

**CITY OF SPOKANE PLAN COMMISSION
FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS
REGARDING FINAL SOUTH LOGAN TOD PLAN AND FEIS**

A recommendation of the City of Spokane Plan Commission to the City Council to approve a resolution recognizing the Final South Logan Transit-Oriented Development Plan and Final Environmental Impact Statement as the coordinated framework and community vision for encouraging mixed-use, walkable places in the South Logan area.

FINDINGS OF FACT:

- A. The City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act (GMA) as set forth in RCW 36.70A.
- B. In 2021, the Washington State Legislature appropriated \$2.5 million for cities to facilitate transit-oriented development planning in areas with light rail or fixed rail systems, bus rapid transit, high frequency bus service or park and ride lots.
- C. The City of Spokane was one of 11 communities that received the Transit-Oriented Development Implementation (TODI) grant for \$250,000 from the Washington Department of Commerce in 2021 to facilitate planning for transit-oriented development and increase residential capacity in areas of high-capacity transit.
- D. The City of Spokane prepared the Transit-Oriented Development (TOD) Framework Action Plan, adopted by resolution in May 2022 under RES 2022-0039, that identifies strategies best suited to Spokane for supporting TOD along new High-Performance Transit lines, including a focus on South Logan.
- E. The Spokane Transit Authority launched the City Line in July 2023, Spokane's first high performance bus rapid transit route, that completes a six-mile route between Spokane's historic Browne's Addition and Spokane Community College and connects through downtown and the University District, including Gonzaga University. Public, private, and institutional partners have leveraged this investment with millions of dollars in development of catalytic sites in and around the subarea.
- F. The Logan Neighborhood adopted the Logan Neighborhood Identity Plan under the neighborhood planning program in 2013 that provides guidelines to establish neighborhood identity with streetscape improvements throughout the Hamilton Corridor and adopted the Hamilton Form-Based Code in 2015 that governs the shape of the built environment and is intended to stimulate a dynamic and attractive urban environment under ORD C35212 and C35211.
- G. The Planning & Economic Development Department secured the services of MAKERS Architecture & Urban Design, LP ("the consultant"), SCJ Alliance, Heartland LLC, and Parametrix to review zoning and regulations, and study environmental impacts of planned development through the development of the subarea plan and planned action environmental impact statement.
- H. Outreach and public communication began in June 2022 with various online and in-person methods, including a project website, community events, stakeholder interviews, email

updates to interested parties, online information sharing through a GIS story map, blog posts, social media, and regular project updates:

1. Planning staff conducted a community survey for early input on the South Logan TOD Project from July to October 2022 to identify priorities, values, challenges, and opportunities in the South Logan area, and received 126 responses.
2. In September 2022, Planning staff and the consultant hosted a three-day community planning studio with stakeholder interviews, open houses, and two community meetings for public scoping and to gather input about future possibilities for the South Logan area.
3. The consultants prepared the South Logan Existing Conditions Report in November 2022 to assess existing conditions of the South Logan study area and to conduct market analysis of development potential, and the Housing & Anti-Displacement Memo in December 2022 to identify strategies to promote housing affordability and to mitigate displacement in the South Logan area.
4. The City hosted a virtual open house in January 2023 to gather feedback on the preliminary alternatives as part of the environmental review process to identify possible outcomes for enhancing transit-oriented development in South Logan.
5. The City conducted two mailings of more than 3,000 postcards each to all property owners, taxpayers, and occupants in the South Logan study area in September 2022 and May 2023.
6. Between June 2022 and October 2023, staff and the consultants gave a combined thirty presentations on updates to the planning process and deliverables at key stages, including ten workshops with the Plan Commission, four study sessions with City Council, and numerous presentations to stakeholder groups like the Logan Neighborhood Council and the University District Development Association, in addition to various meetings with stakeholders like Gonzaga University and area organizations and businesses.
- I. The City published the Draft South Logan TOD Plan and the Draft Environmental Impact Statement (DEIS) for a 30-day public comment period from May 9 to June 8, 2023, and hosted a public workshop on May 18, 2023 when community members were able to provide feedback on the Draft Plan and draft alternatives in the DEIS to shape the South Logan area.
- J. The Draft Plan presented goals and policies, based on community vision, to encourage mixed-use and walkable places close to transit in South Logan, and the DEIS identified impacts of future scenarios with a mix of uses and intensities, public improvements, and other actions that meet community values.
- K. The City received 16 written comments on the Draft Plan and DEIS during the public comment period as part of the public record, and all timely and substantial comments were reviewed and considered in the development of the preferred alternative and final plan.

