City of Spokane

South Logan TOD

DRAFT Environmental Impact Statement

May 9, 2023

Prepared By:

SCJ Alliance

MAKERS

Heartland

Parametrix

Fact Sheet

PROJECT TITLE: South Logan Transit-Oriented Development Project

PROJECT DESCRIPTION: The City of Spokane is planning for mixed-use and walkable places along the STA City Line, Spokane's first bus rapid transit route. The South Logan Transit-Oriented Development (TOD) Project will create a focused vision for the South Logan area of the Logan Neighborhood to support more connectivity for the community, businesses, and organizations. The City is proposing to adopt a Subarea Plan, associated development regulations, and a Planned Action ordinance. The Planned Action (RCW 43.21C.440), is used to facilitate future growth by streamlining the environmental review for projects that are consistent with the subarea plan. The outcome will be a plan and policies, based on community vision, providing a coordinated framework for the South Logan area. The project is expected to have final adoption by City Council anticipated in summer 2023.

PROJECT LOCATION: The study area is focused up to ½ mile around three City Line Stations in the South Logan area of the Logan Neighborhood: McCarthey Athletic Center Station, Desmet Station, and Columbus Station. This area is also part of the University District and includes the Hamilton Street corridor, Gonzaga University, the University of Washington School of Medicine-Gonzaga University Partnership, other higher education and institutional organizations, Mission Avenue Historic District, local businesses and organizations, Mission Park, and the Spokane River. Several trails also connect to and through the subarea, such as, the Centennial Trail which generally crosses from east to west, the Ben Burr trails which comes from the south and connects the south hill to the University District before connecting to the Centennial Trail, and lastly, the Iron Bridge connection from the east.

PROJECT PROPONENT: City of Spokane

PROJECT SCHEDULE: Summer/Fall 2023

SEPA LEAD AGENCY: City of Spokane

LEAD AGENCY ADDRESS: 808 West Spokane Falls Boulevard, Spokane, WA, 99201-3333

LEAD AGENCY CONTACT PERSON: Maren Murphy, Senior Planner, southlogantod@spokanecity.org, 509-625-6500

LICENSES AND PERMITS:

EIS CONTRIBUTORS:

SCJ Alliance – SEPA Lead Author

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DATE OF DRAFT EIS ISSUANCE: May 9, 2023

COMMENTS DUE BY: June 8, 2023

The City of Spokane is requesting comments from citizens, agencies, tribes, and all interested parties on the Draft EIS from **May 9, 2023 to June 8, 2023**. Comments are due by 5:00 PM, June 8, 2023.

All written comments should be directed to: Maren Murphy, Senior Planner, southlogantod@spokanecity.org

Submittal of comments by email is preferred. Please include in the email subject line: "South Logan TOD Draft EIS Comments."

DATE/LOCATION OF PUBLIC WORKSHOP: The City of Spokane Planning Staff and project consultants will host a public workshop on:

May 18, 2023, 6:00 pm – 7:30 pm

Gonzaga University, Hemmingson Center, Jundt Lounge (Room 201), 702 E. Desmet Avenue

Accessible by STA bus routes 26, 28, and 39. Free visitor parking is available at the BARC parking garage at Desmet Avenue and Cincinnati Street

For more details visit my.spokanecity.org/southlogantod

PROPOSED DATE OF EIS ADOPTION: Summer/Fall 2023

DRAFT EIS AVAILABILITY: Draft EIS is available for download on the South Logan TOD Project website: my.spokanecity.org/southlogantod

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1 Executive Summary

This chapter summarizes the findings of this Environmental Impacts Statement (EIS) with respect to environmental impacts, mitigations measures, and potential impacts for the alternatives for the proposed action to implement the South Logan TOD Subarea Plan in the study area. This summary provides a brief overview of the information considered in this EIS. Chapter 2 contains detailed information on the alternatives and Chapter 3 contains detailed information on the existing conditions, environmental impacts, and mitigation measures for each alternative and element of the environment.

1.1 Proposal

The City of Spokane is planning for mixed-use and walkable places along the STA City Line, Spokane's first bus rapid transit route. The new City line will provide fast, reliable connections for South Logan to other key centers such as Spokane Community College and the downtown area. The South Logan Transit-Oriented Development (TOD) Project will create a focused vision for the South Logan area of the Logan Neighborhood to support more connectivity for the community, businesses, and organizations. The South Logan TOD study area is shown on Figure 1. The City is proposing to adopt a Subarea Plan, associated development regulations, and a Planned Action ordinance. The Planned Action (RCW 43.21C.440), is used to facilitate future growth by streamlining the environmental review for projects that are consistent with the subarea plan. The outcome will be a plan and policies, based on community vision, providing a coordinated framework for the South Logan area. The project is expected to have final adoption by City Council anticipated in summer 2023.

1.2 Objectives and Planning Context

1.3 Alternatives

1.3.1 Alternative 1: No Action

The No Action Alternative is designed to compare the other alternatives against a baseline which represents the subarea without any change, status quo. This alternative provides no changes to existing zoning, the Building Opportunity and Choices for All (BOCA) temporary zoning ordinances expires with no permanent replacements, and no significant transportation projects are undertaken in the subarea with the exception of STA's City Line bus rapid transit (BRT) route beginning service in 2023 on Cincinnati Street and Mission Avenue. While the Planning Commission and City Council have expressed intent to adopt a permanent change to the Comprehensive Plan and development standards (the temporary zoning ordinance), that change is not anticipated to occur during the development of the South Logan subarea plan and environmental impact statement. In consultation with the WA Department of Ecology, recognizing the intent but considering the zoning pre-BOCA would provide the most transparent and consistent baseline for the No Action Alternative. Regulations prior to the interim ordinance will serve as a comparison for the rest of the action alternatives.

1.3.2 Alternative 2: Hamilton Crossing

This alternative is focused on enhancing multi-modal crossings of Hamilton Street 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 Street.

1.3.3 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.

1.3.4 Alternative 4: Transit-Oriented Development (TOD) Emphasis

This alternative is focused on maximizing the opportunities for TOD near the planned BRT stations, via a mix of upzones and public improvements.

1.4 Summary of Impacts and Mitigation Strategies

1.4.1 Land Use

1.4.1.1 Potential Impacts

The no action alternative would not be consistent with adopted plans and would not meet the needs of the community or the vision for future growth. The existing uses that exceed currently permitted density, would remain as nonconforming.

Under Alternative 2, the slightly higher building heights in the north end of the study area, Residential Med instead of Residential Low, would create a smoother transition from the scale of the proposed Hamilton Street corridor intensities to the single-family neighborhoods further north. Buildout of Alternative 2 would result in a greater variety of housing types, with a gradual shift from single-family to multifamily and mixed residential-commercial uses. This growth pattern, with residences nearby businesses and job centers, is consistent with Comprehensive Plan policies as well as guidance in the Spokane Housing Action Plan.

Alternative 3 includes increases to housing density largely in the southeast riverfront area. These zoning and density changes could, over time, increase the density of the study area, but at a lesser intensity than the other action alternatives. This alternative would support the creation of a vibrant mixed-use transit-oriented hub with riverfront connections and open space improvements consistent with other city plans and policies.

Alternative 4 provides the highest zoning and density changes of the action alternatives to leverage the multimillion-dollar public investment in the City Line and maximize connectivity and accessibility within the study area. The changes to intensity and scale are greatest within the core of the South Logan study area focused along the Hamilton Street Corridor and the Southeast Riverfront, with less change at the edges as it transitions to the north. This alternative would provide several benefits by improving public infrastructure and allowing for higher density housing near walkable and transit-oriented areas, which is consistent with city plans and policies.

1.4.1.2 Mitigation

The City of Spokane may choose to update zoning and design regulations in applicable areas, such as where zones transition from higher to lower height limits, to further assist in mitigating the impacts of larger scale development and meet community design objectives.

1.4.2 Housing and Anti-Displacement

1.4.2.1 Potential Impacts

1) Housing Capacity

Under **Alternative 1**, existing zoning capacity in the northern part of the study area will limit new housing production, including development of student housing by Gonzaga. Housing capacity is unlikely to keep up with demand, potentially resulting in rising housing prices.

Alternative 2 would likely see greater housing production than Alternative 1: No Action. In the northern residential areas, market rate-production of townhouses is most likely, although production of small apartment buildings, student housing on the Gonzaga campus, and SROs may also occur. New mixed-use and multifamily development would be more likely in the Hamilton FBC area where public space improvements and better crossings of N Hamilton Street may encourage redevelopment. Development is also likely in the southeastern area where reduced parking requirements will reduce construction costs. Development will likely consist of seven story podium buildings, with commercial ground floors where required, both around Hamilton Street and in the SE.

Alternative 3 would see slightly less housing production than Alternative 2. Overall growth would be similar to Alternative 2, with somewhat more growth south of Desmet Avenue and less to the north. Permanent BOCA zoning changes would allow piecemeal infill development of missing middle housing types in low-density residential areas.

Alternative 4 is projected to see the most widespread increased housing capacity. Housing production may occur throughout the study area on parcels close to the transit stations and where conditions are most favorable. In general, major redevelopment is most likely on larger parcels such as are found in the SE commercial/industrial area. Smaller parcels as found in the older residential neighborhoods north of Gonzaga and around Mission Park are more expensive to redevelop, so overall infill may be limited even in areas where allowed heights are increasing significantly.

2) Business Displacement

Businesses in the southeastern area that do not own land likely have the greatest risk of displacement under **Alternative 1**.

Alternative 2 would be more likely to see business displacement along the Hamilton Street corridor north of Boone Avenue than Alternative 1 if properties there redevelop. Some retail businesses are tenants that rent commercial spaces and may be at risk for displacement. Hamilton FBC and Center and Corridor zoning encourages mixed-use development with a pedestrian-oriented, ground floor activation that could continue to support ground floor retail, ensuring a long term supply of commercial spaces and potentially tempering rent pressure on other existing businesses. There is also some risk of business displacement in the SE area, with more redevelopment likely than under Alternative 1.

Alternative 3 likely would see somewhat less involuntary business displacement than Alternative 2, because more businesses in the southeast part of the study area own their own property. There are also several vacant or underutilized parcels that could be redeveloped. However, some retail businesses in this area do not own their property and could be displaced during redevelopment depending on the focus of the property owner.

Business displacement under **Alternative 4** may be similar to other alternatives. Broader upzones in residential areas mean that a greater share of parcels that redevelop may be located in residential rather than commercial areas, reducing displacement pressure on existing businesses.

3) Residential displacement

Long-term demand for rentals among Gonzaga students may displace other renters under **Alternative 1**.

Alternative 2 may see greater residential displacement than Alternative 1, as older houses in the northern residential area redevelop with higher rents or sale prices. However, increased opportunities for student housing in and around the Gonzaga campus may alleviate pressure on market rents in remaining properties, reducing pressure on non-student renters.

Residential displacement risk is lower for **Alternative 3** than for Alternative 2, with less redevelopment expected on parcels where existing residences are sited. Infill redevelopment in current RSF zones, particularly replacement of older houses with new townhouses could displace some low-income renters. With minimal increase in zoning capacity on or around Gonzaga campus and fewer opportunities for student housing construction, student pressure may also continue to raise local housing prices.

Alternative 4 has the greatest overall redevelopment, and the most development in residential areas. This alternative may see the most significant residential redevelopment and displacement of renters.

1.4.2.2 Mitigation

- Expand upon anti-displacement research - A displacement risk mapping tool that builds on the displacement risk assessment in the Spokane Housing Action Plan, could be a valuable tool for the City to fund and develop, and will help identify and monitor the highest-risk areas in Spokane.
- Address Displacement in the Comprehensive Plan - Consider identifying anti-displacement research and policymaking as a priority for the next planning cycle in the 2026 periodic comprehensive plan update.
- Community Engagement - Engage early and often with neighborhood stakeholders to ensure all voices are heard.
- Public Development Authority (“PDA”) - Ensure South Logan is in continuous dialogue with the University District Partnership (“UDPDA”) and is engaged on any significant new development projects
- Flexibility for Ground Floor Retail Requirement - Flexible ground floor standards that permit, but do not require retail, or require a smaller portion of the ground floor (e.g., corner space of buildings at intersections), would allow opportunities for retail to flourish in the right locations without also creating an impediment to new housing construction. Certain ground floor design or construction standards such as minimum floor heights can be employed to ensure flexibility to convert residential spaces to retail over time should demand for retail space increase in a particular location.
- Tax Increment Financing (“TIF”) - Utilize Tax Increment Financing (TIF) to unlock development sites constrained by upfront infrastructure costs by facilitating this mechanism which can be used to amortize the cost of upfront infrastructure over the long-term. Reduce or Eliminate Minimum Parking Requirements
- Consider offering an incentive to developers, perhaps additional height allowance on a case-by-case basis, which enables developers to reduce or eliminate parking requirements, in exchange for a fee, or a contribution in lieu which furthers the public benefit, as determined by the Planning Department, through, for example, the provision of affordable housing or the provision of below-market rate

commercial space. One example currently in use in Spokane in the Center and Corridor zone is part of MFTE code language – which allows MFTE qualified developments in the Center and Corridor zone to eliminate parking requirements.

- Facilitate Public-Private Partnerships ("PPP") - Cultivate partnerships with institutional stakeholders, along with key private sector stakeholders, in support of business, community, and economic development in South Logan. Explore partnerships with Community Development Financial Institutions (CDFIs) that provide capital in support of affordable housing. Explore private sector partnerships with dominant employers in the area.

1.4.3 Transportation

1.4.3.1 Potential Impacts

1) Roadway Facilities and Vehicular Travel

Under **Alternative 1**, major arterials, including N Hamilton Street and E Mission Avenue, are likely to continue to have higher traffic volumes compared to the surrounding local streets, similar to today.

Under **Alternative 2**, a full traffic signal at N Hamilton Street and Springfield Avenue has the potential to change traffic circulation through the study area and along the SR 290 ramp that connects to I-90. Traffic calming measures and intersection modifications at E Sharp Avenue and N Hamilton Street along N Hamilton Street could impact north-south traffic and freight movement.

Under **Alternative 3**, a full traffic signal at N Hamilton Street and Springfield Avenue has the potential to change traffic circulation through the study area and along the SR 290 ramp that connects to I-90. A parking garage could reduce the need for on-street parking, including for special events at Gonzaga University and has the potential to increase east-west vehicular movement across N Hamilton Street at those times. Prioritization of bicycle and pedestrian facilities along N Columbus Street may require improvements to the intersection of N Columbus Street and Trent Avenue/SR 290, which could affect traffic and freight mobility.

Under **Alternative 4**, traffic calming measures have the potential to alter traffic circulation along N Columbus Street. New green street improvements to manage stormwater runoff may require additional space in the right-of-way, which could impact existing on-street parking along N Columbus Street south of E Mission Avenue.

2) People Who Walk, Bike, or Roll

Under **Alternative 1**, currently planned infrastructure modifications would improve safety and connectivity for people walking, bicycling, or rolling to the trail.

Under **Alternative 2**, traffic calming measures crossing N Hamilton Street could lead to increased bicycle and pedestrian users crossing the roadway and making use of the connecting network of facilities for walking and bicycling Additionally, expanded pedestrian facilities at the E Sharp Avenue and N Hamilton Street intersection may reduce the crossing distance of N Hamilton Street for people walking and on bicycles. Improvement of a shared-use pathway through Mission Park along the Sharp Avenue alignment, including a new bridge for walking and bicycling across the Spokane River to Riverton Avenue, would improve connectivity for the walking and bicycling network.

Alternative 3 would implement new bicycle and pedestrian facilities along N Columbus Street south of E Desmet Avenue which could result in increased users in the area and could potentially result in a modal shift for local access away from N Hamilton Street.

Pedestrian improvements included in **Alternative 4** may lead to increased users in this area. Improvement of a shared-use pathway through Mission Park along the Sharp Avenue alignment, including a new bridge for walking and bicycling across the Spokane River to Riverton Avenue, would improve connectivity for the walking and bicycling network.

3) Public Transportation

Under **Alternative 1**, the new City Line will provide service along Cincinnati Street and E Mission Avenue. Over half of the study area by acreage is within a quarter (0.25) mile walkshed of the City Line. STA plans to divert the existing Routes 26 and 28 from N Hamilton Street south of E Mission Avenue. Route 39 will be discontinued with the launch of City Line, which is scheduled to begin service in July 2023.

Alternative 2 would have improved pedestrian crossings of N Hamilton Street with increased east-west access for transit users to the City Line BRT, which could increase ridership for the route.

Alternative 3 does not include investments that are anticipated to impact public transportation.

Alternative 4 includes the largest proposed upzoning of all action alternatives, including two planned City Line BRT stations within the proposed Mixed-Use – 150' zoning overlay. This higher density could support transit ridership along City Line BRT.

1.4.3.2 Mitigation

1) Roadway Facilities and Vehicular Travel

Potential impacts on vehicular movements along arterials in the study area may require additional evaluation and mitigation. The overall performance of intersections, such as vehicular delay or volume-to-capacity ratios, should be assessed by comparing the existing and the forecasted performance based on proposed land use and/or transportation infrastructure modifications. If the proposed changes result in intersections not meeting the City's adopted standards, mitigation measures may have to be implemented. Modifications to traffic circulation, volumes, speeds, on street parking, and/or property access may occur as a result of the proposed alternatives, and such impacts may have to be mitigated.

2) People Who Walk, Bike, or Roll

The action alternatives include improvements for bicycling and pedestrian infrastructure intended to provide improved mobility options, reduce conflict points with vehicles, improve safety performance, increase connectivity of the walking and bicycling network, and improving access to transit for people walking, bicycling, and rolling. None of the proposed changes are expected to have lasting negative effects on current bicycle and pedestrian facilities, thus no further measures are necessary.

3) Public Transportation

The action alternatives are anticipated to increase the use of public transit, but no impacts to transit service were identified within the area. As a result, mitigation measures for transit service and operations in the area

are not necessary. Diverted traffic volumes may relocate traffic to other streets would require traffic modeling to determine impacts.

1.4.4 Air Quality

1.4.4.1 Potential Impacts

Under **Alternative 1**, there could be temporary construction impacts to the community, but at a lower density and slower pace. There would be less population growth over time under Alternative 1, resulting in less traffic and fewer emissions than the action alternatives. However, there also would likely be fewer community improvements, such as multi-modal amenities, without the goals and policies of the Subarea Plan to provide guidance for development.

Estimated population increases of almost 3,900 under this **Alternative 2** could contribute to traffic congestion and emissions. However, it includes priorities for multi-modal improvements, traffic calming, and streetscape improvements, as well as TOD, which would, in part, offset the impacts from additional traffic. In addition, the proximity to the City Line creates enhanced public transit options in the study area that would be expected to reduce private vehicle usage and traffic. The proposed zoning changes would encourage development of additional housing and mixed-use properties, which are not typically major contributors to air quality issues.

Alternative 3 includes pedestrian-oriented amenities, particularly along Columbus Street, but not to the same extent as Alternative 2 or Alternative 4. The proposed zoning changes would encourage development of additional housing, mostly in the northern areas, and mixed-use and commercial mostly in the southern area, which are unlikely to be significant pollution generating uses. The transition from existing industrial uses to mixed use and commercial could have a beneficial effect on air quality, as industrial uses generally are higher pollution generators.

Alternative 4 includes the highest intensification of development and the largest projected population growth. Accordingly, this alternative would likely see the highest increase in pollution generating emissions from additional traffic. However, Alternative 4 includes priorities for multi-modal improvements, lower-intensity uses next to residential, higher-intensity TOD uses in the predominantly commercial/industrial areas, and green street improvements, which would, in part, offset the impacts from additional traffic.

1.4.4.2 Mitigation

Construction best management practices (BMPs), such as fugitive dust control and regular equipment maintenance, would be required to be implemented for all projects proposed under the Subarea Plan, as required by the SRCAA and described above. Those requirements are expected to mitigate any potential impacts to air quality from construction activities.

Mitigation strategies for intensification of uses could include the requirement for developments to include additional landscaping and open or green spaces. The City may also consider prioritizing multi-modal facilities as capital improvements are planned for the area.

1.4.5 Water Resources and Water Quality

1.4.5.1 Potential Impacts

With no increase in density, **Alternative 1** would not have any significant impacts on water resources or water quality; however, there would also be fewer infrastructure upgrades, such as improved stormwater treatment.

Alternative 2 increases density in the areas surrounding Hamilton Street and in the northern residential area. With the enhanced multi-modal connectivity and streetscape improvements, there would be opportunities for implementation of green infrastructure, especially along Hamilton Street. Given the City's implementation of policies and requirements for wastewater and stormwater treatment, this anticipated population increase under Alternative 2 is not expected to have significant water quality impacts.

Alternative 3 includes zoning changes to general commercial designations and increases to housing density largely in the southeast riverfront area. There is similar population growth expected under Alternative 3 than with Alternative 2, with a greater amount of commercial development. Although this alternative would have positive enhancements, such as the creation of a vibrant mixed-use transit-oriented hub with riverfront connections and open space improvements, there is also an increased risk of effects on water quality.

Alternative 4 provides the highest zoning and density changes which in turn could have the highest population growth. The increased intensity of both residential and commercial uses could have greater risks for water quality impacts than the other alternatives. However, prioritized green street improvements and focus on public improvements would provide a variety of opportunities to implement enhanced water quality treatment.

1.4.5.2 Mitigation

Maintenance and street sweeping can also reduce stormwater pollution. Each year, thousands of cubic yards of material are collected from the streets and prevented from entering the stormwater and combined sewer systems.

1.4.6 Biological Resources and Critical Areas

1.4.6.1 Potential Impacts

With no increase in density, **Alternative1** would have little effect within the study area, but would likely result in increased growth pressure in previously undeveloped areas, with potentially negative impacts on biological resources such as fish, wildlife, and vegetation. There would be no incentives for additional streetscapes or landscaping.

With the enhanced multi-modal connectivity and streetscape improvements, **Alternative 2** would create opportunities for implementation of green infrastructure, especially along Hamilton Street and Springfield Avenue. Alternative 2 could increase the amount of vegetation and habitat for urban species in those areas as individual projects are implemented.

Alternative 3 could increase the amount of vegetation and habitat for urban species in those areas as individual projects are implemented, especially in those riverfront areas where public use is encouraged.

Alternative 4 provides prioritization of green street improvements, with opportunities for installation of additional landscaping and natural areas, including new public open spaces. However, depending on the rate and type of development occurring, the benefits of landscape vegetation may not be perceived for many years.

1.4.6.2 Mitigation

For all development proposed with implementation of the subarea plan, individual projects would be required to comply with the current stormwater, critical areas, shorelines and other development regulations.

1.4.7 Environmental Health

1.4.7.1 Potential Impacts

Under **Alternative 1**, there could be temporary construction impacts to the community, including EJ populations, but at a lower density and slower pace than the other alternatives. The study area at a high risk for environmental health disparities due to the proximity to emission sources (I-90, SR-290 and local roadways) and due to the higher than average environmental justice populations. There would be less population growth over time under Alternative 1, resulting in fewer people in this neighborhood directly exposed to environmental factors that contribute to health disparity risks than the action alternatives. However, there also would be fewer community improvements, such as multi-modal amenities, likely without the goals and policies of the Subarea Plan to provide guidance for development.

Alternative 2 includes priorities for multi-modal improvements, traffic calming, streetscape improvements, and a significant increase in housing. This alternative focuses on enhancing neighborhood connections and livability. These changes, supporting increased access to transit upgrades, would benefit the environmental health of the neighborhood residents. The availability of community services would likely increase proportionally to the population growth expected under Alternative 2.

Alternative 3 includes pedestrian-oriented amenities, particularly along Columbus Street, but not to the same extent as Alternative 2 or Alternative 4. Population growth under this alternative would be similar to that of Alternative 2. The proposed zoning changes would encourage development of additional housing, mostly in the northern areas, and mixed-use and commercial mostly in the southern area, which would provide better choices for housing types and greater access to employment.

Alternative 4 includes the highest intensification of development and the largest projected population growth. Accordingly, this alternative would likely see the highest increase in traffic. However, Alternative 4 includes priorities for multi-modal improvements, lower-intensity uses next to residential, higher-intensity TOD uses in the predominantly commercial/industrial areas, and green street improvements. The public improvements prioritized in Alternative 4 would somewhat lower the environmental health risks currently seen in the South Logan study area through maximizing the benefits of TOD, such as creating convenient access to STAs high-frequency transit service. It is likely that transit ridership within the study area will increase over time as redevelopment occurs, thus offsetting the increase in general purpose traffic, at least in part, from population growth.

1.4.7.2 Mitigation

To mitigate for the potential environmental health impacts from temporary construction activities, the City could require enhanced public outreach to the community to inform them and seek input on projects as they are implemented. Outreach could include:

- Public open houses to provide project information and access to city staff.
- Translation of informational materials into other languages, as needed.
- Providing alternative methods of information distribution, such as through community and service organizations, libraries, schools, employers, and transit agencies, as well as the standard electronic methods (website, email, social media, etc.).

Enhanced construction BMPs would also help reduce environmental health impacts, such as additional street sweeping to keep dust and debris from being tracked onto roadways, required emission controls on construction equipment, and limited hours for construction nearest sensitive noise receivers.

1.4.8 Aesthetics, Light and Glare

1.4.8.1 Potential Impacts

Under **Alternative 1**, existing conditions would likely continue. The most likely changes to area aesthetics would likely involve construction of taller buildings in the southern part of the study area where currently allowed under CC and GC zoning. Taller buildings may also be constructed along Hamilton in the north-central part of the study area, where the FBC provisions ensure a gentle transition to surrounding low-density areas. Alternative 1 assumes interim BOCA provisions expire in July 2023, removing design standards from new development in RSF zones.

Alternative 2 assumes the greatest development activity in the area around Hamilton Street, with a revised FBC code area, allowing greater development intensities and streetscape investments and catalyzing development interest. Areas currently zoned RSF and RTF would be rezoned to allow multi-family buildings, likely resulting in scattered redevelopment of buildings that are taller, bulkier, or have greater lot coverage than what is allowed under current zoning. Over time the zoning boundary between areas where mid-rise development is allowed and areas where low-rise development is allowed may become apparent as infill projects are completed.

