



SOUTH LOGAN TOD PLAN

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South Logan TOD Plan

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Acknowledgments

The South Logan Transit-Oriented Development (TOD) Plan would not be possible without the enthusiasm and support of community stakeholders, including the businesses, neighbors, and institutional partners in and around the South Logan area. A special thanks to everyone who contributed their time and effort to the development of this plan.

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Introduction

South Logan is an emerging and growing community in the Logan Neighborhood where people live, work, learn, shop, recreate, worship, and visit. It has the potential to become a vibrant and well-connected district, with three major universities and medical school programs, an accredited law school, an expanding health sciences ecosystem, the nationally recognized Centennial Trail, two local parks and multiple bikeways, upcoming bus rapid transit service, and a mix of housing types and affordability all in a historic, urban context along the Spokane River. The South Logan Transit-Oriented Development (TOD) Project will encourage mixed-use, walkable places in one of the most transit-rich areas of Spokane, situated in the University District and close to the heart of Spokane.

The Spokane Transit Authority (STA) City Line, Spokane's first bus rapid transit route, will begin service in July 2023. This new transit line will provide a new fast, frequent, and convenient transit connection between South Logan, downtown Spokane, and neighborhoods, regional assets, and commercial centers along the route. To build on this generational investment, the South Logan TOD Plan seeks

Transit-oriented development (TOD) creates compact, mixed-use, walkable communities near high-performance transit infrastructure, like the City Line bus rapid transit (BRT) route, where people enjoy easy access to housing, jobs, and services.

to create a focused vision to strengthen connectivity, innovation, and diversity for community members, businesses, organizations, and institutions of higher learning. The plan will leverage transit infrastructure to create new homes and business spaces in a more comfortable and walkable environment, with a lively mix of uses and easy access to businesses, amenities, and open space.

This plan was developed through a collaborative process with community members and local stakeholders and was funded by a Transit-Oriented-Development Implementation (TODI) grant from the Washington State Department of Commerce. The plan is based on a set of values derived from the project's community engagement efforts, which are developed into goals and policies, followed by recommendations for specific code changes and investments. Potential environmental impacts of new development under the plan will be assessed through a subarea-wide environmental impact statement (EIS) and measures to mitigate impacts will be included in a planned action ordinance, passed by City Council in fall 2023.

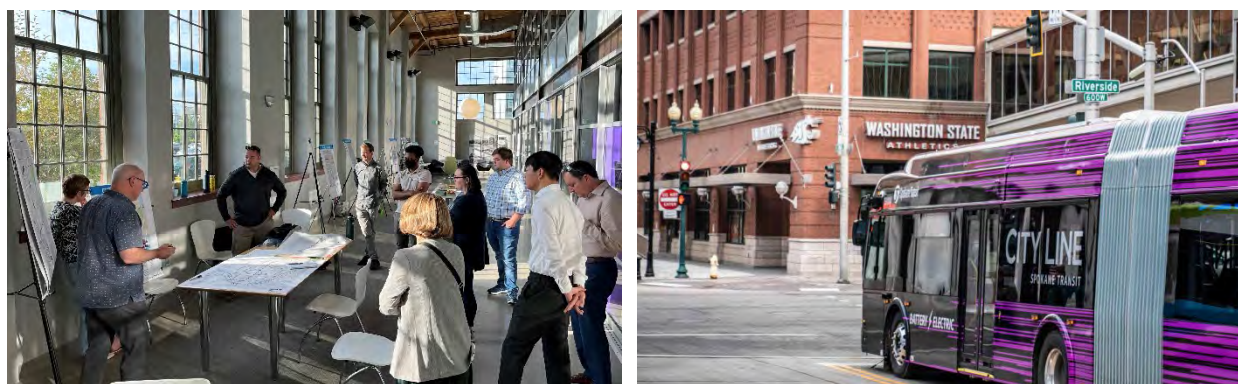
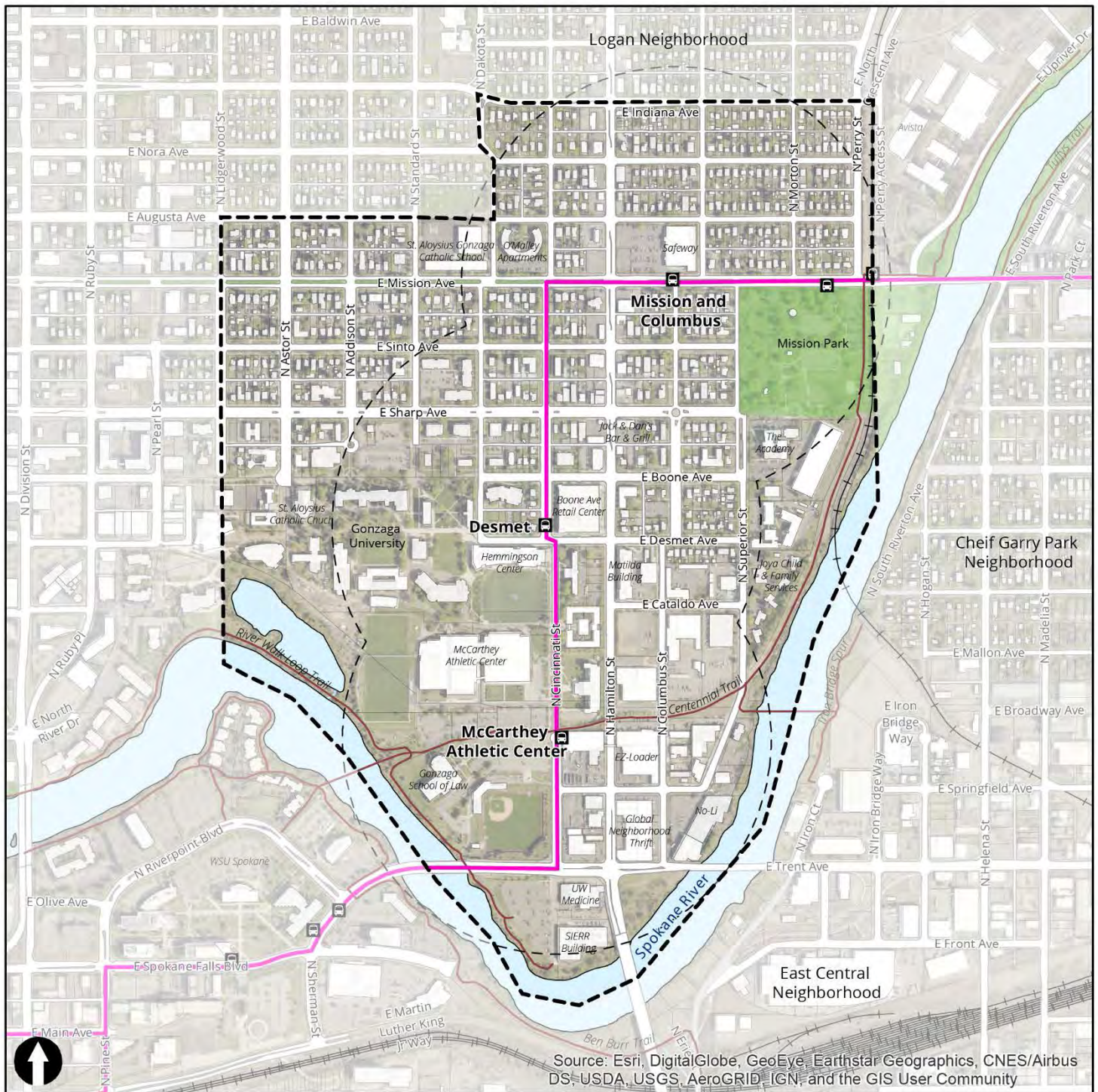


Figure 1. Left: Community Studio, September 2022. Right: City Line begins service summer 2023.

Source: STA.



South Logan Context Map

0 500 1,000 1,500 Feet
0 0.125 0.25 Miles

Figure 2. South Logan study area boundaries and context.

- Study area
- City Line route and stop
- Parks
- Trails
- 1/4 mile from City Line
- Railroad



Source: Google Earth; Image Landsat / Copernicus

Planning Background

This section summarizes the foundation for the planning effort, including a summary of local existing conditions, past planning efforts by the City, community, partner agencies, University District Development Association and Public Development Authority (PDA), and existing zoning and development regulations.

Existing Conditions

Neighborhood Context

South Logan is an urban area within the Logan Neighborhood and University District that has historic roots as one of the oldest neighborhoods in Spokane and which today hosts a wide range of land uses and activities. The neighborhood is located on a peninsula formed by the bending Spokane River, which forms its boundaries to the southeast and southwest. The Spokane River is the ancestral homeland of the Spokane Tribe of Indians, who lived a semi-nomadic life along the banks of the Spokane and Columbia rivers and their tributaries. With Euro-American settlement in the 1800s and the incorporation of the City of Spokane in 1881, the river also became an important travel corridor for industry and logging and was soon complemented by rail lines connecting through the area to regional economic resources and



Figure 3. Spokane River as seen from Gonzaga Law School.

intercontinental lines. The convenient location attracted the Jesuit missionaries who founded Gonzaga University in 1887. Shortly thereafter the area was platted for development as a “suburb” of downtown Spokane with a pattern of wide streets and boulevard landscaping. While areas to the north of Desmet Ave developed into a mix of mansion-style and working-class residences anchored by Mission Park, the area to the south attracted industrial uses, including the Spokane & Inland Empire Railroad (SIERR) rail car facility. The tip of the study area, south of Spokane Falls Blvd/Trent Avenue to the Spokane River, is part of the East Central Neighborhood, which continues across the river.

More than 120 years later, the Logan Neighborhood continues to serve as a meeting place for residential, educational, and business activities. Stately historic houses of the Mission Avenue Historic District and buildings associated with Gonzaga are complemented by mature street trees and recent streetscape investments. Students, living both in university dorms and older houses and apartments nearby, play a major role in the life of the South Logan area. Many older and long-term residents also call the area home, with pockets of homeowners and several federally funded income-restricted apartment buildings as well as non-profit retirement and assisted living facilities.

Manufacturing and commercial activities continue in the south end of the neighborhood, where EZ Loader, No-Li Brewhouse, and other local and regional businesses provide jobs and create value for the broader community. The recent additions of the UW School of Medicine-Gonzaga University Health Partnership, the EWU Nursing Program at the SIERR Building, and the Joya Child & Family Development Center are helping to create an important hub of health sciences learning, collaboration, and innovation in South Logan. Along Hamilton St, a major north-south corridor, stores and restaurants serve local residents and workers as well as those passing through.

While railroad lines once crossed the neighborhood, today major traffic arterials Hamilton St and Mission Ave bisect South Logan from south to north and east to west. These workhorse roads help thousands of people reach their destinations every day, but create physical and sensory barriers within the neighborhood, deterring casual foot



Figure 4. SIERR Building



Figure 6. Houses on Mission Ave

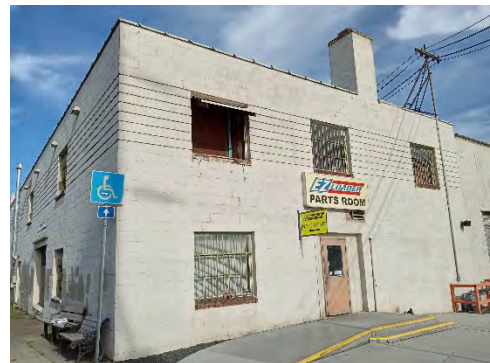


Figure 5. EZ Loader boat trailer company facility



Figure 7. Iron Bridge walking/biking bridge

traffic. The former rail lines also created opportunities for pathways and green space. The Centennial Trail, a regional non-motorized trail for people created from the former Great Northern Railroad line, crosses through the district, providing important multimodal connections and helping to bridge the divide created by Hamilton St. The Iron Bridge (pictured in Figure 7), a former rail trestle, now provides a car-free walking, bicycling and rolling connection that will eventually link directly to the Ben Burr Trail which follows former rail lines to East Central and lower-South Hill neighborhoods. In mid-2023 these transportation assets were joined by the STA's City Line Bus Rapid Transit service, which provides frequent, fast, convenient transit, in addition to bus routes already serving South Logan.



Figure 8. Buildings and businesses of South Logan.
Source: MAKERS and SCJ Alliance.

Current Uses and Built Environment

The South Logan study area has an eclectic mix of uses, including Gonzaga University and student housing, athletic facilities, university programs associated with UW and EWU, manufacturing and warehouses, various organizations, retail and restaurants, services, apartments, multi-unit homes, senior living communities, and detached single-family homes. See Figure 13 on the following page for a map of current land uses as of 2020.

In the southwest, Gonzaga occupies about $\frac{1}{4}$ of the subarea, generally south of Sharp Ave and west of Hamilton St, with a range of academic, athletic, housing, and religious buildings. Manufacturing and commercial uses are found south of the Centennial Trail, which mostly consists of one- and two-story buildings as well as some vacant gravel or paved lots. South of Spokane Falls Blvd, the restored SIERRA building and recently constructed four-story UW-GU Health Partnership Building connect the neighborhood with the emerging health and science collaborations of the University District. In these areas General Commercial (GC) and Centers and Corridors (CC) zoning allows buildings up to 150 feet in height.

North of Boone Ave, a strip of retail businesses, restaurants, and services are located along Hamilton St, continuing well north of the subarea. A portion of this area between Desmet Ave and a half of a block north of Augusta Ave is covered by the Hamilton Form-Based Code, a model zoning area developed in 2015 in close collaboration with Logan community members to foster a lively, walkable, mixed-use environment along Hamilton St. Safeway, located at the corner of Mission Ave and Hamilton St, is the primary grocery store for the neighborhood and surrounding areas. The blocks surrounding Hamilton and Mission consist of a mix of housing types, with single-family houses, apartments, and student dorms, mostly covered by low-density Residential Single Family (RSF) zoning.



Figure 9. Gonzaga University College Hall.



Figure 10. Vacant building in the industrial area.



Figure 11. Frugals Burgers on Hamilton St



Figure 12. Recent development at Hamilton St and Indiana Ave

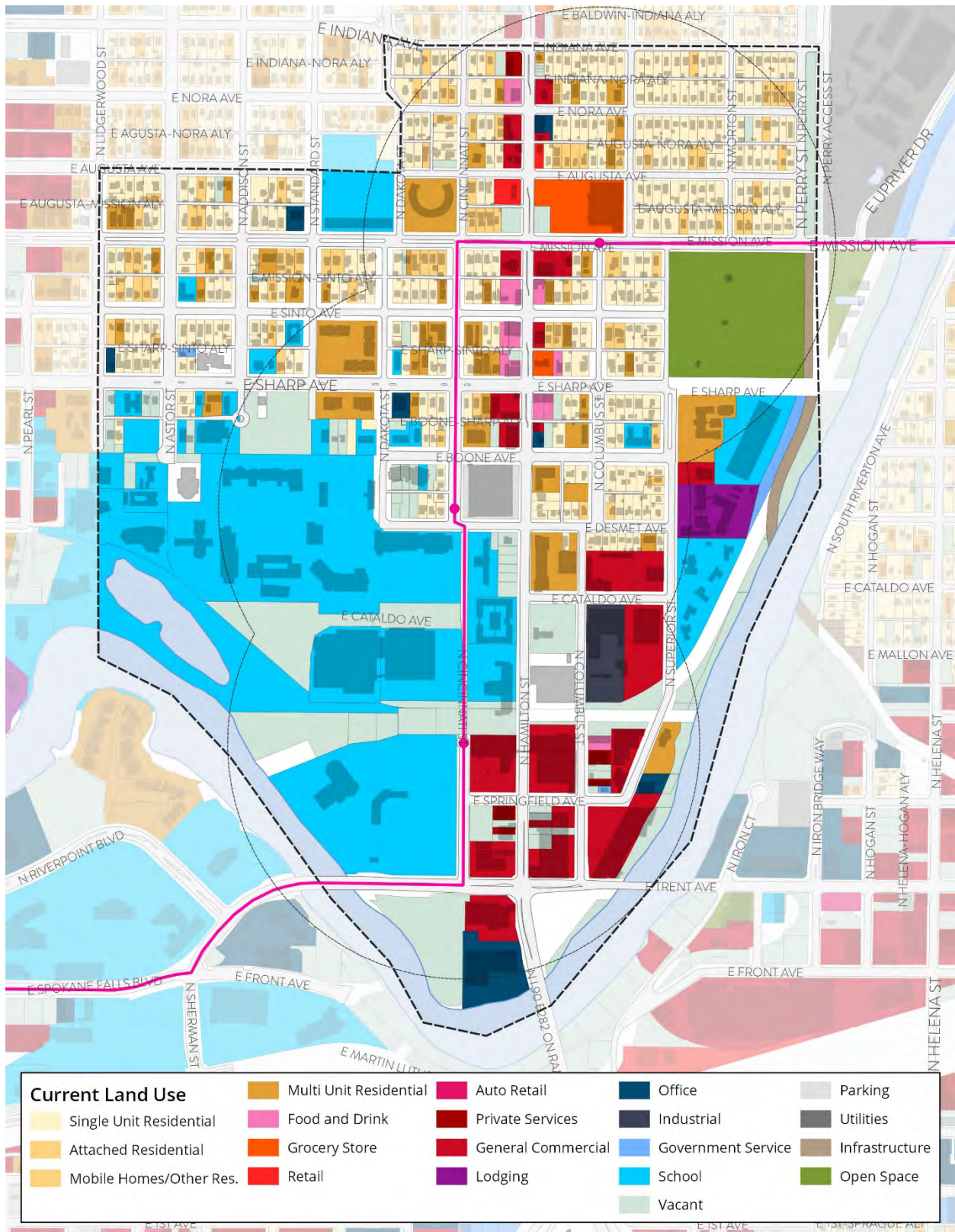


Figure 13. Map of current study area land uses
Source: Spokane County Assessor, 2020