- L. The development of the preferred alternative was shaped by the public comments and full project engagement throughout the process, the environmental review in the DEIS, and the plan values that were outlined in the Draft South Logan TOD Plan; and the preferred alternative was composed of a combination of the different alternatives as the preferred direction for future growth and investment in South Logan.
- M. The Final South Logan TOD Plan and Final Environmental Impact Statement (FEIS) was published on November 30, 2023 for final consideration. The Final South Logan TOD Plan presents the plan values that recognize the unique aspects of South Logan, the plan concept that recommends a set of actions to encourage transit-oriented development, the land use framework that identifies changes to zoning and regulations, and goals and policies to guide future implementation and investments in South Logan including land use, housing and anti-displacement, community design, connectivity, and sustainability goals. The Final Plan recommendations are based on the Preferred Alternative which was evaluated in the FEIS, including impacts and mitigation measures of planned development.
- N. A legal notice of public hearing was published in the *Spokesman-Review* on November 29, 2023 and December 6, 2023.
- O. On December 13, 2023, the City Plan Commission held a public hearing on the Final South Logan TOD Plan and FEIS. The Plan Commission received written comments and public testimony generally in favor of the proposal.
- P. The Plan Commission deliberated and made two amendments to the motion to address proposed changes in the Final Plan.
- Q. Except as otherwise indicated herein, the Plan Commission adopts the findings and direction of the Final Plan and FEIS with amendments.

CONCLUSIONS:

Based upon the process and analysis to develop the final plan and final environmental impact statement, agency and public comments received, and public testimony present, the Spokane Plan Commission makes the following conclusions with respect to the Final South Logan TOD Plan and FEIS:

- 1. The Final South Logan TOD Plan and FEIS represents the coordinated framework and community vision for encouraging mixed-use, walkable places in the South Logan area.
- 2. Interested agencies and the public have had extensive opportunities to participate throughout the process and persons desiring to comment were given an opportunity to comment.
- 3. SEPA review was completed for the proposal, and pursuant to SEPA, any adverse environmental impacts associated with the planned action has mitigation measures for each element of the environment.


4. As prescribed in SMC 04.12.010, adoption by resolution is not an action to amend the City's Comprehensive Plan or development regulations by recommendation of the Plan Commission.
5. Additional steps are anticipated including the adoption of the Planned Action (RCW 43.21C.440) via ordinance and necessary implementation ordinances at a future date. The Planned Action is used to facilitate future growth by streamlining the environmental review for projects that are consistent with the subarea plan.
6. The Plan Commission finds that Final South Logan TOD Plan and FEIS are consistent with the applicable provisions of the Comprehensive Plan, particularly the following adopted goals and policies:
 - a. Land Use Chapter of the City of Spokane Comprehensive Plan sets forth Goal LU 3 – Efficient Land Use, to *“Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems;”*
 - b. Land Use Policy 7.4 provides the following framework for subarea planning: *“Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively;”*
 - c. Transit-Oriented Development Policy LU 3.4 sets forth to *“Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops;”*
 - d. Transportation Chapter of the City of Spokane Comprehensive Plan sets forth TR Goal B: Provide Transportation Choices to *“Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices;”*
 - e. TR Goal C – Accommodate Access to Daily Needs and Priority Destinations to *“Promote land use patterns and construct transportation facilities and other urban features that advance Spokane’s quality of life;”*
 - f. TR Goal E: Respect Natural & Community Assets to *“Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment;”*
 - g. TR Goal F: *“Enhance Public Health & Safety to “Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users;”*
 - h. Housing Chapter of the City of Spokane Comprehensive Plan sets forth Goal H 1 – Housing Choice and Diversity to *“Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents;”*

- i. Economic Development Chapter of the City of Spokane Comprehensive Plan sets forth Goal ED 3 – Strong Diverse and Sustainable Economy to *“Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.”*

RECOMMENDATION:

In the matter of the South Logan TOD Project, a proposal by the City of Spokane to adopt a resolution recognizing the Final South Logan TOD Plan as the coordinated framework and vision for the South Logan area and to adopt the Final Environmental Impact Statement as the final analysis of the environmental impacts, mitigation measures, and potential impacts for the Preferred Alternative for the proposed action to implement the Final South Logan TOD Plan, and recognizing that future steps must be taken prior to the actual adoption of the planned action by ordinance, by vote of 6 to 2, the Spokane Plan Commission takes the following actions:

1. Recommends to the Spokane City Council the **APPROVAL WITH MODIFICATION**:
 - a. In Item H of the Action Plan and corresponding references, strike “within ¼ mile from BRT stations” and replace with “in the subarea.”
 - b. Strike bullet on pg. 56: “Add new façade articulation and massing standards to reduce the perceived scale of large buildings and add visual interest to new development. For Shopfront and mixed-use buildings, require two to three articulation features from a list of options every 40-50 feet, maximum. For residential buildings, require two to three articulation features from a list of options every 25-40 feet, maximum.”
2. Authorizes the President to prepare and sign on the Commission’s behalf a written decision setting forth the Plan Commission’s findings, conclusions, and recommendations on the proposal.


Greg Francis (Dec 22, 2023 10:30 PST)

Greg Francis, President
Spokane Plan Commission

Dec 22, 2023







PC Findings and Conclusions_ South Logan Final Plan-FEIS_20231220

Final Audit Report

2023-12-22

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South Logan Transit Oriented Development (TOD)
Plan Commission Hearing December 13th 2023

Dissenting Opinion of Commissioner Clifford Winger, December 15, 2023

Spokane City Council President Wilkerson and Spokane City Council Members:

I strongly support the South Logan TOD Plan with two objections that caused me to cast a dissenting vote for the plan approved by my fellow Plan Commissioners. This is an important long range (ten to twenty-five years) planning tool for our City and hopefully what we have learned in this study can be applied to the Division Connects corridor and other bus rapid transit routes.

My two objections involve the residents in the South Logan study area and the residents who reside outside the study area.

Concerns for residents in the study area:

Commissioner Neely and I are concerned about the lack of safeguards for displacement. Gentrification (process in which wealthier, privileged, typically white individuals move into neighborhoods that are largely populated by poor and working-class residents) could displace the current south Logan Neighborhood residents residing in this study area.

It is my hope that our City Council and our City staff institute safeguards that protect current residents, and insure that the future increase in the number of living quarters in this study area are of such economic pricing that they reflect the habitation cost of occupants found in the remainder of the Logan Neighborhood and the Chief Garry Park Neighborhood further east on the City Line route.

Concerns for residents who reside outside the study area:

The Centennial Trail and the Spokane River are important resources for our entire inland empire. Public testimony indicated future improved river access to the Spokane River east of the properties adjacent to N Columbus St. and N Superior St. in the study area.

As a retired process engineer, it is my suggestion that the following section of the South Logan TOD plan be reworded:

J. Install an enhanced crosswalk at the **Hamilton St-Springfield Ave intersection**, like a High-Intensity Activated Crosswalk (known as a HAWK) signal (see figure 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. The type of enhancement would be determined by further study.

Final Draft South Logan TOD Plan; Priorities and Investments Section 'J' Page 37

Suggested change:

J. Improve access and the bridge structure across North Hamilton Street near East Springfield Avenue for pedestrians and bicycles on the Centennial Trail, for ADA-compliant Centennial Trail crossing, and to facilitate desired transit oriented development on adjacent and nearby properties. The type of pedestrian overcrossing enhancements would be determined by further study.

The reasoning for this change in the text is that N Hamilton St has a very significant taxpayer investment in the Interstate 90 exchange and the bridge over the BNSF train tracks and the Spokane River just south of E Trent Avenue. The City of Spokane measured the Hamilton traffic in 2019 at 32,000 vehicles per day; Hamilton Street has excessive traffic flow at peak times.

Additionally, the current wording in the S Logan TOD plan suggests an at grade pedestrian safety signal or a traffic stoplight at the E Springfield/Hamilton intersection. Signals in this location would impede the flow of both pedestrians and motor vehicles causing traffic to backup onto the bridge south of Trent. In Plan Commission workshops a signal at Springfield was reported to be unadvisable by the Washington State Department of Transportation. A signal at E Springfield/Hamilton would impede the free flow of pedestrians and bicyclist crossing Hamilton and create unsafe conditions should speeding traffic in this area collide with those crossing Hamilton St.