Alternative 3 assumes the greatest development activity in the southern part of the study area. Redevelopment in alignment with plan goals would include public access to the riverfront, improving people's ability to enjoy views of the river. Streetscape improvements in southern commercial/manufacturing areas would greatly improve sense of place and comfort for people on public streets, sidewalks, and multi-use paths. Gradual decreases in zoned capacity from midrise multifamily to low-rise multifamily to low-density residential will encourage transitions in buildings heights from overall high- to low-intensity areas.

Alternative 4 assumes more new development than other alternatives, and development that is spread most widely throughout the study area to connect more people to public transit. Aesthetic impacts may be experienced most in existing low density residential areas where new zoning would allow up to five story apartments. In these areas, gradual infill construction may result in increased shade and changes to the local aesthetic landscape for some properties that are adjacent to new development. Investments along N Columbus Street would improve the quality of the streetscape, which currently lacks consistent street trees, planting strips, sidewalks or other pedestrian amenities south of Cataldo Avenue.

1.4.8.2 Mitigation

Development that is aligned with the policies set forth in the Spokane Comprehensive Plan, Logan Neighborhood Identity Plan, design standards and, where applicable, the established design review process will have no significant aesthetic impacts to the study area. In addition, the following actions will help to mitigate any remaining minor impacts.

- Updated development regulations for Center and Corridor zones, where the greatest amount of development is expected, should include review and, where needed, updates to Center and Corridor design standards to ensure that they adequately address building aesthetics and further promote TOD principles.

- The Hamilton Form-Based Code (FBC) includes robust standards for building form and design that mitigate any aesthetic impacts of new development.
- Public investments offer opportunities to enhance aesthetics in the area, including access to views, and appropriate transitions. The design review process, which applies to public projects and projects in the public right of way will help achieve concurrence with design goals in adopted plans.

1.4.9 Recreation

1.4.9.1 Potential Impacts

Continued development and population increase under the **Alternative 1** will increase demand for park and recreational space and features, though at a lesser rate than the action alternatives. With Mission Park, the study area has a surplus of neighborhood park space, based on current citywide conditions. However, when factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 18 acres by 2037 under the No Action alternative.

Under **Alternative 2**, the demand for park and recreational space and features will increase at a greater rate than under the No Action alternative. With Mission Park, the study area will still have a surplus of neighborhood park space by 2047. However, when factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 36 acres by 2037 under the this alternative. Given the study area's urban nature and fixed boundary, meeting that standard will be increasingly unrealistic.

Alternative 3 includes very similar population projections as Alternative 2, except a higher percentage of the growth may occur in the southern portion of the study area. With Mission Park, the study area will still have a surplus of neighborhood park space (by more than 2 acres) by 2047, based on current citywide conditions. However, when factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 35 acres by 2037 under the Southeast Riverfront alternative. Given the study area's urban nature and fixed boundary, meeting that standard will be increasingly unrealistic.

Alternative 4 provides the biggest increase in zoned capacity of all of the action alternatives. Even with Mission Park's 13 acres, the study area anticipates a small deficit of neighborhood parkland (0.4 acre) by 2047 in this alternative. When factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 50 acres by 2037 under the TOD Emphasis alternative. Again, given the study area's urban nature and fixed boundary, meeting that standard will be increasingly unrealistic.

1.4.9.2 Mitigation

Public investments offer opportunities to enhance recreational uses in multiple locations in the study area, most notably at Mission Park.

- Park improvements could include the integration of new facilities, upgrades to existing facilities, and new programming activities to encourage and accommodate more daily and event-based park usage and increase public safety.

- The generous Centennial Trail right-of-way also offers opportunities to add physical and visual amenities to encourage more trail use and enhance the setting for complementing private development adjacent to the trail.
- Public streetscape improvements are another opportunity that can both improve access to the park, trail, and riverfront and make the street function, in some special cases, as a recreational asset (the planned Columbus Street improvements in Alternative 3 are an example).

There is potential for a number of public/private partnerships to enhance study area recreational opportunities:

- Alternative 3 emphasized the opportunity for public/private partnership developments, particularly in the riverfront area with large parcels/property ownerships. Such developments often have better opportunities of incorporating public plazas or pocket parks that are directly integrated into the development. The public side of the investment could come in a variety of forms, including streetscape improvements, or shared investment in park/plaza space.
- Considering the large area of public ownership on either side of the Centennial Trail and development potential on private parcels fronting the trail, there is tremendous potential for a public/private partnership in expanding the recreational amenities with in the trail corridor, enhancing the context and visibility of the trail, and facilitating the desired TOD in this area.
- The riverfront properties also present an opportunity for such partnerships to provide enhanced water access and related riverfront amenities.
- Collaboration with St. Aloysius regarding the accessibility of their playfield for public use during non-school/event hours.
- Collaboration with Gonzaga University regarding the use of some of their open spaces for broader community use.

Regulatory changes that further emphasize pedestrian-oriented development might increase the likelihood of the integration of small plaza spaces, particularly near building entries, or even riverfront access/amenities. Such changes bring greater predictability to the future context and particularly with good communication with property owners and developers, could lead to the inclusion of such public amenity spaces, even if they are privately owned. While these spaces are likely to be smaller, they could still integrate a variety of small scale active and passive recreational amenities/features.

1.4.10 Historic and Cultural Preservation

1.4.10.1 Potential Impacts

The **Alternative 1** assumes the lowest amount of new construction and growth in the study area, and thus the least pressure for redevelopment, which could include older structures. Existing development and design standards are in place to help ensure that new development includes some measures that help promote compatibility with the surrounding context.

Alternative 2 would have more pressure to redevelop properties with increased growth, which could include older properties under this alternative. The combination of existing and proposed updated development and design standards will help preserve designated historic structures and ensure that new development includes some measures that help promote compatibility with the surrounding context. This alternative assumes continuation of the interim housing ordinance design standards, which provide an additional layer of site and building design provisions to help ensure compatibility.

Alternative 3 includes very similar population projections as Alternative 2, except a higher percentage of the growth may occur in the southern portion of the study area. The lower zoned capacity increases in the northern residential areas than the southern portion likely mean reduced pressures of redevelopment than in Alternative 2, but more pressure than in the No Action Alternative. Same as Alternative 2, the combination of existing and proposed zoning provisions and design standards will help preserve designated historic structures and ensure that new development includes some.

Alternative 4 provides the biggest increase in zoned capacity of all the action alternatives. Consequently, there will be more pressure to redevelop properties that could include older and historic properties than in all other alternatives. Again, the combination of existing and proposed zoning provisions and design standards will help preserve designated historic structures and ensure that new development includes some measures that help promote compatibility with the surrounding context.

1.4.10.2 Mitigation

Beyond those provisions making the interim housing ordinance permanent (including applicable multifamily design standards), additional changes to the zoning district design standards could be made to further promote design that retains and enhances the established character of the residential neighborhoods. Examples could further address façade articulation, roofline treatments, entry design, and front yard landscaping.

1.4.11 Utilities and Infrastructure

1.4.11.1 Potential Impacts

The amount of growth expected under **Alternative 1** is not expected to have an impact on the existing utility infrastructure. With redevelopment occurring in the planning area through 2047 under the existing zoning, it is assumed that the existing utility infrastructure would be updated only where needed to comply with currently regulatory standards, or as part of city-wide improvement programs.

The potential redevelopment under **Alternative 2** would result in increased demand for water and sanitary sewer by 389,800 gallons per day, based on additional residents. The current water supply and sanitary sewer treatment facilities have the capacity to supply service under this scenario; however, local infrastructure supplying individual lots or blocks may need to be upgraded.

The potential redevelopment under **Alternative 3** would result in increased demand for water and sanitary sewer by 367,400 gallons per day, based on additional residents. The current water supply and sanitary sewer treatment facilities have the capacity to supply service under this scenario; however, local infrastructure supplying individual lots or blocks may need to be upgraded.

The potential redevelopment under **Alternative 4** would result in increased demand for water and sanitary sewer by 622,600 gallons per day, based on additional residents. The current water supply and sanitary sewer treatment facilities have the capacity to supply service under this scenario; however, local infrastructure supplying individual lots or blocks may need to be upgraded.

1.4.11.2 Mitigation

The City could use tools to ensure that systematic stormwater drainage improvements are made at the time of small-scale infill developments in areas of informal drainage. One potential tool is to establish a latecomer agreement mechanism for sidewalk / drainage improvements. This tool would allow homeowners and builders of small-scale development projects to sign an agreement to contribute to future block-scale sidewalk / drainage

improvements at the time the City is prepared to construct a block-scale improvement in the area. The tool could be combined with low-cost loan financing assistance from the city.

All action alternatives would, over time, result in required changes to the existing utility infrastructure and services. The development changes in the subarea are expected to gradually occur and are not anticipated to result in significant unavoidable adverse impacts that cannot be mitigated through measures discussed above.

1.5 Significant Adverse Impacts

The South Logan study area currently has a deficit of park and open space land and does not meet the current city level of service. That deficit would grow under any of the alternatives, including Alternative 1: No Action, with increased population over time. Mitigation measures proposed for the action alternatives could relieve some of that deficit but is unlikely to ever meet the city standards.

Potential impacts on vehicular movements along arterials in the study area may require additional evaluation before a determination of significance can be made. The overall performance of intersections, such as vehicular delay or volume-to-capacity ratios, should be assessed by comparing the existing and the forecasted performance based on proposed land use and/or transportation infrastructure modifications. If the proposed changes result in intersections not meeting the City's adopted standards, mitigation measures may have to be implemented. Modifications to traffic circulation, volumes, speeds, on street parking, and/or property access may occur as a result of the proposed alternatives, and such impacts may have to be mitigated.

2 Alternatives

2.1 Introduction

The City of Spokane is planning for mixed-use and walkable places along the STA City Line, Spokane's first bus rapid transit route. The new City line will provide fast, reliable connections for South Logan to other key centers such as Spokane Community College and the downtown area. The South Logan Transit-Oriented Development (TOD) Project will create a focused vision for the South Logan area of the Logan Neighborhood to support more connectivity for the community, businesses, and organizations. The South Logan TOD study area is shown on Figure 1. The City is proposing to adopt a Subarea Plan, associated development regulations, and a Planned Action ordinance. The Planned Action (RCW 43.21C.440), is used to facilitate future growth by streamlining the environmental review for projects that are consistent with the subarea plan. The outcome will be a plan and policies, based on community vision, providing a coordinated framework for the South Logan area. The project is expected to have final adoption by City Council anticipated in summer 2023.

The potential environmental impacts of development under each alternative are analyzed in this State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS). The City of Spokane will use the findings of the EIS to inform their decision on a Preferred Alternative to move forward in developing a Planned Action Ordinance, Subarea Plan, and associated development regulations. The Planned Action (RCW 43.21C.440), is used to facilitate future growth by streamlining the environmental review for projects that are consistent with the subarea plan. A planned action is a development project whose impacts have been addressed by the EIS associated with this geographic area before individual projects are proposed. The plan, policies, and planned action ordinance will provide a coordinated framework for the South Logan area, based on community vision. The project is expected to have final adoption by the City Council anticipated in summer 2023.

2.2 Scope of the Environmental Review

The City published a Determination of Significance (DS) on September 8, 2022. Agencies, affected tribes and members of the public were invited to comment on the scope of the EIS, including potential project alternatives, probable significant adverse impacts and mitigation measures. The City held a public scoping meeting on September 20, 2022. The scoping comment period ended on October 14, 2022 Potential issues were eliminated from the detailed study in the EIS based on review of existing environmental information and conclusions that projects under the Planned Action Ordinance are not likely to have a significant impact on those elements of the environment, therefore not warranting a full review under SEPA.

2.3 Planning Context

The South Logan study area is approximately 279 acres in the central portion of the City of Spokane, immediately north of the Spokane River. It has an eclectic mix of uses, including Gonzaga University (Gonzaga) and student housing, athletic facilities, manufacturing and warehouses, retail and restaurants, small-scale apartments, and detached single-family homes. Grocery stores, restaurants and service industries can be found along Hamilton and Sharp. The area also contains vacant and underutilized properties, including large parking lots. Generally, the study area is developed less densely than what would be permitted under the current

comprehensive plan and zoning. Areas with the land use plan map designation of General Commercial (GC) largely contain single-story warehouse buildings, while the Center and Corridor (CC) Transition land use is mostly detached single-family homes. The CC Core land use areas are developed to a smaller scale than could be permitted under current regulations. Conversely, the Residential 4-10 designated land use areas exceed the permitted density, with a significant number of legal, nonconforming multi-family structures found throughout the neighborhood.

In the southeast, Gonzaga occupies about ¼ of the subarea, generally south of Sharp Avenue and east of Hamilton Street, 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 SIERR building and recently constructed four-story University of Washington School of Medicine-Gonzaga University Health Partnership Building (UW-GU Health Partnership) connect the neighborhood with the emerging health and science collaborations of the University District. In these areas GC and CC zoning allows buildings up to 150 feet in height.

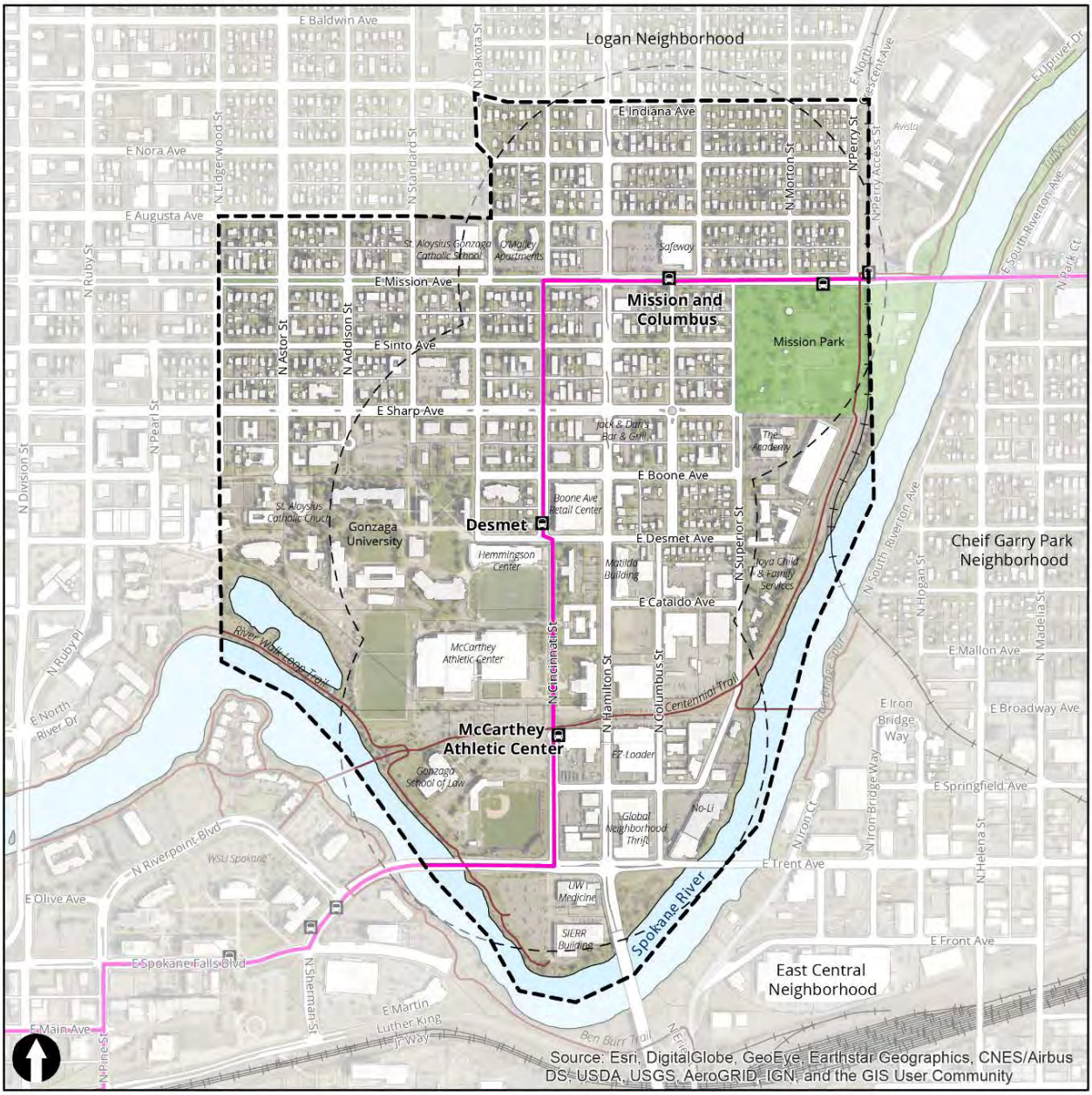
North of Boone Avenue, a strip of retail businesses, restaurants, and services are located along Hamilton Street, continuing well north of the subarea. A portion of this area between Desmet Avenue and a half of a block north of Augusta Avenue is covered by the Hamilton Form-Based Code, a model zoning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

2.3.1 Transit-Oriented Development

In a TOD, land use and transportation are integrated with a transit route at its core where a mix of housing, commercial businesses, jobs and services are concentrated along walkable and bikeable streets within ¼ mile of the transit route. TOD meets market demands for mixed-use, walkable development in urban areas such as the Spokane Transit Authority's (STA) high frequency transit corridors.

Transit also helps improve equity and affordability by taking advantage of existing infrastructure to deliver greater benefits to a diverse range of residents. Equitable TOD, or ETOD, helps ensure people experience the benefits of transit, regardless of income, race, ethnicity, age, gender, or ability. When centered on social inclusion and community wealth building, ETOD can be a driver of positive transformation for more vibrant, prosperous, and resilient neighborhoods connected to opportunities throughout the city and region and can help prevent displacement of current residents in development.

Figure 1 South Logan Context Map



South Logan Context Map

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

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

2.3.2 Action Alternatives

The action alternatives were developed based on a collective set of "values" identified in the South Logan TOD Subarea Plan, which were 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 and ages
- Minimize residential and local business displacement
- Build on South Logan's unique urban context and history with integrity and diversity.

2.3.3 Growth Projections

To provide a framework for the environmental analysis, the growth projections shown in Table 1 and Figure 2 were used for each of the alternatives. Projections for local population growth by 2047 were developed based on increases in building capacity in each alternative and the effect of investments in specific areas to encourage private development. The projections provide the necessary data regarding growth and development for analysis of potential impacts. They are not intended to provide exact forecasting of development outcomes. The bulk of growth expected to occur in the subarea under all alternatives is residential, therefore these assumptions do not include commercial or industrial growth. Alternative 1: No Action is based on projected growth under the existing zoning.

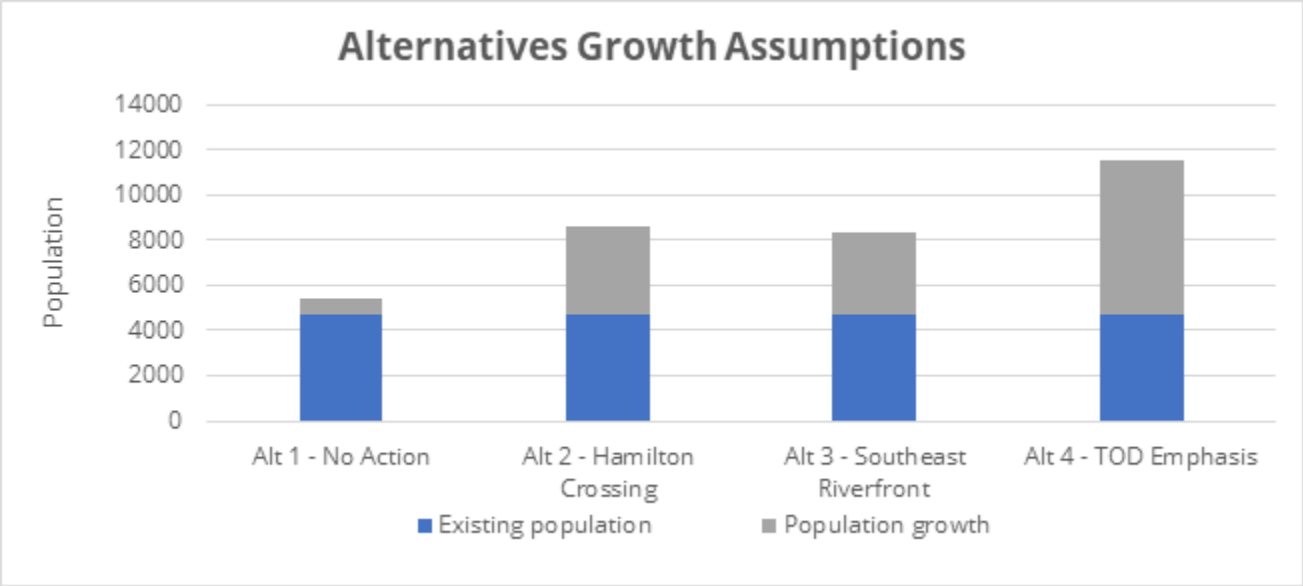
Table 1 Projected Growth for 2047 Planning Horizon

	Existing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Increase in Housing Units[1]	---	314	1,710	1,612	3,013
Population Increase	---	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.

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

Figure 2 Alternatives Growth Assumptions



2.3.4 Land Use/Zoning Categories

The following land use zoning category's 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.

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 accelerate allow for the construction of more housing in existing neighborhoods, with more variety in the types of housing being provided permitted. As a pilot program and not permanent, the alternative 1 assumes the zoning pre-interim ordinance. Action alternatives (Alternatives 2, 3, 4) assume BOCA changes are incorporated in future zoning districts.

- **Mixed-Use – 150'**: Based on Center and Corridor (CC) zoning for Employment Centers (CC-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.

- **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.

- **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, CA3 and CA4 are shown in this category on the Alternative 1 No Action land use concepts map.

- **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 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.

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

- **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.

A comparison of the Alternatives is shown in Figure 3. Sections 2.4 through 2.7, below, provide additional detail about each Alternative.

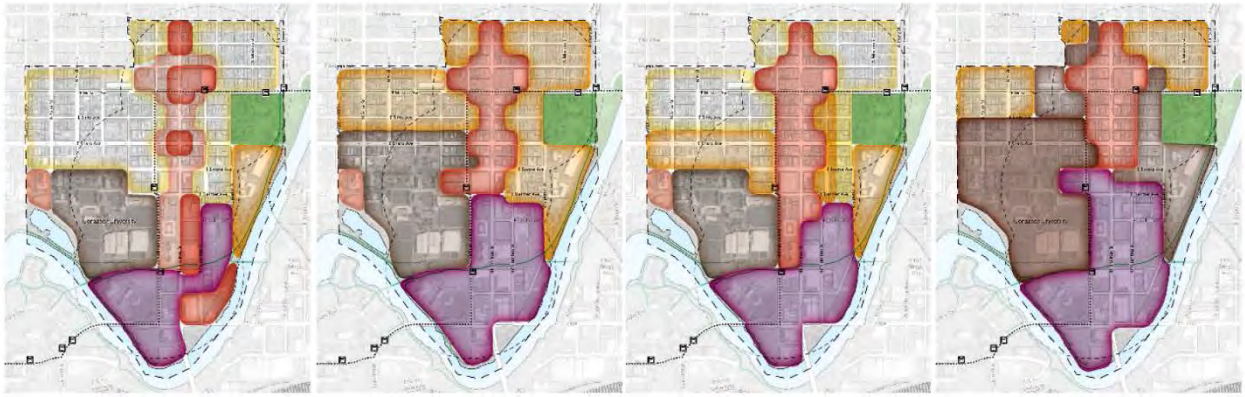
2.3.5 Features Common to all Action Alternatives

- Adjust the provisions of **Hamilton Form-Based Code** to reduce barriers to development while meeting community design objectives.
- Enhance existing **Hamilton Street crossings** and update streetscape plans, including redesign of Sharp Avenue/Hamilton Street intersection (see Figure 4 for a rendering of what this could look like).

- Install a **marked enhanced crosswalk at the Hamilton Street-Springfield Avenue** 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 Street and help to facilitate desired TOD on adjacent and nearby properties.
- **Rezone General Commercial** in southeast to Center and Corridor, while retaining current height limit.

Figure 3 Alternatives Comparison

Zoning Concept Maps



Alt 1: No Action | *Alt 2: Hamilton Crossing* | *Alt 3: Southeast Riverfront* | *Alt 4: TOD Emphasis*

Change in Intensity Maps

Alt 1: No Action | *Alt 2: Hamilton Crossing* | *Alt 3: Southeast Riverfront* | *Alt 4: TOD Emphasis*

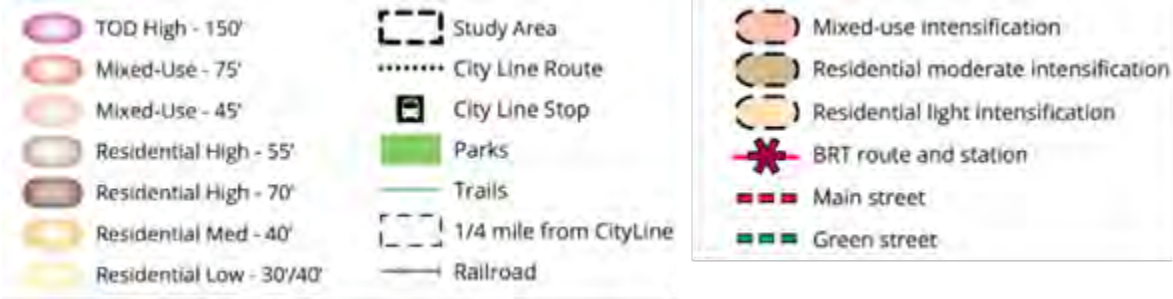


Figure 4 Rendering of Hamilton Street Crossing

2.4 Alternative 1: No Action

The No Action Alternative is designed to compare the other alternatives against a baseline which represents the subarea without any change, status quo, likewise, this alternative provides no changes to existing zoning, currently there are 616 parcels or 266.19 acres within the subarea. The BOCA is a temporary zoning ordinance which expires with no permanent replacements, and no significant transportation projects are undertaken in the subarea with the exception of STA's City Line bus rapid transit (BRT) route beginning service in 2023 on Cincinnati Street and Mission Avenue While the Plan Commission and City Council have expressed intent to adopt a permanent change to the Comprehensive Plan and development standards (the temporary zoning ordinance), that change is not anticipated to occur during the development of the South Logan subarea plan and environmental impact statement. In consultation with the WA Department of Ecology, recognizing the intent but considering the zoning pre-BOCA would provide the most transparent and consistent baseline for the No Action Alternative, regulations prior to the interim ordinance will serve as a comparison for the rest of the action alternatives. The breakdown of current zoning in the South Logan study area is shown in Table 2.