Assets

- Gonzaga University and medical programs from University of Washington and Eastern Washington University and Washington State University provide an excellent source of jobs, investment, and innovative energy for the University District, including South Logan.
- Riverfront access, where existing, is a valuable amenity providing connection to the Spokane River for viewing as well as water activities.
- Well-preserved historic buildings provide attractive landmarks that help define the area's identity.
- Proximity to downtown and major transportation corridors, including I-90 and SR 290, brings visibility, connectivity, and potential for business activity.
- STA City Line and bus routes on Hamilton St create a transit-rich area with regular and reliable service to and from downtown as well as connections with neighborhoods and farther destinations.
- Mission Park is an accessible, well-designed, historic park with the capacity to provide open space to a much larger population.
- Centennial Trail and the Iron Bridge provide excellent grade-separated walking, bicycling and rolling connections to nearby neighborhoods and beyond, as well as surrounding bikeways and paths. The rebuilt East Trent Bridge will provide a safe connection to the Ben Burr Trail, further improving connectivity.
- Well-connected network of low-traffic streets with sidewalks, mature trees, and boulevard landscaping creates a comfortable and convenient walking environment in residential and university areas.



Figure 14. Left: St. Aloysius Catholic Church on Gonzaga University campus. Center: Waterfront brewery seating at No-Li Brewhouse. Right: New UW School of Medicine-GU Health Partnership Building as part of the Health Peninsula.

Source, Left: Farwestern, released into the public domain. Right: City of Spokane.

Challenges

- Heavy traffic arterials bisecting the neighborhood impede mobility and degrade sidewalk experience.
- Relatively high displacement risk for local businesses, particularly those that lease property, and for current resident population, with relatively low incomes and relatively high share of people with a disability.
- Real estate market has some weakness; home prices are somewhat below Spokane as a whole.
- Limited vacant land available means achieving higher densities will require redevelopment in most cases, with greater construction costs and displacement risks.
- Absence of student body during summer months leads to seasonal swings in business activity, which can make it difficult for retail businesses to maintain profitability throughout the year.
- Zoning complexities and barriers including parking mandates inhibit new construction.
- Centennial Trail bridge over Hamilton St is not ADA compliant and no safe and comfortable at-grade alternatives are available.
- The at-grade crossing of E. Spokane Falls Boulevard/Trent Avenue at Cincinnati Street poses a challenge for people walking, bicycling and rolling from the Cincinnati Greenway to the UW-GU Health Partnership building. This challenge will increase following the opening of the E. Trent Ave. Bridge.
- While the Spokane River is a scenic asset, it also forms a barrier to providing a connected grid network for mobility by all modes in and out of South Logan.
- Access to the Iron Bridge is limited due to the development pattern and lack of public streets and trails on the east side of the river.



Figure 15. Left: A narrow sidewalk next to high-speed traffic on Hamilton St creates an unnerving walking environment. Right: The Centennial Trail bridge over Hamilton St is too steep to provide an ADA compliant pathway.

Opportunities

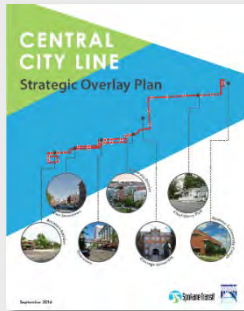
- Transit-oriented development can leverage increased public transit service, support more people living close to public transit, and create a vibrant mixed-use area.
- Improved biking and walking links to transit and existing trails would create a multi-modal hub.
- Study area riverbanks could provide space for walking, boating, socializing and contemplation.
- Large parcels, including a handful of vacant sites in the south, provide potential for redevelopment with reduced construction costs.
- Existing underutilized rights-of-way could be transformed into amenities.
- Improved Spokane River access and crossings could increase recreational opportunities and improve mobility for people walking, bicycling and rolling.



Figure 16. Left: Aging industrial buildings on large lots present redevelopment opportunities. Right: Walking, biking, and place-making improvements at BRT stops could create vibrant multi-modal hubs.
Source, left: MAKERS. Right: SCJ Alliance

Past Planning and Relevant Regulations

	Year	Title	Key Contribution
	2004	University District Strategic Plan (link)	<ul style="list-style-type: none"> • Prepared by City of Spokane • Established a vision for a unified University District • Creates work plan for coalition of University District stakeholders • Updated in 2019 by University District Development Association and Public Development Authority
	2013	Logan Neighborhood Identity Plan (link)	<ul style="list-style-type: none"> • Prepared for Logan Neighborhood Council and City of Spokane • Established streetscape standards to improve walking conditions and strengthen neighborhood identity
	2014	Economic and Land Use Impacts of the Spokane Central City Line (link)	<ul style="list-style-type: none"> • Prepared for Spokane Transit Authority (STA) • Studied potential economic and land use effects of City Line BRT service. • City Line BRT may encourage denser development and increase land values. • City Line will support a more walkable development that complements transit.
	2015	Hamilton Form-Based Code (link)	<ul style="list-style-type: none"> • Prepared by City of Spokane • Set out design and use standards for new development on the Hamilton Street Corridor to encourage a lively environment for people walking with dense, mixed-use development • Established “model” form-based code approach with strong community input



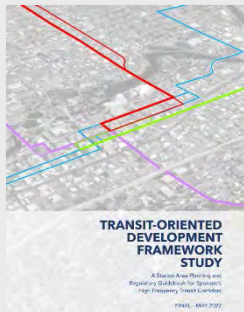
2016 Central City Line:
Strategic Overlay Plan
([link](#))

- Prepared for STA and City of Spokane
- Proposed high-capacity transit bus corridor through central Spokane, serving the north University District
- Recommended leveraging new transit service for economic development and housing production



2019 University District
Strategic Master Plan
Update
([link](#))

- Prepared for University District Development Association and Public Development Authority
- Updated the original university district-wide strategic plan for the district and reaffirmed the vision
- Recommend updating zoning and development standards, improving livability, improving bike/ped transportation, preserving existing businesses, attracting new businesses, and remediating brownfield contamination.
- Built on "Urban Village" scenario to envision mixed-use and industrial areas to west and east respectively.
- Provided strategic guidance to the University District Public Development Authority



2021 TOD Framework Study
([link](#))

- Identify strategies best suited to Spokane for supporting TOD along high-performance transit lines, such as City Line (see below)

TOD Framework Study

The [Transit-Oriented Development \(TOD\) Framework Study](#) was prepared in 2021-2022 by the City of Spokane and Center-Based Planning + Urban Design to assess opportunities and challenges at future transit stations along the City Line route. The study mapped local assets, barriers to mobility, and displacement risks, within a ¼ mile of each City Line station, and created a typology of station areas to tailor development strategies to local conditions. The three stations in the South Logan study area were found to have high potential for TOD, especially the McCarthy Athletic Center station, near Cincinnati St and Springfield Ave. This station was designated a “Center Station” appropriate for “District-scale high and medium density housing with street-oriented retail, commercial uses, and employment served by public space amenities such as parks, plazas and waterfronts.”



Figure 17. TOD Framework Study concept graphics for McCarthy Athletic Center station. Left: assets mapping Right: potential redevelopment massing.

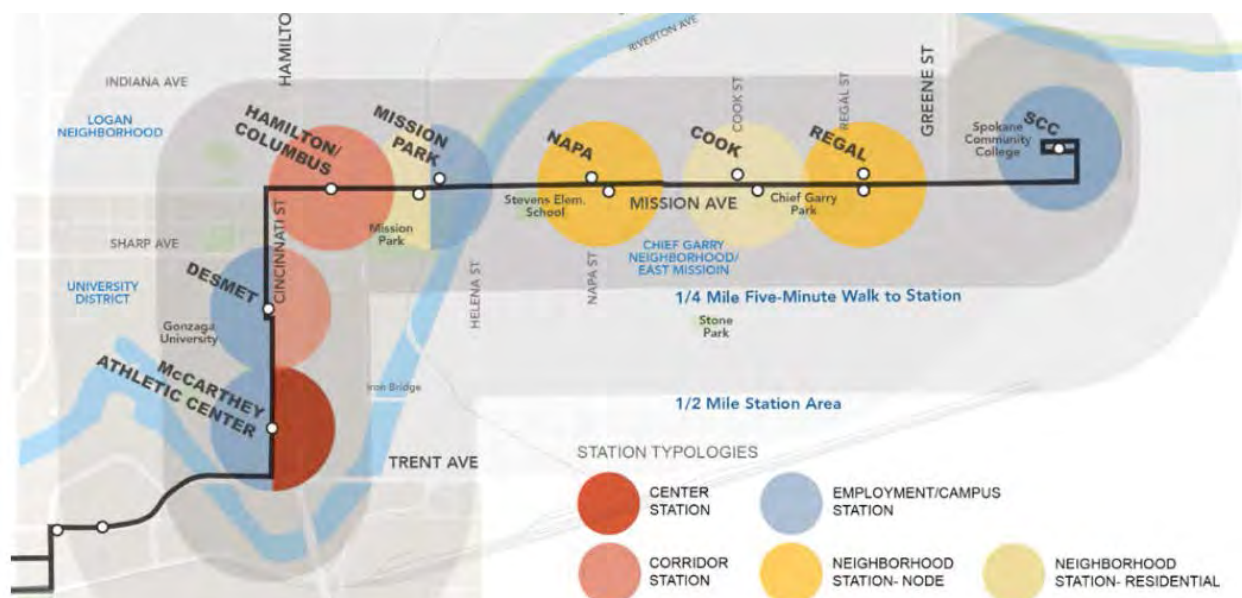


Figure 18. TOD Framework Study station area typology map.

Comprehensive Plan

The study area contains a wide range of designated land use areas, with generally higher intensities in the south and lower intensities in the north. The southern portion of the study area is a designated Employment Center (EC) with very high intensity designations in its Center and Corridor and General Commercial designations. North of the EC, a designated Corridor runs along Hamilton St with narrow Center and Corridor Core and Transition designations. Gonzaga University campus in the southwestern portion of the study area is designated institutional. In the north part of the study area, and immediately abutting high-intensity areas in places, are low-intensity Residential 4-10 designated areas (note: Building Opportunity and Choices for All ordinance adopted 7/18/2022 may lead to changes to this designation). Two narrow areas designated moderate intensity Residential 15-30 are located at the extreme east and west of the study area respectively.

Centers and Corridors

The Spokane Comprehensive Plan "[Shaping Spokane](#)" designates several types of Centers and Corridors that overlay on top of land use designations and help guide zoning decisions.

Employment Center

Employment Centers are general areas that have a mix of uses that serve residents including businesses, churches, schools, services such as day care centers, and intense (non-service sector) employment and residential uses. They can include multiple different land use designations. Center and Corridor zones in Employment Centers have increased allowed heights and reduced parking requirements.

Corridor

Corridors are narrow areas of relatively intense mixed land uses, including retail businesses, services, and residential uses of a range of intensities. Designated corridors are intended to concentrate these uses around a multi-modal corridor with high-quality transit, wide sidewalks, street trees, seating, and landscaping.

Land Use Designations

Center and Corridor Core Area

This designation allows commercial, office, and residential uses and is intended to be applied in Center and Corridor areas designated in the comp plan. The type, intensity, and scale of uses allowed shall be consistent with the designated type of Center or Corridor.

Center and Corridor Transition

These areas are intended to provide a transition of mixed uses (office, small retail, and multi-family residential) between the Center and Corridor Core designations and existing residential areas. Office and retail uses are required to have residential uses on the same site.

General Commercial

The General Commercial designation includes a wide range of commercial uses. Everything from freestanding business sites or grouped businesses (shopping centers) to heavy commercial uses allowing outdoor sales and warehousing are allowed in this designation. Higher density residential

use is also allowed. Commercial designated land is usually located at the intersection of or in strips along principal arterial streets.

Office

The Office designation usually indicates freestanding small office sites and larger sites with two or more buildings located along arterial streets or intersections or as a buffer adjacent to residential areas. Higher intensity office areas should be located around downtown Spokane.

Institutional

The Institutional designation includes uses such as middle and high schools, colleges, universities, and large governmental facilities. The designation is drawn over a large general area and is not intended to draw specific boundaries of institutional development. There is no specific implementing zone for the institutional designation, however residential zones include provisions that support institutional land use needs.

Residential 15-30

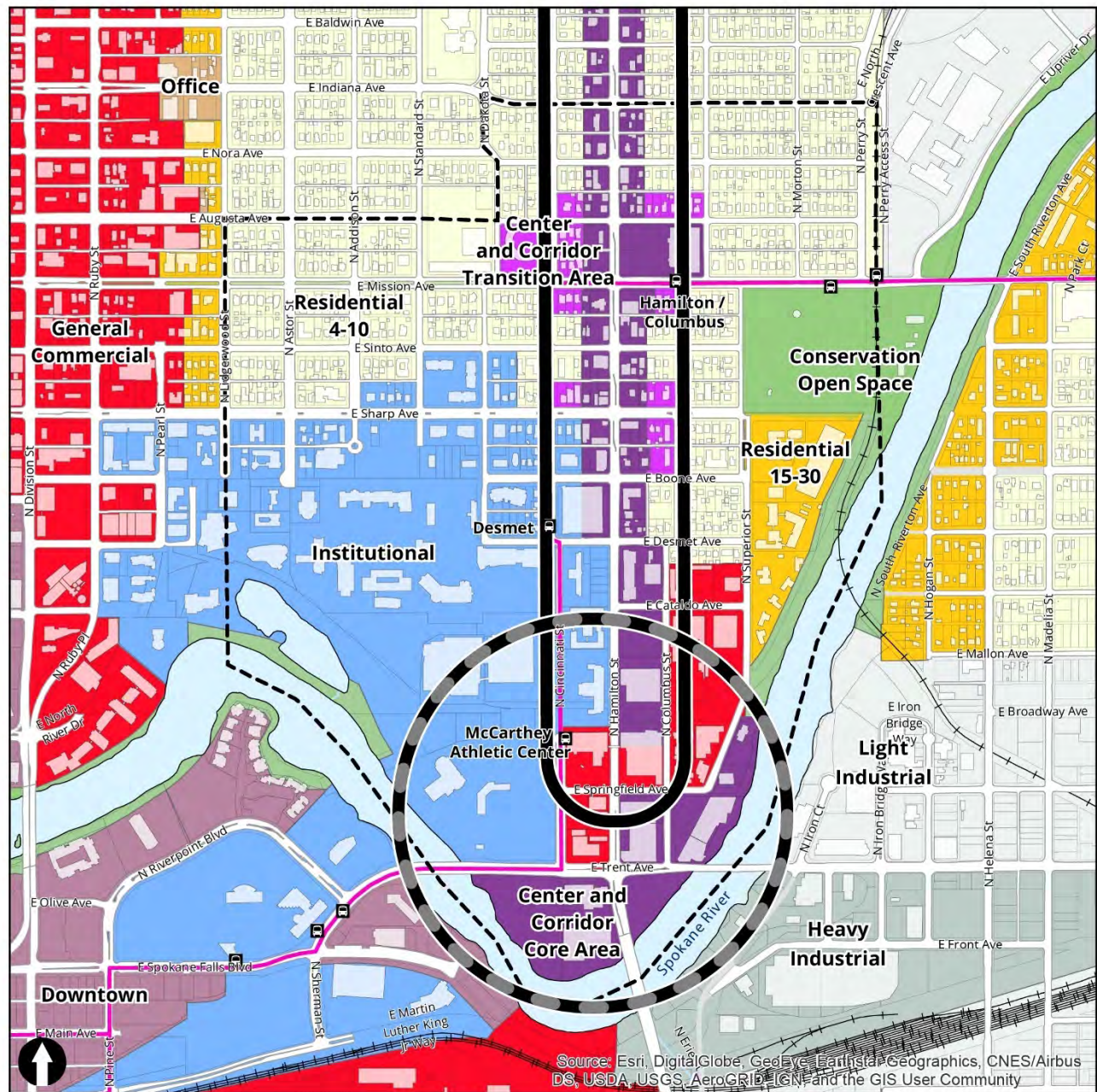
This designation allows higher density residential uses like apartment complexes at a density of 15 to 30 units per acre.

