

SOUTH LOGAN TOD Implementation

**Plan Commission Public Hearing
June 26, 2024**



What is Transit-Oriented Development?

Transit-Oriented Development (TOD) is a model for planning development with a diversity of land uses that are located along a network of pedestrian and bicycle-oriented streets within a half mile of high-performance transit lines.



Key characteristics of TOD include:

- Active street frontages
- Daily-needs goods, services, and residential opportunities near transit stations
- Encourages pedestrian activity and enhance neighborhood access to resources

South Logan TOD Plan Adopted by Resolution January 29, 2024

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

WE ARE HERE



PLANNED ACTION ORDINANCE

2024
Q2-Q3



CITYWIDE DEVELOPMENT CODE UPDATE

2024
Q2-Q3



HAMILTON FORM-BASED CODE

2024
Q2-Q3



LAND USE & ZONE CHANGES

2024
Q4



RESIDENTIAL DESIGN STANDARDS

TBD



Proposed SMC Text Amendments



Area-Specific Code Proposals

Hamilton Form-Based Code
Planned Action Ordinance

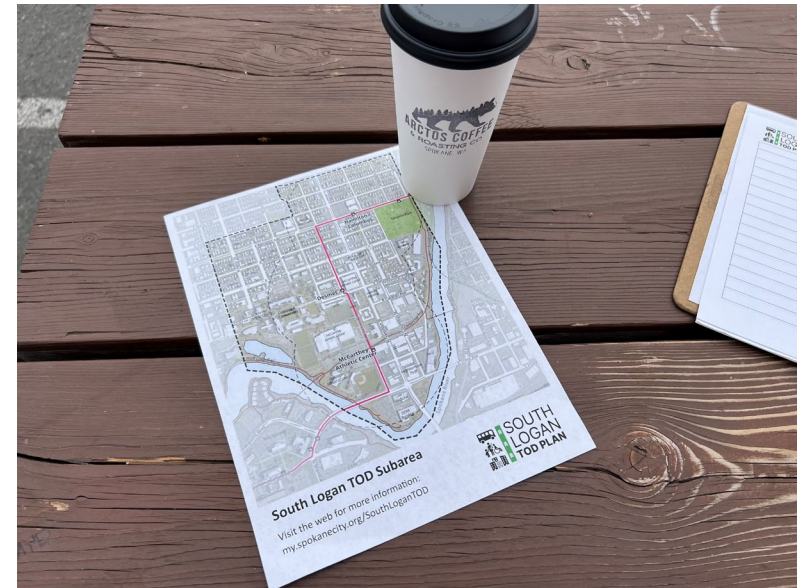
Targeted Citywide Code Proposals

Centers and Corridors Code
Height and Height Transitions
RMF/RHD Open Space Requirements

Implementation Engagement

Logan Neighborhood Council Meeting	February 13, 2024
Plan Commission Workshop	March 13, 2024
STA Open House – NE Community Center	March 19, 2024
STA Open House – Downtown Plaza	April 9, 2024
Plan Commission Workshop	April 10, 2024
Plan Commission Workshop	April 24, 2024
Virtual Information Session	April 30, 2024
Coffee Chat Pop Up	May 4, 2024
Public Comment Period	May 17-June 17
Expo '74 Climate Tabling	May 18, 2024
Plan Commission Workshop	May 22, 2024
Coffee Chat Pop Up	May 23, 2024
Coffee Chat Pop Up	June 1, 2024
Plan Commission Workshop	June 12, 2024

Plus: South Logan TOD and Shaping Spokane Housing newsletters, webpage announcements, email updates to Neighborhood Council, Community Update and COS social media posts, Notice of Intent to Adopt in newspaper



Area-Specific Text Amendments

Planned
Action Ord



Hamilton
FBC



Planned Action Ordinance (Area-Specific)



Planned Action Ordinance

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

- Based off the approved Final Environmental Impact Statement (FEIS)
- The Planned Action Ordinance (PAO) includes thresholds as identified in the FEIS

Exceptions to qualifying:

- Shoreline
- Drive thrus



Hamilton Form-Based Code (Area-Specific)



Hamilton Form-Based Code

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

Existing	Proposed
CA1, CA2, CA3, CA4	CA1
Street Types 1, 2, 3, 4	Shopfront Designations





Hamilton Form-Based Code

- Streamline for greater consistency throughout the area
- Simplify and reorganize for greater useability
- Maintain and modify regulations to support transit-oriented development and pedestrian-oriented infrastructure
 - No drive-thrus
 - No minimum parking
 - Increase permitted heights (75'/150')
 - Maximum setbacks (rather than build-to lines) with public plaza exceptions