Table 2 Current Zoning Categories

Zone	Parcels	Acres
Hamilton FBC - Context Area 1	10	5.64
Hamilton FBC - Context Area 2	10	2.13
Hamilton FBC - Context Area 3	29	6.44
Hamilton FBC - Context Area 4	33	7.84
Center and Corridor Type 1 – District Center	34	15.43
Center and Corridor Type 1 – Employment Center	3	10.46
General Commercial – 150	26	32.35
Office – 55	13	7.98
Office Residential – 55	6	5.05
Residential High Density – 35	2	1.03
Residential High Density – 55	13	62.04
Residential Multifamily	5	13.00
Residential Single Family	377	79.33
Residential Two-Family	55	17.49
Total:	616	266.19

2.5 Alternative 2: Hamilton Crossing

This alternative is focused on enhancing multi-modal crossings of Hamilton Street 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 Street.

2.5.1 Land Use/Zoning Changes

- Expand Center and Corridor Employment Center (CC-EC) zoning in commercial/industrial areas south of Desmet Avenue.
- Expand zoning for mid-rise development around Desmet Station.
- Increase housing capacity north of Gonzaga University.
- Increase housing capacity around Mission Park.

2.5.2 Priorities and Investments

- Prioritize Sharp Avenue-Hamilton Street intersection with walking and streetscape improvements.
- Emphasize Springfield Avenue as a “main street” and add traffic signal at Hamilton Street intersection.
- Explore short- and long-term traffic calming opportunities along Hamilton Street.
- Study options for improved east-west bicycle and walking connections across and through north end of neighborhood on Mission Avenue.

- Study options for improving river crossings for people walking and biking in the vicinity of Mission Park, including a new bike/walk bridge at Sharp Avenue (in the event that improvements on Mission Avenue, particularly across the river, are not feasible.

Table 3 Alternative 2 Zoning Categories

Category	Parcels	Acres
Mixed Use – 150	59	62.79
Mixed Use – 75	116	28.77
Mixed Use – 45	6	5.05
Residential High	75	82.34
Residential Medium	358	74.24
No Change (Mission Park)	2	13.01
Total:	616	266.19

A comparison of the proposed zoning categories for each of the action alternatives is shown in Table 4.

Table 4 Action Alternative Zoning Categories Comparison

Category	Alternative 2		Alternative 3		Alternative 4	
	Parcels	Acres	Parcels	Acres	Parcels	Acres
Mixed Use – 150	59	62.79	45	53.42	103	71.00
Mixed Use – 75	116	28.77	120	36.79	100	24.28
Mixed Use – 45	6	5.05	6	5.05	66	15.96
Residential High	75	82.34	14	62.59	102	32.97
Residential Medium	358	74.24	114	40.37	198	31.98
Residential Low	0	0	315	54.97	0	0
RHD - 70	0	0	0	0	111	92.94
No Change (Mission Park)	2	13.01	2	13.01	2	13.01
Total:	616	266.19	616	266.19	616	266.19

2.6 Alternative 3: Southeast Riverfront

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

2.6.1 Land Use/Zoning Changes

- Rezone General Commercial to Center and Corridor 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 Street form-based code (FBC) area.
- Increase housing capacity 1½ blocks north of Gonzaga University by applying Residential Medium zoning.

2.6.2 Priorities and Investments

- Pedestrian-oriented node at Springfield Avenue and Columbus Street.
- Mixed-use "main street" on Columbus Street between Desmet Avenue and Trent Avenue.
- Add a traffic signal at Springfield Avenue and Hamilton Street intersection.
- Pursue public/private partnership to deliver neighborhood amenities, shared assets like structured parking, and catalyst development.

Table 5 Alternative 3 Zoning Categories

Category	Parcels	Acres
Mixed Use – 150	45	53.42
Mixed Use – 75	120	36.79
Mixed Use – 45	6	5.05
Residential High	14	62.59
Residential Medium	114	40.37
Residential Low	315	54.97
No Change (Mission Park)	2	13.01
Total	616	266.19

2.7 Alternative 4: TOD Emphasis

This alternative focuses on maximizing the opportunities for TOD within close proximity to planned BRT stations, via a mix of upzones and public improvements.

2.7.1 Land Use/Zoning Changes

- Expand areas allowed for mixed-use mid-rise development around the current Hamilton Street form-based code (FBC) area.
- Lower-intensity mixed-use development west of Hamilton Street 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 Avenue.
- Eliminate parking requirements within ¼ mile of BRT stations.

2.7.2 Priorities and Investments

- Green street improvements on Columbus Street between Mission Avenue and Desmet Avenue. Green street improvements typically include wayfinding signage, traffic diverters, and crossing improvements, as well as green stormwater infrastructure (GSI).
- Main street improvements on Columbus Street between Desmet Avenue and Trent Avenue.
- Study options for improved east-west walk/bike/roll connections across and through north end of neighborhood on using Mission Avenue.
- Study options for improving river crossings for bicycles and pedestrians in the vicinity of Mission Park, including a new bike/ped bridge at Sharp Avenue.

Table 6 Alternative 4 Zoning Categories

Category	Parcels	Acres
Mixed Use – 150	103	71.00
Mixed Use – 75	100	24.28
Mixed Use – 45	66	15.96
Residential High	102	32.97
Residential Medium	198	31.98
RHD - 70	111	92.94
No Change (Mission Park)	2	13.01
Total	616	266.19

3 Existing Conditions, Impacts, & Mitigation Measures

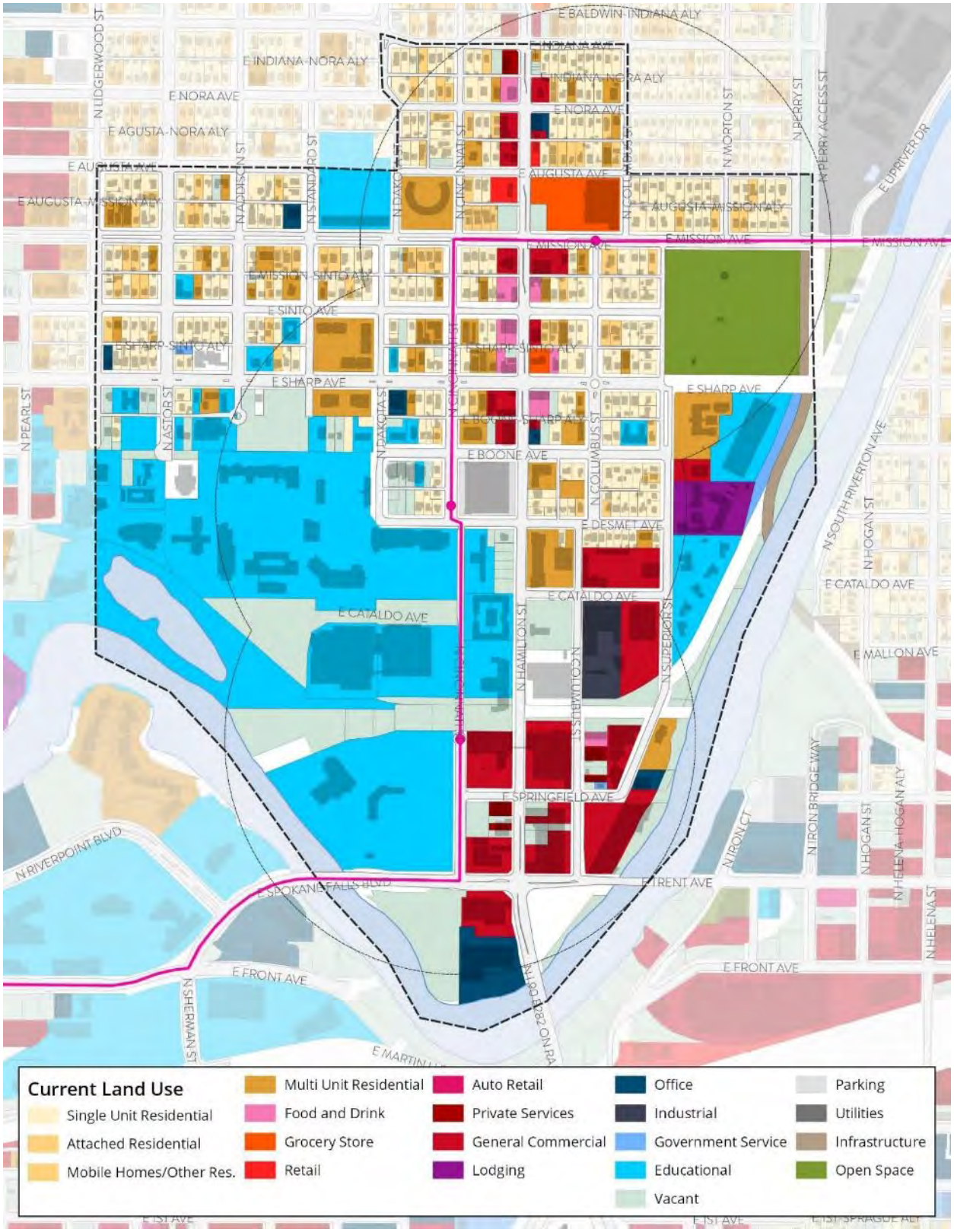
Potential issues were eliminated from detailed study in this EIS based on review of existing environmental information and conclusions that projects under the proposed Planned Action Ordinance are not likely to have a significant impact on those elements of the environment, therefore not warranting a full review under SEPA. Those elements and the rationale for not analyzing them further are described herein.

3.1 Land Use

3.1.1 Existing Conditions

The South Logan study area is urban in nature, developed early on in Spokane's history because of its proximity to downtown, the Spokane River, and the railroads. It contains an eclectic mix of uses, including Gonzaga University and student housing, athletic facilities, manufacturing and warehouses, retail and restaurants, small-scale apartments, and detached single-family homes. The northern portion of the study area is largely residential, predominantly detached single family homes, but with a variety of multifamily buildings mixed in throughout the area. Restaurants and service industries are concentrated along the Hamilton Street corridor. Gonzaga University occupies the southwestern portion of the study area, generally south of Sharp Avenue and west of Cincinnati Street South of the Desmet Avenue and east of Gonzaga University, the study area features a mixture of manufacturing, warehouses, athletic facilities, service-oriented uses, retail and dining uses, and professional offices. The area also contains vacant and underutilized properties, including large parking lots. Generally, the study area is developed less densely than what would be permitted under the current zoning, particularly along Hamilton Avenue and south of Desmet Avenue. The study area's current land uses are shown on 5.

Figure 5 Current Study Area Land Uses



3.1.1.1 Relevant Policies and Regulations

1) Comprehensive Plan

- **LU 1.4 Higher Density Residential Uses**
  Direct new higher density residential uses to Center and Corridor designated on the Land Use Plan Map.
- **LU 3.2 Center and Corridor**
  Designate Center and Corridor (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.
- **LU 3.5 Mix of Uses in Centers**
  Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.
- **LU 4.1 Land Use and Transportation**
  Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.
- **LU 4.2 Land Uses That Support Travel Options and Active Transportation**
  Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.
- **LU 4.4 Connections**
  Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.
- **LU 4.6 Transit-Supported Development**
  Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.
- **LU 5.5 Compatible Development**
  Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.
- **SMP 3.1 Shoreline Access**
  Improve access to the shoreline by developing, where appropriate, pathways, trails and bikeways along and adjacent to the shoreline.
- **SMP 3.2 Access System**
  Ensure that a system of arterials, scenic drives, pathways, public transit routes, and bikeways adjacent to and within the shoreline areas provides appropriate access to the Spokane River and Latah Creek in a way that meets the needs and desires of the community as reflected in the Comprehensive Plan, while also preserving ecological function of the shorelines.
- **SMP 11.33 Economic, Social, and Physical Needs**
  Ensure that shoreline uses satisfy the economic, social, and physical needs of the city.

2) Transit-Oriented Development Framework Study

- **Regulatory Approach**
  Focus regulatory changes and priority investments in walk and bike infrastructure within TOD opportunity areas.

- **Zoning Modifications**
  Modify TOD supportive base zones and residential zones within the Title 17C Land Use and Design Standards to more directly promote TOD.
- **Residential Zones Modifications**
  Middle Housing defined as duplexes, triplexes, quadplexes, cottage clusters, townhouses, and accessory dwelling units (ADU) provides an opportunity to increase housing supply in developed neighborhoods and can be compatible with detached single-family dwellings.
- **Rezone TOD Opportunity Areas**
  Potential TOD opportunity areas include base zones, such as single family/two-family zones with residential densities that are not transit supportive, preclude housing choice and potentially limit affordable access to housing.

3.1.1.2 Zoning

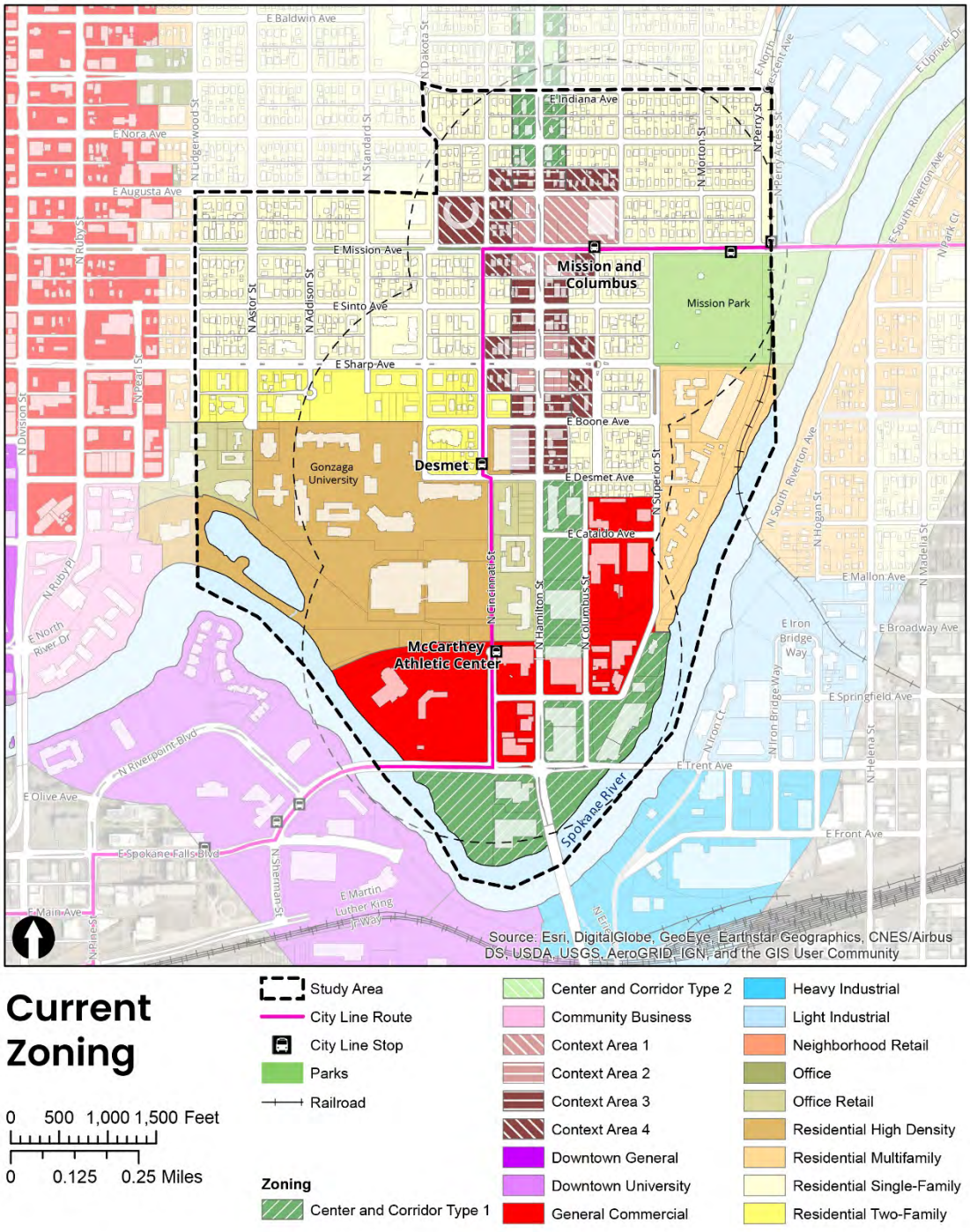
The study area contains a wide range of zoning designations, with generally higher intensities in the south and lower intensities in the north. The southern portion of the study area includes a combination of General Commercial (GC) and Center and Corridor Type 1 zones (CC1). The CC1 zones area combination of CC1-EC (which allow for up to 150-foot building heights) and CC1-DC zones (which allow for up to 70-foot building heights).

The study area also contains the City's only current Form-Based Code (FBC) zones. The FBC is a pilot program created for the Hamilton Corridor in 2013, , replacing pre-existing zoning and design guidelines. The FBC is intended to emphasize built form over traditional forms of zoning that are based more on permitted use lists. The FBC includes a "Regulating Plan" that includes four "Context Areas", CA-1 through 4, which are designated on the zoning map in Figure 6 below. The CA-1 through 3 zones allow the maximum height for buildings only within 100 feet to 114 feet from Hamilton Street. Beyond 100 feet from Hamilton Street, buildings must be developed to transition with respect for the height, scale, and character of the adjacent zone. The CA4 zone is limited to 35-foot building heights.

Other zones in the study area are a mix of low to high density residential designations and mixed office residential designations. The Residential Single Family (RSF) zone occupies most of the northern portion of the study area outside of the Hamilton Street corridor. South of E Sharp Avenue are a mixture of Residential Two-Family (RTF), Residential Medium Density (RMD), Residential High Density (RHD), Office Residential (OR) on the west side of Hamilton Street and the RMF zone east of N Superior Street.

Allowed types and densities of zoning within the study area are described in more detail in the South Logan TOD Subarea Plan. Figure 6 illustrates the planning area's current zoning.

Figure 6 Current Zoning Map



Current Zoning

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

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

Zoning

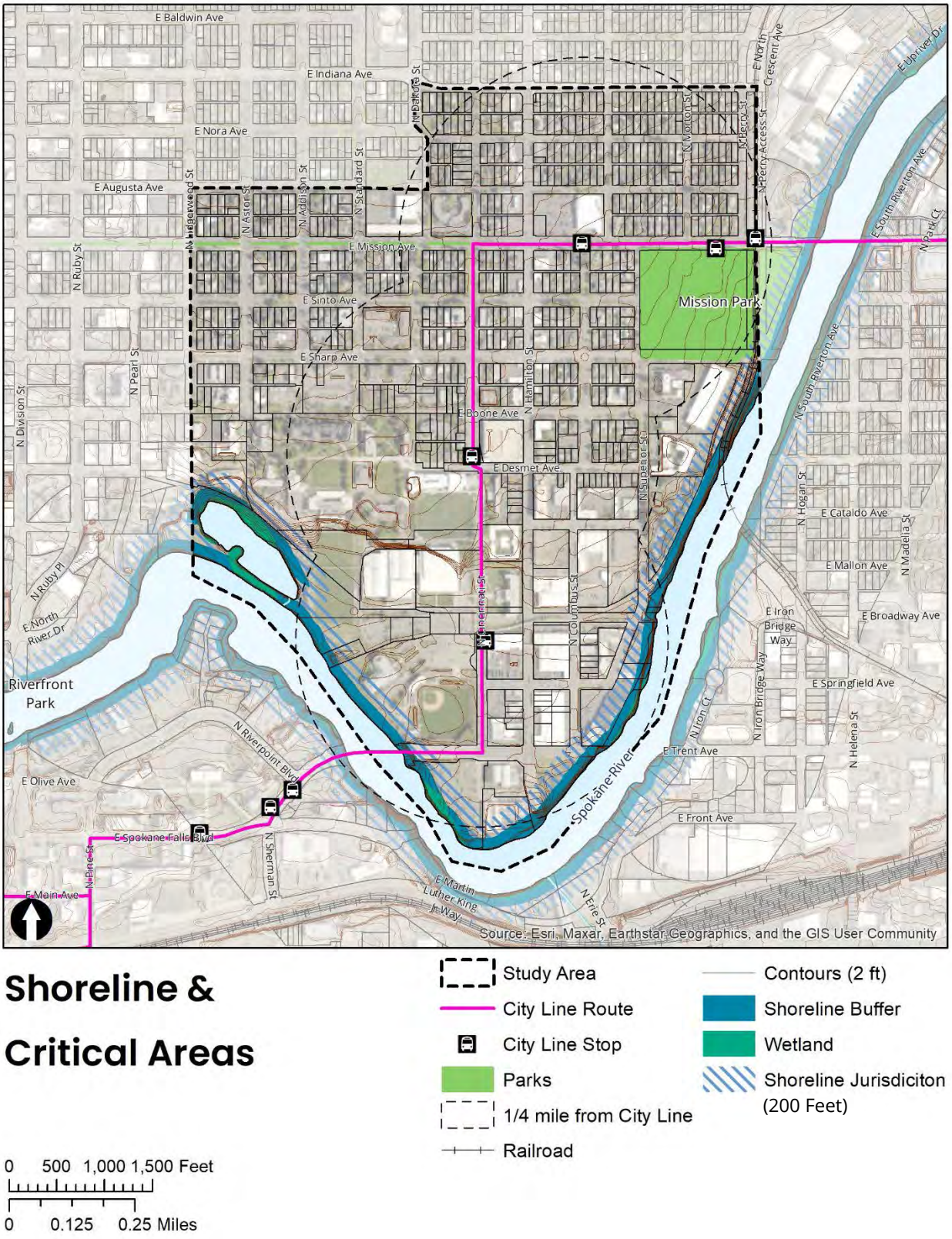
- Center and Corridor Type 1
- Center and Corridor Type 2
- Community Business
- Context Area 1
- Context Area 2
- Context Area 3
- Context Area 4
- Downtown General
- Downtown University
- General Commercial
- Heavy Industrial
- Light Industrial
- Neighborhood Retail
- Office
- Office Retail
- Residential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

3.1.1.3 Shorelines of the State

The Shoreline Management Act (SMA) focuses on shoreline use, environmental protection, and public access. The City of Spokane implements the SMA through its Shoreline Master Program (SMP). The Spokane SMP provides shoreline designations and regulations for the City's shorelines in compliance with the requirements of the SMA. The Spokane River is regulated by the SMP and is within the study area. This portion of the Spokane River is located in the Campus/U-district and Upriver shoreline districts and is currently designated as Limited Urban and Urban Conservancy Environments.

The Limited Urban Environment accommodates a range and mixture of water-oriented residential, commercial, and institutional uses at moderate intensity and density, while protecting existing ecological functions and restoring areas that have been previously degraded. This designation also provides for appropriate public access and recreation uses. The Urban Conservancy Environment is intended to protect and restore ecological functions of open space, floodplain, and other sensitive lands where they exist in developed areas, while allowing a variety of compatible uses. The study area shoreline zones are shown on Figure 7.

Figure 7 Study Area Shorelines and Critical Areas



Shoreline & Critical Areas

- Study Area
- City Line Route
- City Line Stop
- Parks
- 1/4 mile from City Line
- Railroad
- Contours (2 ft)
- Shoreline Buffer
- Wetland
- Shoreline Jurisdiciton (200 Feet)

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

3.1.2 Potential Impacts

The alternatives were evaluated for effects on existing and future land uses. Potential impacts were assessed based on incompatibility with adopted plans, policies and regulations. All action alternatives would require updates to the City of Spokane Comprehensive Plan and Spokane Municipal Code, specifically development standards and zoning map. The alternatives primarily differ in the distribution of zone changes and the resulting incremental intensification of new development that could lead to land use impacts. See Figure 3 in Section 2 above for a side-by-side comparison of the land use concepts intended with each of the alternatives.

3.1.2.1 Impacts Common to all Action Alternatives

Under all the action alternatives, the study area would likely experience housing and employment growth over the planning horizon, consistent with the estimates shown in Table 1. Each action alternative would distribute future growth in slightly different areas; however, all action alternatives would:

- Change the GC designations to CC.
- Result in gradual intensification of density, use, and height in rezoned areas over time.
- Have denser and more diverse housing and commercial development around the Hamilton Street core.
- Result in gradual shifts from single-family to multifamily or mixed-use in the Hamilton Street corridor and in the south riverfront area.

3.1.2.2 Alternative 1: No Action

The No Action Alternative assumes no changes to existing zoning, that Building Opportunity and Choices for All (BOCA) interim zoning ordinance expires with no permanent replacement, and that no significant transportation projects are undertaken in the subarea apart from STA's City Line BRT route beginning service in July 2023 on Cincinnati Street and Mission Avenue. While the City is currently working on a permanent replacement for the interim zoning ordinance, this will not be completed within the timeframe of the South Logan TOD planning process; thus, this study assumes that there is no replacement yet in order to analyze the full extent of change between the no action and the action alternatives.

The no action alternative would not be consistent with adopted plans and would not meet the needs of the community or the vision for future growth. The existing uses that exceed currently permitted density, would remain as nonconforming.

3.1.2.3 Alternative 2: Hamilton Crossing

Alternative 2 includes increases in building heights and density in the areas surrounding Hamilton Street and in the northern residential area. These development changes could, over time, increase density in the study area. The slightly higher building heights in the north end of the study area, Residential Med instead of Residential Low, would create a smoother transition from the scale of the proposed Hamilton Street corridor intensities to the single-family neighborhoods further north.

This alternative would enhance multi-modal crossings of Hamilton Street with the intent of improving connections and livability. Build-out of Alternative 2 would result in a greater variety of housing types, with a gradual shift from single-family to multifamily and mixed residential-commercial uses. This growth pattern, with residences nearby businesses and job centers, is consistent with Comprehensive Plan policies as well as guidance in the Spokane Housing Action Plan.

Alternative 2 also changes the GC designations to CC to better facilitate transit-oriented development than the current zone.

Alternative 2 would result in a small area of mixed-use intensification within the shoreline zone. Any proposed development or redevelopment within the shoreline zone would be required to comply with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River.