Residential 4-10

This designation allows single-family residences and attached (zero-lot line) single-family residences. As of July 2022, the designation will allow houses with up to four units ("fourplexes") for one year as a part of the Building Opportunity and Choices for All (BOCA) pilot program. Prior to the pilot, allowed density was a minimum of four units and a maximum of ten units per acre.

Conservation Open Space

The Conservation Open Space land use category includes areas that are publicly owned, not developed, and designated to remain in a natural state.



Land Use Designations

0 500 1,000 1,500 Feet
0 0.125 0.25 Miles

- City Line route
- City Line stop
- Other bus stop
- Study area
- Trails
- +—+— Railroad
- Employment Center
- Corridor
- Center and Corridor Core Area
- Center and Corridor Transition Area
- Downtown
- Office
- General Commercial
- Heavy Industrial
- Light Industrial
- Residential 15-30
- Residential 4-10
- Institutional
- Conservation Open Space

Figure 19. Study area land use plan map designations.

Zoning and Development

Zoning

Zoning provisions are intended to implement the goals, policies, and land use designations of the Comprehensive Plan. The South Logan study area contains a wide range of zoning designations, with generally higher intensities in the south and lower intensities in the north. Zoning designations generally help implement the land use identified in the Comprehensive Plan, enacting regulations that help shape the built environment.

South of Desmet Ave

The southern portion of the study area includes a combination of General Commercial (GC) and Center and Corridor Type 1 zones (CC1). General Commercial zoning allows a large range of retail and service businesses, as well as limited industrial uses, and has generally been auto focused. The CC1 zones are a combination of CC1-Employment Center (EC) (which allow for up to 150-foot building heights) and CC1-District Center (DC) zones (which allow for up to 70-foot building heights). These zones promote the greatest walking orientation of the center and corridor zones, and have some limitations placed on auto-oriented activities and uses.

Hamilton Corridor

The study area also contains the City's only Form-Based Code (FBC) zone along the Hamilton corridor between Desmet Ave and the half block north of Augusta Ave. The FBC is a pilot program that was configured as a plug-in set of regulations, replacing pre-existing zoning and design guidelines. It was adopted by ordinance in 2015. As the name indicates, the FBC is intended to emphasize built form over traditional zoning classifications that are based more on permitted use lists. This includes a special mix of streetscape design, block-front, and building type standards. These are in addition to the usual use, height, and parking standards.

The FBC includes a "Regulating Plan" that includes four "Context Areas", CA-1 through CA-4, which are designated on the zoning map in Figure 20 below. The CA-1 and CA-2 zones allow up to 66-foot-tall buildings, the CA-3 allows up to 54-foot-tall buildings, and the CA-4 zone is limited to 35-foot building heights. In addition, there is a block and a half section of CC1-DC zoning along Hamilton St on the northern edge of the study area.

North of Desmet Ave

Other parts of the study area, including Gonzaga campus have a mix of low to high density residential designations and mixed office residential designations. The Residential Single Family (RSF) zone occupies most of the study area north of Sharp Ave, apart from the Hamilton Street corridor. South of E Sharp Ave are a mixture of Residential Two-Family (RTF), Residential Multifamily (RMF), Residential High Density (RHD), and Office Retail (OR, a mixed-use zone) on the west side of Hamilton St and the RMF zone east of N Superior St.



Figure 20. Current Context Areas of the Hamilton Form-Based Code as adopted in 2015.

Building Opportunity and Choices for All

In July 2022, the City Council adopted interim zoning regulations under a pilot program called [Building Opportunity and Choices for All](#) in response to the City's declaration of a housing emergency. The program modifies residential zoning to allow for the construction of more housing types within existing neighborhoods. The approved interim regulations, which will be in effect for a one-year period during which the City will consider making them permanent, allow for the following changes:

- Duplexes, triplexes, and fourplexes in all residential zones, except for the Residential Agriculture (RA) zone
- Townhomes ("attached houses") in all residential zones with no cap on the number of consecutive townhomes, except in the Residential Agriculture (RA) zone
- The application of uniform design standards based on existing multifamily standards, with modifications appropriate to small-scale residential projects
- Increased building height and capacity and reduced parking for developments that are made up of at least 50% residential in the Center and Corridor zones.

The City is using the one-year period to make permanent changes of a similar nature, under the project [Building Opportunity for Housing](#). A summary of use and density/dimensional standards by zone, as modified by the interim ordinance, are listed in tables below.

Table 1. Existing Zoning & Interim Building Opportunity and Choices for All Zoning Summary.

Note: Text *in italics* and marked with * refers to modifications per the Interim Building Opportunity and Choices for All ordinance.

Zoning District & acreage	Zoning Parameters		
	Allowed Types & Uses	Max Height	Density/Floor Area Ratio (FAR)
Residential Zones			
Residential Single-Family (RSF) 97.8 acres	Low intensity residential buildings: detached house, <i>Duplex, triplex, four-plex, or townhouses*</i> Manufactured house	35' (roof) /25' (wall); 40' (roof) /30' (wall)*	0.5 max FAR <i>No max FAR*</i> Density Max: 10 units/acre (not currently in effect)
Residential Two-Family (RTF) 22.8 acres	Low intensity residential buildings: detached house, <i>duplex, triplex, four-plex, or townhouses*</i> Manufactured house	35' (roof) /25' (wall); 40' (roof) /30' (wall)*	0.5 max FAR <i>No max FAR*</i> Density Max: 20 units/acre (<i>not currently in effect*</i>)
Residential Multifamily RMF 26.4 acres	Multifamily buildings, SROs, low-intensity residential buildings	35' 40'*	No max FAR Density Max: 30 units/acre (<i>does not apply to low-intensity residential buildings*</i>)
Residential High Density (RHD) 49.0 acres	Multifamily buildings, SROs, low-intensity residential buildings	55' (one half block of RHD fronting on the Desmet BRT stop is 35')	No max FAR No max density

Zoning District & acreage	Zoning Parameters		
	Allowed Types & Uses	Max Height	Density/Floor Area Ratio (FAR)
Commercial Zones			
Office retail (OR) 15.1 acres	Office, vertical mixed use, retail, institutional uses, residential uses	55'	6.0 max FAR for non-res
GC 45.9 acres	Most commercial and residential uses	150'	Max FAR for non-res <i>No max FAR for res/mixed-use*</i>
CC1-DC 16.7 acres	Commercial and residential uses with some limitation on auto-oriented uses.	DC: 55' non-res. (corridor); <i>70' res-mixed* (corridor)</i>	<i>Min FAR 1.0 for res/mixed-use*</i> 0.5 max base FAR for non-res
CC1-EC 9.25 acres		EC: 150' (emp center)	3.0 max FAR for non-res with amenities <i>No max FAR for res/mixed-use*</i>
Hamilton Form-Based Code			
CA-1 8.6 acres; CA-2 3.68 acres	Mix of pedestrian-oriented commercial, office & multifamily residential uses	66'	No max FAR
CA-3 9.1 acres	Mix of pedestrian-oriented commercial, office & multifamily residential uses	54'	No max FAR
CA-4 10.8 acres	Mostly residential uses with some pedestrian-oriented commercial in mixed-use buildings	35' (roof) / 25' (wall)	No max FAR

The provisions for townhouses/attached houses in all applicable residential zones in the Building Opportunity and Choices for All one-year pilot program include substantial revisions that change development capacity and design applicable to the planning area:

- There is no limit to the number of consecutive attached houses.
- On interior lots, the side lot line setback for the side containing a common wall is reduced to zero.
- On corner lots, the street side lot line setback must comply with the setback noted in Table 17C.110-3.
- There is no Floor Area Ratio (FAR) maximum for attached houses.

Design regulations

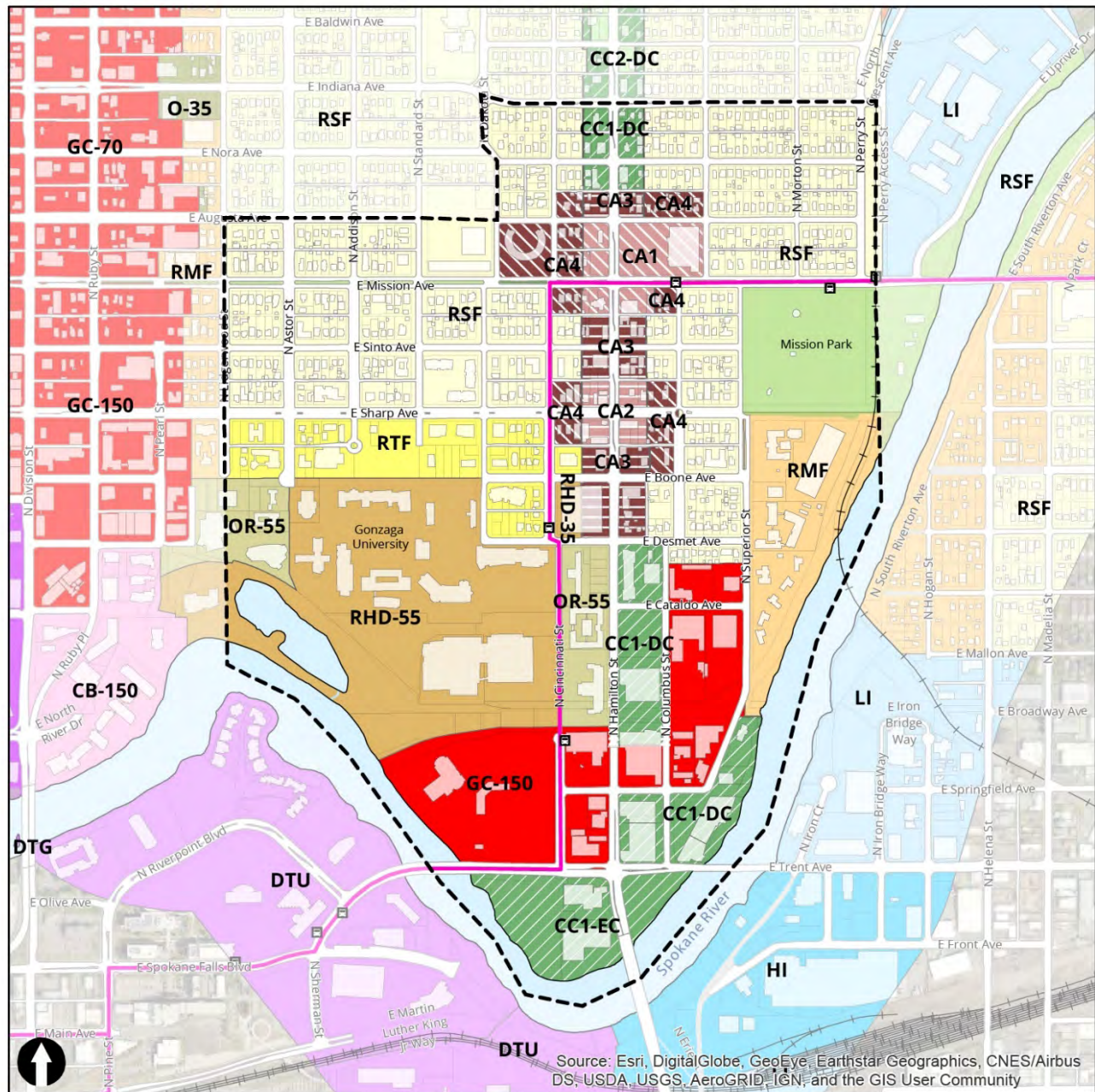
All zones are subject to some level of design-related regulations. These are located in the Spokane Municipal Code chapters associated with Residential zones (SMC Chapter 17C.110), Commercial zones (SMC Chapter 17C.120), and Center and Corridor zones (SMC Chapter 17C.122). The Form-Based Code Zones have their own unique set of placement, streetscape, and architectural standards.

Block frontage regulations

Block frontage provisions are a critical regulatory tool in helping to shape the form, function, and character of streetscapes. Table 2 below summarizes the key standards influencing the design of block frontages (i.e., the placement, orientation, and design of building frontages along a street).

Table 2. Summary of key block frontage standards.

Zone	Sidewalk storefront form?	Ground-floor uses	Surface-level parking	Unique frontage/ design thresholds
CA-1	Required - along Hamilton (with maximum setback of 15'); optional elsewhere except along Street Type 1 (5' min setback)	Residential prohibited on Hamilton; Commercial and residential allowed elsewhere	Prohibited between street and building	SMC Chapter 17C.123 Form-based code zone/standards: Streetscape and architectural
CA-2	Required - along Hamilton (with maximum setback of 15'); optional elsewhere except along Street Type 1 (5' min setback)	Residential prohibited on Hamilton; Commercial and residential allowed elsewhere	Prohibited between street and building	SMC Chapter 17C.123 Form-based code zone/standards: Streetscape and architectural
CA-3	Required - along Hamilton (with maximum setback of 15'); allowed elsewhere except along Street Type 1 (5' min setback)	Residential prohibited on Hamilton; Commercial and residential allowed elsewhere	Prohibited between street and building	SMC Chapter 17C.123 Form-based code zone/standards: Streetscape and architectural
CA-4	Prohibited; 15' min setback	Non-residential uses must have a residential component	Prohibited between street and building	SMC Chapter 17C.123 Form-based code zone/standards: Streetscape and architectural
CC1	Optional - for non-residential buildings within 20' of an arterial, 50% of façade between 2-10' must be transparent	Commercial and residential allowed	Prohibited between street and building	Center and Corridor Design Guidelines
GC	Optional - for non-residential buildings within 20' of an arterial, 50% of façade between 2-10' must be transparent	Commercial and residential allowed	Allowed between street and building	SMC Chapter 17C.120 Commercial design standards
OR	Optional - for non-residential buildings within 20' of an arterial, 50% of façade between 2-10' must be transparent	Commercial and residential allowed	Allowed between street and building	SMC Chapter 17C.120 Commercial design standards
RHD	Prohibited; 15' min setback	Residential with limited option for office	Allowed between street and building	SMC 17C.110.400 Multifamily design standards
RMF	Prohibited; 15' min setback	Residential with limited option for office	Allowed between street and building	SMC 17C.110.400 Multifamily design standards
RTF	Prohibited; 15' min setback	Residential	Some limitations for small lots and duplexes	SMC 17C.110.310 Small lot and attached housing design standards
RSF	Prohibited; 15' min setback	Residential	Some limitations for small lots and duplexes	SMC Chapter 17C.110, except duplexes, attached houses, and buildings with 3-4 units are subject to design standards in SMC 17C.400.030



Current Zoning

- Study Area
- City Line Route
- City Line Stop
- Parks
- Railroad

Zoning

- Center and Corridor Type 1

- Center and Corridor Type 2
- Community Business
- Context Area 1
- Context Area 2
- Context Area 3
- Context Area 4
- Downtown General
- Downtown University
- General Commercial
- Heavy Industrial
- Light Industrial
- Neighborhood Retail
- Office
- Office Retail
- Residential High Density
- Residential Multifamily
- Residential Single-Family
- Residential Two-Family

Figure 21. Current zoning map of the project and context areas.

Market Conditions

Changes to zoning can help guide the direction of future development, but can't on their own create new homes, businesses, and community spaces. For that to happen, individuals and developers have to decide to invest in South Logan. While residential real estate prices in the study area are somewhat lower than Spokane as a whole, the new amenity provided by frequent, convenient transit service via the City Line, and the regulatory assistance provided by the Planned Action EIS associated with this plan, will increase interest in development.

