governments to review potential impacts of development in a defined geographic area during the planning stage, rather than the development review stage

- Based off the approved Final Environmental Impact Statement (FEIS)
- Streamlines desired development by not requiring additional SEPA review
- The Planned Action Ordinance (PAO) includes thresholds as identified in the FEIS



Planned Action Ordinance

Process Includes:

- Historic preservation and archaeological considerations included
- City Departments and partner Agencies will be notified about qualifying projects

Exceptions to qualifying:

- Shoreline
- Drive thrus





Hamilton Form-Based Code

- Streamline for greater consistency throughout the area
- Simplify and reorganize for greater useability
- Maintain and modify regulations to support transit-oriented development and pedestrian-oriented infrastructure

A **Form-Based Code** fosters predictable built results and a high-quality public realm by using physical form as the primary regulation

Hamilton FBC Zoning

	Existing	Proposed
Zones	CA1, CA2, CA3, CA4	CA1



Hamilton FBC Shopfront Designations

Existing

Proposed

Street Types 1, 2, 3, 4

Shopfront Designations



Hamilton FBC Regulations

	Existing	Proposed
Parking	CA4 minimum 1 space/dwelling unit CA1/2/3 no minimum directly called out Maximum dependent on CA zone	No minimum parking Maximum parking 2 spaces for every 500 sq. ft.
Setbacks	Build-to lines dependent on CA zone and location along Hamilton	Minimum 0 ft. CA1 maximum 15 ft Shopfront maximum 0 ft (10 ft Shopfront along Hamilton) Can be increased 10 ft with public plaza
Height	CA1/2 66 ft (5 stories) CA3 54 ft (4 stories) C4 35 ft	CA1 75 ft. Shopfront 150 ft.

Hamilton FBC

Additional Regulations

- Streetscape requirements predominately follow existing CA1 standards
- Permitted Uses table added
 - Drive thrus not permitted
- Modified design standards to be objective and follow Plan recommendations
- Trail-oriented development and sustainable design added to guidelines



Questions?
Please put your questions in the chat

Future Dates

May

- May 4 and 23 Coffee Pop-Ups
- May 8 Plan Commission Workshop
- May 17 Public Comment Period Begins *
- May 22 Plan Commission Workshop



June

- June 1 Coffee Pop
- June 12 Plan Commission Workshop
- June 13 Virtual Information Session *
- June 17 Public Comment Period Ends *
- June 26 Anticipated Plan Commission Hearing *



Coffee Chat

Talk with a Planner
**May 4, May 23,
and June 1**
9-11 a.m.



**ARCTOS COFFEE &
ROASTING CO.**
1923 N. Hamilton St



**SOUTH
LOGAN
TOD PLAN**

Stay Informed

Sign up for updates, send comments, and ask questions:

SouthLoganTOD@spokanecity.org

Visit the web for more information:

my.spokanecity.org/SouthLoganTOD