3.1.2.4 Alternative 3: Southeast Riverfront

Alternative 3 includes increases to housing density largely in the southeast riverfront area. These zoning and density changes could, over time, increase the density of the study area, but at a lesser intensity than the other action alternatives.

Alternative 3 would support the creation of a vibrant mixed-use transit-oriented hub with riverfront connections and open space improvements.

Similar to Alternative 2, Alternative 3 would result in a small area of mixed-use intensification within the shoreline zone. Any proposed development or redevelopment within the shoreline zone would be required to comply with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River.

3.1.2.5 Alternative 4: TOD Emphasis

Alternative 4 is a mix of upzones and public improvements within proximity to the planned BRT stations. This alternative provides the highest zoning and density changes of the action alternatives to leverage the multimillion-dollar public investment in the City Line and maximize connectivity and accessibility within the study area. The changes to intensity and scale are greatest within the core of the South Logan study area focused along the Hamilton Street Corridor and the Southeast Riverfront, with less change at the edges as it transitions to the north. Similar to other action alternatives, Alternative 4 changes the GC designations to CC to better facilitate transit-oriented development than the current zone.

This alternative would provide several benefits by improving public infrastructure and allowing for higher density housing near walkable and transit-oriented areas, which is consistent with the policies in the Comprehensive Plan and the guidance in the Spokane Housing Action Plan.

Alternative 4 would result in the greatest amount of mixed-use intensification within the shoreline zone, as well as increases in residential density. Any proposed development or redevelopment within the shoreline zone would be required to comply with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River.

3.1.3 Mitigation Strategies

Development and growth are expected to occur over time and are not anticipated to occupy all sites within the South Logan area through the planning horizon of 2047 addressed in the Subarea Plan. Zoning changes alone do not cause development; however, they direct the future development pattern, intensity, and scale that would be expected as redevelopment occurs. Incremental development over time would likely moderate the impacts on land use. If a faster or concentrated pattern of growth occurs, greater land use impacts could occur.

The City of Spokane may choose to update zoning and design regulations in applicable areas, such as where zones transition from higher to lower height limits, to further assist in mitigating the impacts of larger scale development and meet community design objectives.

3.2 Housing and Anti-Displacement

This section covers housing, including characteristics of existing housing and potential housing growth, and displacement, including both residential and commercial displacement.

3.2.1 Existing Conditions

3.2.1.1 Relevant Policies and Regulations

1) Comprehensive Plan

The Spokane Comprehensive Plan addresses housing issues in Chapter 6 – Housing, with related policies in Chapter 3 – Land Use, Chapter 8 – Urban Design and Historic Preservation, and Chapter 11 – Neighborhoods.

Vision Statement and Values

The Chapter 6 – Housing vision statement and values read:

"Spokane will enjoy a quality of life for everyone that includes a diversified economic base that provides a livable wage, a healthy natural environment, and an economically vibrant downtown. Spokane's quality of life will be built on a partnership of diverse interests, including education, business, government, and neighborhoods."

"The things that are important to Spokane's future include:

- Keeping housing affordable;
- Encouraging home ownership;
- Maintaining pride in ownership;
- Developing a good mix of housing types;
- Encouraging housing for the low-income and homeless throughout the entire city;
- Preserving existing houses; and
- Rehabilitating older neighborhoods."

Chapter 6 – Housing includes a number of policies relevant to housing and anti-displacement in South Logan. These include:

- **H 1.4 Use of Existing Infrastructure**
  Direct new residential development into areas where community and human public services and facilities are available.
- **H 1.7 Socioeconomic Integration**
  Promote socioeconomic integration throughout the city.
- **H 1.9 Mixed-Income Housing**
  Encourage mixed-income developments throughout the city.
- **H 1.10 Lower-Income Housing Development Incentives**
  Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.

- **H 1.11 Access to Transportation**
  Encourage housing that provides easy access to public transit and other efficient modes of transportation.
- **H 1.13 Siting of Subsidized Low-Income Housing**
  Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.
- **H 1.18 Distribution of Housing Options**
  Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.
- **H 1.21 Development of Single-Room Occupancy Housing**
  Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.
- **H 2.3 Housing Preservation**
  Encourage preservation of viable housing.
- **H 2.4 Linking Housing With Other Uses**
  Ensure that plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.

1) Zoning

All of the zoning categories present in South Logan allow some level of residential development. See Section 3.1 Land Use for more information on allowed residential development under existing zoning in the study area. For more information on zoning parameters within the study area, see the South Logan TOD Subarea Plan.

2) Affordability Programs

Multi-Family Tax Exemption (MFTE). The study area is in the area approved for use of MFTE as part of the Targeted Investment Area, with three periods of partial property tax exemption for taxpayers, eight years, twelve years, and twenty years. To qualify for the 12 or 20-year MFTE partial property tax abatement exemption, developers must set aside 25 - 30% of the units with income and rent restrictions for households earning at or below 80-115% of Area Median Income (AMI). There are no income and rent restriction requirements for the 8-year partial property tax exemption. Currently, market rent for new construction is estimated to be affordable to households earning between 80% and 100% of AMI for typical unit types.

Table 7 Rent Limits by Unit Type, 2022

Unit Type	Studio	One Bedroom	Two Bedroom
115% AMI	$1,693	$1,935	$2,176
100% AMI	$1,473	$1,683	$1,893
Market Rent	$1,325	$1,426	$1,894
80% AMI	$1,179	$1,346	$1,515
60% AMI	$884	$1,010	$1,136

Source: City of Spokane MFTE Program – 2022 Rent Limits, CoStar, Heartland, 2022.

In addition to MFTE, several properties offer income-restricted subsidized affordable housing through federally funded programs.

3) Building Opportunities and Choices for All

The Building Opportunities and Choices for All ("BOCA") pilot zoning program was passed by the Spokane City Council in July 2022 with the intention of increasing housing affordability and variety by removing regulatory barriers to housing construction. The interim ordinance is in effect through July 18, 2023, though all or part of the ordinance may be extended or made permanent. It allows for construction of townhomes, duplexes, triplexes, and fourplexes in residential zones, except Residential Agriculture, citywide. BOCA also reduces parking minimums and allows larger buildings in Center and Corridor zones for developments made up of at least 50% residential.

3.2.1.2 Existing Housing

The study area includes a range of housing types, including detached single-family homes, student dormitories, both market-rate and subsidized apartments, senior housing and assisted living. It includes detached houses that have been converted into rooming houses or de facto apartments for student housing. There are distinctive buildings with a range of architectural styles and periods. It includes people who rent from the private market, non-profits, or the university, as well as a small number of homeowner households. Overall, about 93% of study area residents pay some form of rent for housing, while 7% own their own home (ACS 2020 5-year estimates, table B25003).

There are approximately 1,025 existing dwelling units in the study area. This does not include group quarters such as student dormitories and assisted living facilities, which accommodate about half of the local population (ACS 2020 5-year estimates, table B09019). The approximate population of the study area including dwelling units and group quarters is 4,676 (Esri, 2022). Overall about 28% of the land in the study area is dedicated to housing:

- 48 parcels, totaling 20.0 acres, of five-plus unit housing
- 75 parcels, totaling 11.8 acres, of two-to-four unit housing
- 322 parcels, totaling 50.4 acres, of single-unit housing

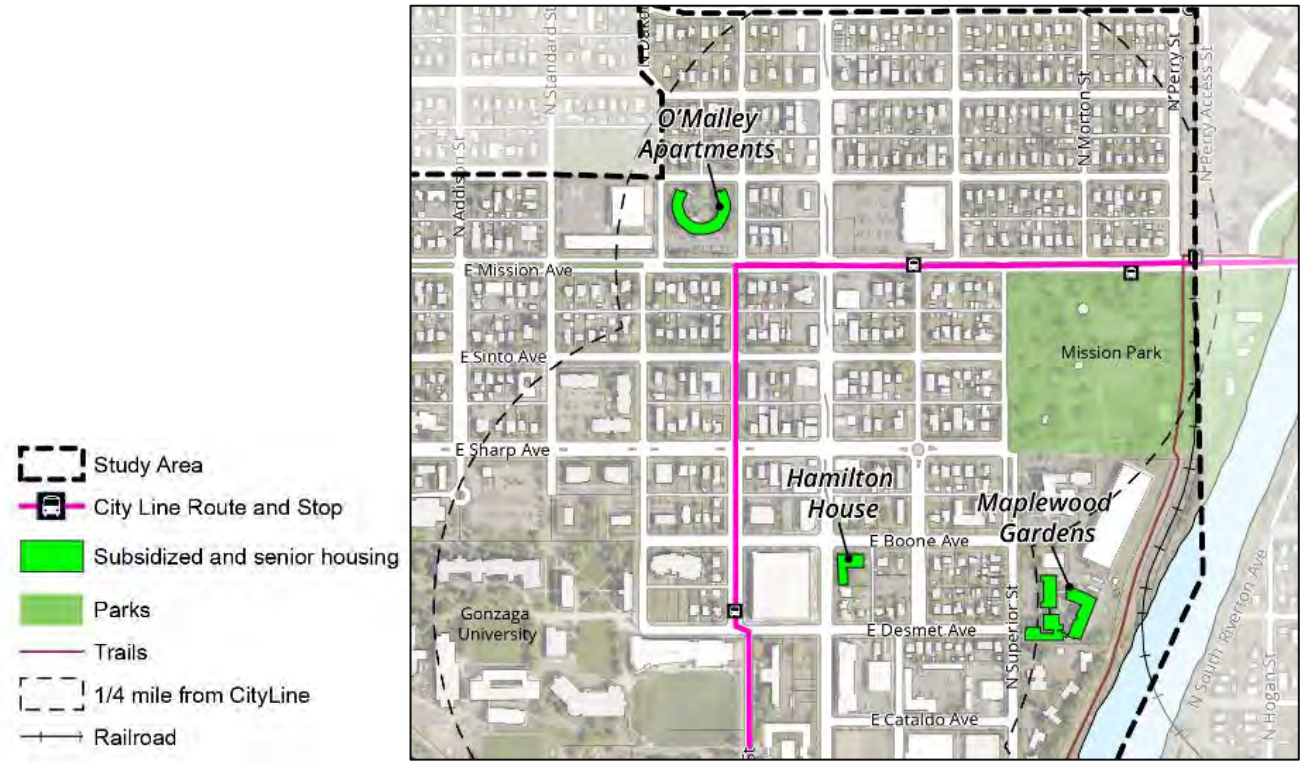
1) Subsidized and Senior Housing and Affordability

The study area has several regulated affordable housing buildings, as well as private senior housing and assisted living.

- **The O'Malley Apartments**. Senior housing operated by Catholic Charities of Eastern Washington, with 99 one-bedroom units.
- **Hamilton House**. HUD-funded low-income housing with 42 one- and two-bedroom units.
- **Maplewood Gardens**. Senior housing and assisted living operated by Care Partners.

Approximately 48% of all households within the study area census tracts are rent burdened, meaning they pay 30% or more of their income for rent (ACS 2021 5-year estimates, table B25106).

Figure 8 Existing Subsidized and Senior Housing



Source: HUD, MAKERS

3.2.1.3 Market

2) Rents

Residential rents and home sale prices in the study area are growing faster than most other types of real estate. Overall, the real estate market in the study area is slightly repressed compared to the City of Spokane as a whole; however, the addition of new City Line frequent high-quality transit service is likely to increase the desirability of the study area for new TOD.

Over the past five years:

- Multifamily annual rents have increased by 5% annually since 2017 in South Logan to $21.60 per square foot, but remain slightly below the citywide average of $23.88 (2022).
- Citywide office lease rates have risen about 3.5% annually to $27 per sf (2022).
- Citywide retail lease rates have risen about 3% annually to $22 per sf (2022).
- Citywide industrial lease rates have risen about 7% annually to $8.2 per sf (2022).
- Single family home median prices in Spokane have risen at about 15.2% annually, more than doubling over the past five years. Home prices in Logan are typically about 25% below the citywide average.[2]

[2] CoStar, Heartland, 2022

3) Likely Development Outcomes

Market-rate multifamily development, whether conventional or student housing, is likely feasible in the study area. An all-affordable housing development would likely be infeasible without subsidy or some other form of financial support.

Current rental rates for commercial uses are too low to justify the cost of construction for retail, office, and industrial uses. A specific tenant can occasionally emerge needing new space in a particular area that is willing to pay a rental rate which is above market in order to justify the cost of construction. These conditions are referred to as a "build to suit" market.

Single family and townhouse development would be feasible in the area if vacant sites were available but is less likely to occur where existing buildings generate value.[3]

4) Potential Development Sites

The stretch of the southern portion of Hamilton Street corridor north of Trent Avenue is characterized by large, low-intensity manufacturing sites with a variety of commercial zoning designations, including General Commercial (GC), Office Retail (OR), and Center and Corridor (CC). With the proposed rezoning from to Centers and Corridors, this area is likely to redevelop with higher density, mixed-use buildings with a greater pedestrian orientation and some limitations on auto-oriented activities. There are a number of parcels south of Cataldo Avenue 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 Avenue and Hamilton Street has significant redevelopment potential for ground floor grocery with multi-story housing above, though this is dependent upon Safeway's long-term strategy for store redevelopment.

Many educational and institutional uses, including the Gonzaga Tennis Center, the Boone Avenue 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 unlikely to be redeveloped in the near-term. Other recently redeveloped sites like The Academy Apartments, Joya Child and 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.

3.2.1.4 Displacement Risks

In recent years, the City of Spokane has invested in substantial research related to zoning reform, TOD, 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 an inevitable 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 prevent displacement and ensure that new investment benefits existing residents and businesses in addition to accommodating new ones.

[3] South Logan, Existing Conditions Report, 2022

Project consultants prepared the Housing and anti-displacement memo for the City of Spokane as part of the South Logan TOD project to provide research, best practices, and a range of policies to promote housing and anti-displacement strategies in the study area and beyond.

1) Vulnerable Populations

Given the South Logan context – certain 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, and (2) locally owned businesses as most vulnerable to displacement and therefore these groups and related policies are the focus of our analysis. Residents over age 65 represent approximately 13% of the population in the study area, roughly in line with the citywide population, while 34% of households are home to at least one person with a disability compared to 16% citywide.[4] This is likely due to the presence of several group homes and assisted living facilities in the study area.

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.[5]

2) Relevant Studies

The City of Spokane has begun to study displacement as part of other reports, including:

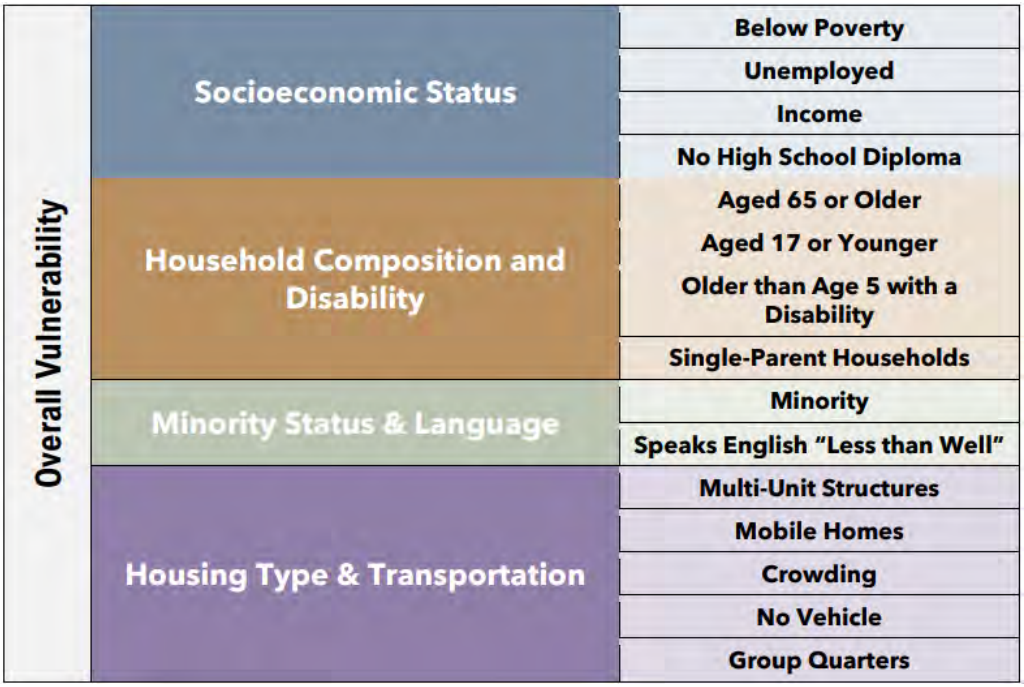
- "Appendix E – Displacement Risk Assessment," City of Spokane Housing Action Plan, July 2021.
- TOD Framework Study, City of Spokane Planning Department, May 2022.

The Spokane Housing Action Plan Displacement Risk Assessment considered a range of factors that increase vulnerability to displacement using the CDC Social Vulnerability Index (SVI) (Figure 9). The SVI identifies vulnerability related to socioeconomic status, household composition and disability, minority status and language, and housing type and transportation status. The assessment gave the study area a score of 0.77 out of 1.00 indicating relatively high risk of displacement. The main contributing factors to this high score were Socioeconomic Status, with a score 0.95 likely reflecting the low income of area residents (including college students), and Housing Type and Transportation with a score of 0.75, likely reflecting the large percentage of study area residents living in group quarters (including student dormitories). Figure 10 shows a map of displacement risk for the study area.

[4] ESRI, 2022

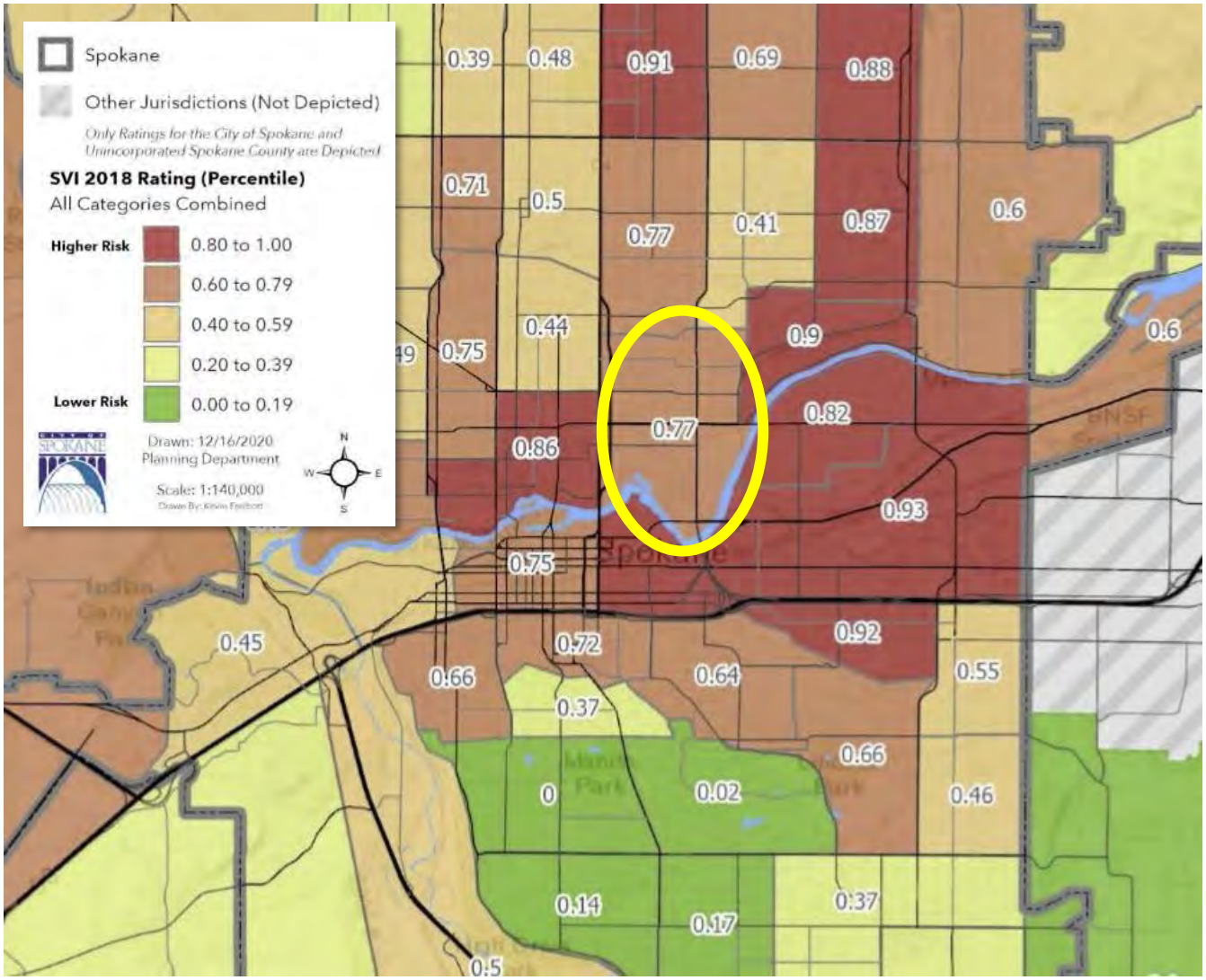
[5] "Rethinking Local Affordable Housing Strategies: Lessons from 70 Years of Policy and Practice," The Brookings Institution

Figure 9 Factors included in Housing Action Plan Displacement Risk Assessment



Source: CDC SVI 2018 Documentation, January 31, 2020 and Spokane Housing Action Plan Displacement Risk Assessment, May 2021.

Figure 10 Displacement Risk Map with the South Logan Study Area Circled

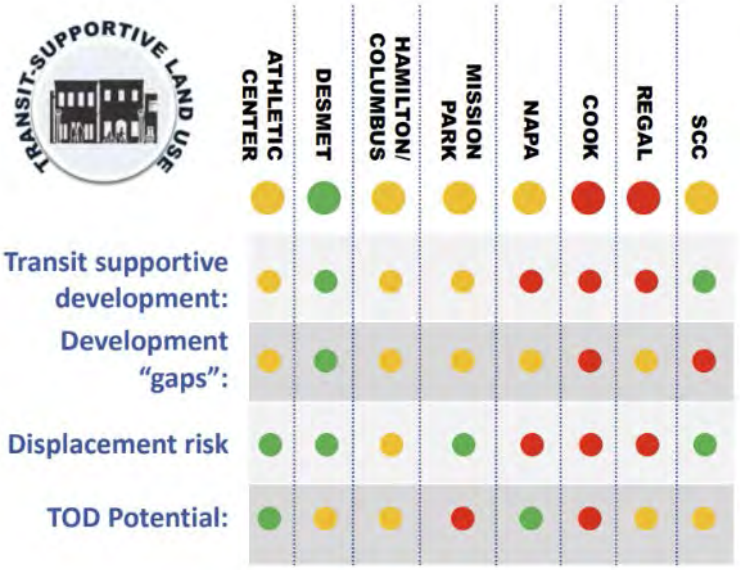


Source: Spokane Housing Action Plan Displacement Risk Assessment, May 2021

The TOD Framework Study looked at housing displacement related to transit support land uses and looked at vulnerability factors similar to the SVI. The TOD Framework Study identified that the McCarthey Athletic Center Station and the Desmet Station had a low risk for housing displacement, while the Hamilton/Columbus Station had a medium risk for housing displacement.[6]

[6] Spokane Transit-Oriented Development Framework Study, 2022

Figure 11 Transit-Supportive Land Use Evaluation Matrix



Source: TOD Framework Study Initial Review and Analysis presentation, March 2021.

3.2.1.5 Businesses

There are approximately 131 businesses in the study area[7], with a total of 2,751 jobs. These include 47 retail trade and eating and drinking businesses, and 51 businesses classified as services. Roughly 80% of employees are estimated to work at locally owned businesses.[8] Some businesses, especially locally owned businesses, are located in older buildings with relatively affordable rents and long-term leases.

3.2.2 Potential Impacts

This analysis identifies significant impacts using the following thresholds:

- Insufficient production of dwellings needed, including affordable units.
- Changes to employment mix resulting in involuntary economic displacement by businesses.
- Insufficient capacity to relocate displaced dwellings and population.

3.2.2.1 Impacts Common to all Alternatives

1) Housing Capacity

All alternatives will see construction of new housing, increasing access to convenient, frequent transit service. With nearly all private parcels in the study area already developed, this will involve redevelopment, including redevelopment of some existing structures that provide homes or places of employment. With rising housing prices and strong demand, housing is likely to make up a large share of all new development.

New residences developed will likely be market-rate units, along with some university owned student housing which could alleviate pressure on private housing providers. New MFTE units may be constructed through the 12 or 20-year program with income and rent restriction requirements, however the high income limits for this

[7] ESRI, 2022
[8] South Logan, Existing Conditions Report, 2022

program (80% - 115% of AMI) make it unlikely that these units will be significantly cheaper than market-rate rentals. However, the allowance for single-room occupancy (SRO) and group living buildings in RMF, RHD, and commercial zones, which allow smaller residences and lower parking requirements than typical residential construction, potentially provide for more affordable market-rate options.

2) Business Displacement

There are 131 businesses located in the study area, mostly located along Hamilton and in the south-eastern part of the study area. Businesses in the southeast include restaurants and a brewery operation, retail stores, wholesale, manufacturing, medical services, and others. Some commercial/manufacturing parcels have seen recent turnover and are underutilized and present prime redevelopment opportunities. Gonzaga University is the dominant employer in the study area with approximately 45% of total employees. Excluding Gonzaga, approximately 80% of employees in the study area are employed by locally owned businesses. Many existing businesses require relatively large amounts of land and, as land values rise, may choose to sell their land to developers and relocate elsewhere. Other businesses, especially small retail shops located along Hamilton, may not own their land and are vulnerable to displacement if their location is purchased by a developer and redeveloped. Over time, the job mix of the study area will likely change under all alternatives as existing businesses expand, others close over time, and some commercial/manufacturing properties are replaced with mixed-use development.

3) Residential Displacement

On parcels with residential rental units where zoning allows more intense development than buildings currently on the site, there is a risk that the property will be redeveloped. On properties where redevelopment occurs, rents for new buildings are typically higher rents than what was charged prior to redevelopment. As a result, past residents of the site may have difficulty securing housing they can afford within the neighborhood. The study area has a much higher proportion of low-income residents and residents with disabilities than the city as a whole; these populations have an elevated risk of displacement.[9] With few owner-occupied housing units, most residential properties that redevelop will displace some renters. Due to the proximity to Gonzaga University, there is a strong demand for rental housing for students in the study area, which can gradually push out non-student residents over time. As Gonzaga continues to develop student housing on campus, housing previously occupied by students become available.