In the short-term, market-rate apartments or student housing is likely financially feasible in the study area, while development of income-restricted housing would require outside financial support. Single family and townhouse development is likely financially feasible in limited circumstances but is unlikely to be pursued where existing buildings bring in reliable rents.¹ At the same time, current rental rates for commercial uses are too low to justify the cost of construction for most retail, office, and manufacturing uses. Over time, with investments in streets, public spaces, infrastructure for walking, rolling, and riding, and other amenities, financial feasibility of more types of development is likely to improve.



Figure 22. Left: Recent construction in the south University District, across the river from South Logan, partly spurred by city investments in infrastructure. Right: New market-rate multifamily building in Kendall Yards.

The most promising potential development sites are located between Cataldo Ave and Trent Ave in the Hamilton St corridor. This area is characterized by large, low-intensity manufacturing sites with a variety of commercial zoning designations, including General Commercial (GC), Office Retail (OR), and Centers and Corridors (CC). Sites in this area are well positioned for redevelopment with higher density, mixed-use buildings with a greater focus on pedestrian-orientation amenities and some limitations on auto-oriented activities. There are a number of parcels south of Cataldo Ave that have recently changed ownership or are transitioning from legacy manufacturing uses, which could result in significant opportunity for redevelopment. Due to its size, dimensions, and visibility, the Safeway site at the northeast corner of E Mission Ave and Hamilton St also has significant redevelopment

¹ South Logan, Existing Conditions Report, 2022

potential for ground floor grocery with multi-story housing above, though this is dependent upon Safeway's long-term strategy for store redevelopment.

Other areas of the study area are less likely to see redevelopment in the near future. Many educational and institutional uses, including the Gonzaga Tennis Center, the Boone Ave Retail Center, the St. Aloysius Catholic Church and associated religious facilities, the St. Aloysius Gonzaga Catholic School, the Health Peninsula, and other university-focused sites are not anticipated to have redevelopment pressure. Other recently redeveloped sites like The Academy Apartments, Joya Child Family Development, the Matilda Apartments, and the private recreational facility The Warehouse are also unlikely to be redeveloped. Much of the housing along the northern edge of Gonzaga University is owned and managed by the University as student housing, and Gonzaga has their own master housing plan.

Displacement Risks

In recent years, the City of Spokane has invested in substantial research related to zoning reform, transit-oriented development, housing policy, and anti-displacement measures which might be adopted either citywide or in particular districts, including research which focused on the South Logan area. Displacement in its various forms – physical, economic, and cultural – has multiple, often interrelated causes and is often a consequence of growth and development. However, the impacts of displacement can be mitigated. It is important that policies and plans in this area leverage the relationship between transportation and development to minimize displacement and ensure that new investment benefits existing residents and businesses in addition to accommodating new ones.

Heartland LLC prepared a housing and anti-displacement memo to summarize research, best practices, and a range of policies to promote housing and anti-displacement strategies in the study area and beyond.

Vulnerable Populations

In South Logan two demographic groups have been identified as most vulnerable to the pressures of displacement:

- 1. Non-student, low-income residents, particularly the elderly and/or the disabled.**

Residents over age 65 represent approximately 13% of the population in the study area, roughly in line with the city as a whole. At the same time, 34% of households in the study area home to at least one person with a disability, compared to 16% of the citywide population.

- 2. Locally owned businesses.**

There are approximately 131 businesses in the study area, with a total of 2,751 jobs.² These include 47 retail trade and eating and drinking businesses, and 51 businesses classified as services. Roughly 80% of employees in South Logan are estimated to work at locally owned businesses.³ Some businesses, especially locally owned businesses, are located in older buildings with relatively affordable rents and long-term leases.

² ESRI, 2022

³ South Logan, Existing Conditions Report, 2022

Lack of housing which is affordable to low- and moderate-income residents has been identified as a critical factor driving displacement of people. Similarly, lack of affordable commercial space is a key driver affecting the displacement of businesses.

Subarea Plan Process

Community Engagement

The results of early engagement efforts for the planning process, including an online survey, community planning studio, stakeholder meetings, and engagement with Gonzaga University students are summarized here. In addition to these engagement opportunities, the City has shared regular updates via an email newsletter, as well as blog posts, social media outreach, postcard mailings, and presentations to the Plan Commission, City Council, Logan Neighborhood Council, and other stakeholder groups. All materials are available on the City's project website at my.spokanecity.org/southlogantod.

Community Planning Studio

September 20-22, 2022 | SIERR Building (850 East Spokane Falls Boulevard)

The consultant team and City of Spokane staff hosted a community planning studio which consisted of drop-in hours, stakeholder interviews, and community workshops. The first day of the studio concluded with a community workshop. The team presented background information on the plan and existing conditions, followed by a visioning exercise asking participants what they loved about the South Logan neighborhood, their biggest concerns, and what their dreams were for what it could become in 10-20 years. Participants then broke up into groups to map neighborhood opportunities, concerns, and dreams.

WHAT PEOPLE LOVE TODAY

- Lively mix of uses, with housing, university, retail, and jobs
- Affordable rents, diversity of housing
- Lush tree canopy in neighborhood areas
- Ease of access to other parts of the city via trails or roads
- Mission Park

CONCERNS FOR THE FUTURE

- Rising rents, redevelopment, or student housing displacing existing residents
- High-speed arterial through the heart of the neighborhood puts more people at risk as the population rises

DREAMS FOR THE FUTURE

- Successful implementation of bus rapid transit, with high ridership and new development that makes it easy to use the bus
- Gonzaga alumni remain in neighborhood to contribute to community stability and prosperity
- Safer crossings of Hamilton St help stitch the neighborhood back together
- Improved access to riverfront creates a new community asset

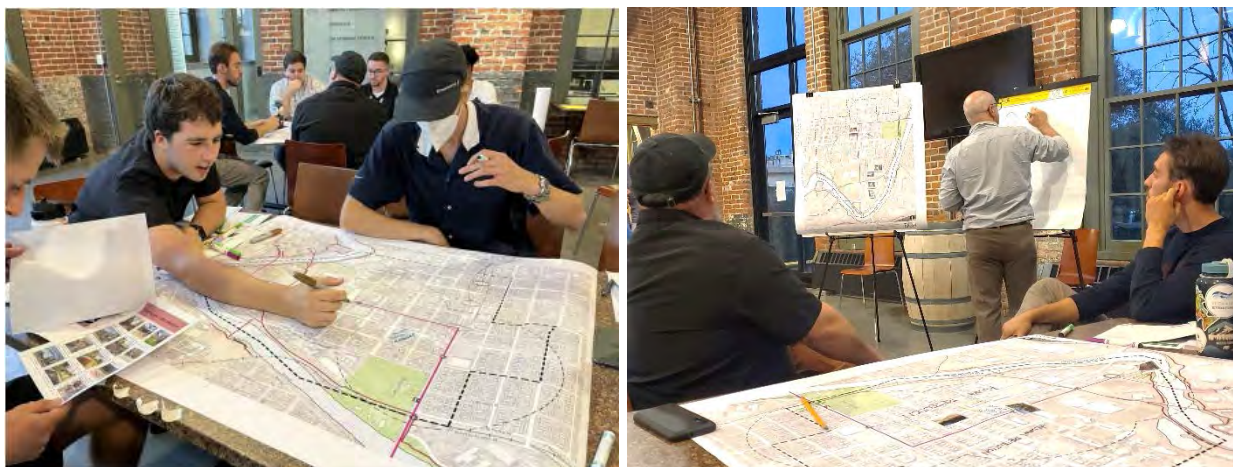


Figure 23. Workshop participants shared local knowledge, mapping assets and opportunities in the neighborhood.

VISION COMPONENTS

- New development should contribute to the neighborhood with quality design and affordable housing.
- New housing should be within a stress-free, short walk to businesses, parks, schools, transit, and employment.
- Improvements to walking, bicycling, and rolling connectivity should help the neighborhood feel more cohesive and safer.
- Maintain and improve the park and street tree canopy to reduce urban warming and protect habitat.
- Enhance the neighborhood's physical and visual access to the Spokane River.

Scenarios Workshop

Based on input from the visioning workshop and stakeholder interviews, team members drafted rough preliminary development scenarios for the neighborhood. The team presented these scenarios along with a series of individual strategies included in one or more of the scenarios into two group exercises. In the first exercise, participants evaluated how each scenario meet six different policy priorities related to the plan. This ranged from best effects from bus rapid transit, neighborhood character, places to meet/things to do, connections to the river, neighborhood automobile movement, and bicycle and walking movement. Second, they reviewed fourteen individual strategies that made up one or more of the development scenarios.

STRONG SUPPORT

- Add flexibility to Hamilton FBC to facilitate development in the northern core of the neighborhood.
- Encourage development in underutilized areas in the southeast by rezoning from General Commercial to Center and Corridor zone.
- Create a pedestrian-friendly Columbus St with retail.
- Extend the Riverside trail along the southern edge of the peninsula.

GENERAL SUPPORT

- Modest upzone in NW neighborhood to promote incremental redevelopment.

- Streetscape improvements and ground floor design standards to improve walkability on Cincinnati St.
- Design standards for new development along multi-use trails for “trail-oriented development”.

SOME SUPPORT

- Work with University District Public Development Authority to build a shared parking garage in the SE area.
- Convert an eastbound general-purpose lane on mission to a two-way protected bike lane.
- Springfield Ave intersection crossing and walking-oriented retail.
- Allow greater intensity mixed-use development in the northwest neighborhood.



Figure 24. Workshop participants weighed the pros and cons of different future scenarios.

Stakeholder Interviews

Throughout the three-day studio, the project team conducted group interviews with project stakeholders with different areas of interest and expertise.

NEIGHBORHOOD AND COMMUNITY ORGANIZATIONS

- Good connectivity for biking and walking through Logan and to downtown will maximize the potential of the City Line bus rapid transit (BRT).
- The Mission Ave/Perry St/Upriver Dr intersection area with freight tracks crossing is a difficult area to navigate safely.
- Camping in Mission Park has been a noticeable problem.
- Strong support for better riverfront access and recreation opportunities.
- Mixed support for housing development and co-working office development.
- Kendall Yards is a good example of denser redevelopment here in Spokane. Flexible leases there accommodate different sizes of commercial space for different business types.

NON-PROFIT/AFFORDABLE HOUSING

- Ground-floor retail requirements make it harder for affordable housing providers to build.
- One organization typically builds 3-story apartments, but these would be too low-density for South Logan TOD. Gonzaga Family Haven in the Logan Neighborhood is a good example project.



Figure 25. Conversations with stakeholders during the studio reveals priorities and potential obstacles for successful future transit-oriented development.

DEVELOPERS/PROPERTY OWNERS

- Missing link between entrepreneurs starting small businesses and property owners with space to rent.
- Housing prices have become a barrier to staff recruitment and retention at Gonzaga.
- Gonzaga is focusing on building student housing for underclassmen.
- Hamilton Form-Based code (FBC) is limiting development.
- Visible unhoused population makes visitors feel unsafe here.
- A central parking garage on Hamilton St could relieve pressure and allow redevelopment of surface lots.

Online Survey

June 19 – October 19, 2022

Survey Summary

Community members shared their daily experiences, hopes for the future, and challenges in the South Logan neighborhood through an online survey. The survey received 126 responses.

How often do you visit?

Survey respondents spend a lot of time in the South Logan area. Over 75% of respondents visit South Logan daily or at least a few times a week.

How do you get around South Logan?

Most survey respondents get around South Logan by private vehicle, half walk in the area, and around 1/3 ride bikes there at least some of the time. Among those who live in South Logan, the vast majority both walk and drive (or ride) a private vehicle. Close to half of respondents who live in the area also get around by bus.

MOBILITY CHALLENGES & THEMES

- Easy to get around at times, particularly within smaller sections of the study area
- Rush hour and other peak periods decrease ease and safety for people walking, driving, and riding bikes
- Hamilton and Mission create physical barriers within the study area

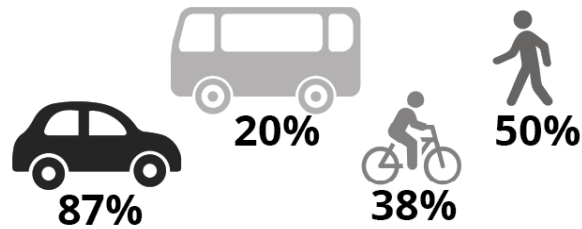


Figure 26. Mobility mode of survey respondents.

What do you like about this area?

- The lively mix of uses, local business, demographic diversity, and convenient access to nearby areas make this place an exciting and fulfilling place to be a part of.
- Quiet streets, Mission Park, Centennial Trail, the nearby river, and lovely mature street trees make South Logan a beautiful and relaxing place to spend time.
- This area's mix of Gonzaga University, historic buildings, and relative affordability give it a unique character all of its own.

How would you describe the ideal South Logan?



Figure 27. Responses to “describe an ideal South Logan”

What else should we know about the South Logan area or the project?

- “Logan is in the **heart of the city** and can be a more vibrant, lively and welcoming place.”
- “I think **the City Line is great** and excited to see how it helps the area grow!”

- **"Incorporate past neighborhood planning work** that has already occurred for the Hamilton corridor."
- "Keep the **innovation mentality** alive when advancing the TOD plan for the South Logan area."
- "The City Line bus stop should be surrounded by commercial establishments and central communal areas promoting usage and **welcoming riders to South Logan.**"
- "What makes the neighborhood great are the **quiet side streets with lots of trees** and elegant old houses."
- **"Affordable housing** should absolutely be prioritized ... to **avoid gentrification and displacement** among the lower-income areas of the community."



Figure 28. City Planning Staff tabling at the Logan Neighborhood Block Party in April (right) and September (left) 2022.

Gonzaga Student Body Association Senate

October 17, 2022 | Gonzaga University

City of Spokane staff presented project goals and initial findings to the Gonzaga Student Body Association (GSBA) Senate. Staff led a mapping exercise to better understand desires, concerns, and opportunities for the area from a student perspective.

General comments

- Students mentioned going downtown frequently for the safe, walkable, retail/recreational experience there. There is strong interest in the idea of having a closer, more accessible, "mini downtown".
- It's important to continue to highlight anti-displacement throughout the plan.
- There are a high proportion of people with disabilities in this area; it's important to involve people with disabilities directly
- Campus, Safeway, No-Li, the Centennial Trail, and the local businesses on Hamilton, especially at Sharp, are common destinations for students.

Transportation

- Crossings of Hamilton are a top concern. Existing signalized crossings are helpful, but additional crossings are needed, especially near student housing and businesses like at Boone and Springfield.
- It's scary to walk or bike along Hamilton or Mission. Students would love to feel the safety of downtown walking, bicycling and rolling. Students tend to cross arterials where easiest then head for quieter streets.
- Traffic signals at the Mission Ave and Hamilton St intersection have long wait times for people walking - this is a heavily traveled route between campus and Safeway.
- Neighborhood streets need stop signs or other traffic calming to reduce speeds.
- It's hard to make turns at uncontrolled intersections on Hamilton St.

Land Use & Housing

- Moderate 3-4 story apartment buildings and mixed-use buildings in that scale are desirable.
- There's a desire for more local businesses like No-Li in the SE industrial area.
- There should be considerations for affordable student housing and anti-displacement of current residents.

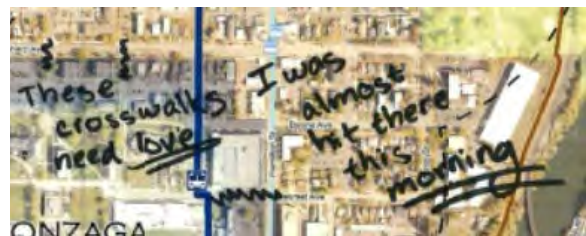


Figure 29. Gonzaga students mapped common destinations, barriers, walking routes, and important crossings and shared their experiences living in and moving about the neighborhood.

South Logan Story Map

October 13, 2022 – Present | Online

The South Logan TOD StoryMap was launched online on October 13, 2022, with frequent updates as needed, and has been viewed over 700 times. The StoryMap allows residents to learn about the South Logan study area and project proposals through a variety of maps, videos, images, and narration to provide readers with a new experience on their own time. Readers can explore the history of the Logan Neighborhood and its story of historic industry and education in Spokane, STA's City Line route, stops, and station art, as well as the timeline of planning work that led to the South Logan TOD project. Readers also have the opportunity to learn more about current planning efforts throughout this project, existing conditions in the study area, the ongoing community engagement efforts, and identified opportunities for feedback.