Targeted Citywide Text Amendments

RMF/RHD
Form



Allowed
Heights



Center and
Corridor



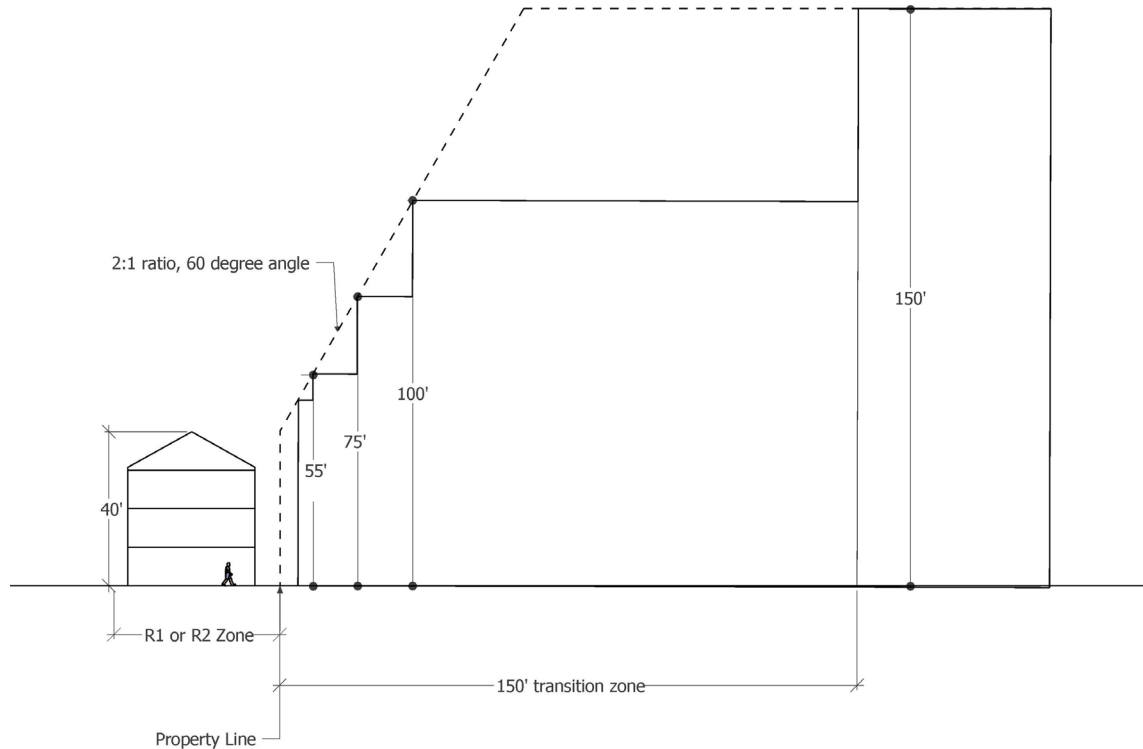
Height Proposals (Citywide)