3.2.2.2 Alternative 1: No Action

Under Alternative 1: No Action no changes to zoning would occur, and the Building Opportunities and Choices for All (BOCA) interim zoning code changes would expire, though the City Council has expressed intent on adopting a permanent solution in 2023 beyond the scope of this DEIS. Development activity is expected to be relatively modest throughout the area, with the most intense development allowed in the southeastern commercial/manufacturing area. Incremental mixed-use development along the Hamilton Street Corridor is expected over time based on market conditions.

[9] Spokane Housing Action Plan Housing Displacement Risk assessment

4) Housing Capacity

Existing zoning capacity in the northern part of the study area will limit new housing production, including development of student housing by Gonzaga. New multifamily and mixed-use construction may occur along Hamilton or the southeastern area, however existing code barriers imposed by the Hamilton Form-Based Code (FBC) and high parking requirements in the General Commercial zones, along with the area's depressed real estate market compared to other areas in the city, may stymie development. Housing capacity is unlikely to keep up with demand, potentially resulting in rising housing prices.

5) Business Displacement

Businesses in the southeastern area that do not own land likely have the greatest risk of displacement under Alternative 1: No Action.

6) Residential displacement

Long-term demand for rentals among Gonzaga students may displace other renters.

3.2.2.3 Alternative 2: Hamilton Crossing

Alternative 2: Hamilton Crossing envisions zoning changes that would broadly increase housing capacity across the area. This includes a focus on Residential Single-Family (RSF) zones changing to Residential Multifamily (RFM), strategic changes to the Hamilton FBC to streamline and increase development capacity, and expanding Center and Corridor TOD zoning in the southeastern area to increase capacity for mixed-use development near transit.

1) Housing Capacity

Alternative 2 would likely see greater housing production than Alternative 1: No Action with about 1,710 new units projected to be developed through 2047. This is projected to increase the population from 5,391 to 8,574 over the growth period. In the northern residential areas, market rate-production of townhouses is most likely, although production of small apartment buildings, student housing on the Gonzaga campus, and SROs may also occur. New mixed-use and multifamily development would be more likely in the Hamilton FBC area where public space improvements and better crossings of N Hamilton Street may encourage redevelopment. Development is also likely in the southeastern area where reduced parking requirements will reduce construction costs. Development will likely consist of seven story podium buildings, with commercial ground floors where required, both around Hamilton Street and in the SE.

2) Business Displacement

Alternative 2 would be more likely to see business displacement along the Hamilton Street corridor north of Boone Avenue than Alternative 1 if properties there redevelop. Some retail businesses are tenants that rent commercial spaces and may be at risk for displacement. Hamilton FBC and Center and Corridor zoning encourages mixed-use development with a pedestrian-oriented, ground floor activation that could continue to support ground floor retail, ensuring a long term supply of commercial spaces and potentially tempering rent pressure on other existing businesses. There is also some risk of business displacement in the SE area, with more redevelopment likely than under Alternative 1.

3) Residential displacement

Alternative 2 may see greater residential displacement than Alternative 1, as older houses in the northern residential area redevelop with higher rents or sale prices. However, increased opportunities for student housing in and around the Gonzaga campus may alleviate pressure on market rents in remaining properties, reducing pressure on non-student renters.

3.2.2.4 Alternative 3: Southeast Riverfront

Alternative 3: Southeast Riverfront would see the most intense development activity in the SE, where public space investments and improvements to river access would leverage zoning changes to spur redevelopment of existing commercial and manufacturing properties. BOCA interim zoning changes would remain in effect. Similar to Alternative 2, the Hamilton FBC would be streamlined and somewhat expanded to reduce barriers to development while maintaining the pedestrian and street-level activity.

1) Housing Capacity

Alternative 3 would see slightly less housing production than Alternative 2, with approximately 1,612 units added. This is projected to increase the population from 5,391 to 8,350 over the growth period. Overall growth would be somewhat similar to Alternative 2, with somewhat more growth south of Desmet Avenue and less to the north. Permanent BOCA zoning changes would allow piecemeal infill development of missing middle housing types in low-density residential areas.

2) Business Displacement

Alternative 3 likely would see somewhat less involuntary business displacement than Alternative 2, because more businesses in the southeast part of the study area own their own property. There are also several vacant or underutilized parcels that could be redeveloped. However, some retail businesses are located in this area that do not own their property and could be displaced during redevelopment depending on the focus of the property owner.

3) Residential displacement

Residential displacement risk is lower for this alternative than for Alternative 2, with less redevelopment expected on parcels where existing residences are sited. Infill redevelopment in current RSF zones, particularly replacement of older houses with new townhouses could displace some low-income renters. With minimal increase in zoning capacity on or around Gonzaga campus and fewer opportunities for student housing construction, student pressure may also continue to raise local housing prices.

3.2.2.5 Alternative 4: TOD Emphasis

Under Alternative 4: TOD Emphasis, broad changes to zoning would significantly expand housing capacity throughout the study area to leverage the investment of the City Line and connect more people to transit, especially in the area around Mission Park and north of Gonzaga University. Public space improvements would be focused on N Columbus Street, likely spurring more development activity in that area.

1) Housing Capacity

Alternative 4 is projected to see the most widespread increased housing capacity, with 2,731 potential new units added through 2047. This is projected to increase the population from 5,391 to 10,902 over the growth period.

Housing production may occur throughout the study area on parcels close to the transit stations and where conditions are most favorable. In general, major redevelopment is most likely on larger parcels such as are found in the SE commercial/industrial area. Smaller parcels as found in the older residential neighborhoods north of Gonzaga and around Mission Park are more expensive to redevelop, so overall infill may be limited even in areas where allowed heights are increasing significantly.

2) Business Displacement

Business displacement may be similar to other alternatives. Broader upzones in residential areas mean that a greater share of parcels that redevelop may be located in residential rather than commercial areas, reducing displacement pressure on existing businesses.

3) Residential displacement

With the greatest overall redevelopment, and the most development in residential areas, this alternative may see the most significant residential redevelopment and displacement of renters.

3.2.3 Mitigation Strategies

The following mitigation strategies are identified in the South Logan TOD Housing and Anti-Displacement Memo, prepared as part of the South Logan TOD planning process. The strategies below have been ranked as easier to implement and highest priority for future mitigation. Additional strategies and discussion are provided in the Memo.

3.2.3.1 Expand Upon Anti-Displacement Research

Continue to build a body of work speaking directly to Spokane neighborhoods while monitoring progress in other cities in Washington and across the country. While displacement has been occurring since time immemorial, anti-displacement has only recently been identified as a policy priority in many cities. The thinking is evolving quickly and practical strategies should continue to be identified and refined so regular updates may be prudent. A displacement risk mapping tool that builds on the displacement risk assessment in the Spokane Housing Action Plan, could be a valuable tool for the City to fund and develop, and will help identify and monitor the highest-risk areas in Spokane.

3.2.3.2 Address Displacement in the Comprehensive Plan

In the upcoming periodic comprehensive plan update in 2026, consider identifying anti-displacement research and policymaking as a priority for the next planning cycle.

3.2.3.3 Community Engagement

Engage early and often with neighborhood stakeholders to ensure all voices are heard. Maintain multiple formats for communication (ex: website, mail, periodic community meetings) to ensure the broadest possible participation. Engaging with a broad swath of the South Logan community will be essential in working towards a goal of equitable TOD.

3.2.3.4 Public Development Authority ("PDA")

Ensure South Logan is in continuous dialogue with the University District Partnership ("UDPDA") and is engaged on any significant new development projects. Since the UDPDA already encompasses most of the South Logan area, perhaps all that is needed is renewed engagement with leadership to focus on the South Logan area and

work to identify near-, mid-, and long-term initiatives which might be done collaboratively which are specific to South Logan.

3.2.3.5 Flexibility for Ground Floor Retail Requirement

Ground floor retail requirements challenge developers in all markets. E-commerce has challenged traditional "bricks and mortar" retailers and while there are many examples of successful retailers who have adapted to and are thriving in the current environment, demand for retail space is difficult to predict and highly dependent upon context. South Logan is particularly challenged as it relates to retail because it relies heavily upon a transient student population, a significant segment of which leaves the area for part of the year. Developers today typically attribute little value to ground-floor retail and must budget for periods of sustained vacancy, particularly in situations where retail is required, but where market demand for retail space is minimal. For example, consider a large site which is located in the middle of a block without pedestrian-friendly streetscape improvements, but has a requirement for retail on the entire ground floor. Flexible ground floor standards that permit, but do not require retail, or require a smaller portion of the ground floor (e.g., corner space of buildings at intersections), would allow opportunities for retail to flourish in the right locations without also creating an impediment to new housing construction. Certain ground floor design or construction standards such as minimum floor heights can be employed to ensure flexibility to convert residential spaces to retail over time should demand for retail space increase in a particular location.

3.2.3.6 Tax Increment Financing ("TIF")

In 2021, the Washington State Legislature passed RCW 39.114, authorizing tax increment financing (TIF), a public financing tool enabling municipalities to sell bonds to finance broadly defined "public improvements" in targeted areas to catalyze and influence future development. "Public improvements" as a definition includes many kinds of public infrastructure as well as "Purchasing, rehabilitating, retrofitting for energy efficiency, and constructing housing for the purpose of creating or preserving long-term affordable housing." The University District PDA also has a TIF overlaying the district, which includes a large portion of the South Logan study area.

Utilize Tax Increment Financing (TIF) to unlock development sites constrained by upfront infrastructure costs by facilitating this mechanism which can be used to amortize the cost of upfront infrastructure over the long-term. Given the broad definition of "public improvements," including contributions in support of the creation or preservation of affordable housing, the power of this mechanism cannot be understated.

Why dedicate TIF funds to South Logan? The rationale for TIF in South Logan is due to the outsized investment, over $175 million, the area has received in recent years – but which has not yet translated into broad-based property redevelopment. Tax Increment Financing can serve as a tool to unlock key sites which might be constrained by upfront infrastructure costs or other factors, following upon and amplifying the substantial investments outlined below. South Logan is an employment hub, particularly to a valuable concentration of locally owned businesses, so to the extent that TIF can be used in exchange for developer-led commitments to preserving high-quality, affordable space for South Logan businesses, the investments outlined below will prove to have been well-considered and worthwhile.

- City Line – $92 million
- UW/GU Health Partnership Building – $60 million
- WSDOT Trent Bridge – $25 million

3.2.3.7 Reduce or Eliminate Minimum Parking Requirements

Consider offering an incentive to developers, perhaps additional height allowance on a case-by-case basis, which enables developers to reduce or eliminate parking requirements, in exchange for a fee, or a contribution in lieu which furthers the public benefit, as determined by the Planning Department, through, for example, the provision of affordable housing or the provision of below-market rate commercial space. One example currently in use in Spokane in the Center and Corridor zone is part of MFTE code language – which allows MFTE qualified developments in the Center and Corridor zone to eliminate parking requirements.

3.2.3.8 Facilitate Public-Private Partnerships ("PPP")

Cultivate partnerships with institutional stakeholders, most notably Gonzaga University and the University District Partnership, but also Eastern Washington University and the University of Washington, along with key private sector stakeholders, in support of business, community, and economic development in South Logan.

Explore partnerships with Community Development Financial Institutions (CDFIs), for example, Local Initiatives Support Corporation, Impact Capital, or Enterprise Community Development Fund. These organizations provide capital in support of affordable housing. They tend to be focused on large cities and rural areas and may need proactive outreach in order to be encouraged to venture into a smaller city like Spokane.

Explore private sector partnerships with dominant employers in the area, for example – Avista or Providence Health. One recent example of a successful partnership between an employer and the community in support of affordable housing was Orenda, where Seattle Children's Hospital invested equity to double the number of units from 20% to 40% of the total project available to residents earning less than 80% of AMI.

3.3 Air Quality

3.3.1 Existing Conditions

3.3.1.1 Relevant Policies and Regulations

Federal, state, and local agencies regulate air quality in the Spokane region: the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and the Spokane Regional Clean Air Agency (SRCAA). Each has its own role in regulating air quality. The City of Spokane codifies air quality policies in SMC 15.01.010 that provide limited regulatory authority over actions that could degrade air quality.

1) National Ambient Air Quality Standards

The Clean Air Act established National Ambient Air Quality Standards (NAAQS), with primary and secondary standards, to protect the public health and welfare from air pollution. Areas of the U.S. that do not meet the NAAQS for any pollutant are designated by the EPA as nonattainment areas. Areas once designated nonattainment but now achieving the NAAQS are termed maintenance areas. Areas with air pollution levels below the NAAQS are termed attainment areas.

2) Comprehensive Plan

The Spokane Comprehensive Plan addresses air quality issues primarily in Chapter 9 – Natural Environment.

- **NE 5.1 Clean Heating Sources**
  Encourage the use of heating sources that do not negatively affect Spokane's air quality.

- **NE 5.2 Facility Review**
  Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.
- **NE 18.1 Innovative Development**
  Encourage innovative residential development techniques that produce low energy consumption per housing unit.

3) Spokane Municipal Code

The Spokane Municipal Code Chapter 15.01 addresses commute trip reduction, as required by the state (RCW 70.94.527). The code section provides a plan and implementing strategies to improve air quality and transportation system efficiency, as well as to reduce energy consumption, through employer-based incentive programs.

4) Air Quality Attainment

Pollutants generated by both natural and manmade sources affect air quality. In general, the largest manmade contributors to air emissions are transportation vehicles and power-generating equipment, both of which typically burn fossil fuels. The pollutants of most concern for the Spokane region are fine particles (PM2.5), coarse particles (PM10) and ground-level ozone (O3). The most common pollutant, PM2.5 comes from smoke, dust, vehicle exhaust, and ozone. The closest air quality monitoring station is located at Augusta and Fiske, directly east of the South Logan neighborhood. The Spokane region is currently in attainment for all criteria pollutants.

3.3.2 Potential Impacts

3.3.2.1 Impacts Common to all Action Alternatives

Future growth under any of the alternatives will result in some amount of development. Most development projects would include demolition and removal of existing structures, excavation and site preparation, and construction of new buildings. Emissions generated during construction would include exhaust emissions from construction equipment, trucks used to haul construction materials to and from sites, worker vehicle emissions, and fugitive dust emissions associated with earth-disturbing activities and other demolition and construction work.

The SRCAA requires dust control measures (emissions control) for construction projects (SRCAA Regulation I, Article VI, Section 6.05). Measures applicable to fugitive dust include taking measures to remove dirt and mud from equipment and vehicles before moving onto paved roads, promptly removing dirt and mud tracked onto paved roads, and not creating nuisance dust (airborne) from construction activities. Given these requirements, impacts related to construction dust are concluded to be less than significant.

The estimated increase in vehicle traffic due to population growth is not expected to significantly affect air quality in the area. The implementation of TOD would create a more walkable neighborhood with convenient access to STAs high-frequency transit service. It is likely that transit ridership within the study area will increase over time as redevelopment occurs, thus offsetting the increase in general purpose traffic, at least in part, from population growth. See Section 3.10 Transportation for additional information on traffic volumes.

3.3.2.2 Alternative 1: No Action

Under Alternative 1, there could still be temporary construction impacts to the community, but at a lower density and slower pace. In addition, there would be less population growth over time under Alternative 1, resulting in less traffic and fewer emissions than the action alternatives. However, there also would likely be fewer community improvements, such as multi-modal amenities, without the goals and policies of the Subarea Plan to provide guidance for development.

3.3.2.3 Alternative 2: Hamilton Crossing

Alternative 2 focuses on enhancing neighborhood connections and livability. There would be an estimated population increase of almost 3,900 under this alternative, which could contribute to traffic congestion and emissions. However, Alternative 2 includes priorities for multi-modal improvements, traffic calming, and streetscape improvements, as well as TOD, which would, in part, offset the impacts from additional traffic. In addition, the proximity to the City Line creates enhanced public transit options in the study area that would be expected to reduce private vehicle usage and traffic. The proposed zoning changes would encourage development of additional housing and mixed-use properties, which are not typically major contributors to air quality issues.

3.3.2.4 Alternative 3: Southeast Riverfront

Alternative 3 focuses investment and zoning changes in the southeast riverfront area to promote development towards the creation of a vibrant mixed-use, transit-oriented hub. Alternative 3 includes pedestrian-oriented amenities, particularly along Columbus Street, but not to the same extent as Alternative 2 or Alternative 4. Population growth under this alternative would be similar to that of Alternative 2. The proposed zoning changes would encourage development of additional housing, mostly in the northern areas, and mixed-use and commercial mostly in the southern area, which are unlikely to be significant pollution generating uses. The transition from existing industrial uses to mixed use and commercial could have a beneficial effect on air quality, as industrial uses generally are higher pollution generators. In addition, the proximity to the City Line creates enhanced public transit options in the study area that would be expected to reduce private vehicle usage and traffic.

3.3.2.5 Alternative 4: TOD Emphasis

Alternative 4 includes the highest intensification of development and the largest projected population growth, with more than 6,000 additional residents over expected growth without implementation of the subarea plan. Accordingly, this alternative would likely see the highest increase in pollution generating emissions from additional traffic. However, Alternative 4 includes priorities for multi-modal improvements, lower-intensity uses next to residential, higher-intensity TOD uses in the predominantly commercial/industrial areas, and green street improvements, which would, in part, offset the impacts from additional traffic. In addition, the proximity to the City Line creates enhanced public transit options in the study area that would be expected to reduce private vehicle usage and traffic.

3.3.3 Mitigation Strategies

Construction best management practices (BMPs), such as fugitive dust control and regular equipment maintenance, would be required to be implemented for all projects proposed under the Subarea Plan, as required by the SRCAA and described above. Those requirements are expected to mitigate any potential impacts to air quality from construction activities.

Mitigation strategies for intensification of uses could include the requirement for developments to include additional landscaping and open or green spaces. The City may also consider prioritizing multi-modal facilities as capital improvements are planned for the area.

3.4 Water Resources and Water Quality

3.4.1 Existing Conditions

3.4.1.1 Relevant Policies and Regulations

1) Comprehensive Plan

The Spokane Comprehensive Plan addresses water resources and water quality issues primarily in Chapter 9 – Natural Environment. Natural Environment Goal 4 is to "Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation."

- **NE 1.2 Stormwater Techniques**
  Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.
- **NE 1.7 Wellhead Protection**
  Allow only non-polluting land uses within the water recharge zones of the public water wells.
- **NE 4.3 Impervious Surface Reduction**
  Continue efforts to reduce the rate of impervious surface expansion in the community.

2) **Integrated Clean Water Plan**

The City of Spokane is developing the Integrated Clean Water Plan in an effort to help the city meet its regulatory requirements related to water quality in the Spokane River and Lake Spokane. All these requirements come from the Clean Water Act and are regulated through a National Pollutant Discharge Elimination System (NPDES) permit for combined sewer overflows (CSOs) and municipal wastewater treatment, existing and potential future total maximum daily load (TMDL) limits, and the Eastern Washington Phase II NPDES Municipal Stormwater Permit.

The goals of the Integrated Clean Water Plan include:

- **A cleaner river, faster** – the City prioritizes projects that have a greater impact on reducing pollution in the Spokane River.
- **Implement cost-effective and innovative approaches** – the City looks at new "green" strategies, such as storm gardens and pervious pavement, to remove stormwater from the existing systems for long-term management.
- **Holistic integration with other infrastructure** – the City wants to leverage transportation (street) projects to incorporate green infrastructure. When these projects are coordinated and integrated, the public can have multiple system improvements while disrupting the local area only once.

3.4.1.2 Spokane River

The Spokane River is the dominant water resource in the region and is a defining geographical and cultural feature of the South Logan study area as it makes up a large portion study area boundary.

The Department of Ecology tracks and assesses water bodies that do not meet water quality standards. The current Department of Ecology 303(d) list includes the Spokane River with the following: Category 5: polychlorinated biphenyls (PCBs), bacteria-fecal coliform, methyl mercury, and polybrominated diphenyl ethers (PBDEs).

Waters that have Category 5 impairments are required to undergo a Total Maximum Daily Load (TMDL) process, or water quality improvement project. There are two approved TMDLs currently in place (Spokane River and Lake Spokane Dissolved Oxygen Total Maximum Daily Load and the Spokane River Dissolved Metals Total Maximum Daily Load) and one currently being developed to address PCBs. These TMDLs are working to improve the water quality in the Spokane River.

3.4.1.3 Stormwater Outfalls

The City of Spokane provides and maintains the planning area's storm drain system, with outfalls in the study area ultimately flowing into the Spokane River. Surface water on Spokane Falls Blvd goes through a system of grassy swales prior to flowing into the river. Select outfalls are direct to the river, and the City intends to enhance its stormwater conveyance and treatment in those areas. Most often, stormwater infrastructure improvements are implemented as part of other work, such as roadway and sidewalk projects.

Stormwater in the City of Spokane is regulated by the Eastern Washington Phase II Municipal Stormwater - National Pollutant Discharge Elimination System (NPDES) Permit issued by the Washington State Department of Ecology (Ecology). Current stormwater regulations require new development and redevelopment to mitigate new impervious surfaces and pollution generating surfaces with flow control and/or water quality treatment. Additionally, developments can enhance their stormwater management by working together to partner in providing community amenities when possible.

3.4.1.4 Spokane-Rathdrum Aquifer

The planning area is located entirely within the Water Resource Inventory Area (WRIA) 57 Middle Spokane. The principal aquifer in WRIA 57 is the Spokane-Rathdrum Aquifer. The Environmental Protection Agency (EPA) designated this as a "sole source aquifer" as it is the sole source of drinking water for most people in Spokane County and in Kootenai County, Idaho. Having this designation ensures there is regulatory oversight to ensure that projects located within the aquifer recharge area do not degrade water quality in the groundwater.

The South Logan study area is in a low susceptibility area for potential impacts to the aquifer; however, the northeast corner of the study area is located within a well head protection area (Spokane County, 2019).

3.4.2 Potential Impacts

3.4.2.1 Impacts Common to all Alternatives

Future growth under any of the alternatives could result in some amount of development. Population growth in the neighborhood would proportionally increase the amount of wastewater and stormwater runoff, but at different rates of development. As projects are implemented, they would be required to comply with the current stormwater and other development regulations.

3.4.2.2 Alternative 1: No Action

The No Action Alternative assumes no changes to existing zoning and that redevelopment would likely happen more slowly than with the action alternatives. With no increase in density, this alternative would not have any

significant impacts on water resources or water quality; however, there would also be fewer infrastructure upgrades, such as improved stormwater treatment.

3.4.2.3 Alternative 2: Hamilton Crossing

Alternative 2 increases density in the areas surrounding Hamilton Street and in the northern residential area. With the enhanced multi-modal connectivity and streetscape improvements, there would be opportunities for implementation of green infrastructure, especially along Hamilton Street. Alternative 2 could increase the neighborhood population by approximately 3,900 people over the growth under the existing zoning. Given the City's implementation of policies and requirements for wastewater and stormwater treatment, this amount of population increase is not expected to have significant water quality impacts.

Alternative 2 would result in a small area of mixed-use intensification within the shoreline zone. Any proposed development or redevelopment within the shoreline zone would be required to comply with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River. See Figure 7 for a map of shoreline zones within the study area.

3.4.2.4 Alternative 3: Southeast Riverfront

Alternative 3 includes zoning changes to general commercial designations and increases to housing density largely in the southeast riverfront area. There is similar population growth expected under Alternative 3 than with Alternative 2, with a greater amount of commercial development. Although this alternative would have positive enhancements, such as the creation of a vibrant mixed-use transit-oriented hub with riverfront connections and open space improvements, there is also an increased risk of effects on water quality.

Similar to Alternative 2, Alternative 3 would result in a small area of mixed-use intensification within the shoreline zone. Any proposed development or redevelopment within the shoreline zone would be required to comply with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River. See Figure 7 for a map of shoreline zones within the study area.

3.4.2.5 Alternative 4: TOD Emphasis

Alternative 4 is a mix of upzones and public improvements within proximity of the planned BRT stations. This alternative provides the highest zoning and density changes which in turn could have the highest population growth with over 6,000 more new residents than Alternative 1. The changes to intensity and scale are greatest within the core of the South Logan study area, with less change at the edges as it transitions to the north. The increased intensity of both residential and commercial uses could have greater risks for water quality impacts than the other alternatives. However, prioritized green street improvements and focus on public improvements would provide a variety of opportunities to implement enhanced water quality treatment.

Alternative 4 would result in the greatest amount of mixed-use intensification within the shoreline zone, as well as increases in residential density. Any proposed development or redevelopment within the shoreline zone would be required to comply with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River. See Figure 7 for a map of shoreline zones within the study area.

3.4.3 Mitigation Strategies

The project prioritization matrix methodology in the Integrated Clean Water Plan includes project integration criteria and seeks to achieve and maximize several community benefits with every project. Benefits emphasized include environmental outcomes, community benefits such as improved streets, parks, and natural areas, economic development potential, operations and maintenance considerations, and life-cycle costs.

Maintenance and street sweeping can also reduce stormwater pollution. Each year, thousands of cubic yards of material are collected from the streets and prevented from entering the stormwater and combined sewer systems.

3.5 Biological Resources and Critical Areas

3.5.1 Existing Conditions

3.5.1.1 Relevant Policies and Regulations

1) Shoreline Management Act

The Shoreline Management Act (SMA) focuses on shoreline use, environmental protection, and public access. The City of Spokane implements the SMA through its Shoreline Master Program (SMP). The Spokane SMP provides shoreline designations and regulations for its shorelines in compliance with the requirements of the SMA. The Spokane River is regulated by the SMP and is within the study area. The Spokane River (within the study area) is located in the Campus/U-District and Upriver shoreline districts and is currently designated as Limited Urban and Urban Conservancy. See also Section 3.1.1.3 for additional detail, and Figure 7 for a map of shoreline zones within the study area.