Online Open House

January 19, 2023 | Online

Project staff and consultants hosted a Virtual Open House on Preliminary Alternatives on Thursday, January 19, 2023. The preliminary alternatives are part of the environmental review process to identify possible outcomes for enhancing transit-oriented development in South Logan. At the virtual open house, the project team provided an overview of the project, shared more on the preliminary alternatives, and gathered feedback. The meeting was recorded and posted on the project page for on-demand viewing.



Figure 30. Screenshot from Online Open House

What values are most important to guide the plan?



Figure 31. Online Open House survey response word cloud.

Updates and Presentations

In addition to the various outreach activities, project staff and consultants provided regular updates to the Plan Commission, City Council, and stakeholder groups like the Logan Neighborhood Council and the University District PDA. Below is a list of presentations from March 2022 to April 2023.

2022

March 28	City Council - PIES Committee Briefing
April 18	City Council Meeting - Subarea Resolution
April 29	Vendor booth at Logan Block Party
June 14	University District Development Committee
August 10	Plan Commission Workshop - Planned Action EIS
September 13	Logan Neighborhood Council Meeting
September 16	Logan Block Party
September 20	Community Planning Studio Meeting 1
September 21	Community Planning Studio
September 22	Community Planning Studio Meeting 2
October 12	Plan Commission Workshop - Existing Conditions Report
November 3	City Council Study Session - Existing Conditions Report
November 8	Logan Neighborhood Council Meeting
November 9	Plan Commission Workshop - Market Research
December 14	Plan Commission Workshop - Market Research
November 10	Plan Commission Workshop - Preliminary Alternatives

2023

January 10	Plan Commission Workshop - Preliminary Alternatives
January 12	University District Development Committee
January 19	City Council Study Session - Anti-Displacement Strategies

January 26	Virtual Community Open House on Preliminary Alternatives
March 8	Plan Commission Workshop - City Line Mobile Tour
March 14	Logan Neighborhood Council Meeting
March 22	Plan Commission/City Council Joint Meeting - Draft Subarea Goals
April 11	Logan Neighborhood Council Meeting



Figure 32. Mobile tour of the City Line with the Spokane Plan Commission, City Council, STA, and stakeholders discussing the South Logan TOD Project at the Cincinnati & Desmet Station.
Source: STA.

Planning Framework

Plan Values

The following values were produced from the plan's purpose and context combined with engagement activities with the community including stakeholder interviews and collaboration, input from an online survey, community planning studio, engagement with Gonzaga University students, and multiple meetings with the Planning Commission and City Council:

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



TOD Strategy Concept

What is TOD?

Transit-oriented development is an urban planning strategy that encourages development near high-capacity transit infrastructure, like City Line bus rapid transit (BRT). When people can easily walk from their home or workplace to a transit stop, they are more likely to ride transit, making better use of public infrastructure investments and improving mobility options for travelers. Concentrating shopping destinations and services near these transit stops further improves the viability of using transit to accomplish daily needs. Routes with higher ridership tend to see frequent service and future investments, creating a positive cycle.

Some typical TOD strategies include:

- Allowing larger buildings within ¼ mile of the transit stop
- Loosening minimum parking requirements
- Creating a grid of safe, comfortable routes for walking and rolling
- Focusing and enhancing services and amenities in station areas
- Strengthening important nodes with high quality streetscape & building design
- Coordinating with business and property owners, community members and builders to create excitement and interest



Figure 33. Transit-oriented development concept diagram.
Source: Spokane TOD Framework study.

Plan Concept

Informed by the results of community engagement, analysis of existing assets, challenges, and opportunities, and evaluation of alternative scenarios this plan will recommend a set of actions to spur development of needed housing within easy access to high-quality mobility options. Plan recommendations will include:

- Investments in transit infrastructure will be paired with targeted **investments in public spaces** including streetscapes and park/plaza space to create a neighborhood rich in amenities for residents, workers, and visitors.
- Improvements to **walking, biking, and rolling connections** will make it easier and more comfortable to move throughout the neighborhood and reach BRT stations without a car.
- Strategic updates to **zoning and other regulations** will help encourage private investment in new homes and workplaces.
- A coordinated marketing strategy will help draw more businesses and residents to the area, while anti-displacement efforts will help existing residents and community anchors take part in the area's growth.



Figure 34: Clockwise from top left: Cincinnati & Desmet City Line station, Cincinnati streetscape improvements, City Line station art and bike rack, community mural at Roots Coffee Kitchen.

Source: Clockwise from top left: STA, MAKERS, SCJ, City of Spokane

This draft plan does not include a definitive list of investments and regulatory changes to be pursued. Several alternative courses of action that approach the plan's goals from different directions are discussed in the follow section. Following evaluation of the impacts of the alternatives in the Draft Environmental Impact Statement (DEIS), the project team will identify a preferred alternative, which will form the basis for the recommendations of the final subarea plan.

Alternatives Development

What Are Alternatives?

In order to analyze potential future outcomes in the study area the project team developed alternatives which envision changes to land use regulations and investments in public infrastructure through the year 2047. The alternatives were informed by the plan values and community engagement and seek to explore different approaches to achieving the goals of transit-oriented development and improved outcomes for existing residents, businesses, and educational institutions. The potential environmental impacts of development under each scenario will have been studied and documented in the draft environmental impact statement (DEIS) released with this draft plan. The project team will use the findings of the DEIS to develop a Planned Action ordinance, final subarea plan, and associated development regulations.

Zoning Categories

The following zoning categories structure assumptions about allowed and likely development outcomes through 2047. These categories are simplifications of existing zones and/or future zones that will be developed following plan adoption.



Mixed-Use – 150’: Based on Centers and Corridors (CC) zoning for Employment Centers (CC1-EC), this category would allow residential, commercial, or mixed-use development with a height limit of 150 ft and modest parking requirements. Action alternatives assume temporary reduced parking minimums implemented through BOCA are made permanent.



Figure 35. Mixed Use – 150 expected building type examples include midrise (5-7 stories) mixed-use and residential buildings, and office, biotech or academic buildings.

Mixed-Use – 75': This category would allow residential, commercial, or mixed-use development with a height limit of 75 ft and modest parking requirements. Existing similar zones in Spokane have height limits of 55 ft or 150 ft.



Figure 36. Mixed Use – 75 expected building type examples include midrise mixed-use and residential buildings.

Mixed-Use – 45': This category would allow residential or mixed-use development with a height limit of 45 ft. Zoning would be similar to the existing Neighborhood Mixed Use (NMU) zone, with some modifications. Existing zones OR-55, CA-3 and CA-4 are shown in this category on the Alternative 1 No Action land use concepts map.



Figure 37. Mixed Use – 45 expected building type examples include low-rise (2-4 stories) mixed-use and residential buildings.

Residential High – 55': This category primarily allows residential uses with a height limit of 55 feet and is based on the existing Residential High Density (RHD) zone. Residential zones (including RHD) include special provisions and design standards for educational institutions

Residential High – 70': This category primarily allows residential uses with a height limit of 70 feet and is based on the existing Residential High Density (RHD) zone. Residential zones (including RHD) include special provisions and design standards for educational institutions.



Figure 38. Residential High expected building type examples include midrise and low-rise residential buildings.



Residential Medium – 40’: This category primarily allows residential uses with a height limit of 40 feet and is based on the existing Residential Multifamily (RMF) zone. Alternative 1 assumes pre-BOCA height limit of 30 feet.



Figure 39. Residential Medium expected building type examples include low-rise residential buildings.



Residential Low: This category is based on the existing Residential Single Family (RSF) and Residential Two Family (RTF) zones, with the BOCA changes allowing greater building heights and some types of middle housing (duplexes, triplexes, fourplexes, and townhouses). Alternative 1 assumes pre-BOCA height limit and no middle housing types.



Figure 40. Residential Low expected building type examples include detached houses, townhouses, and middle housing types.

Note: The [Building Opportunity and Choices for All \(BOCA\)](#) pilot program is a one-year interim zoning program adopted by Spokane City Council in July 2022 that modifies residential zoning to allow for the construction of more housing in existing neighborhoods, with more variety in the types of housing permitted. As a pilot program and not permanent, Alternative 1 assumes the zoning pre-interim ordinance. Action alternatives (Alternatives 2, 3, 4) assume BOCA changes are incorporated in future zoning districts.

Alternative 1: No Action

The No Action Alternative is designed to compare the other alternatives against a baseline representing the status quo. This alternative assumes no changes to existing zoning and that the [Building Opportunity and Choices for All](#) (BOCA) interim zoning ordinance expires with no permanent replacement.

While the Plan Commission and City Council have expressed intent to adopt a permanent change to the Comprehensive Plan and development standards, it is important for this alternative to highlight what the community might expect if no changes are made. Since permanent changes are not anticipated to occur before the adoption of the South Logan subarea plan and environmental impact statement, this alternative focuses on the long-term outlook with no further interventions by the City. In consultation with the WA Department of Ecology, the project team found that considering the zoning pre-BOCA would provide the most transparent and consistent baseline for the No Action Alternative, which serves as a comparison for the rest of the action alternatives.

This alternative also assumes that no significant transportation projects are undertaken in the subarea except for STA's City Line bus rapid transit (BRT) route beginning service in July 2023 on Cincinnati St and Mission Ave and long-term investment in a Centennial Trail underpass at Mission Ave to connect Mission Park and Upriver Park with a grade-separated street crossing.

Alternative 1 Concept Maps

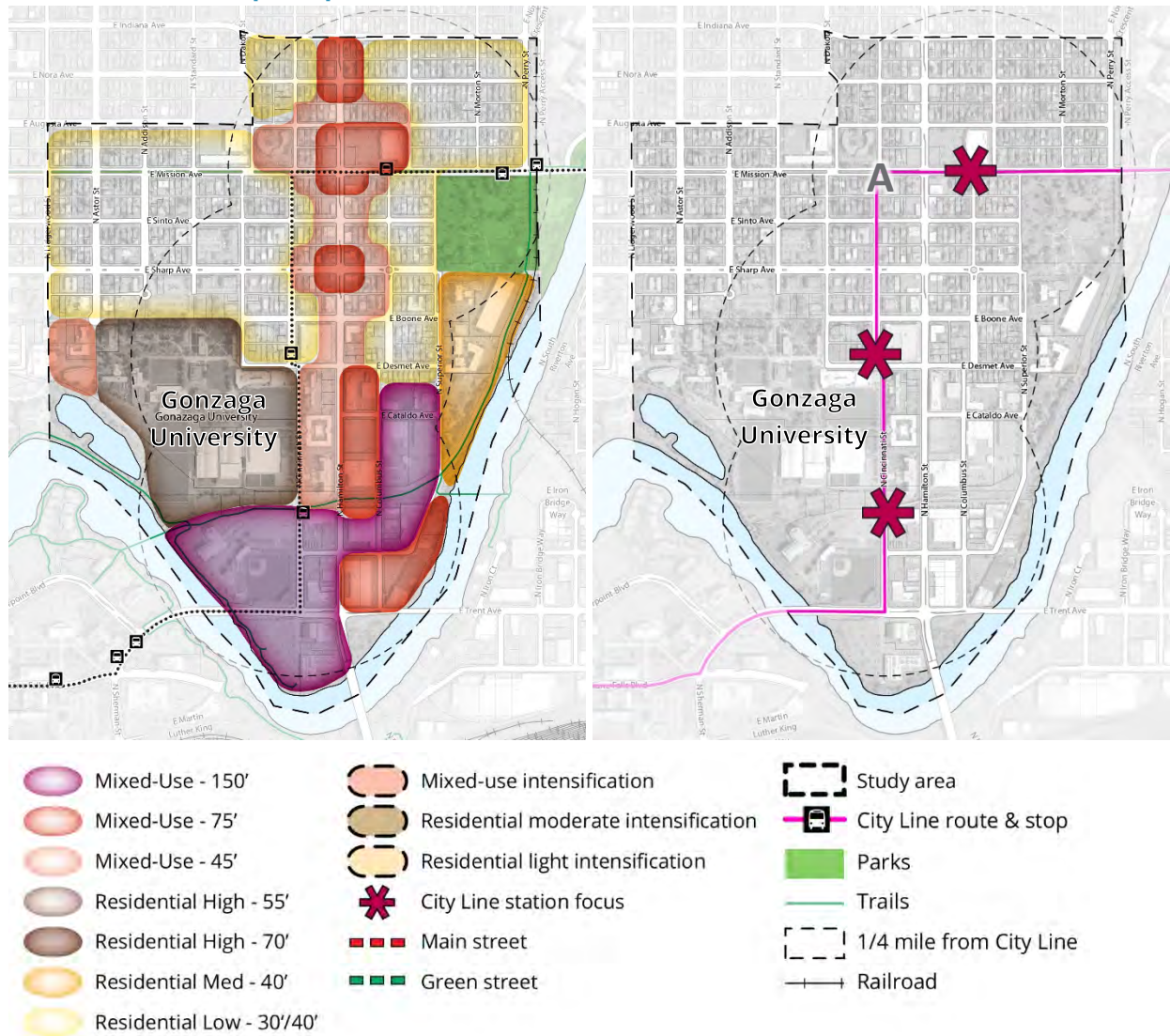


Figure 41. Generalized existing zoning (left) and Alternative 1 change areas (right).

Notable features

- A. City Line BRT begins service in summer 2023.

Action Alternatives

The action alternatives were developed based on a collective set of values drawn from the Comprehensive Plan, the TOD Framework Plan Policies, and preliminary engagement findings from this effort:

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

Features common to all action alternatives

- Adjust the provisions of **Hamilton Form-Based Code** to reduce barriers to development while meeting community design objectives.
- Enhance existing **Hamilton St crossings** and update streetscape plans, including redesign of Sharp Ave/Hamilton St intersection.
- Install an enhanced crosswalk **at the Hamilton St-Springfield Ave** intersection, like a high-intensity activated crosswalk (HAWK) signal (see image below) or full traffic signal, to function both as the at-grade ADA-compliant Centennial Trail crossing of Hamilton St and help to facilitate desired transit-oriented development on adjacent and nearby properties.
- **Rezone General Commercial** in southeast to Centers and Corridors, while retaining current height limit.



Figure 42. Crosswalk with a HAWK signal on Ruby Ave in Spokane.

Source City of Spokane

Alternative 2: Hamilton Crossing

This alternative is focused on enhancing multi-modal crossings of Hamilton St to improve neighborhood connections and livability. It includes strategic increases to allowed building heights and density and investments to improve walking and riding connections throughout the neighborhood, especially across Hamilton St.