Modifications to the overcrossing in the Springfield/Hamilton area would be a win-win for all. This area is close to the Spokane Convention Center and near the University District so pedestrians and bicyclists can access the river to the east of Hamilton, as the river bank in this study area is developed, a pedestrian bridge improves the quality and quantity of visitors recreating and visiting our Spokane River in this south Logan area. Increased traffic would, in time, increase customers to businesses, restaurants etc. in the study area possibly creating an area similar to the San Antonio River Walk. Additionally the Hamilton overcrossing would encourage residents in the study area to commute by foot or bicycle to the University District and Downtown. This overcrossing also connects with the City Line's Springfield/Cincinnati station.

A pedestrian bridge would not impede traffic on N Hamilton; this is an important river and railroad crossing in our City for truck and automobile access to Northeast Spokane, north of Spokane River and an emergency backup route should other bridges need closure.

As a final note, I would encourage Council Members Bingle and Cathcart to support creating a more visually attractive entrance to our City and the Logan Neighborhood at the Hamilton/Trent/Spokane Falls intersection as part of this Transit Oriented Development Plan's adoption.

Thank you City Council Members for supporting this TOD project which improves connectivity, access to City resources, improves housing stock, supports affordable living spaces as well as benefiting our environment. Wishing you a successful 2024 as we celebrate the fiftieth anniversary of the Expo '74: Spokane World's Fair where our City did so much to improve Riverfront Park.

Respectfully Submitted,

A handwritten signature in black ink that reads "Cliff Winger". The signature is written in a cursive, slightly slanted style.

Clifford Winger
Plan Commissioner

South Logan Transit Oriented Development (TOD) Plan Commission Hearing December 13, 2023
Dissenting Opinion of Plan Commissioner Mr. Kris Neely
December 18, 2023

To: Spokane City Council President Wilkerson and Members of the Spokane City Council,

As a member of the Plan Commission, I recognize the potential benefits of the South Logan TOD Plan as a pivotal long-range planning tool. However, with a deep sense of responsibility, I must express my dissent regarding the current version of the Plan—primarily due to its potential impact on and lack of protections for the displacement of residents and businesses within the South Logan study area.

Firstly, however, I must commend the City of Spokane Planning staff for their unwavering dedication and professionalism, consistently demonstrated throughout my two years of service on this Commission. Additionally, the leadership of Mr. Gardner, as Director of Planning Services, notably enhances our City's planning endeavors and reputation.

Primary Concerns and Recommendations:

- **Reevaluation of Funding and Policy:** The Plan **should explicitly identify specific and verifiable funding sources or policy modifications in advance**, as outlined on page 49, to support the preservation and maintenance of historic buildings. This is crucial for ensuring the Plan aligns with its stated goals and provides tangible benefits to the South Logan area.
- **Addressing Environmental and Social Impacts:** The Environmental Impact Statement (EIS) highlights the elevated risk of displacement for non-student, low-income, and elderly populations (page 3). It is imperative that any increase in housing costs does not disproportionately impact on these vulnerable sections of the South Logan area population. As a function of this Plan, it should **incorporate specific, verifiable, and actionable strategies to preserve affordable housing and support those at risk of displacement.**
- **Historical Preservation Office (HPO) Recommendations:** I echo the concerns raised in the HPO letter dated December 13, 2023 (page 4), regarding the necessity of having anti-displacement strategies in place **prior to zoning changes.** This proactive approach is essential for practical preservation and community protection.
- **Affordability Challenge:** While striving to make new developments accessible to the average resident of the South Logan neighborhood (and beyond), the reality of housing construction costs and current real estate prices in Spokane poses a significant challenge. I urge the Council to **redouble its efforts to find specific, verifiable, innovative, and feasible solutions to this affordability gap.**

In conclusion, while I maintain my dissent, I am fully committed to working collaboratively in any way I can toward an amended Plan that respects and enhances the South Logan neighborhood's needs, heritage, and potential. Such an amended Plan should preserve the essence of this historic neighborhood and lay a

foundation for sustainable and inclusive growth and long-term transportation capabilities in the South Logan area—while safeguarding its residents and businesses from displacement.

Madam President and members of the City Council, thank you for considering these concerns. I extend my best wishes for the holiday season and a prosperous 2024.

Forward, Spokane!

Respectfully Submitted,

A handwritten signature in black ink that reads "Kris Neely". The signature is written in a cursive, flowing style.

Mr. Kris Neely

Plan Commissioner
(509) 999-6970

kneely@spokanecity.org