2) Comprehensive Plan

- **NE 1.7 Wellhead Protection**
  Allow only non-polluting land uses within the water recharge zones of the public water wells.
- **NE 2.3 Native Tree and Plant Protection**
  Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.
- **NE 6.1 Native and Non-Native Adaptive Plants and Trees**
  Encourage the use of and development of standards for using native and nonnative adaptive plants and trees in landscape designs for public and private projects.
- **NE 6.4 Fish and Wildlife Protection**
  Continue to identify and protect those fish and wildlife and their habitats which are identified as a priority by citizens and scientific experts.
- **NE 11.1 Identification of Natural Areas**
  Identify natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county natural areas, and proximity to state parks.
- **NE 11.4 Natural Area Paths**
  Develop soft, permeable, low impact paths in natural areas.
- **NE 12.1 Street Trees**
  Plant trees along all streets.

- **NE 12.5 Tree Replacement Program**
  Do not allow tree removal in the public right-of-way without a program for tree replacement.
- **NE 19.4 Discourage Development in 100-Year Flood Plain**
  Discourage development and redevelopment of habitable structures that are within the 100-year flood plain.
- **NE 15.1 Protection of Natural Aesthetics**
  Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.
- **NE 19.6 Downstream Impacts Consideration**
  Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.
- **LU 5.4 Natural Features and Habitat Protection**
  Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

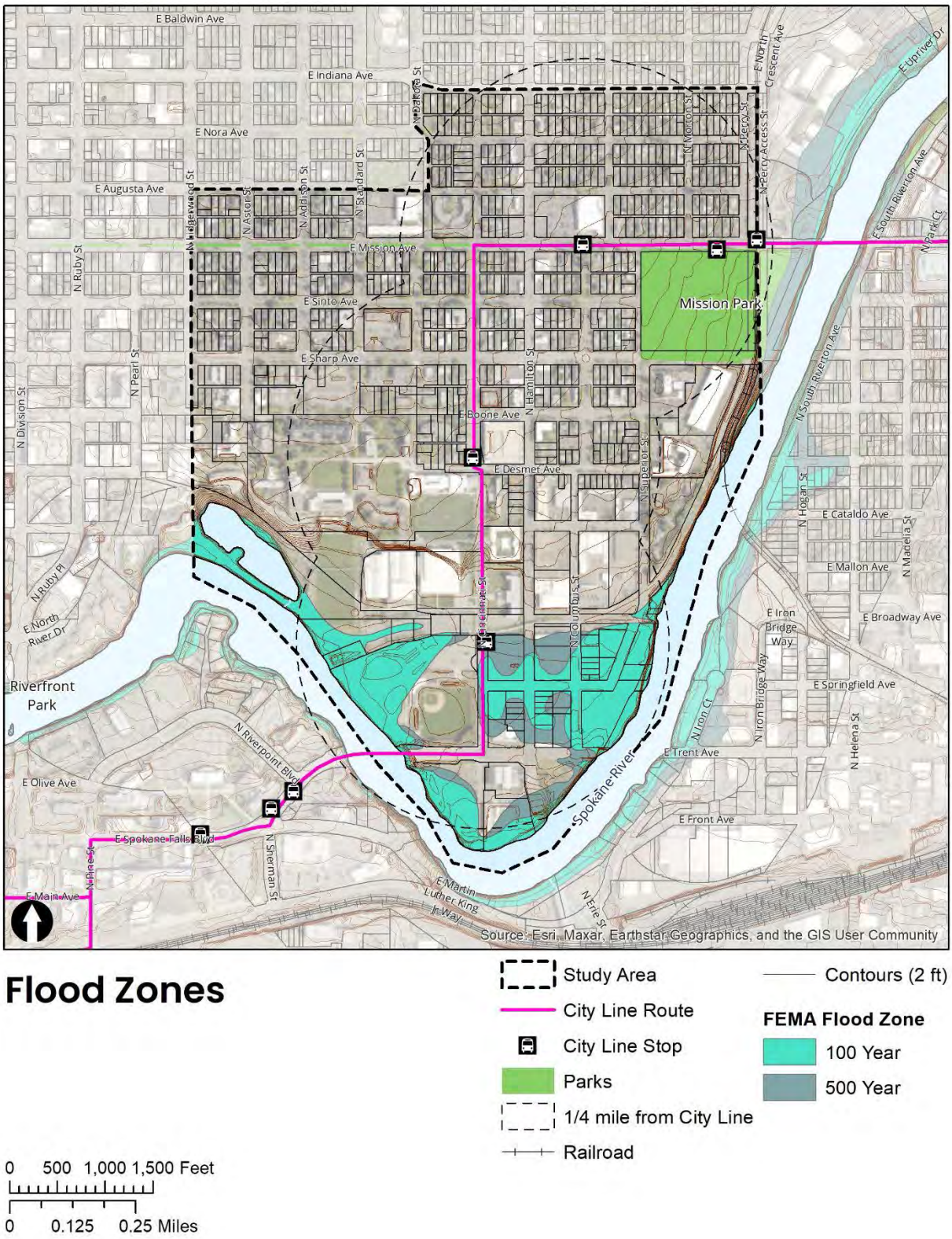
3) Spokane Municipal Code

The Spokane Municipal Code regulates critical areas through Title 17E Environmental Standards. The code covers critical aquifer recharge areas and aquifer protection, fish and wildlife conservation areas, floodplains, geologically hazardous areas, shorelines, and wetlands. The critical areas found within the South Logan neighborhood include floodplains.

3.5.1.2 Flood Zones

Some of the southern portions of the planning area lie within the FEMA 500-year and 100-year flood zones. The areas adjacent to the Spokane River, the area immediately surrounding E Springfield Avenue, and portions of the Gonzaga campus are all in designated flood zones. The regulated flood zones within the study area are shown on Figure 12.

Figure 12 Study Area Flood Zones



Flood Zones

- Study Area
- City Line Route
- City Line Stop
- Parks
- 1/4 mile from City Line
- Railroad
- Contours (2 ft)

FEMA Flood Zone

- 100 Year
- 500 Year

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

3.5.1.3 Fish and Wildlife

The entire South Logan planning area has been developed to some extent, leaving very little natural habitat outside of the Spokane River itself. Vegetation in the area mainly consists of landscape varieties of trees, shrubs, and lawns.

There are no plant or animal species within the study area identified as threatened or endangered under the Endangered Species Act. The South Logan study area is included in an area identified as potential habitat for the big brown bat (*Eptesicus fuscus*). In the section around the study area, there are Westslope cutthroat (*Oncorhynchus clarki lewisi*), redband trout (*Oncorhynchus mykiss gairdneri*) and rainbow trout (*Oncorhynchus mykiss*) in the Spokane River. In addition, the parks and other landscaped areas provide habitat for animals typically found in urban settings, such as birds, rabbits, raccoons, and rodents.

3.5.2 Potential Impacts

3.5.2.1 Impacts Common to all Alternatives

Population growth in the neighborhood under any of the alternatives would proportionally increase the amount of development, but at different rates. All anticipated growth has the potential to affect biological resources and critical areas through site disturbance during construction and through land use activities after construction. All development would be required to comply with the current stormwater, critical areas, shorelines and other development regulations. For additional information on potential impacts to shorelines and the Spokane River, see also Sections 3.2 Water Resources and Water Quality and 3.5 Land Use.

3.5.2.2 Alternative 1: No Action

The No Action Alternative assumes no changes to existing zoning and that redevelopment would likely happen more slowly than with the action alternatives. With no increase in density, this alternative would have little effect within the study area, but would likely result in increased growth pressure in previously undeveloped areas, with potentially negative impacts on biological resources such as fish, wildlife, and vegetation. There would be no incentives for additional streetscapes or landscaping.

3.5.2.3 Alternative 2: Hamilton Crossing

Alternative 2 includes increases to density in the areas surrounding Hamilton Street and in the northern residential area. With the enhanced multi-modal connectivity and streetscape improvements, there would be opportunities for implementation of green infrastructure, especially along Hamilton Street and Springfield Avenue. Alternative 2 could increase the amount of vegetation and habitat for urban species in those areas as individual projects are implemented.

3.5.2.4 Alternative 3: Southeast Riverfront

Alternative 3 includes zoning changes to general commercial designations and increases to housing density largely in the southeast riverfront area. Under Alternative 3, population growth is expected to be similar to Alternative 2, with a greater amount of commercial development. Alternative 3 could increase the amount of vegetation and habitat for urban species in those areas as individual projects are implemented, especially in those riverfront areas where public use is encouraged.

Alternative 3 would result in a lightly more mixed-use intensification within the shoreline zone than Alternatives 2 and 4. Any proposed development or redevelopment within the shoreline zone would be required to comply

with the current SMP policies and regulations, as well as undergo additional evaluation for potential impacts to shoreline functions and the Spokane River.

3.5.2.5 Alternative 4: TOD Emphasis

Alternative 4 is a mix of upzones and public improvements within proximity of the planned BRT stations. This alternative provides the highest zoning and density changes which in turn could have the highest population growth. With the prioritization of green street improvements, there are also opportunities for installation of additional landscaping and natural areas, including new public open spaces. However, depending on the rate and type of development occurring, the benefits of landscape vegetation may not be perceived for many years.

3.5.3 Mitigation Strategies

For all development proposed with implementation of the subarea plan, individual projects would be required to comply with the current stormwater, critical areas, shorelines and other development regulations.

3.6 Environmental Health

3.6.1 Existing Conditions

The U.S. Environmental Protection Agency (EPA) defines Environmental Justice (EJ):

> *Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, rules, and policies. Environmental justice includes addressing disproportionate environmental health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm.*

This analysis looks at potential impacts on populations most vulnerable to environmental change, or EJ populations, within the study area, including minority populations, low-income households, and limited English proficiency (LEP) populations. The Office of the Assistant Secretary for Planning and Evaluation (ASPE) website identified the 2023 poverty guidelines for a four-person household equaling $30,000 per year. LEP populations include people over five years old who self-report they speak a language other than English and speak English “less than well” in the US Census.

3.6.1.1 Relevant Policies and Regulations

1) Comprehensive Plan

- **LU 5.2 Environmental Quality Enhancement**
  Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.
- **SH 4.1 Universal Accessibility**
  Ensure that neighborhood facilities and programs are universally accessible.
- **NE 13.1 Walkway and Bicycle Path System**
  Identify, prioritize, and connect places in the city with a walkway or bicycle path system.
- **NE 13.2 Walkway and Bicycle Path Design**
  Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

2) Healthy Environment for All Act

As part of the Healthy Environment for All (HEAL) Act of 2021, the Washington State Department of Health (DOH) and other state agencies are taking steps toward eliminating environmental health disparities in Washington State. The law requires many state departments to consider environmental justice in their actions, plans, budgeting and funding, and outreach programs.

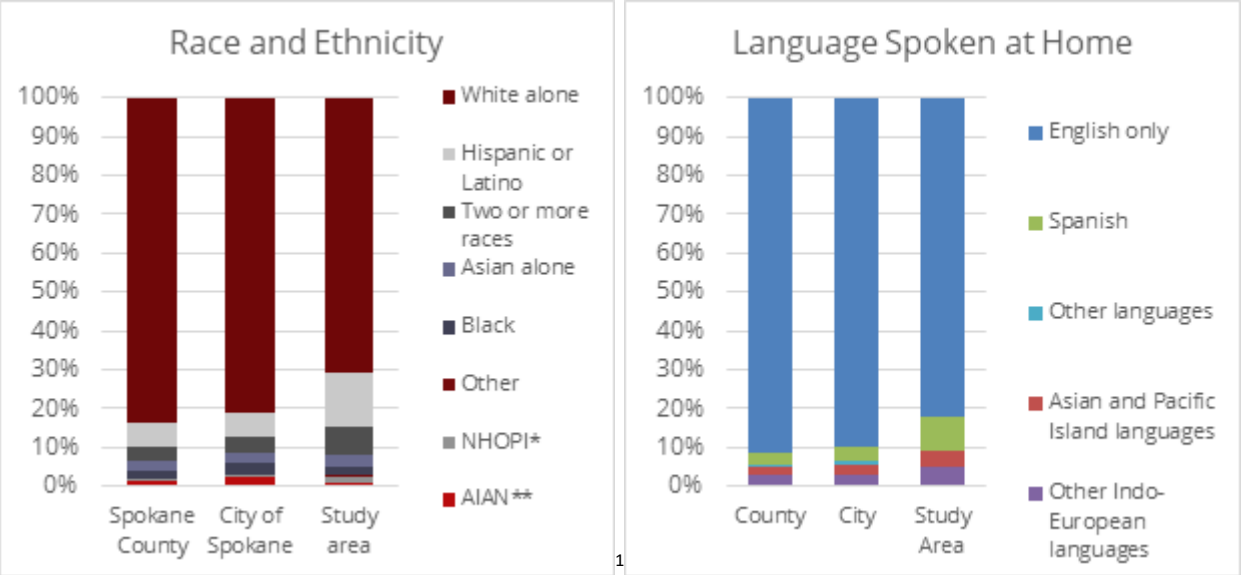
As part of those efforts, DOH is collaborating with the University of Washington (UW) Department of Environmental and Occupational Health Sciences (DEOHS) to produce a web mapping tool to help identify "where living and economic conditions combine with pollution to contribute to inequitable health outcomes and unequal access to healthy communities" (UW EOHS, 2023). It estimates a cumulative environmental health impact score for each census tract reflecting pollutant exposures and factors that affect people's vulnerability to environmental pollution. The model takes into account both threat (represented by indicators that account for pollution burden) and vulnerability (represented by indicators of socioeconomic factors and sensitive populations) to help compare health and social factors that may contribute to disparities in a community.

The mapping tool shows pollution measures such as diesel emissions and ozone, as well as measures like poverty and cardiovascular disease. Looking at these factors in combination shows that living in areas with more environmental hazards and population vulnerabilities is associated with a shorter lifespan. The population in census tracts with the lowest environmental health disparities (rank 1) on average lived 5.3 years longer than those in census tracts with the highest environmental health disparities (rank 10). The sections below discuss health risks and disparities in the study area, including environmental exposures, socioeconomic factors, and health outcomes. The South Logan study area lies entirely within Census block 0002500.

Demographic and Socioeconomic Context

The study area is approximated by U.S. Census tract 25.01, block group 2; tract 25.02, block group 2, and tract 25.03, block group 1. The study area is somewhat more racially diverse than the city as a whole, with about 29% non-White residents compared to 19% citywide. The largest non-White groups are Hispanic or Latino residents; proportionally these groups are about twice as large in the study area than in the city as a whole. In the study area about 82% of households (not including group quarters residents) speak English at home, with about 9% speaking Spanish at home and 9% speaking other languages, compared to 90%, 4%, and 6% citywide. A graphical comparison is shown in Figure 13.

Figure 13 Demographic Data

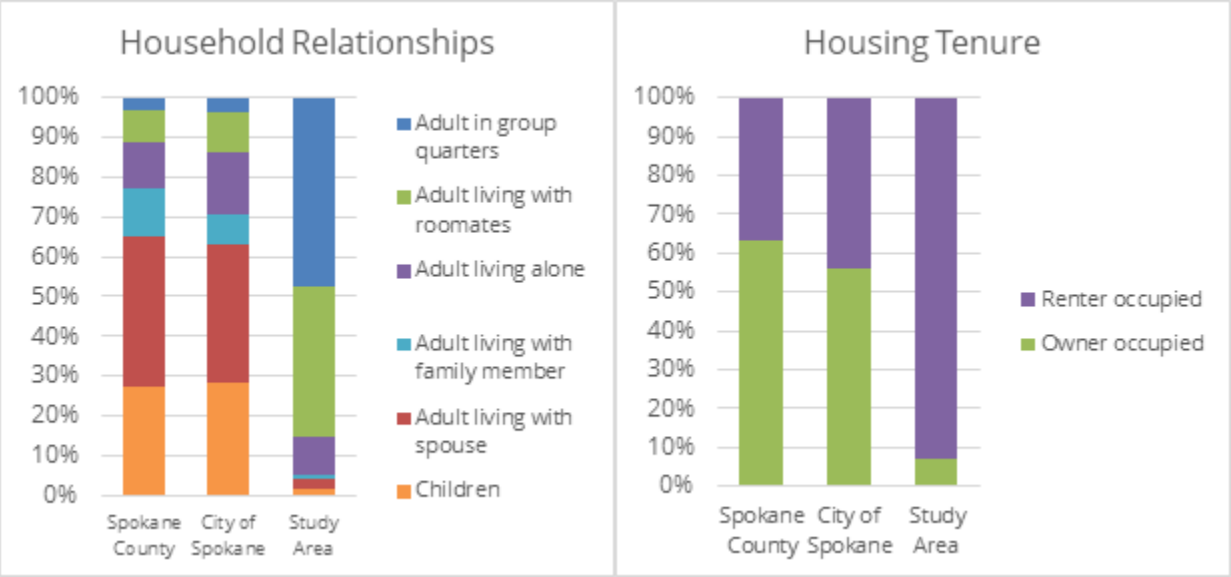


[1]

Source: ACS 2020 5-year estimates, Census 2020

Incomes in the study area are generally much lower than for the city as a whole, likely a result of the large student population. Relatedly, a much higher proportion of the study area residents (58%) fall below the poverty line than citywide residents (13%)(ACS 2020 5-year estimates).

According to census figures, a small majority – about 54% - of residents of the study area live in "group quarters"; this likely represents the student population living in Gonzaga University dorms. Of the residents that live in what are classified as "households," most live in non-family households, many with roommates. Approximately 2% of study area residents are children, compared to 24% citywide. Most households, in addition to all group quarters residents, are renters.

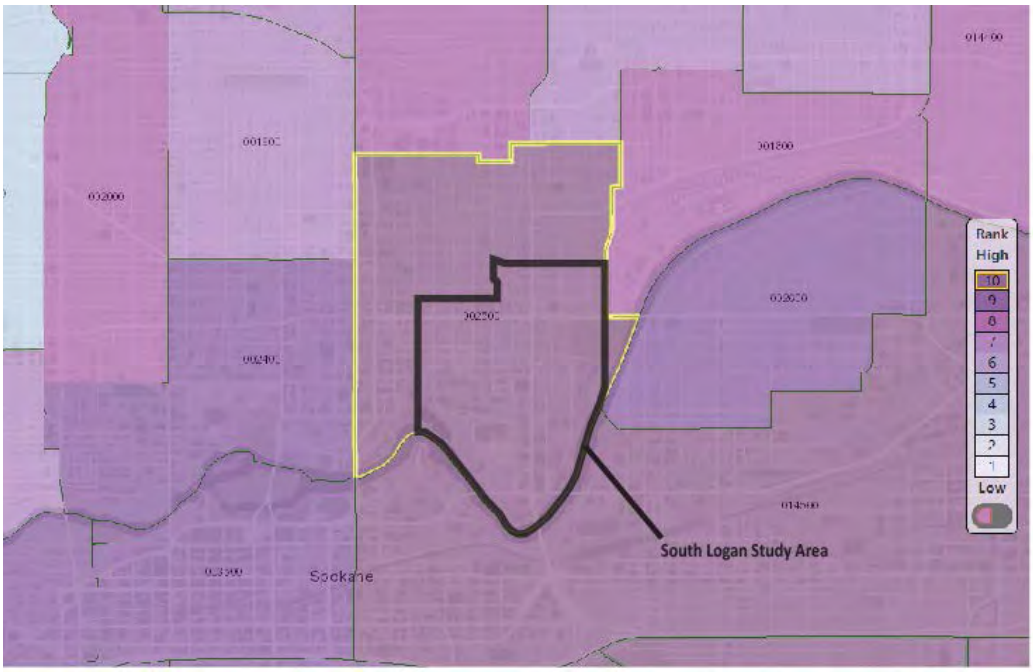


Source: ACS 2020 5-year estimates

Environmental Exposures

Figure 14 shows the risk of environmental exposures in the study area. Factors considered in the environmental exposures map include exposure to diesel exhaust $PM_{2.5}$ emissions, ozone concentration, $PM_{2.5}$ concentration, proximity to heavy traffic roadways, and toxic releases from facilities. The likely major contributing factor is the study area's proximity to large amounts of traffic on SR-290 (Hamilton Street south of Spokane Falls Boulevard) and I-90, which lies approximately 0.5-mile south of the study area. The study area ranks as a 10, indicating an overall very high risk of environmental exposures in the study area.

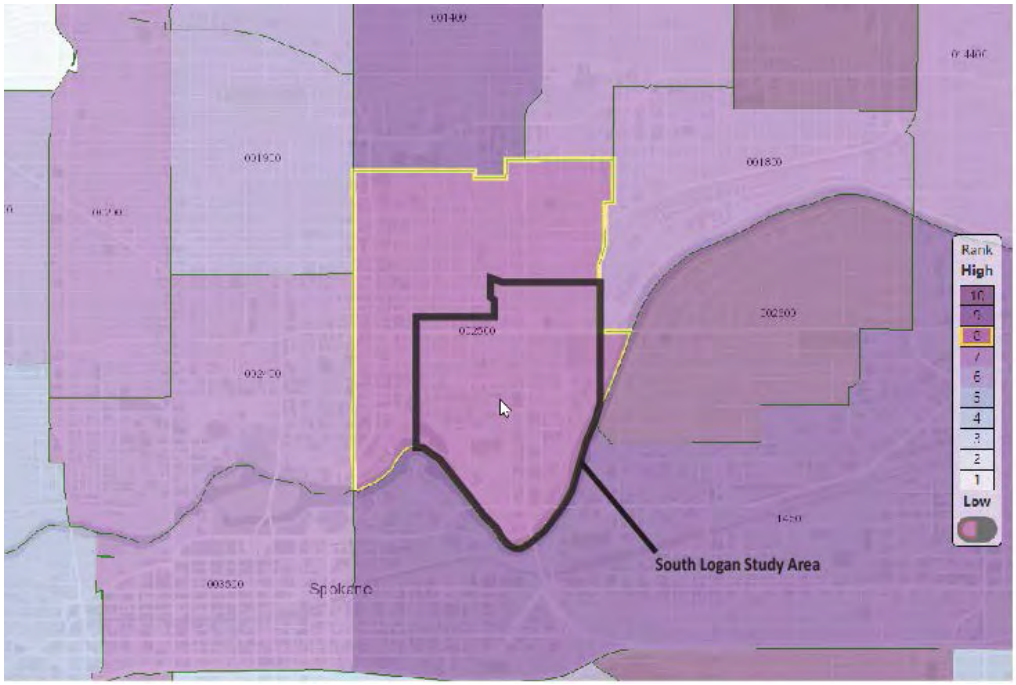
Figure 14 Environmental Exposures in the Study Area



Socioeconomic Vulnerability

Socioeconomic vulnerability in the study area is illustrated in Figure 15. Factors considered in the socioeconomic vulnerability map include LEP census data, high school diploma attainment, people of color, population living in poverty, transportation expense, housing affordability, and unemployment. The study area ranks as an 8, indicating socioeconomic vulnerability is moderately high.

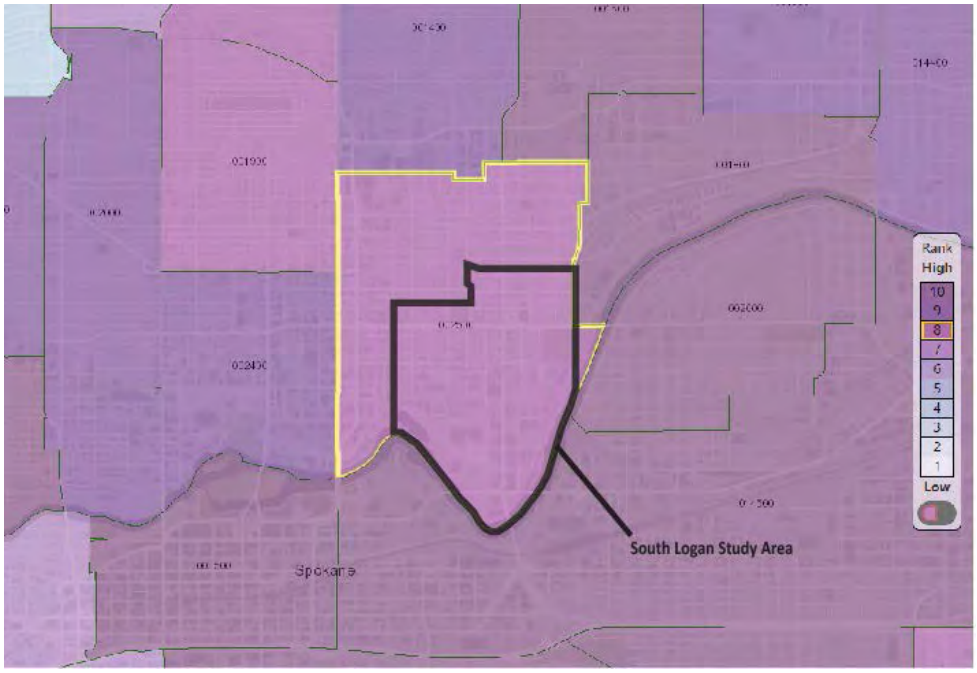
Figure 15 Socioeconomic Factors in the Study Area



Health Outcomes

Health outcomes in the study area are shown in Figure 16. Factors considered in the health outcomes map include cancer deaths, cardiovascular disease deaths, premature deaths, low birth weight, and lower life expectancy at birth. The study area ranks as an 8, indicating the risk of poor health outcomes are moderately high in this area.