Alternative 2 Concept Maps

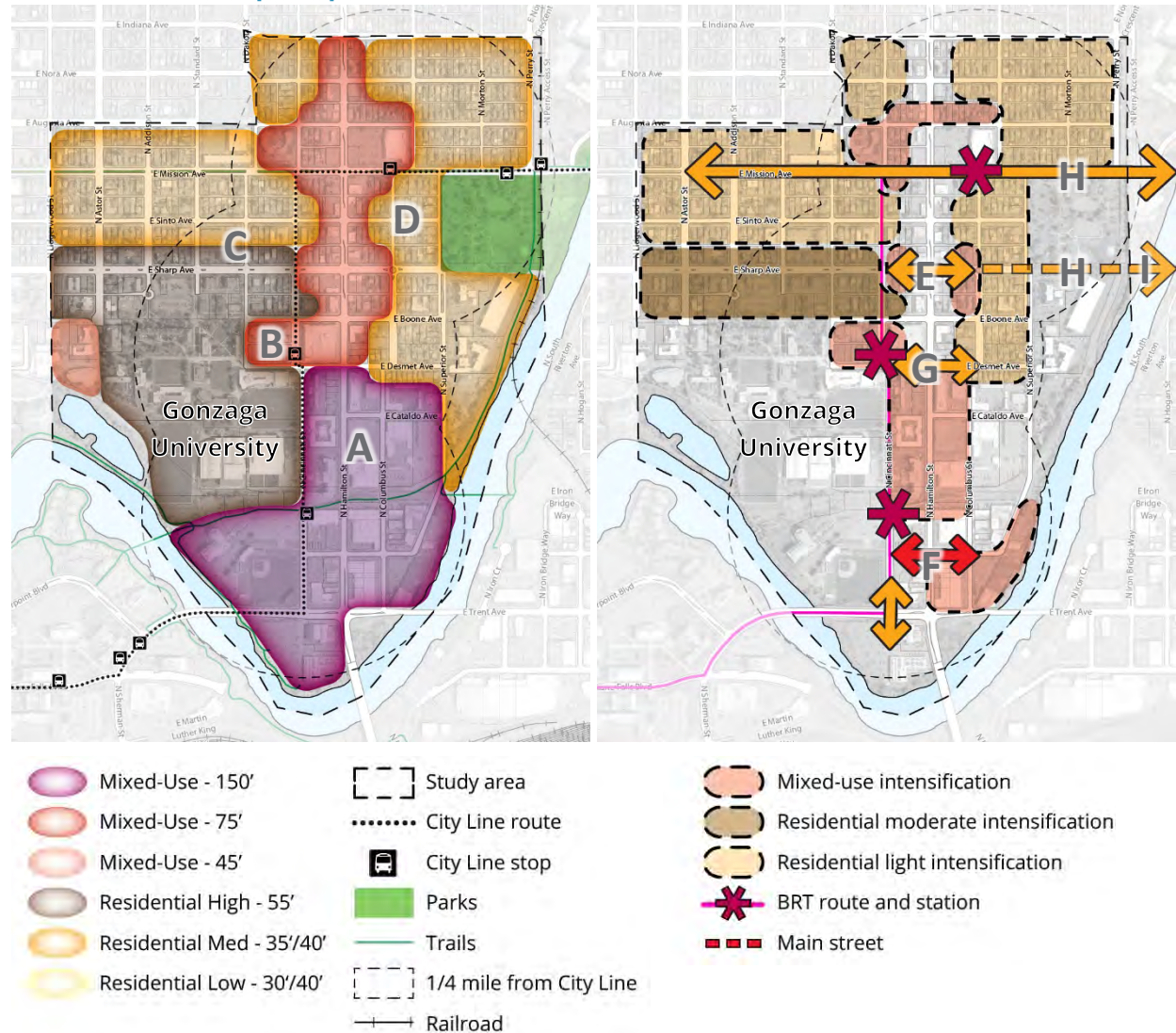


Figure 43. Alternative 2 land use concept (left) and change areas (right).

Notable features

LAND USE/ZONING CHANGES

- Expand Centers and Corridors Employment Center (CC-EC) zoning in commercial/industrial areas south of Desmet Ave.
- Expand zoning for mid-rise (5-7 stories) development around Desmet Station.
- Increase housing capacity north of Gonzaga University.

- D. Increase housing capacity around Mission Park.

PRIORITIES AND INVESTMENTS

Prioritize Sharp Ave-Hamilton St intersection with walking & streetscape improvements.



Figure 44. Streetscape improvements in Beaverton, OR and Ellensburg, WA.

- E. Emphasize Springfield Ave as a pedestrian-oriented “main street” and add traffic signal at Hamilton St intersection.



Figure 45. Main street café seating in Bellevue WA. Source: MAKERS

- F. Explore short- & long-term traffic calming opportunities along Hamilton St.
- G. Study options for improved east-west bicycle and walking connections across and through north end of neighborhood on Mission Ave. Mission Ave is the only direct bicycle and walking connection between the study area and Chief Garry Park Neighborhood. The Iron Bridge, a half-mile to the south, provides the closest alternative route.
- H. Study options for improving river crossings for people walking, bicycling, and rolling in the vicinity of Mission Park, including a new bike/walk bridge at Sharp Ave (in the event that improvements on Mission Ave, particularly across the river, are not feasible). The current condition of the Mission Ave bridge makes near-term improvements for walking and bicycling unlikely within the next twenty years. A new Sharp Ave river crossing would provide a close, parallel crossing for people walking, bicycling and rolling, connecting directly with a

planned shared-use pathway along Riverton Avenue and future east-west neighborhood greenways in the Chief Garry Park Neighborhood.



Figure 46. Potential location for ped/bike bridge. Image

Source: Google Maps. Imagery ©2023 Google, Imagery ©2023 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map Data ©2023 Google

Alternative 3: Southeast Riverfront

This alternative is focused on investment and zoning changes in the southeast riverfront area to catalyze development towards the creation of a vibrant mixed-use transit-oriented hub.

Alternative 3 Concept Maps

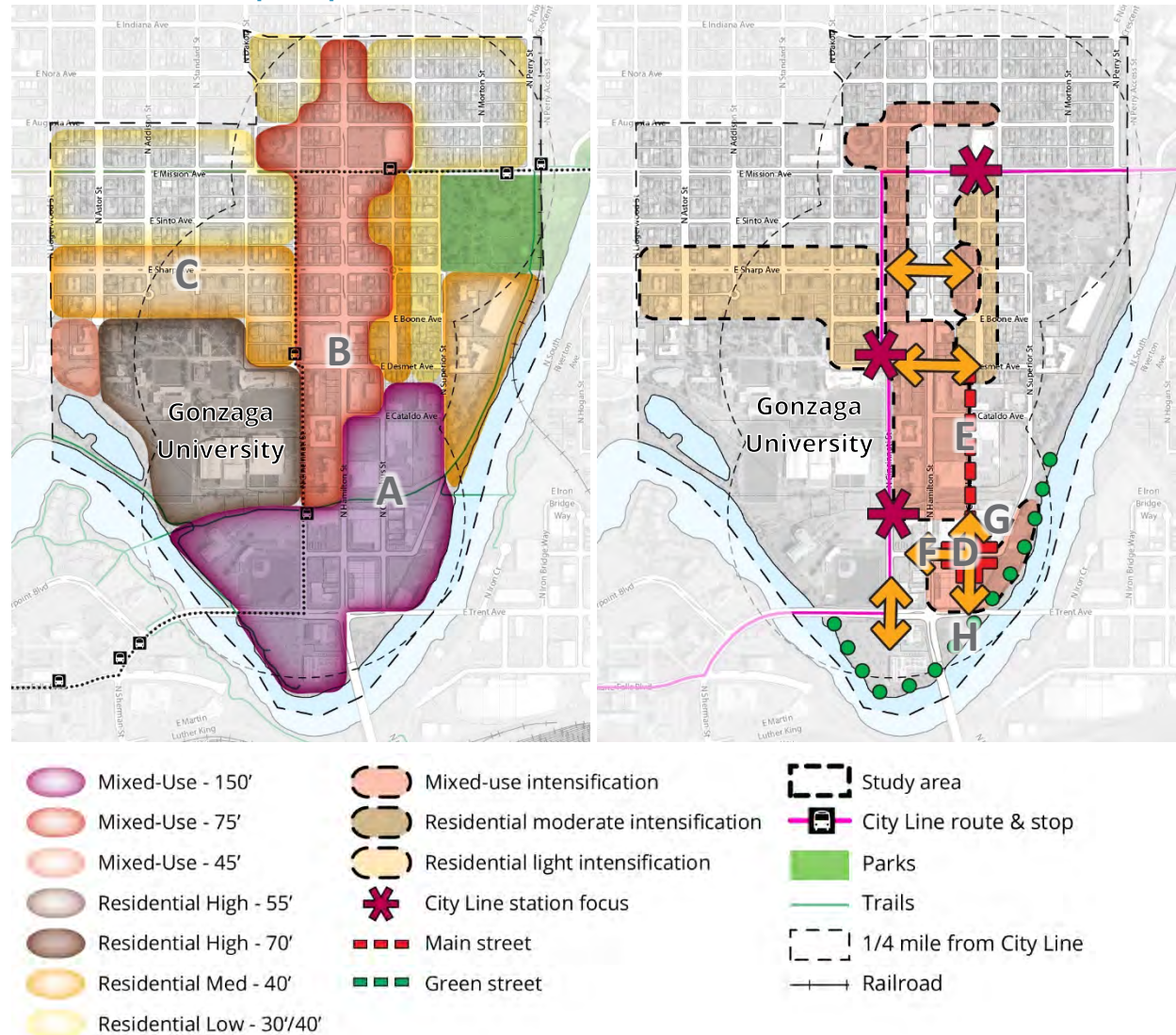


Figure 47. Alternative 3 land use concept (left) and change areas (right).

Notable features

LAND USE/ZONING CHANGES

- Rezone General Commercial to Centers and Corridors Employment Center (CC-EC) or similar in the southern area while retaining existing height limits (common to all action alternatives).
- Expand areas allowed for mid-rise development around the current Hamilton St form-based code (FBC) area.
- Increase housing capacity 1½ blocks north of Gonzaga University by applying Residential Medium zoning.

PRIORITIES AND INVESTMENTS

D. Walking-oriented node at Springfield Ave & Columbus St



Figure 48. Walking oriented node in Woodinville, WA.

E. Mixed-use “main street” on Columbus St between Desmet Ave and Trent Ave. Example visuals:



Figure 49. Mixed-use main street examples in Woodinville and Bellevue, WA.

- F. Add a traffic signal at Springfield Ave & Hamilton St intersection to enhance east-west connectivity and movement between the McCarthy Athletic Center Station and the southeast riverfront area along Springfield Ave, as well as the southern terminus of the proposed main street improvements on Columbus Street.
- G. Pursue public/private partnerships to deliver neighborhood amenities, shared assets like structured parking, and catalyzing development. While with the BRT investment the long-term intention is to reduce dependency on automobiles, a parking structure has often served as a catalyst for desired mid-rise mixed-use development forms in similar areas that are very early in the process of transformation from auto-dependent environments to vibrant mixed-use centers. Notable examples can be found in downtown Bozeman, MT, Kent Station, Kent, and Woodin Creek Village in Woodinville (example garage well hidden behind active building frontages below). Providing structured parking can assist TOD by

concentrating automobile parking in a single portion of a district, enabling pedestrian-oriented design throughout the remainder of the street network. This allows visitors to park once and experience the area primarily by walking, rolling, or taking the bus.

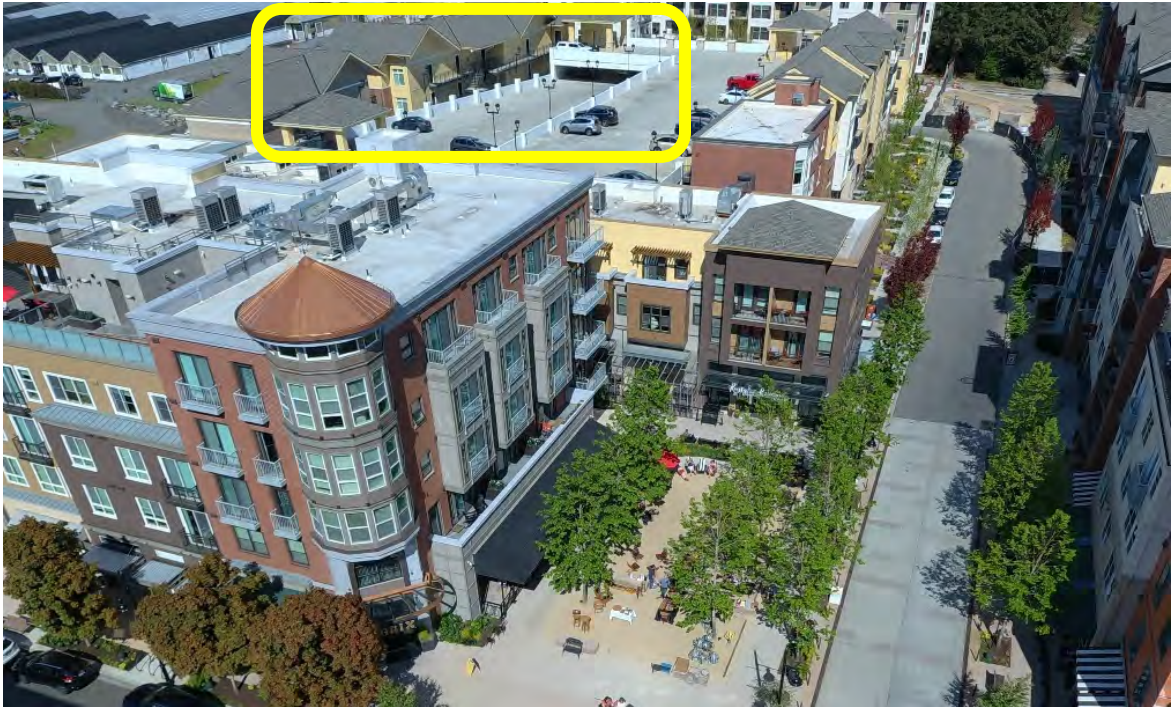


Figure 50. "Texas donut" style housing/parking garage in Woodinville, WA.

H. Maximize riverfront connections, open space improvements, and access.



Figure 51. Spokane River as seen from the Iron Bridge.

Alternative 4: TOD Emphasis

This alternative is focused on maximizing the opportunities for transit-oriented development within close proximity to planned BRT stations, via a mix of upzones and public improvements.

Alternative 4 Concept Maps

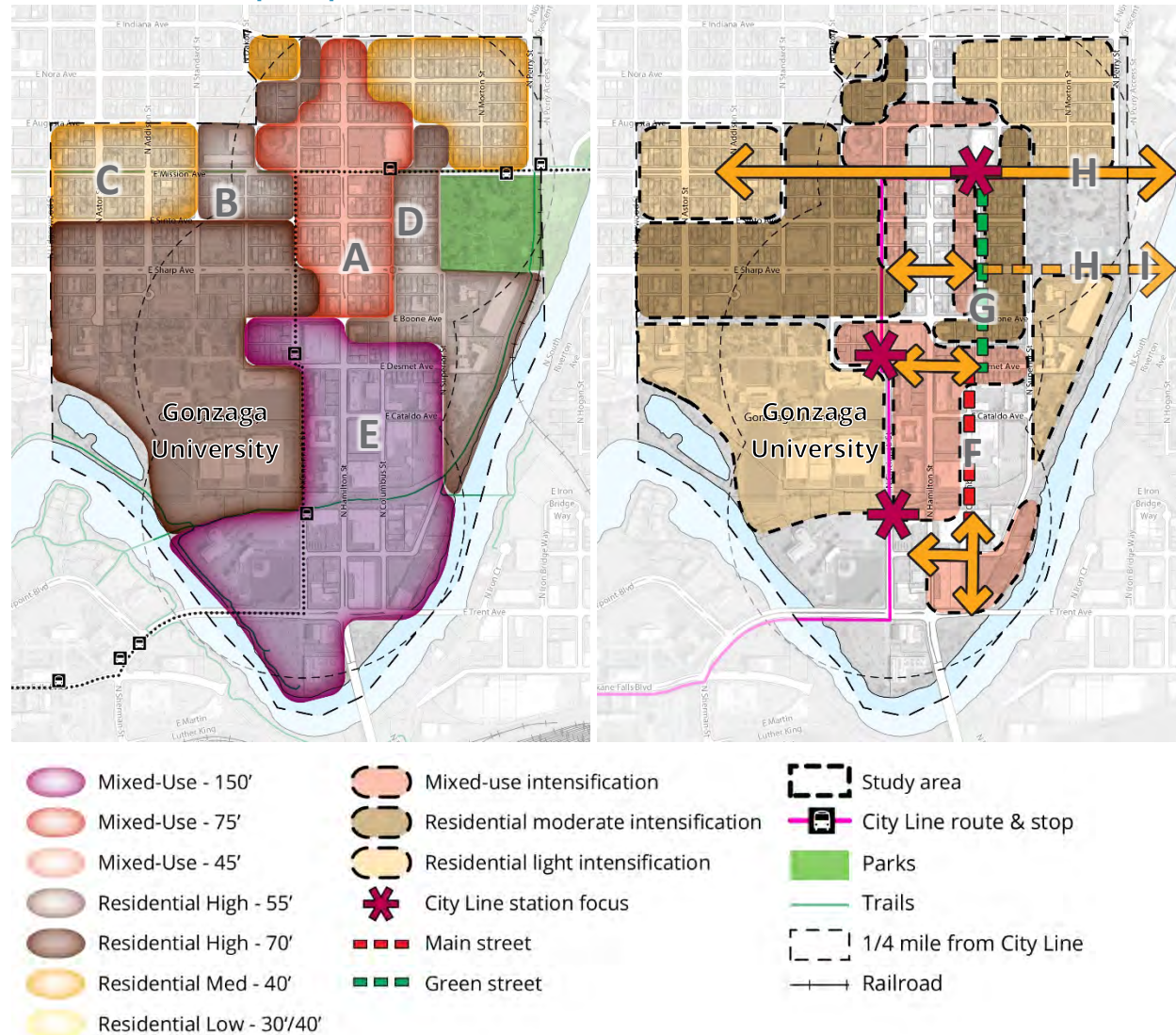


Figure 52. Alternative 4 land use concept (left) and change areas (right).