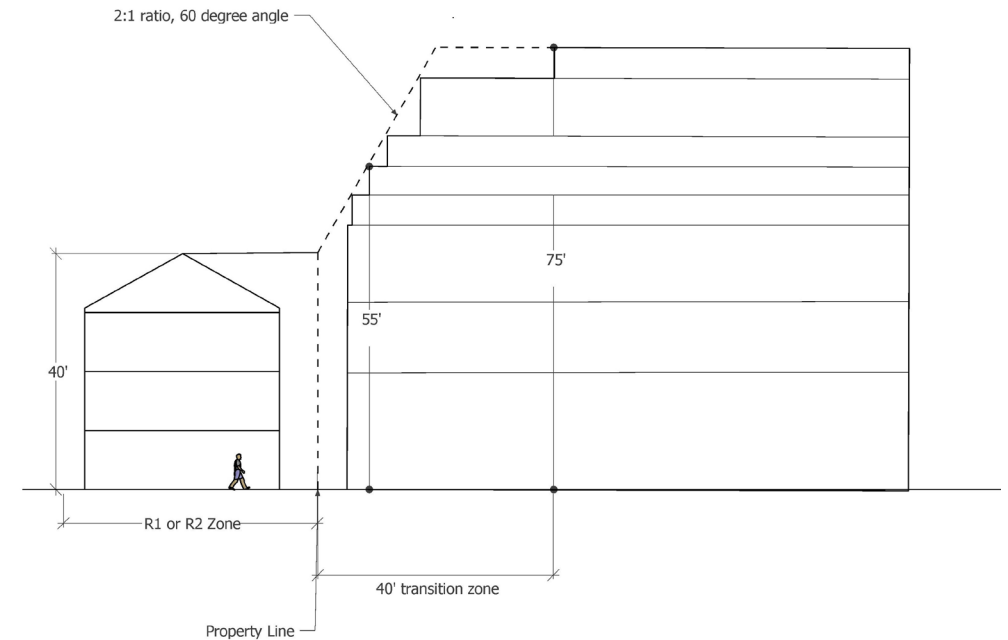
Base Heights Amendments

	Existing	Proposed
RMF	40 ft.	55 ft.
RHD	40 ft.	75 ft.
Neighborhood Center	40 ft.	55 ft.
District Center or Corridor	55 ft. 40 ft. in CC4	75 ft. 55 ft. in CC4
Employment Center	150 ft. 70 ft. in CC4	150 ft. 75 ft. in CC4

Height Transition Adjacent to R1/R2 2:1 Ratio / 60-degree angle



Center and Corridor 150' Transition



RMF/RHD/Commercial 40' Transition

Center and Corridor Proposals (Citywide)



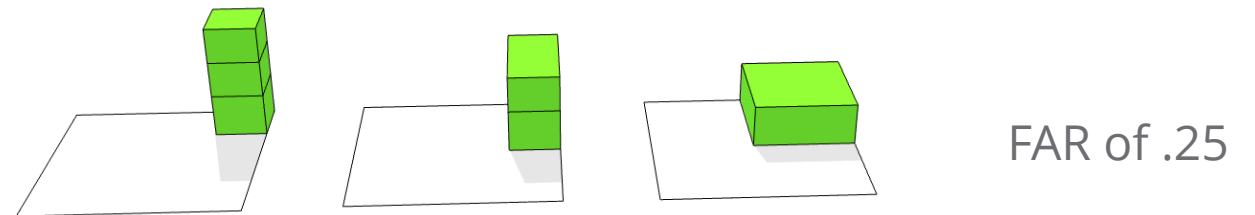
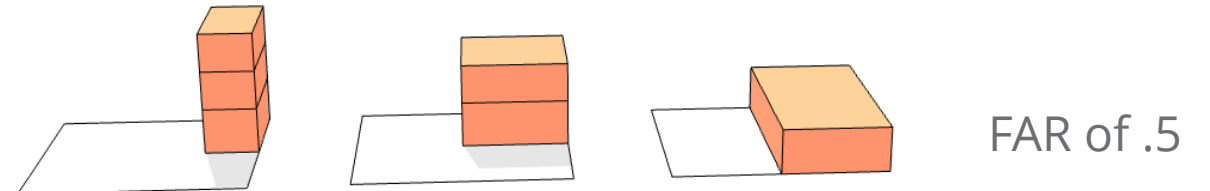
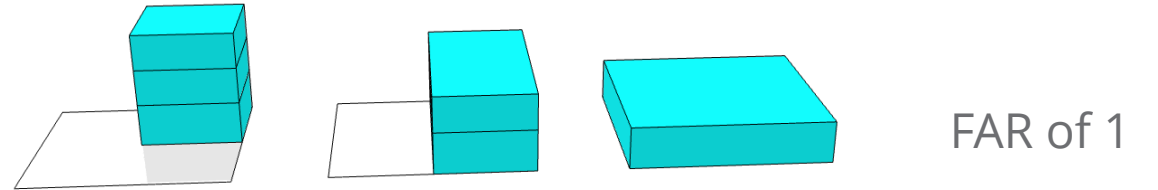
Center and Corridor Proposals

[Section 17C.400.040](#) Pilot Center and Corridors Development Standards (only applying to development where a minimum of fifty percent of the floor area will be a residential use) effective until June 28, 2024.

The ongoing Center and Corridor Study has provided draft recommendations, some with short term applicability.