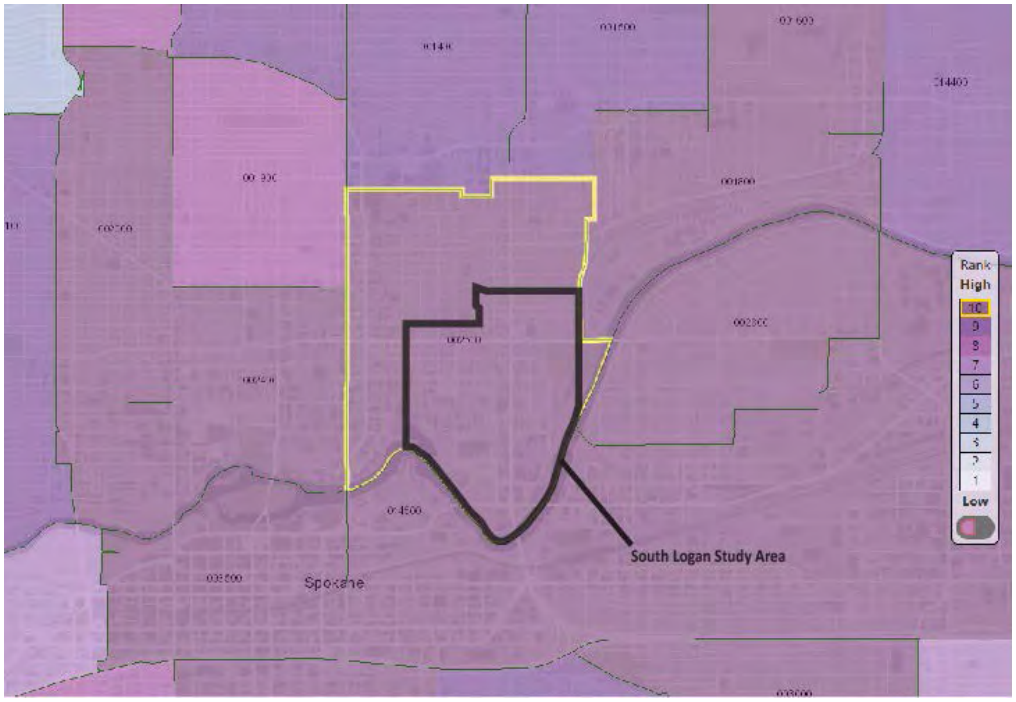
Figure 16 Health Outcomes in the Study Area



Health Disparities

Figure 17 illustrates the overall health disparities in the study area. The factors from the individual categories considered in the health disparities map include social determinants, economic determinants, and poor health outcomes (as compared to those of other census blocks throughout the state). The South Logan neighborhood ranks as a 10, indicating health disparities are very overall.

Figure 17 Health Disparities in the Study Area



Although the South Logan neighborhood has a very high risk for environmental health disparities, at least a portion of that can be attributed to a portion of the population being in student housing. In general, students have lower incomes and a lower percentage of employment. The study area also has several regulated affordable housing buildings, as well as private senior housing and assisted living. Approximately 48% of all households within the study area census tracts are rent burdened, meaning they pay 30% or more of their income for rent (ACS 2021 5-year estimates, table B25106).

3.6.2 Potential Impacts

3.6.2.1 Impacts Common to all Action Alternatives

TOD, as proposed with the South Logan TOD Subarea Plan, creates benefits for the environmental justice populations over the long-term by providing reliable and easily accessible public transit options, safer multi-modal facilities and better connections, a larger variety of housing options, and greater employment opportunities within the subarea. TOD principles conclude that TOD can improve people's health by reducing negative impacts of long commutes, enabling active mobility, and fostering environments that improve mental, emotional, and physical well-being. For additional information on housing and anti-displacement, see Section 3.2 above.

Temporary construction impacts would be similar under all the action alternatives, with increased development and redevelopment happening over many years. Temporary impacts from construction noise, dust, and traffic could have a greater effect on the South Logan study area due to the high risk for environmental health disparities. The specific effects would depend on the amount, duration, and type of construction activities. Potential impacts from specific projects would be evaluated on a case-by-case basis.

Future growth could result in more people living near mobile and stationary sources of air toxics and particulate matter $PM_{2.5}$. The impact of the action alternatives is that they would increase the potential number of people, or other "sensitive receptors" located near existing sources of harmful air pollutants. For additional information on Air Quality in the study area, see Section 3.3 above.

3.6.2.2 Alternative 1: No Action

Under Alternative 1, there could still be temporary construction impacts to the community, including EJ populations, but at a lower density and slower pace. As described above, the study area at a high risk for environmental health disparities due to the proximity to emission sources (I-90, SR-290 and local roadways) and due to the higher than average environmental justice populations. There would be less population growth over time under Alternative 1, resulting in fewer people in this neighborhood directly exposed to environmental factors that contribute to health disparity risks than the action alternatives. However, there also would be fewer community improvements, such as multi-modal amenities, likely without the goals and policies of the Subarea Plan to provide guidance for development.

3.6.2.3 Alternative 2: Hamilton Crossing

Alternative 2 includes priorities for multi-modal improvements, traffic calming, streetscape improvements, and a significant increase in housing. This alternative focuses on enhancing neighborhood connections and livability. These changes, supporting increased access to transit upgrades, would benefit the environmental health of the neighborhood residents. The availability of community services would likely increase proportionally to the population growth expected under Alternative 2.

3.6.2.4 Alternative 3: Southeast Riverfront

Alternative 3 focuses investment and zoning changes in the southeast riverfront area to promote development towards the creation of a vibrant mixed-use, transit-oriented hub. Alternative 3 includes pedestrian-oriented amenities, particularly along Columbus Street, but not to the same extent as Alternative 2 or Alternative 4. Population growth under this alternative would be similar to that of Alternative 2. The proposed zoning changes would encourage development of additional housing, mostly in the northern areas, and mixed-use and commercial mostly in the southern area, which would provide better choices for housing types and greater access to employment.

3.6.2.5 Alternative 4: TOD Emphasis

Alternative 4 includes the highest intensification of development and the largest projected population growth, with more than 6,000 additional residents over expected growth without implementation of the subarea plan. Accordingly, this alternative would likely see the highest increase in traffic. However, Alternative 4 includes priorities for multi-modal improvements, lower-intensity uses next to residential, higher-intensity TOD uses in the predominantly commercial/industrial areas, and green street improvements. The public improvements prioritized in Alternative 4 would somewhat lower the environmental health risks currently seen in the South Logan study area through maximizing the benefits of TOD, such as creating convenient access to STAs high-frequency transit service. It is likely that transit ridership within the study area will increase over time as redevelopment occurs, thus offsetting the increase in general purpose traffic, at least in part, from population growth.

3.6.3 Mitigation Strategies

To mitigate for the potential environmental health impacts from temporary construction activities, the City could require enhanced public outreach to the community to inform them and seek input on projects as they are implemented. Outreach could include:

- Public open houses to provide project information and access to city staff.
- Translation of informational materials into other languages, as needed.
- Providing alternative methods of information distribution, such as through community and service organizations, libraries, schools, employers, and transit agencies, as well as the standard electronic methods (website, email, social media, etc.).

Enhanced construction BMPs would also help reduce environmental health impacts, such as additional street sweeping to keep dust and debris from being tracked onto roadways, required emission controls on construction equipment, and limited hours for construction nearest sensitive noise receivers.

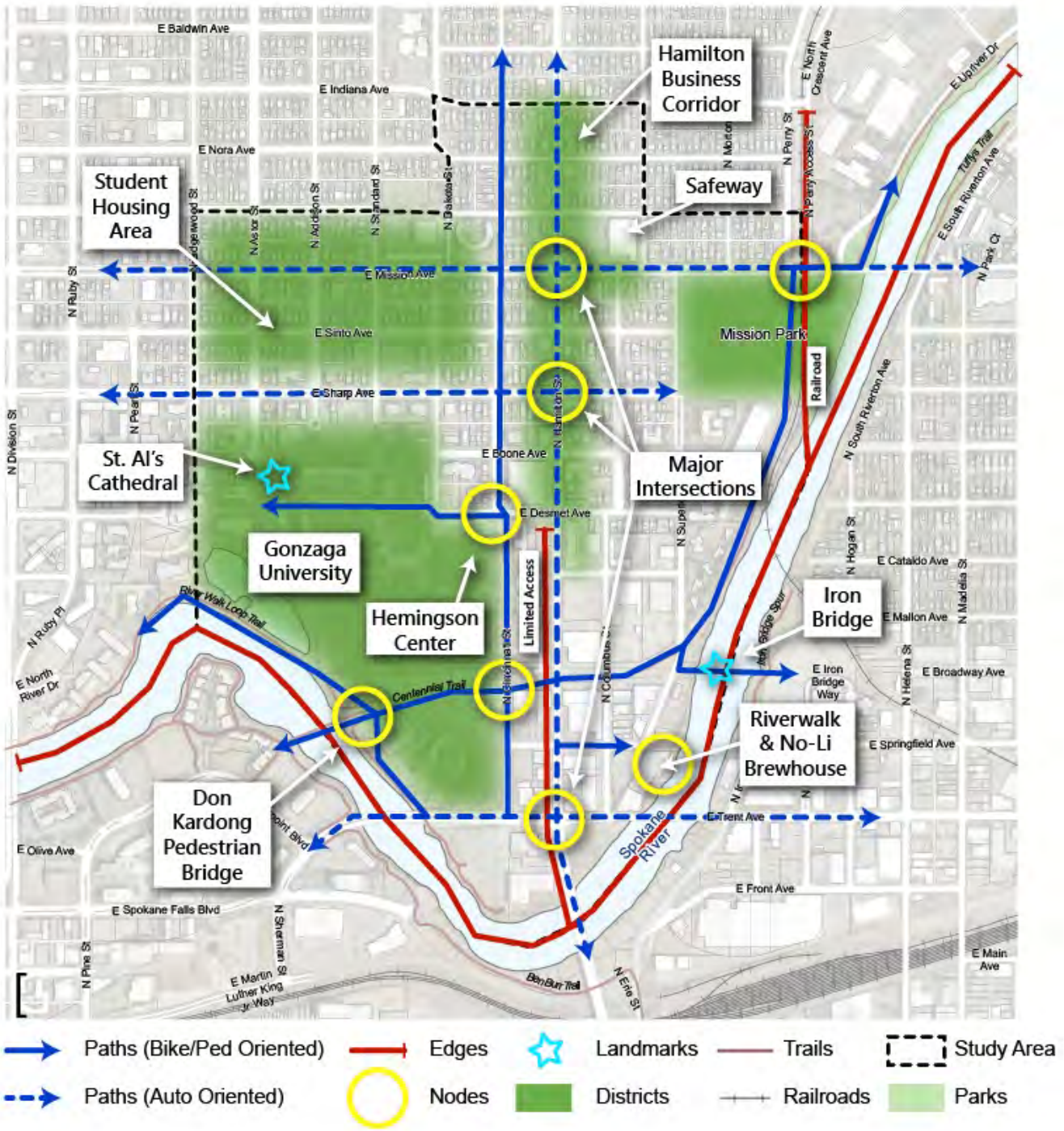
3.7 Aesthetics, Light and Glare

3.7.1 Existing Conditions

The study area has a range of land uses and development patterns which exhibit different aesthetics characteristics. The south end of the study area, generally south of Desmet Avenue, contains more commercial, institutional, and manufacturing uses, with few landscaped or open space areas other than the athletic facilities associated with Gonzaga University and the shoreline area (Figure 18). This portion of South Logan tends to have large, low, functional buildings with many paved or gravel lots. Buildings are unadorned and not maintained for physical appearance. North of E Desmet Avenue the predominant land uses are residential, with smaller, more finely detailed and decorated buildings, and more abundant plantings and open space (Figure 5).

Many of the residential streets between Sharp Avenue and Mission Avenue have landscaped buffer strips with mature trees. Mission Avenue is a boulevard with four lanes of traffic separated by a planting strip with a row of mature trees in the middle. Mission Avenue is lined by a mix of detached, houses, including some mansions, many of which have been converted to multi-tenant rentals, apartments including the, income-restricted senior-housing O'Malley Apartments, the St. Aloysius Gonzaga Catholic School, and various low-scale commercial/retail spaces centered at the Mission Avenue-Hamilton Street intersection. In the western portion of the study area, the Gonzaga campus features a number of multi-story institutional buildings contributing to the area an urban university character.

Figure 18 Landmarks and Nodes Map



Source: SCJ Alliance

Figure 19 Representative Neighborhood Photos

Top: Manufacturing buildings south of Desmet Avenue. Bottom: Residential areas north of Desmet Avenue.
Source: MAKERS

There has been gradual development over the last two decades both on the Gonzaga campus and off campus. Off campus examples include a multi-restaurant development on Hamilton Street built in 2012, and two recent market-rate apartment buildings that were constructed in 2016, the 940 Apartments on Ruby Street and the Matilda Apartments on Hamilton Street, the latter which provides ground floor retail with three floors of multi-family housing above. On campus, Gonzaga has been developing their campus with more institutional facilities and student housing, including the McCarthey Athletic Center that opened in 2004. The most recent student housing, Coughlin Hall, was built in 2009, and there are permits underway for additional on-campus student housing as of 2023. The Boone Avenue Retail Center, also known as BARC, was built in 2014, and the university's student center, the John J. Hemmingson Center, was built in 2016, both located on Desmet Street. The UW School of Medicine-Gonzaga University Health Partnership was the most recent building that opened in 2022, a $60 million facility that provides classrooms, labs, offices and study spaces for the UW School of Medicine and Gonzaga's Department of Human Physiology. Much of the development in the last two decades has occurred on campus or immediately adjacent to campus. Some photos of recent developments are shown in Figure 20.

Figure 20 Recent Development in South Logan

Examples of recent development in South Logan: John L. Hemmingson Center, Joya Child and Family Development, and the 840 Building.
Source: Gonzaga University; MAKERS

Even with the recent development, most of the buildings throughout the study area are over 50 years old (Figure 21). There are a number of historically significant older buildings, including St. Aloysius Church, the Spokane and Inland Empire Railroad Car Facility (SIERR building), Cascade Laundry Building, the former Heath Branch of the Spokane Carnegie Library, Holy Names Academy building, and houses in the Mission Avenue Historic District. See also Section 3.9 Historic and Cultural Preservation for more information.

Figure 21 Examples of Historic Buildings in South Logan

Source: MAKERS; public domain

3.7.1.1 Relevant Policy and Regulations

1) Comprehensive Plan

The Spokane Comprehensive Plan addresses aesthetic issues primarily in Chapter 8 – Urban Design and Historic Preservation and Chapter 12 – Parks, Recreation, and Open Space.

The values listed for the Urban Design and historic Preservation chapter include the following:

- Maintaining the natural beauty that makes Spokane distinctive, including the parks, waterways, tree-lined streets, and green areas;
- Preserving the historic buildings, historic fabric, and cultural heritage that provide Spokane with its character;
- Ensuring that new buildings in historic areas complement their surroundings;
- Developing Spokane to be an attractive, clean city in which people take pride;

Comprehensive Plan policies related to Aesthetics in various chapters include:

- **DP 1.3 Significant Views and Vistas**
  Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.
- **DP 2.16 On-Premises Advertising**
  Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.
- **DP 2.17 Billboards**
  Prohibit new construction of billboards and eliminate existing billboards over time.
- **DP 2.21 Lighting**
  Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.
- **PRS 1.5 Open Space Buffers**
  Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.
- **ED 8.1 Quality of Life Protection**
  Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.
- **NE 12.1 Street Trees**
  Plant trees along all streets.
- **SH 3.3 Public Art Incentives**
  Provide incentives such as bonus densities or increases in floor-area ratio and lot coverage to encourage the use of public art in commercial, industrial, and mixed-use developments.

2) Logan Neighborhood Identity Plan

The Logan Neighborhood Identity Plan adopted in 2013 contains recommendations to establish neighborhood identity with streetscape improvements throughout the Hamilton Corridor, including the study area (Figure 21). Specific elements include:

- Intersection and controlled crosswalk paving
- Curb ramps
- Street lighting
- Street signage
- Neighborhood identification signage
- Public art

Figure 22 Example Images from Logan Neighborhood Identity Plan

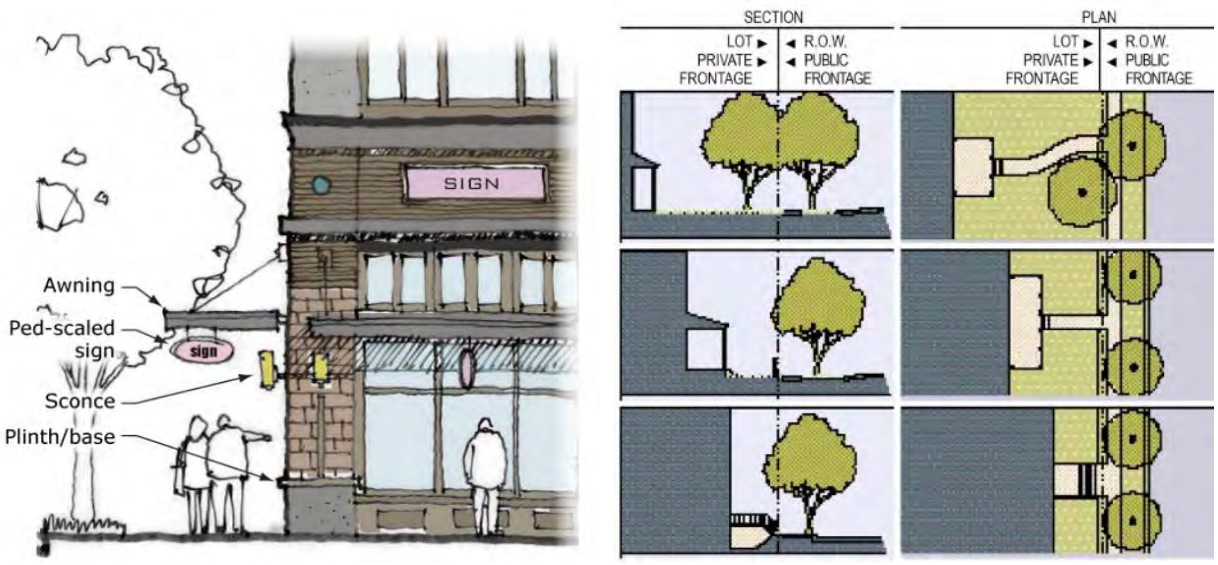
3) Hamilton Form-Based Code

The Hamilton Form-Based Code (FBC) was adopted in 2015 with the intent to foster an economically vibrant, walkable, mixed-use environment along the Hamilton Street corridor. The FBC regulates land development by setting careful and coherent controls on building form, coupled with more relaxed parameters relative to building use and density (Figure 22). This greater emphasis on physical form is intended to produce safe, attractive and enjoyable public spaces, including a healthy mix of uses. The code was designed to be a model that could be employed in other areas to foster TOD.

Objectives of the code include:

- Transforming the built character of the corridor to make it more attractive.
- Establishing clear design guidance to ensure development in the district is consistent with the neighborhood's vision for the area.

Figure 23 Example Architectural Requirements of Hamilton Form-Based Code



Source: City of Spokane

4) Design Review

The Design Review board has purview over public projects, projects that extend over a public right-of-way, and private projects that seek departures from design guidelines, including Center and Corridor Design Standards.

Design review is a process in which specific types of development proposals, or proposals seeking departures from existing design standards, are reviewed and evaluated based upon qualitative criteria that take into consideration such aspects as landscaping, pedestrian circulation, bulk, scale, and architectural context.

For development proposals that are already substantially compliant with the applicable design standards, and applicable design guidelines, design reviews and requests for design departures can be conducted by urban design staff through an Abbreviated Design Review. The urban designer's recommendations are reviewed and approved by the chair of the Design Review Board. For development proposals that are more complex in nature, design reviews and design departures are conducted by the Design Review Board through a Standard Design Review. The Design Review Board is comprised of citizens and practicing professionals who represent community interests including a diversity of design and technical professions. Board members are nominated by the Mayor, appointed by City Council, and serve without compensation. The Board's mission includes the following:

- Improve communication and participation among developers, neighbors, and the City early in the design and siting of new development projects subject to design review;
- Ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's comprehensive plan;
- Advocate for the aesthetic quality of Spokane's public realm;
- Encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work, and visit;
- Provide flexibility in the application of design standards as allowed through design departures;

- Ensure that public facilities and projects within the City's right-of-way wisely allocate the City's resources and serve as models of design quality.

5) Building Opportunities and Choices for All

The Building Opportunities and Choices for All ("BOCA") pilot zoning program passed in July 2022 allows duplexes, triplexes, fourplexes and townhouses to be built in RSF and RTF zones. The measure includes design standards for new housing built, including standards for landscaping, front yards, usable open space, usable open space, street-oriented front entrances and windows, building articulation for larger buildings, screening for unsightly features like mechanical equipment and garbage areas, and measures to limit the visual impact of parking facilities. The design standards ensure that such low-intensity housing development is contextually sensitive for construction in existing residential neighborhoods. The interim ordinance is in effect through July 18, 2023, though all or part of the ordinance may be extended or made permanent.

3.7.1.2 Transitions

Zoning districts in place in the study area are generally laid out to create gradual transitions between where high-intensity uses and low intensity residential uses are allowed. The most intense zones, General Commercial 150 (GC-150) and Center and Corridor 1 – Employment Center (CC1-EC) are located in the southern end of the study area, while most of the north of the study area has low-intensity Residential Single Family (RSF) zoning. The Hamilton Form-Based Code (FBC) also allows higher intensity residential and/or commercial buildings along Hamilton Street, with lower intensity transitional zones east and west of Hamilton.

GC-150 and CC1-EC allow commercial, mixed-use, and residential buildings up to 150 feet in height. Both zones have transition standards in place that reduce allowed heights in proximity to RSF and Residential Two Family (RTF) zones.

3.7.1.3 Views

Comprehensive plan policy DP1.3 instructs the city to "identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties."

One important view in the study area is the view of St. Aloysius Catholic Church, the tallest building in the study area, with twin spires that rise to approximately 140 feet (Figure 23). The church is visible from many points on Gonzaga campus and some public streets. Future development is unlikely to significantly impact views of the church.

Figure 24 St. Aloysius Church, seen from one half block north on N Astor Street.

Source: Google Maps Streetview © 2023 Google

The Spokane River can be viewed from a few locations in the study area, but in most places is obscured by buildings and/or inaccessible to the public. Bridges, including the two pedestrian/bicycle bridges in the study area, and the Centennial Trail offer the best access to view the river at present.

6) Light and Glare

Manufacturing uses currently present in the study area likely produce significant light and glare at night. With a few exceptions just south of E Desmet Avenue, residential uses are generally not located adjacent to the manufacturing areas at present.

3.7.2 Potential Impacts

3.7.2.1 Impacts Common to all Action Alternatives

Projects implemented under the subarea plan could change the look and feel of the existing Logan neighborhood as business and building types change. All action alternatives would allow larger buildings throughout portions of the study area including in areas currently zoned RSF, RTF and CA1 through CA4 in the Hamilton FBC. Existing programs, policies, and regulations to ensure compatible building design would be in place, including commercial/residential transition standards, and design standards in residential, GC, and CC zones, and design review. While Design Review may be required for certain projects, all development is eligible for Design Review and Design Departures. These would be enhanced by design elements of revised zoning to implement the subarea plan. Where changes in zoning allow building up to 150 feet, it is unlikely that future development will rise above seven or eight stories due to market dynamics, limiting the visual impact of new development where adjacent to lower-intensity zones. Gradual replacement of manufacturing uses with residential, retail, and office uses in the southern part of the study area will likely reduce the impact of light and glare over time. Updates to development regulations and design standards can encourage quality development that adds to neighborhoods' livability and overall aesthetics.

3.7.2.2 Alternative 1: No Action

Under Alternative 1, existing conditions would likely continue. The most likely changes to area aesthetics would likely involve construction of taller buildings in the southern part of the study area where currently allowed under CC and GC zoning. Taller buildings may also be constructed along Hamilton in the north-central part of the study area, where the FBC provisions ensure a gentle transition to surrounding low-density areas. Alternative 1 assumes interim BOCA provisions expire in July 2023, removing design standards from new development in RSF zones.

3.7.2.3 Alternative 2: Hamilton Crossing

Alternative 2: Hamilton Crossing assumes the greatest development activity in the area around Hamilton Street, with a revised FBC code area, allowing greater development intensities and streetscape investments and catalyzing development interest. Areas currently zoned RSF and RTF would be rezoned to allow multi-family buildings, likely resulting in scattered redevelopment of buildings that are taller, bulkier, or have greater lot coverage than what is allowed under current zoning (Figure 24). Over time the zoning boundary between areas where mid-rise development is allowed and areas where low-rise development is allowed may become apparent as infill projects are completed.

Figure 25 Existing Non-conforming Multi-family Building in RSF Zone

3.7.2.4 Alternative 3: Southeast Riverfront

Alternative 3: Southeast Riverfront assumes the greatest development activity in the southern part of the study area. Redevelopment in alignment with plan goals would include public access to the riverfront, improving people's ability to enjoy views of the river. Streetscape improvements in southern commercial/manufacturing areas would greatly improve sense of place and comfort for people on public streets, sidewalks, and multi-use paths. Gradual decreases in zoned capacity from midrise multifamily to low-rise multifamily to low-density residential will encourage transitions in buildings heights from overall high- to low-intensity areas.

3.7.2.5 Alternative 4: TOD Emphasis

Alternative 4: TOD Emphasis assumes more new development than other alternatives, and development that is spread most widely throughout the study area to connect more people to public transit. Aesthetic impacts may be experienced most in existing low density residential areas where new zoning would allow up to five story apartments. In these areas, gradual infill construction may result in increased shade and changes to the local aesthetic landscape for some properties that are adjacent to new development. Investments along N Columbus Street would improve the quality of the streetscape, which currently lacks consistent street trees, planting strips, sidewalks or other pedestrian amenities south of Cataldo Avenue.

3.7.3 Mitigation Strategies

Development that is aligned with the policies set forth in the Spokane Comprehensive Plan, Logan Neighborhood Identity Plan, design standards and, where applicable, the established design review process will have no significant aesthetic impacts to the study area. In addition, the following actions will help to mitigate any remaining minor impacts.

3.7.3.1 Center and Corridor Code Updates

Updated development regulations for Center and Corridor zones, where the greatest amount of development is expected, should include review and, where needed, updates to Center and Corridor design standards to ensure that they adequately address building aesthetics and further promote TOD principles. Important factors to consider for aesthetics are those that have the most visual impact on passersby, such as apparent building width and ground-level details, as well as functional elements like utility infrastructure and parking areas. Design standards applied with zoning code may require buildings to break up massing through modulation or other strategies to reduce apparent building width. Design standards should also ensure detailed and visually interesting ground level floors on large new buildings and discourage visually prominent placement of utility and parking infrastructure.

3.7.3.2 Updates to the Hamilton Form-Based Code

The Hamilton Form-Based Code (FBC) includes robust standards for building form and design that mitigate any aesthetic impacts of new development. If the preferred alternative includes an expansion or revision to the current context areas where the FBC applies, the code should be reviewed and updated to ensure the revised code maintains standards to uphold aesthetic quality.