Notable features

LAND USE/ZONING CHANGES

- Expand areas allowed for mixed-use mid-rise development around the current Hamilton Form-Based code (FBC) area.
- Lower-intensity mixed-use development west of Hamilton St that allows 4-story multifamily and small-scale commercial development
- Increase housing capacity northwest of Gonzaga.
- Significant increase to housing capacity around BRT stations around Mission Park.
- Expand high-intensity TOD zoning in commercial/industrial south of Boone Ave

- F. Eliminate parking requirements within ¼ mile of BRT stations

PRIORITIES AND INVESTMENTS

- G. Green street improvements on Columbus St between Mission Ave and Desmet Ave. Green street improvements typically include wayfinding signage, traffic diverters, crossing improvements, and green stormwater infrastructure (GSI).



Figure 53. Examples of GSI streetscape improvements.

Source, center: Ryan Packer, used with permission. Left and right: MAKERS.

- H. Main street improvements on Columbus St between Desmet Ave and Trent Ave. Main street improvements may include walking-oriented streetscape design with ample sidewalks, street furniture, wayfinding, street trees, and public art or other character-defining elements.



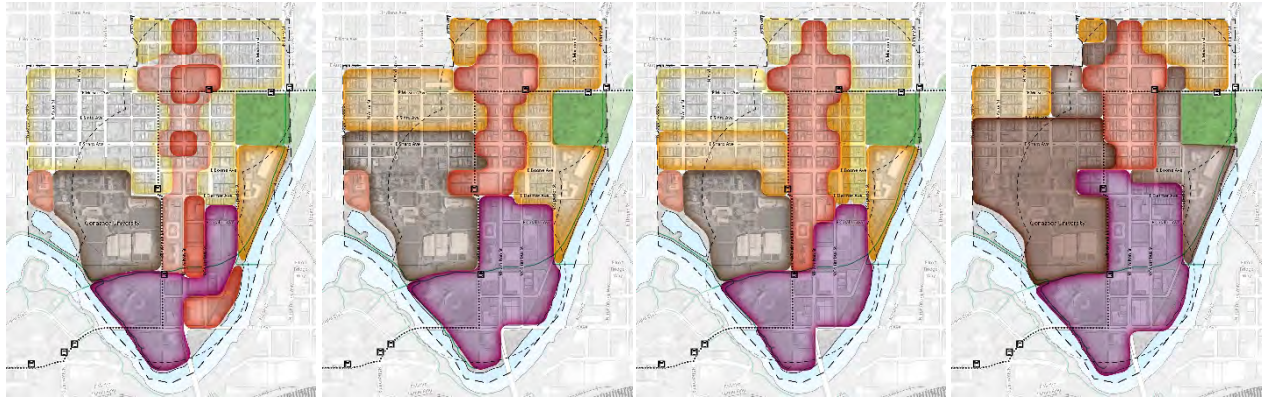
Figure 54. Main street improvements in Burien, WA.

- I. Study options for improved east-west connections for people walking, bicycling and rolling across and through north end of neighborhood on Mission Ave. Mission Ave is the only direct bicycle and walking connection between the study area and Chief Garry Park Neighborhood. The Iron Bridge, a half-mile to the south, provides the closest alternative route
- J. Study options for improving river crossings for people walking, bicycling and rolling in the vicinity of Mission Park, including a new bike/walk bridge at Sharp Ave. The current condition of the Mission Ave bridge makes near-term improvements for walking and bicycling unlikely within the next twenty years. A new Sharp Ave river crossing would

provide a parallel crossing for people walking, bicycling, and rolling, connecting directly with a planned shared-use pathway along Riverton Avenue and future east-west neighborhood greenways in the Chief Garry Park Neighborhood.

Alternatives Comparison

Zoning Concept Maps



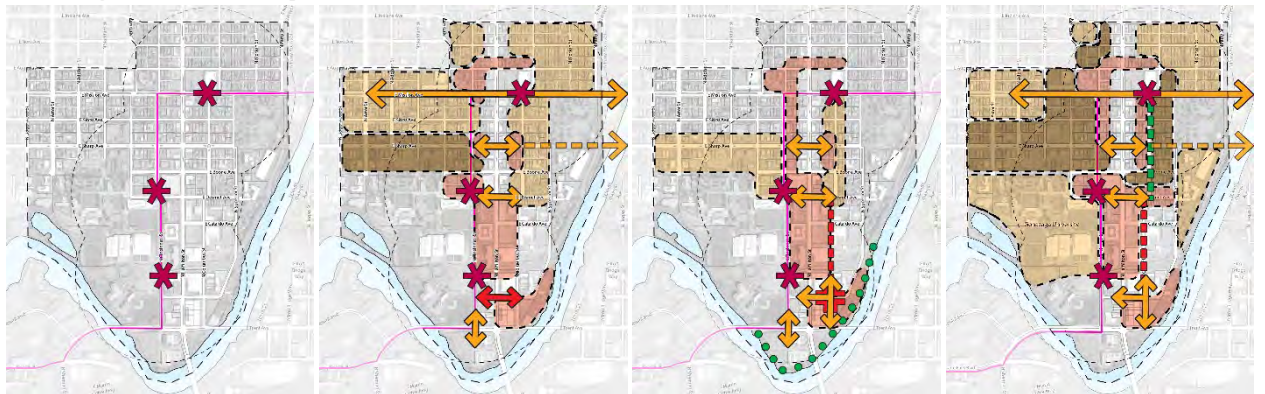
Alt 1: No Action

Alt 2: Hamilton Crossing

Alt 3: Southeast Riverfront

Alt 4: TOD Emphasis

Change Area Maps



Alt 1: No Action

Alt 2: Hamilton Crossing

Alt 3: Southeast Riverfront

Alt 4: TOD Emphasis



Figure 55. Side-by-side comparison of alternatives.

Growth Projections

Projections for local population growth by 2047 were developed for this plan based on the increase in total building capacity in each alternative and the effect of investments in specific areas to encourage private development. The goal of these projections is to provide basic assumptions needed for analysis of potential impacts of new development in the Environmental Impact Statement (EIS). Because the bulk of growth expected to occur in the subarea under all alternatives is residential, these projections do not include commercial or industrial growth.

These projections are not intended to provide fine-grained forecasts of likely development outcomes. Actual outcomes growth and development in South Logan will be shaped by decisions by individual residents, business owners, investors, and organizations.

Table 3. Projected Growth for 2047 Planning Horizon

	Existing	Alt 1	Alt 2	Alt 3	Alt 4
Increase in Housing Units ¹	---	314	1,710	1,612	3,013
Population Increase ²	---	715	3,898	3,674	6,869
Total Population	4,676	5,391	8,574	8,350	11,545

¹ Includes equivalent housing added in college dormitories.

² Population increase is based on an average household size of 2.28 persons/dwelling unit.

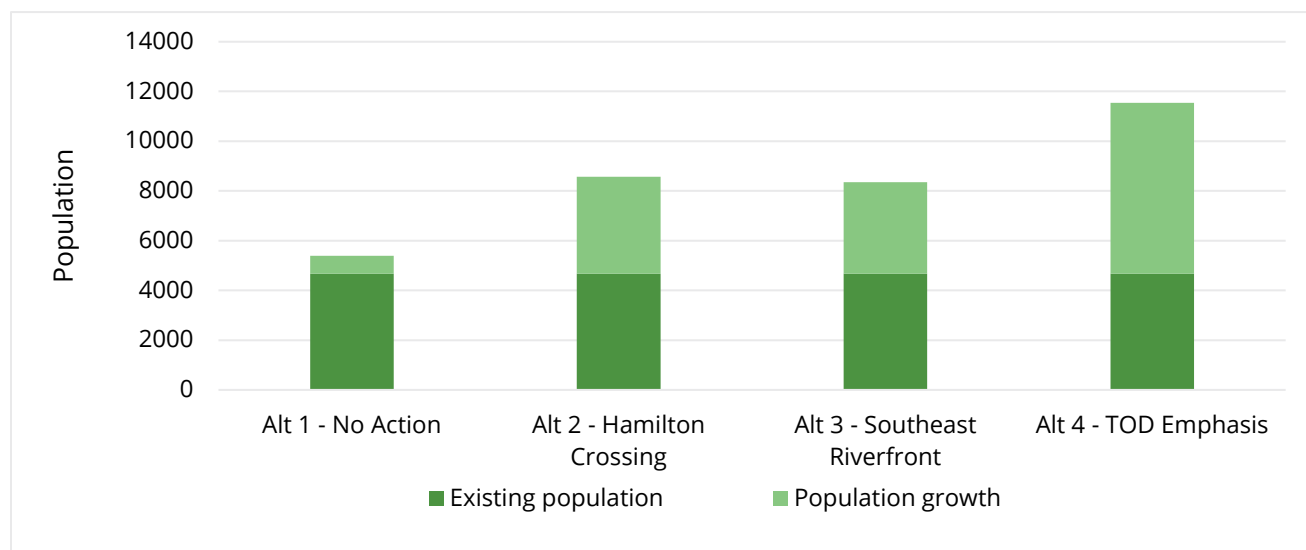


Figure 56. Graph of projected population growth by alternative.

Subarea Goals & Policies

NOTE: These are preliminary goals and policies and will be refined once a preferred alternative has been identified.

Land Use Goals

LU-1 Equitable Transit-Oriented Development

Leverage the introduction of the City Line to foster new development that supports transit, biking, and walking for most daily needs, especially in the vicinity of new transit stops, while monitoring and mitigating the impacts of redevelopment on existing residents and businesses to ensure all enjoy the benefits of TOD.

LU-2 Housing Capacity and Variety

Promote the development of higher density housing including a variety of housing types and prices that support individuals and families at all stages of life while minimizing physical and economic displacement.

LU-3 Private Investment

Build upon previous public and private investment in the district, highlighting unique resources, including proximity to education and medical services as well as employment and recreational opportunities.

LU-4 Transform the Southeast Riverfront Area

Coordinate public realm investments; updates to development regulations and design standards; and partnerships with local organizations, universities, and developers to create a lively, attractive, pedestrian-friendly regional hub in the southeast area.

Policies implementing LU-1-4:

- Update zoning to increase housing capacity, especially a quarter mile from City Line BRT stops.
- Update Hamilton Form-Based Code to increase development capacity while maintaining and expanding high-quality pedestrian-friendly environments in core station areas.
- Expand Centers and Corridors zoning, particularly around and expanding out from the south riverfront, to encourage TOD and support pedestrian-friendly street environments in broader areas served by high quality transit.
- Invest in public realm improvements such as public plazas, river access, streetscapes, and parking infrastructure to encourage private development of housing and promote enhanced quality of life.
- Publicly convey a unified, consistent marketing message to encourage private development in the southern portion of the study area.
- Increase flexibility for new development as it relates to minimum parking requirements, ground-floor commercial requirements, and building heights.
- Continue to evaluate and implement policies and strategies identified within the South Logan Housing and Anti-Displacement Memo” to support housing affordability and choice, while minimizing displacement.

LU-5 Support Higher Education Institutions

Support Gonzaga University, the newly located programmatic centers for University of Washington and Eastern Washington University and associated health sciences sectors.

Policies implementing LU-5:

- Consult with Gonzaga and other universities about their current needs, future development plans, and infrastructure or regulatory barriers.
- Support partnerships amongst Gonzaga, UW, EWU, WSU, and the University District PDA.
- Encourage university-led and private market construction of on- and off-campus housing appropriate for students.

LU-6 Retail & Services

Enhance neighborhood serving retail, dining, and commercial service uses and amenities, and support growth of regional destinations.

Policies implementing LU-6:

- Strategically allow retail, dining, and related services on side streets with a focus on walking, lower traffic volumes, and retail supportive land use patterns.
- Invest in public realm improvements such as sidewalk and crosswalk enhancement, streetscape updates, and public plazas to strengthen retail clusters.
- Create and implement commercial anti-displacement strategies to keep local, historic, and unique businesses in the area as redevelopment occurs.
- Work strategically with key property owners and developers to negotiate Development Agreements for key parcels, especially those which are home to key community businesses vulnerable to displacement.
- Continue pro-active engagement with the PDA, property owners, and existing businesses to promote innovative development and design within the district.

LU-7 Recreational Uses & Amenities

Strengthen and expand the neighborhood's park and recreational assets.

Policies implementing LU-7:

- Prioritize maintenance, activation improvements, and safety provisions for Mission Park
- Invest in public space amenities and activation on city-owned land and rights of way around Centennial Trail. Foster partnerships with surrounding property owners to facilitate trail-oriented development.
- Improve nearby crosswalks of Hamilton St and Mission Ave and add wayfinding to make more inviting pedestrian connections to Mission Park.

LU-8 Shorelines

Improve public access and enjoyment of study area shorelines while protecting environmental health.

Policies implementing LU-7:

- Enhance wayfinding for the non-motorized boat launch and fishing access near the SIERR building.
- Work with property owners to facilitate the completion of the planned North Bank Trail extension.
- Work with property owners to enhance river access and viewing opportunities at the eastern end of E Springfield Ave in conjunction with future redevelopment activity.
- Work with Parks Department to improve the west side of Iron Bridge to activate and enhance the area along the Centennial Trail.

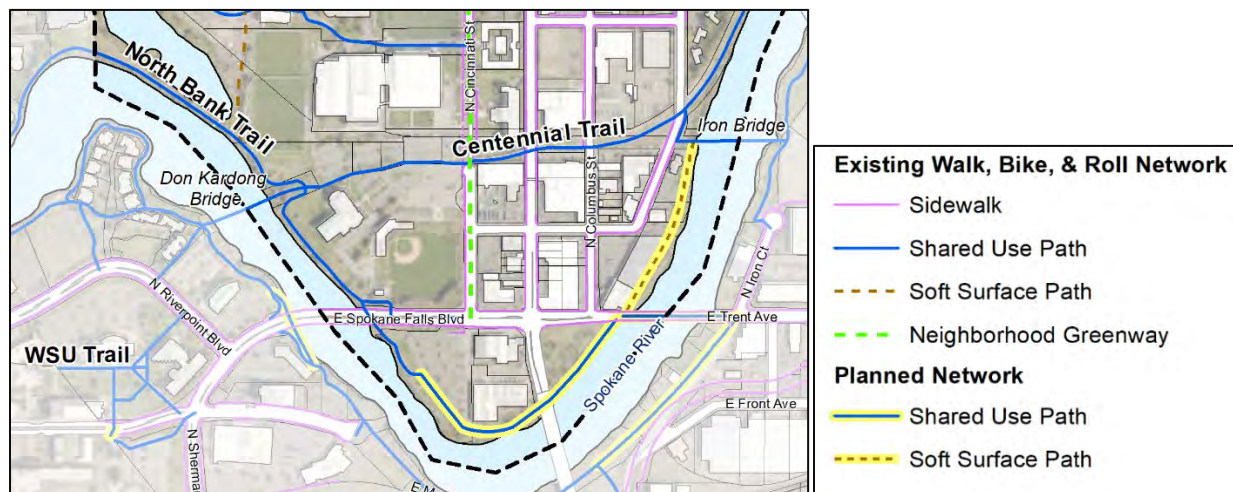


Figure 57. Map of existing and planned paths including North Bank Trail.

Community Design Goals

CD-1 Sense of Place

Promote the thoughtful integration and design of new development that builds on South Logan's diverse urban context & history with integrity.

CD-2 Human scale

Maintain and enhance the neighborhood's human-scaled development patterns, with attractive and well-connected walking routes, activated streetscapes, preserved historic buildings and diverse architectural styles, and ample greenery, trees, and natural stormwater treatment features.

Policies implementing CD-1-2:

- Continue to support implementation of the Logan Neighborhood Identity Plan in conjunction with public or private projects.
- Review and update block frontage provisions in current design regulations to ensure high-quality ground-floor building design that helps to activate streetscapes in core station areas.
- Work with property owners to identify funding for the preservation and maintenance of historic buildings; look for opportunities to share stories of the neighborhood's past in public realm improvements.
- Review and revise residential zoning codes to optimize outcomes for compatible infill development. Consider reductions in off-street parking requirements, greater flexibility on density limits, and encouraging single-stair multifamily residential buildings.
- Increase the presence of street trees to improve livability, reduce heat island, and reduce stormwater runoff.
- Work with PDA, property owners, and existing businesses to integrate murals and public art into the station areas and southeast riverfront area.