Center and Corridor Minimum FAR

CC1/CC2/CC4	
Neighborhood Center	Minimum FAR: N/A Maximum FAR: N/A
District Center	Minimum FAR: 0.5 Maximum FAR: N/A
Employment Center	Minimum FAR: 1 Maximum FAR: N/A



Center and Corridor Height Bonus

	Existing	Proposed
Floor Area Ratio Bonus	<p>Minor Amenity increasing 2/10 FAR</p> <p>Major Amenity increasing 5/10 FAR (including public space and public art)</p> <p>Super Bonus increasing 50% FAR (including underground parking and affordable housing)</p>	<p>N/A</p> <p>Maximum FAR removed</p>
Height Bonus	N/A	15 ft. bonus for underground (or out of sight) parking, affordable housing, or public art (1% of development)

Center and Corridor Parking

		Existing	Proposed
CC1, CC2, CC3	Nonresidential	<p>Minimum 1 stall per 1,000 gross square feet of floor area</p> <p>Maximum 4 stalls per 1,000 gross square feet of floor area</p>	<p>There is no minimum parking requirement</p> <p>Maximum ratio is 4 stalls per 1,000 gross square feet of floor area.</p>
	Residential	<p>Minimum 1 stall per 1,000 gross square feet of floor area or 1 stall per dwelling unit plus one per bedroom after 3 bedrooms</p> <p>Maximum same as for nonresidential uses.</p>	
CC4	Nonresidential	<p>Minimum 2 stalls per 1,000 gross square feet of floor area</p> <p>Maximum 4 stalls per 1,000 gross square feet of floor area</p>	
	Residential	<p>Minimum 1 stall per 1,000 gross square feet of floor area or 1 stall per dwelling unit, whichever is less</p> <p>Maximum ratio is the same as for nonresidential uses</p>	

Center and Corridor (and downtown/FBC) Parking Exceptions

- Existing:
 - In center and corridor downtown, and FBC CA1, CA2, and CA3 zones any new building or building addition with a floor area less than 3,000 sq. ft. shall have no parking requirement
- Proposed:
 - In all Center and Corridor zones, **all Downtown zones**, and all Form-Based Code no parking is required

Center and Corridor Drive-Thrus

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

RMF/RHD Proposals (Citywide)



RMF/RHD Open Space Standards

- Lower intensity residential zones (R1 and R2) have separate open space minimums and standards
- RMF zone envisioned as garden apartments
- RHD zone envisioned as podium style, urban form



RMF/RHD Open Space Standards

Open Space Design Standards Changes

- Change language from outdoor space to open space
- Reorganize open space requirements by private and common space requirements
- Clarified the ability to mix and match private and open space within a development, but private open space must meet minimum square footage
- Add enclosed pet areas as permitted open space (limited to 50%)
- Common open space must meet ADA Standards for Accessible Design

Open Space Requirements

Pre-BOCA



Draft Proposal



Existing

RMF	Min. per unit	48 sq. ft. per unit		200 sq. ft.
	Common, per unit first 6 units	Minimum 1,000 sq. ft.		150 sq. ft.
	Common, per unit after 6 units			100 sq. ft.
RHD	Min. per unit	48 sq. ft. per unit		
	Common, per unit first 6 units	Minimum 1,000 sq. ft.		48 sq. ft.
	Common, per unit after 6 units			48 sq. ft.

Open Space Requirements

		Pre-BOCA	Draft Proposal	Existing
RMF	Min. per unit	48 sq. ft. per unit	Studio: 48 sq. ft. per unit 1-bedroom: 75 sq. ft. per unit 2+ bedrooms: 150 sq. ft. per unit	200 sq. ft.
	Common, per unit first 6 units	Minimum 1,000 sq. ft.	Studio: 36 sq. ft. 1-bedroom: 48 sq. ft. 2+ bedrooms: 48 sq. ft.	150 sq. ft.
	Common, per unit after 6 units			100 sq. ft.
RHD	Min. per unit	48 sq. ft. per unit	Studio: 48 sq. ft. per unit 1-bedroom: 75 sq. ft. per unit 2+ bedrooms: 100 sq. ft. per unit Sites 20,000 sq. ft. or less: 36 sq. ft. per unit	48 sq. ft.
	Common, per unit first 6 units	Minimum 1,000 sq. ft.	Studio: 36 sq. ft. 1-bedroom: 48 sq. ft. 2+ bedrooms: 48 sq. ft. Sites 20,000 sq. ft. or less: 25 sq. ft.	48 sq. ft.
	Common, per unit after 6 units			48 sq. ft.

