

What We've Heard



Early Engagement Summary

NOVEMBER, 2022

The South Logan Transit-Oriented Development (TOD) Project will support more connectivity and livability in the South Logan area for the community, businesses, and organizations in the Logan Neighborhood. The recently built STA City Line bus rapid transit (BRT) route through this area presents an opportunity to create a focused community vision and policies that encourage mixed-use, walkable places close to transit. The project will produce a plan and policies, based on community vision, that provide a coordinated framework and development approach for the South Logan area. The project is also part of the City's ongoing efforts to enhance housing options, affordability, and mixed-use development in areas with good access to daily needs, services, and jobs.

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.

COMMUNITY PLANNING STUDIO

September 20-22, 2022 | SIERRA Building

Day 1: Visioning Workshop

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 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



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



Noting loves, concerns, and hopes for the future of South Logan.

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

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 and biking 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.

COMMUNITY PLANNING STUDIO

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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 by homeless people in Mission Park has been a noticeable problem.
- Strong support for better access to the riverfront 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.



The project team explored the study area to get an on-the-ground sense of the neighborhoods, streets, businesses, and public assets.



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 presence of homeless people makes visitors feel unsafe here.
- A central parking garage on Hamilton could relieve pressure and allow redevelopment of surface lots.

COMMUNITY PLANNING STUDIO

September 20-22, 2022

Day 3: 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 pedestrian 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.



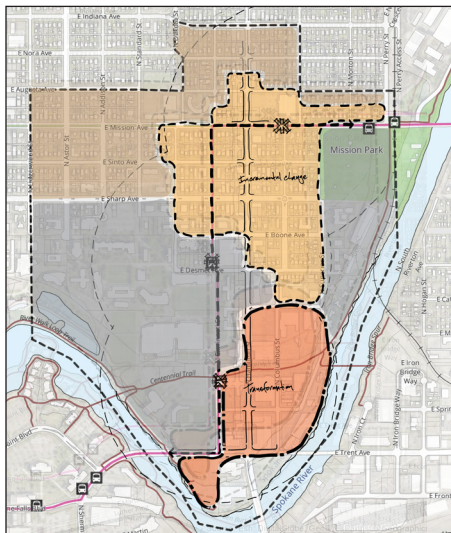
Workshop participants weighed the pros and cons of different future scenarios.

GENERAL SUPPORT

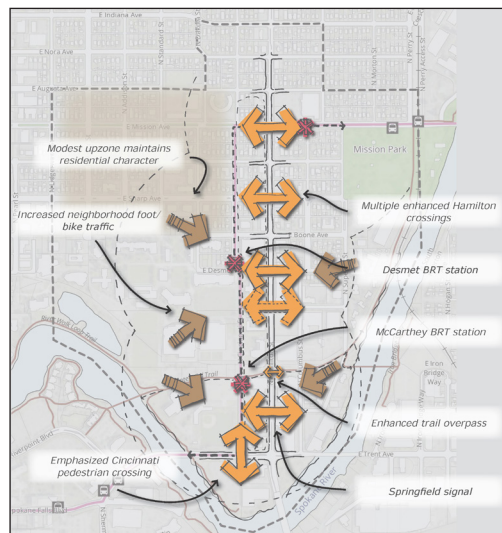
- Modest upzone in NW neighborhood to promote incremental redevelopment.
- Streetscape improvements and ground flood design standards to improve walkability on Cincinnati St.
- Design standards for new development along multi-use trails for “trail-oriented development”.

SOME SUPPORT

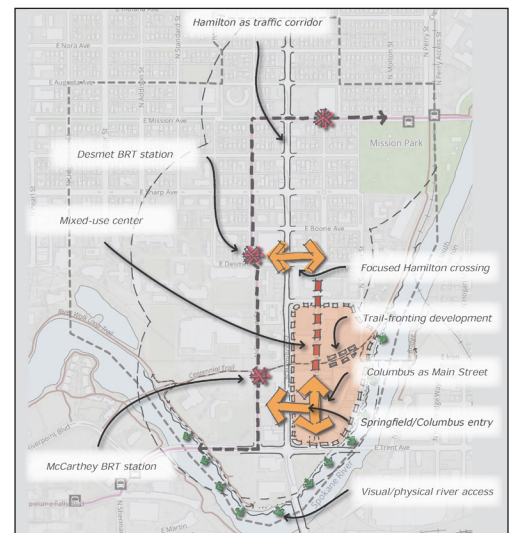
- Work with University District Public Development Authority to build a shared parking garage in the SE area.
- Convert an eastbound general-purpose lane on mission to two-way cycletrack.
- Springfield Ave intersection crossing and pedestrian-oriented retail.
- Allow greater intensity mixed-use development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



Key areas of likely change in future scenarios.



Scenario B concept: Increasing connectivity across Hamilton.

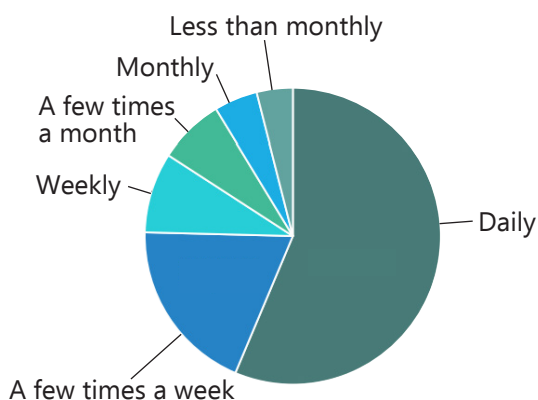


Scenario C concept: Create a lively mixed use district in the southeast area.

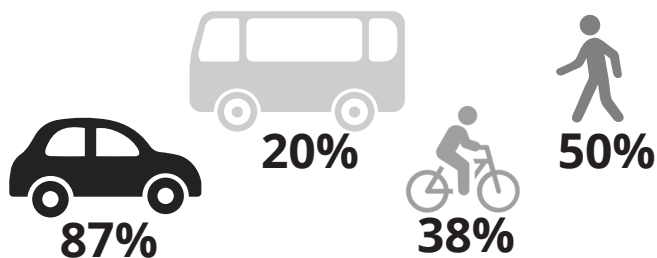
June 19 – October 19, 2022

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.

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



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.



- Easy to get at times, particularly within smaller sections of the study area
- Rush hour and other peak periods decrease ease and safety for vehicles, bicyclists, and pedestrians
- Hamilton and Mission create physical barriers within the study 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.

thriving
sustainable
access
diverse
pedestrian
healthy
dense
attractive
community
less
historical
lanes
friendly
safe
walkable
vibrant
bike
parking
beautiful
local
open
lights
fun
clean
welcoming
accessible
complete
connected
affordable
green
traffic
trees
quiet
convenient

Survey participants were also asked: “do you have other ideas or concerns about the future of the South University District area?”

*"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 the 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 the South Logan area.**"*

*"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."*

GONZAGA STUDENT FORUM

October 17, 2022 | Gonzaga University

Student Body Association Senate

City of Spokane staff presented project goals and initial findings to the Gonzaga University 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 and biking. Students tend to cross arterials where easiest then head for quieter streets.
- Pedestrian signals at the Mission Ave and Hamilton St intersection have long wait times - 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.



Above: Members of the GSBA Senate note frequent walking routes, problematic intersections, and opportunities for improvement.



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.