CD-3 Friendlier Streets

In conjunction with crosswalk and Centennial Trail improvements, create a safer, more welcoming walking environment in the subarea, especially along and across Hamilton St at key points through a range of techniques.

Policies implementing CD-3:

- Implement right of way improvements to increase walking and rolling connectivity across Hamilton St (see Connectivity goals and policies).
- Leverage redevelopment to obtain wider sidewalks and pedestrian-friendly building design along Hamilton St.
- Employ plantings, lighting, art, or other techniques to create a more engaging and human-scaled walking environment on Hamilton St.
- Use signage and wayfinding to help people walking and rolling find safe crossings and comfortable routes to nearby destinations.
- Repurpose excess road space for angled parking on low-traffic local streets.

CD-4 Community Space

Increase the presence of accessible indoor public community spaces for meetings, events, and social gatherings.

Policies implementing CD-4:

- Work with property owners and developers to incorporate new indoor community space with redevelopment.
- Work with public universities and agencies to fund investments in indoor community space.

Connectivity Goals

CT-1 Transit Connections

Promote mobility hubs around transit stations that are designed to make public transportation safe, easy, and comfortable to use.

Policies implementing CT-1:

- Improve access for people walking, biking, and rolling to transit stops, including wayfinding and signage, for people of all ages and abilities.
- Promote equitable transit-oriented development with access to transit for people of all backgrounds.
- Encourage new development and human-scale infrastructure that is physically oriented towards transit to maximize exposure and encourage ridership.

CT-2 Improved Circulation along N Hamilton St

Enhance opportunities to cross N Hamilton St to reduce its impact as a barrier within the subarea, and enhance connectivity for people walking, bicycling, and rolling within the neighborhood.

Policies implementing CT-2:

- Promote new crossing opportunities of N Hamilton St for people walking, bicycling, and rolling to minimize distance between crossings, particularly south of E Desmet Ave.
- Enhance north-south connections on routes parallel to N Hamilton St for people walking, biking, or rolling.
- Enhance streetscape features and the pedestrian environment behind the curb line along N Hamilton St through to improve connections between proposed crossing improvements.

CT-3 Connectivity for People Walking, Biking, or Rolling

Provide connections throughout the Logan neighborhood with designated facilities for people walking, biking, or rolling.

Policies implementing CT-3:

- Support the land use vision by encouraging compact residential and mixed-use areas with pedestrian-oriented streetscapes that enhance safety and mobility for people walking, bicycling, and rolling.
- Implement traffic calming measures to reduce cut-through traffic in residential areas, prioritizing people walking, biking, and rolling along local streets with lower speeds and volumes.
- Support safe, comfortable walking, biking, and rolling through roadway design, with designated biking and walking facilities along arterials and roadways with higher vehicular volumes and speeds.
- Enhance east-west connections for people walking, biking, and rolling across the river to provide an alternative route to E Mission Ave.

- Consider connections to local destinations when planning and designing routes for people walking, biking, and rolling in the Logan neighborhood.
- Evaluate and improve pedestrian connections across Spokane Falls Boulevard/E Trent St at the intersection with N Cincinnati St to facilitate better connectivity between the Health Peninsula and Gonzaga.

CT-4 Accessibility of Existing Facilities

Retrofit existing facilities for people who walk, bike, and roll to improve accessibility for all users through new capital investments.

Policies implementing CT-4:

- Improve current at-grade crossings throughout Logan to be more accessible for people of all ages and abilities.
- Encourage the implementation of a new at-grade crossing of N Hamilton for the Centennial Trail with signage as a more direct alternative to the Centennial Trail overpass than existing Shape Ave crosswalk.

Sustainability Goals

SUS-1 Shoreline Protection

Protect and enhance the environmental health of the Spokane River shoreline and waterway in the subarea.

Policies implementing SUS-1:

- Carefully monitor redevelopment activity in near the shoreline for disruption of habitats, excess erosion, or other impacts to river and shore ecology.
- Work with community based-organizations, universities, and developers to implement green stormwater treatment infrastructure in conjunction with property redevelopment or street/public space improvement projects.
- Encourage property owners to replace or reduce ground cover like grass lawns and pavement that can increase harmful pollutants and runoff in the immediate vicinity of the shoreline with native and/or drought tolerant plantings.

SUS-2 Environmental Innovation

PLACEHOLDER GOAL: Continue to emphasize and support the greater University District as an innovation-focused community.

Policies implementing SUS-2:

PLACEHOLDER for policies to be developed together with the preferred alternative addressing the following types of issues:

- Innovative green infrastructure technologies, including district utilities
- Innovative construction/development practices

SUS-3 Decarbonization

PLACEHOLDER GOAL SUBJECT

Policies implementing SUS-3:

PLACEHOLDER for policies to be developed together with the preferred alternative addressing the following types of issues:

- Reference emphasis on TOD and creating a walkable environment
- Encourage deconstruction of any redevelopment instead of demolition
- Incentivize environmentally sustainable housing production.
- Encouraging rehabilitation as an environmentally sustainable housing practice.

Recommendations

NOTE: Similar to the preliminary goals and policies, these provisions will be refined once a preferred alternative has been identified.

Recommended Zoning/Code Changes

The draft plan's action alternatives all call for the following changes to meet the plan's land use and design goals and policies:

- Strategically refining and expanding the Hamilton Form-Based Code
- Making strategic capacity increases within the residential areas, including zone changes
- Rezoning existing General Commercial (GC) zone to the Center and Corridor (CC-1) zone

Zoning & Building Heights in the Action Alternatives

Figure 58 below illustrates the types of zoning envisioned under the action alternatives. The zoning categories detailed in Zoning Categories on page 10. identify example building types for each of the colored areas in the maps below.

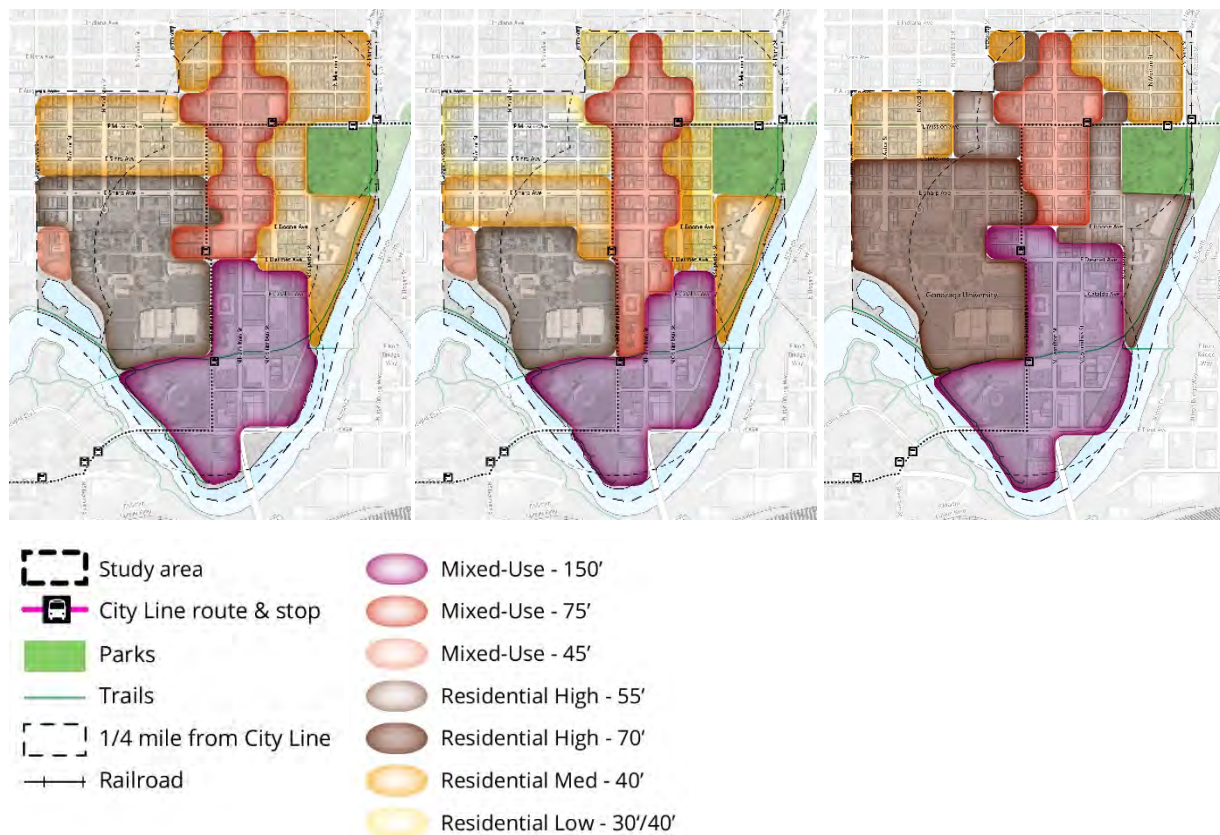


Figure 58. Alternatives zoning strategies comparison

Center and Corridor Zone

The City will be examining provisions for the Center and Corridor zones in a separate project in 2023/2024 that is outside the scope of the South Logan TOD Project. This subarea plan will be informing some issues and opportunities associated with that effort, called the Center and Corridor Update Study. For example, the Study will likely examine:

- Adjustments to allowed building heights and other dimensional standards that fit with current construction practices for desirable building types. For example, the permitted heights accommodate best practice floor to floor heights for applicable land uses.
- A new approach to block frontage standards (setback and building orientation based on the type of street it fronts).
- Zone edge treatments that balance infill development goals with compatibility to lower intensity zones.
- Whether some changes to the current Center and Corridor Design Standards and Guidelines might be warranted.
- Adjustments to Center and Corridor zone allowed uses to prioritize transit-supportive, pedestrian-oriented development and limit auto-focused development like drive- thru businesses.

Hamilton Form-Based Code

All action alternatives assume some revisions and geographical expansion to/of the form-based code. Depending on the details of the preferred alternative, consider making strategic updates to the code immediately. Specifically:

- Consider applying the form-based code to an area around the Springfield/Columbus intersection. The form-based code is currently the best available tool to implement the lively pedestrian-friendly transit-oriented development goals in all the action alternatives for that area.
- Update the context area map to consolidate the entire existing form-based code area as Context 1. This allows for consistent heights envisioned in this area for each of the action alternatives.
- Create a unique “context area” for the Springfield/Columbus satellite form-based code area that will allow for the 150-foot building heights that exist in current GC zoned areas and proposed for the CC-1 zoned areas on the south side of E Springfield Ave.
- Adjust the designated “Shopfront blocks” to just apply to the half blocks of Hamilton St adjacent to signalized intersections as shown in Figure 59 below. Also extend those designations one property deep on the crossing streets at those signalized intersections. This allows for greater flexibility for uses between those signalized intersections. Correspondingly, provide standards to require stoops in some form for any uses containing ground floor residential uses along Hamilton St.
- Increase the building height for the proposed consolidated Context area 1 from 66-feet to 75-feet to allow more development capacity and efficient building forms.
- Update streetscape standards to suit the preferred alternative for the Springfield/Columbus area.
- Reduce the required off-street parking, especially in proximity to BRT stations.

- Refine block frontage standards, most notably for ground floor residential uses in close proximity to the street. Require that the ground floor residential uses within 10 feet of the sidewalk be elevated at least 30 inches to increase the privacy of residents and provide an effective transition between the public and private realm. Key features include providing a porch, deck, or stoop between the entry and the sidewalk, providing a covered area over the entry, and integrating landscaping into the transitional area to add visual interest and help to define the space.
- Add new façade articulation and massing standards to reduce the perceived scale of large buildings and add visual interest to new development.
- Consider adding “trail-oriented development standards” for the Columbus/Springfield area along the Centennial Trail. This includes ensuring development orients towards the trail, which can be accomplished by having patios and decks that look out over the trail, including a minimum façade transparency level to provide more “eyes on the trail” for safety and to provide visual interest, and avoiding tall fences and blank walls facing the trail.

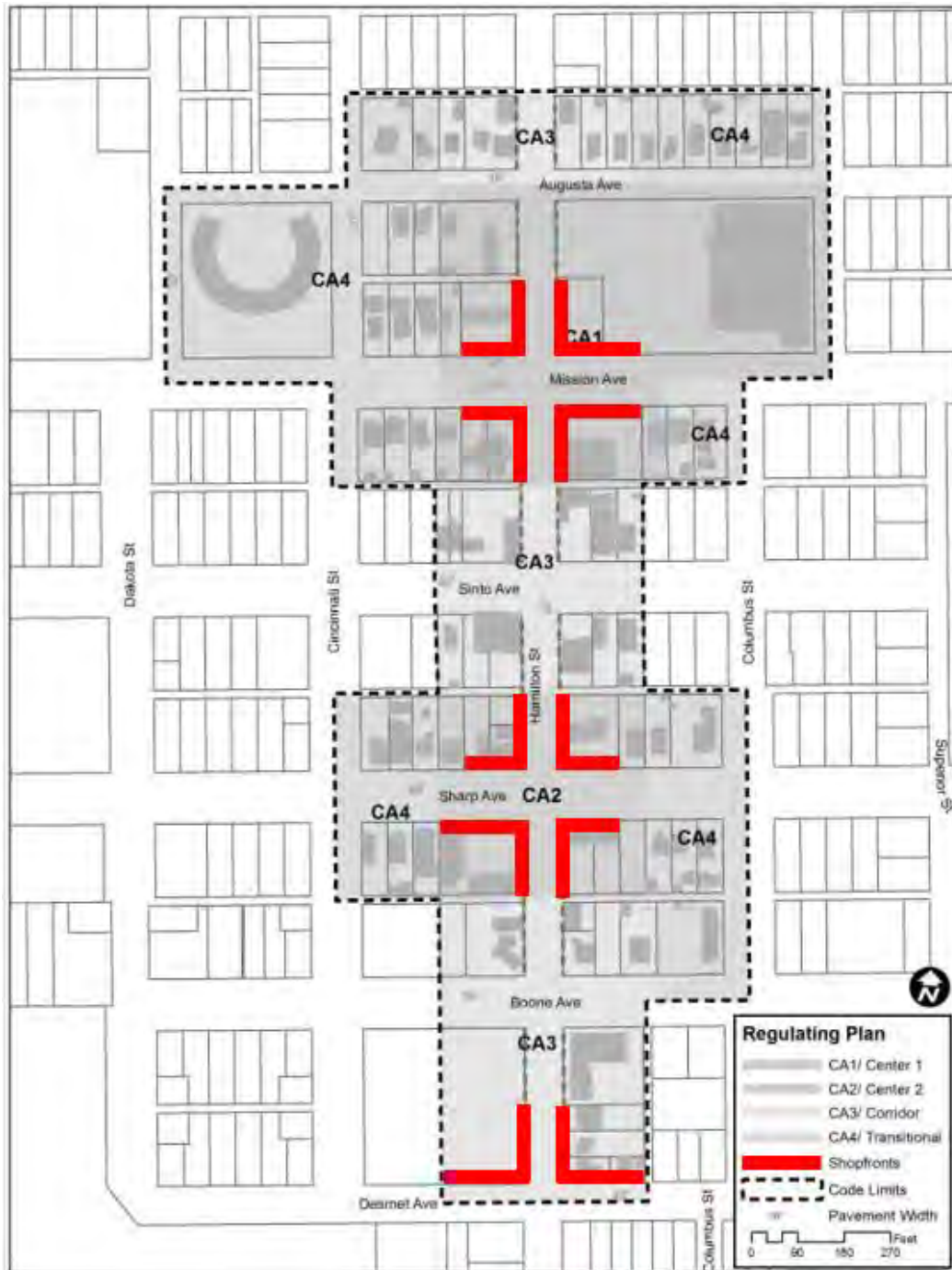


Figure 59. Proposed updated shopfront designations are emphasized in red and focused on signalized Hamilton St intersections rather than running the entire length of the street. The proposed designations would also apply to the Mission, Sharp, and Desmet Ave's frontages one property from the intersection (or as shown).

Residential Zones

The City is now examining permanent zoning provisions to apply in place of the existing interim emergency housing ordinance under the Building Opportunity for Housing project. The action

alternatives all assume that such provisions will be applied within the residential zones of the subarea.

Investments

NOTE: Recommended investments will be identified in the final plan once a preferred alternative has been identified.