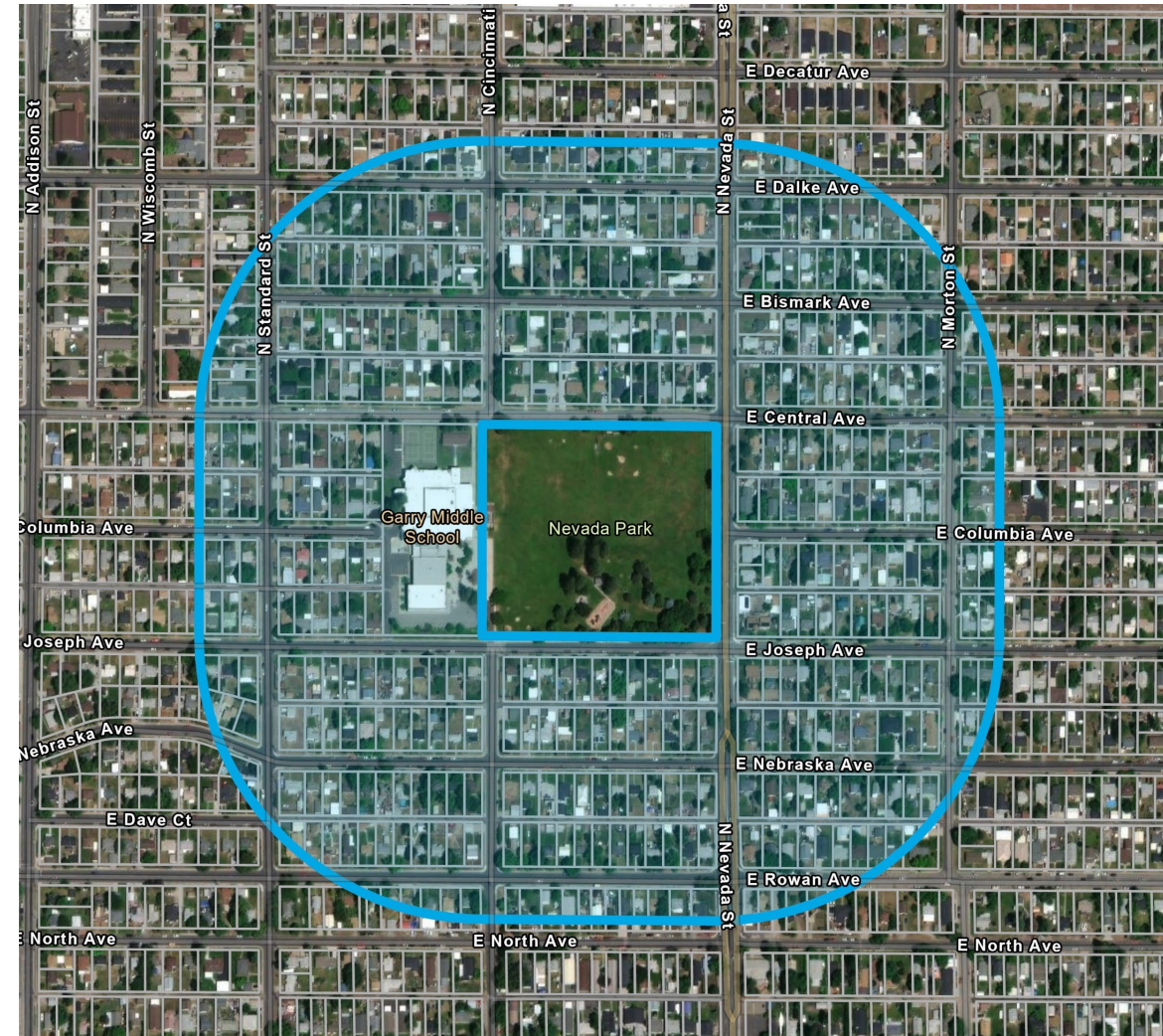
Open Space Requirements

Proximity to Public Park

Proposal

- Residential units with a continuous pedestrian route from the **parcel edge** to a public park within **800 ft** are not required to provide more than **36 square feet** of open space per unit

800 ft = approx. 2-2.5 blocks



Comments Received




- 2 public comments forwarded to Plan Commission
 - Concerns over bus stop at Indiana and Division (not within project area)
 - Concerns over public safety not being addressed



Recommendation

Recommend approval of the South Logan TOD Implementation code package in full

Other options:

-  Recommend approval of the South Logan TOD Implementation as individual code packages
-  Recommend approval of the South Logan TOD Implementation code package with modifications
-  Recommend denial of the South Logan TOD Implementation code package and/or individual code packages

Stay Informed

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

SouthLoganTOD@spokanecity.org

Visit the web for more information:

my.spokanecity.org/SouthLoganTOD