3.7.3.3 Public Investments

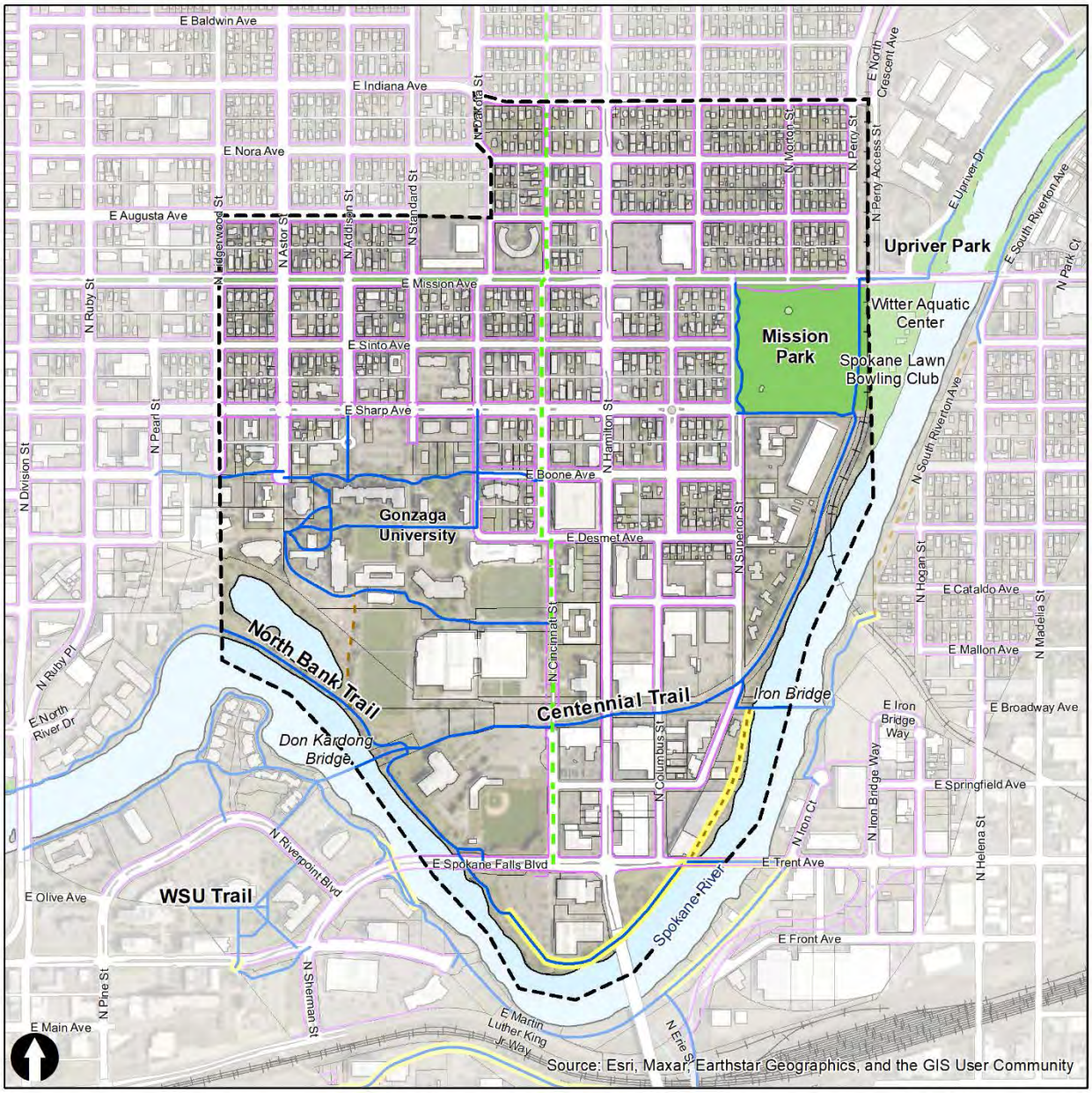
Public investments offer opportunities to enhance aesthetics in the area, including access to views, and appropriate transitions. New public spaces or pathways and bridges should be designed to highlight views of the river and/or significant buildings where possible. Siting and design of public spaces can also help to transition between higher-intensity and lower intensity uses, or to break up concentrations of high-intensity uses. New utility or transportation infrastructure should be designed in such a way as to limit excess light on private properties at night. The design review process, which applies to public projects and projects in the public right of way will help achieve concurrence with design goals in adopted plans.

3.8 Recreation

3.8.1 Existing Conditions

Figure 25 below illustrates the existing park and recreational features of the South Logan study area, including Mission Park and the Witter Aquatic Center, the Centennial Trail, the North Bank Trail, the Cincinnati Greenway, and various Gonzaga University pathways described in this section.

Figure 26 Park and Recreation Facilities



Parks and Recreational Facilities

Existing Walk, Bike, & Roll Network

- Sidewalk
- Shared Use Path
- Soft Surface Path
- Neighborhood Greenway

Planned Network

- Shared Use Path
- Soft Surface Path

- Study Area
- Parks
- Railroad

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 27 Mission Park

3.8.1.1 Mission Park

Mission Park is the recreational anchor of the greater Logan neighborhood. Amenities within this 13-acre park include a baseball field, tennis and pickle-ball courts, horseshoe pits, a playground, splash pads, plentiful open lawn areas, and a significant canopy of large deciduous trees. Witter Aquatic Center and the Spokane Lawn Bowling Club (which uses the historic former Spokane Public Bath House as its clubhouse) lie just to the east of the park across from the railroad tracks and just outside the study area boundaries. These attributes make the area a very active node for vehicles, freight, transit, bicycles, and pedestrians.

3.8.1.2 The Centennial Trail

The Centennial Trail is a major 40-mile regional bicycle and pedestrian route that serves travelers and recreation users (Figure 27). Approximately one mile of the trail runs through the study area. The trail is managed by Riverside State Park and maintained in partnership with the Friends of the Centennial Trail. From downtown, it passes through the Gonzaga University campus, crosses above-grade over Hamilton Street, and then follows the east edge of the study area up through Mission Park, joining up with Upriver Park, described below. The trail is used by nearly 2 million people per year, according to Visit Spokane, providing vital east-west connections from the study area to the larger region.

Figure 28 The Centennial Trail

3.8.1.3 North Bank Trail

There is also the North Bank Trail that follows the Spokane River along the southwest edge of the study area. This is a popular connection for many users of the Centennial Trail, providing a complementary route on the north side of the river.

3.8.1.4 Gonzaga University Pathways

Gonzaga University's campus includes an expansive network of walking paths throughout campus that are regularly used by students, faculty, and community members as they go to and from classes, dorms, and study breaks (Figure 28).

Figure 29 Trails and Bike Paths in South Logan

3.8.1.5 Upriver Park

Just outside of the study area boundary, the Avista Corporation partnered with the City of Spokane Parks and Recreation to create a three-acre open space that provides public river access, water-based recreation, and ecological improvements. The park involved vacating Upriver Drive between Mission Avenue and North Center Drive adjacent to the Avista headquarters, creating a linear parkway and separating Centennial Trail from vehicular traffic. An underpass for the Centennial Trail at Mission Avenue is in long-term plans to replace the existing at-grade crossing of five vehicular travel lanes.

3.8.1.6 Summary

With 13-acre Mission Park and the Centennial Trail, the study area has two very significant recreational assets. The extensive Spokane River frontage is another great recreational asset, which the North Bank and Centennial Trails and recent improvements surrounding the SIERR building take good advantage of. Gonzaga University also provides tremendous recreational assets with publicly accessible trails and an open space network. Despite those assets, participants in the community planning process have noted the study area's lack of "community spaces." For example, there is no public school or public library in the study area.

3.8.1.7 Relevant Policy and Regulations

1) **Comprehensive Plan**

The Spokane Comprehensive Plan addresses recreation in Chapter 12 – Parks, Recreation, and Open Space.

The values listed for the Parks, Recreation, and Open Space chapter include the following:

- Providing and maintaining parks to serve all neighborhoods
- Maintaining open spaces, golf courses, and trails
- Being close to the outdoors, recreation, and nature
- Providing recreation facilities and programs
- Maintaining linkages between parks, recreational facilities, and open spaces

Notable Comprehensive Plan recreational policies related to the study area include:

- **PRS 1.2 River Corridors**
  Protect river and stream corridors as crucial natural resources that need to be preserved for the health, enjoyment and responsible use and access of the community, consistent with the Shoreline Master Program.
- **PRS 1.4 Property Owners and Developers**
  Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.
- **PRS 2.2 Access to Open Space and Park Amenities**
  Provide for linkages and connectivity of open space and park amenities.
- **PRS 3.1 Trails and Linkages**
  Provide trails and linkages to parks in accordance with city adopted plans.
- **PRS 3.2 Trail Corridor Development**
  Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, compatible with adjacent uses.
- **PRS 5.1 Recreation Opportunities**
  Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.
- **PRS 5.6 Outdoor Recreational Facilities**
  Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.
- **PRS 1.5 Open Space Buffers**
  Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.

2) Parks and Natural Lands Master Plan

The City adopted the Parks and Natural Lands Master Plan in June of 2022. The plan took a fresh look at the parks and natural lands system and incorporated strategies to identify and address gaps and to develop park programming and partnerships to enhance recreational offerings. Key elements that relate to the study area are provided below.

The plan examined the number of parks and accessible acreage by classification divided by 1,000 population to help determine the number of acres needed by 2037 to maintain the current acreage level of service. For example, the plan notes that 16 acres of neighborhood parks and 17 acres of community parks will be needed by 2037 to maintain the current acreage-based level of service.

Other notable findings in the Parks and Natural Lands Master Plan include:

- The plan's gap analysis map references that the southern portion of the study area is NOT within a 10 minute walk from parks or natural lands. This map, however, did not account for the Centennial trail's presence nearby.
- The City recently converted some of Mission Park's tennis courts to pickle-ball courts, which accommodate a higher intensity of recreationalist than tennis courts, and have become increasingly popular.
- Other key recreational gaps for Spokane's District 1 (which the study area is a part of) include:
    - Dog park
    - Disc golf course
    - Sports equipment/fields
    - Grill and picnic area
    - Mountain bike park/pump track and skate park
    - Pickleball court
    - Therapeutic recreation services
    - Trails for hiking and biking (paved and unpaved)
    - Water access for kayak, raft, canoe, SUP
    - Wellness and enrichment programs
- Developing additional water access points was a prime objective for caring for and activating the Spokane River. Specifically, the plan suggested developing a fishing and a walking, biking and rolling access point along the riverbank by the SIERR building. Also, recent walking, biking and rolling access improvements were completed at Upriver Park adjacent to Avista.
- The plan included a number of strategies involving homelessness within the City's parks and recreational facilities and emphasizing park design that fosters positive interaction, as homelessness has been noted as a community concern for both Mission Park and the Centennial Trail.
- Putting the "park" back into the parkway boulevards is another key objective in maintaining and caring for the City's park and recreational assets. The plan references completing two pilot parkway projects to demonstrate different landscape treatments for improved appearance and sustainability and installing walking paths.

3.8.2 Potential Impacts

3.8.2.1 Impacts Common to all Alternatives

The Parks and Natural Lands Master Plan illustrates the number of acres of the various park classifications that would be needed to maintain current LOS standards in 2037 based on anticipated growth,. Examining the LOS standards for neighborhood parks and total park acreage (Table 7) illustrates current conditions and surplus/gaps with respect to the park classifications by 2047 using the study area's existing and assumed population under each of the plan's alternatives. The findings illustrate the challenge with using acreage based LOS standards to determine future needs, especially for developed subareas like the South Logan study area.

Table 8 2047 Park Needs to Maintain LOS, Based on Population Projections

	Existing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Neighborhood Park – current acreage level of service (1.23 acres/1,000 population)	@ 13 acre, LOS is 5.74 acres based on 4,676 population = **7.26 acre surplus**	Assuming 715 population increase, LOS is 6.62 acres = **6.38 acre surplus**	Assuming 3,898 population increase, LOS is 10.54 acres = **2.46 acre surplus**	Assuming 3,674 population increase, LOS is 10.27 acres = **2.73 acre surplus**	Assuming 6,226 population increase, LOS is 13.4 acres = **0.4 acre deficit**
Total park acreage, excluding golf courses, parkways & natural lands – current acreage level of service (5.8 acres/1,000 population)	@ 13 acre, LOS is 27.12 acres = **14.12 acre deficit**	Assuming 715 population increase, LOS is 31.26 acres = **18.26 acre deficit**	Assuming 3,898 population increase, LOS is 49.72 acres = **36.72 acre deficit**	Assuming 3,674 population increase, LOS is 48.43 acres = **35.43 acre deficit**	Assuming 6,226 population increase, LOS is 63.23 acres = **50.23 acre deficit**

3.8.2.2 Alternative 1: No Action

Continued development and population increase under the No Action alternative will increase demand for park and recreational space and features, though at a lesser rate than the action alternatives. With Mission Park, the study area has a surplus of neighborhood park space, based on current citywide conditions. However, when factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 18 acres by 2037 under the No Action alternative.

Alternative 1 assumes the following improvements will be made:

- A walk/bike/roll boat launch and fishing access on the river will be added adjacent to the SIERR building.
- A Centennial Trail underpass will be built at Mission Avenue to better connect to Upriver Park and reduce safety concerns with crossing Mission Avenue, but that no further park, trail, and related improvements will be made that enhance access to those facilities.
- Extension of the North Bank Trail as a shared use pathway from its current terminus just south of Spokane Falls Boulevard east under the SR 290 ramp to the E Trent Avenue bridge, after which the trail will become a soft surface pathway extending north to the Iron Bridge.

3.8.2.3 Alternative 2: Hamilton Crossing

With a projected population increase of 3,898 by 2047 under Alternative 2, the demand for park and recreational space and features will increase at a greater rate than under the No Action alternative. With Mission Park, the study area will still have a surplus of neighborhood park space (by more than 2 acres) by 2047, based on current citywide conditions. However, when factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 36 acres by 2037 under the Hamilton Crossing alternative. Given the study area's urban nature and fixed boundary, meeting that standard will be increasingly unrealistic.

Enhanced connectivity, particularly across Hamilton, will improve access to Mission Park from the larger study area. This alternative also proposes to study options for improving river crossings for bicycles and pedestrians in the vicinity of Mission Park. This includes enhancing the connection along Mission Avenue or constructing a new walking/biking/rolling bridge at Sharp Avenue.

Increase in allowed density around Mission Park may create more "eyes on the park" to provide some safety benefits. Similarly, the increase in density will likely increase use of both Mission Park and the Centennial Trail, possibly bringing some park facilities to capacity more often and creating more trail user conflicts.

3.8.2.4 Alternative 3: Southeast Riverfront

Alternative 3 includes very similar population projections as Alternative 2, except a higher percentage of the growth may occur in the southern portion of the study area. With Mission Park, the study area will still have a surplus of neighborhood park space (by more than 2 acres) by 2047, based on current citywide conditions. However, when factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 35 acres by 2037 under the Southeast Riverfront alternative. Again, given the study area's urban nature and fixed boundary, meeting that standard will be increasingly unrealistic.

Alternative 3 focuses activities and improvements in transforming the southeast riverfront area with TOD. This concept seeks to create "trail-oriented development" along the Centennial Trail (development that visually orients towards the trail to provide better aesthetics and promotes "eyes on the trail" for better safety), a pedestrian plaza via public/private partnership at or near the Columbus/Springfield intersection, and improved public access to the river.

Like in Alternative 2, the overall increase in density will likely increase use of both Mission Park and the Centennial Trail, possibly bringing some park facilities to capacity more often and creating more trail user conflicts. However, the increase in use of the park and trail may bring more "eyes on the park and trail" to provide potential safety benefits.

Some pedestrian improvements to Hamilton's signalized intersections will enhance access to Mission Park from larger parts of the study area.

3.8.2.5 Alternative 4: TOD Emphasis

Alternative 4 provides the biggest increase in zoned capacity of all of the action alternatives. Even with Mission Park's 13 acres, the study area anticipates a small deficit of neighborhood parkland (0.4 acre) by 2047 in this alternative. When factoring in all parklands, but excluding golf courses, natural areas and parkways, the study area now features a 14 acre deficit, which will grow to more than 50 acres by 2037 under the TOD Emphasis

alternative. Again, given the study area's urban nature and fixed boundary, meeting that standard will be increasingly unrealistic.

A zone change to accommodate multifamily uses adjacent to Mission Park would likely result in greater use of the park and create more "eyes on the park" to provide some safety benefits. At the same time, the density increase may bring some park facilities to capacity and increases the opportunity for user conflicts.

Similar to Alternative 2, this alternative emphasizes public improvements to enhance walking, biking, and rolling crossings along the Hamilton and east-west connections through the neighborhood, which will enhance access to Mission Park, the Spokane River, and the Centennial Trail. This alternative also proposes to study options for improving river crossings for bicycles and pedestrians in the vicinity of Mission Park. This includes enhancing the connection along Mission Avenue or constructing a new walking/biking/rolling bridge at Sharp Avenue. Proposed enhancements to Columbus Street will also improve the neighborhood's access to the park, trail, and the river.

3.8.3 Mitigation Strategies

3.8.3.1 Public Investments

Public investments offer opportunities to enhance recreational uses in multiple locations in the study area, most notably at Mission Park.

- Park improvements could include the integration of new facilities, upgrades to existing facilities, and new programming activities to encourage and accommodate more daily and event-based park usage and increase public safety.
- The generous Centennial Trail right-of-way also offers opportunities to add physical and visual amenities to encourage more trail use and enhance the setting for complementing private development adjacent to the trail.
- Public streetscape improvements are another opportunity that can both improve access to the park, trail, and riverfront and make the street function, in some special cases, as a recreational asset (the planned Columbus Street improvements in Alternative 3 are an example).

3.8.3.2 Public/Private Partnership Investments

There is potential for a number of public/private partnerships to enhance study area recreational opportunities:

- Alternative 3 emphasized the opportunity for public/private partnership developments, particularly in the riverfront area with large parcels/property ownerships. Such developments often have better opportunities of incorporating public plazas or pocket parks that are directly integrated into the development. The public side of the investment could come in a variety of forms, including streetscape improvements, or shared investment in park/plaza space.
- Considering the large area of public ownership on either side of the Centennial Trail and development potential on private parcels fronting the trail, there is tremendous potential for a public/private partnership in expanding the recreational amenities with in the trail corridor, enhancing the context and visibility of the trail, and facilitating the desired TOD in this area.
- The riverfront properties also present an opportunity for such partnerships to provide enhanced water access and related riverfront amenities.

- Collaboration with St. Aloysius regarding the accessibility of their playfield for public use during non-school/event hours.
- Collaboration with Gonzaga University regarding the use of some of their open spaces for broader community use.

3.8.3.3 Regulatory Changes and Related Private Investments

Regulatory changes that further emphasize pedestrian-oriented development might increase the likelihood of the integration of small plaza spaces, particularly near building entries, or even riverfront access/amenities. Such changes bring greater predictability to the future context and particularly with good communication with property owners and developers, could lead to the inclusion of such public amenity spaces, even if they are privately owned. While these spaces are likely to be smaller, they could still integrate a variety of small scale active and passive recreational amenities/features.

3.9 Historic and Cultural Preservation

3.9.1 Existing Conditions

The Spokane River, particularly the spectacular series of falls, has drawn people to the area for thousands of years and were the reason for both native habitation and later, white settlement. The river provided an abundance of salmon, which sustained the region's indigenous peoples, the "Spokanes." Spokane ancestors were a river people, living a semi-nomadic way of life hunting, fishing, gathering, and living along the banks of the Spokane and Columbia rivers and scattered up the tributaries. During salmon runs, other tribes joined the Spokanes at the Falls for fishing, trade, games, celebration, and socializing.

3.9.1.1 1800's

In the 1800s, U.S. soldiers arrived and began displacing the Spokanes from their ancestral land as white settlement increased. Fur traders and missionaries were the first people of European descent to traverse the broader area of Spokane. In 1858, with no treaty established or adequate communications from the Federal Government, the Spokane's defended their families and country as U.S. soldiers marched through their country. Settlement increased within the area in the 1870s as the first sawmill was built, followed by stores, churches, schools, banks, hotels, saloons and a newspaper. In 1881, President Rutherford B. Hayes formerly established the Spokane Indian Reservation of approximately 154,602 land acres known as Chief Lot's reservation, which was located northwest of the present city. At the same time, Spokane was incorporated in 1881 with a population of about 1,000. From 1908, dams on the Spokane River ended the Spokane Tribe's salmon-based way of life, further removing them from their ancestral homelands and way of life. In 1951, the Spokane Tribe officially became one of 574 recognized tribal governments within the United States following the passage of their formal Constitution that governs them today.

The Logan Neighborhood was platted and developed between 1884 and 1890 by Sylvester and Ida Heath and the Jesuits of Gonzaga College. The area developed as a "suburb" of downtown Spokane. The pattern of wide streets and boulevard landscaping were introduced by the priests as a reflection on popular trends in Europe and cities of the eastern United States.

3.9.1.2 Gonzaga University

Gonzaga University was founded in 1887 by an Italian Priest and Jesuit Superior of the Rocky Mountain Missions, Father Joseph Cataldo. He bought 320 acres in 1881 from the Northern Pacific Railroad with the intention to

build a school for tribes that the Missions were serving plus any white settlers that might come to the region. While the school only had seven students when it opened, it quickly grew to 244 students and a faculty and staff of 24. The present St. Aloysius Church, then located on the edge of the campus, was dedicated in 1911. And the next year Gonzaga was granted legal status as a university by the Washington State Legislature. That same year, 1912, Gonzaga's School of Law opened its doors. The school continued to expand and evolve in the decades thereafter, welcoming women for the first time in 1948. Current enrollment is about 8,000, with faculty and staff of over 1,200 people in 105 buildings on 131 acres. [11]

3.9.1.3 Early 1900's and Industrial Legacy

Sanborn Fire Insurance Maps from 1910 illustrate extensive large scale industrial uses mixed with single family homes in the southern portion of the study area. Several rail lines ran through the area and the street grid included several streets that don't exist today. The Spokane and Inland Empire Railroad Company Car Barns & Repair Shops, one of very few buildings in that area still standing today, stood in prominence on the north bank of the Spokane River. Further north, the McGoldrick Lumber Company Mill dominated the area, occupying 60 acres along the river south of Gonzaga University. Logs were stored on the river and milled lumber was dried in piles outdoors[12]. The mill survived many fires until a 1945 fire leveled most of the plant. Figure X from a 2018 Spokesman-Review Then and Now article illustrated conditions in 1941 (with the Gonzaga football stadium visible middle left) and in 2018 in nearly the same view. Other notable businesses visible in the 1910 maps included a box manufacturing company, a sash and door factory, the Springston Lumber Mill, and the Pearl Steam Laundry.

Figure 30 Then and Now Photographs from Spokesman Review

Both images look southeast with the Spokane River on the right. The mill sits in the foreground in the 1941 image and Gonzaga University occupies most of the mill property in the 2018 image.
Source: Spokesman-Review photo archive (left image), Jesse Tinsley (right image), Then and Now: McGoldrick Lumber, Spokesman-Review, July 16, 2018

3.9.1.4 Hamilton Street Onramp

One notable feature not on those 1910 Sanborn Fire Insurance Maps was the Hamilton Street onramp, which wouldn't be constructed for another 70 years. In 1970, Hamilton Street saw about 14,400 cars per day. That year, the Spokane Metropolitan Area Transportation Study recommended a freeway be built literally on Hamilton Street to help alleviate the heavy traffic on Division Street. The plan had been discussed for decades, and the WSDOT had already built the on- and off-ramps for the freeway on I-90 just to the south. While opposition stopped the north-south freeway using the Hamilton Street route, the existing Hamilton Street

bridge was constructed in 1984. While the bridge more than doubled the traffic on Hamilton Street, it had very little impact on Division Street's traffic flow.

3.9.1.5 Context From the 1980 Logan Neighborhood Design Plan

The 1980 Logan Neighborhood Design Plan provided some informative details about how the neighborhood has evolved:

- Replacement of the turn of the century housing stock with new poorly designed apartment buildings was perceived as a real threat to the neighborhood's character.
- The neighborhood's arterials, while they are critically important in moving people around the city, create very significant divisions within the neighborhood.
- Gonzaga University and other institutional uses create a mix of benefits and impacts in the context of neighborhood development. The university campus had expanded northward over time to the extent that some blocks between Boone and Sharp Avenues are almost entirely institutional uses.
- Commercial development along Hamilton Street was in need of visual improvement, including landscaping and sign design guidelines.

3.9.1.6 Historic Properties

The National Register of Historic Places (NRHP) serves as the Federal government's official list of those properties deemed worthy of preservation. Listing on the National Register is primarily a tool to encourage preservation, recognition, and rehabilitation of our national landmarks. There are over 100 properties in Spokane that are listed on the National Register of Historic Places, often in concurrence with listing on the Spokane Register. The National Register does not require the owner to preserve or maintain the property, and does not guarantee preservation of the property. The owner is not required to preserve the property, nor is the property protected from the effects of state and local projects, unless Federal funding or licensing is involved. Unless the owner applies for and accepts special Federal benefits, the property owner can do anything with the property that they wish, so long as it is permitted by state and local law. Properties cited as contributing structures within National Historic Districts are also individually listed on the National Register of Historic Places. Owning a home that is a contributing structure within a district allows the homeowner to take advantage of federal incentives without the signing of a management agreement. Demolition of National Register properties does not result in significant tax penalties.

The Spokane Register of Historic Places (SRHP) is the City of Spokane's local official list of properties that have been designated as significant contributors to the historical development of Spokane. The Register was established by ordinance in both the City and County of Spokane in 1981 and 1982, respectively. These ordinances deem the City/County Historic Landmarks Commission responsible for the stewardship of historic and architecturally significant properties. Nominations to the Spokane Register must be accompanied by owner consent, and eligibility for the Spokane Register is generally reserved for properties 50 years of age or older and is determined by the established criteria. Owners of properties listed on the Spokane Register of Historic Places agree to follow Management Standards and the Secretary of the Interior's Standards for Rehabilitation outlined in their "Management Agreement." This agreement states than an owner must obtain a Certificate of Appropriateness (COA), or approval, for any action affecting use, exterior appearance, new construction or demolition of the designated historic structure. It's important to note that normal maintenance or repair does not require design review if no changes are made to the exterior appearance of the building.

The study area features the Mission Avenue National Historic District, as well as several individual properties designated on the NRHP and SRHP in the South Logan study area as set forth in Table 8 and shown on Figure 30.

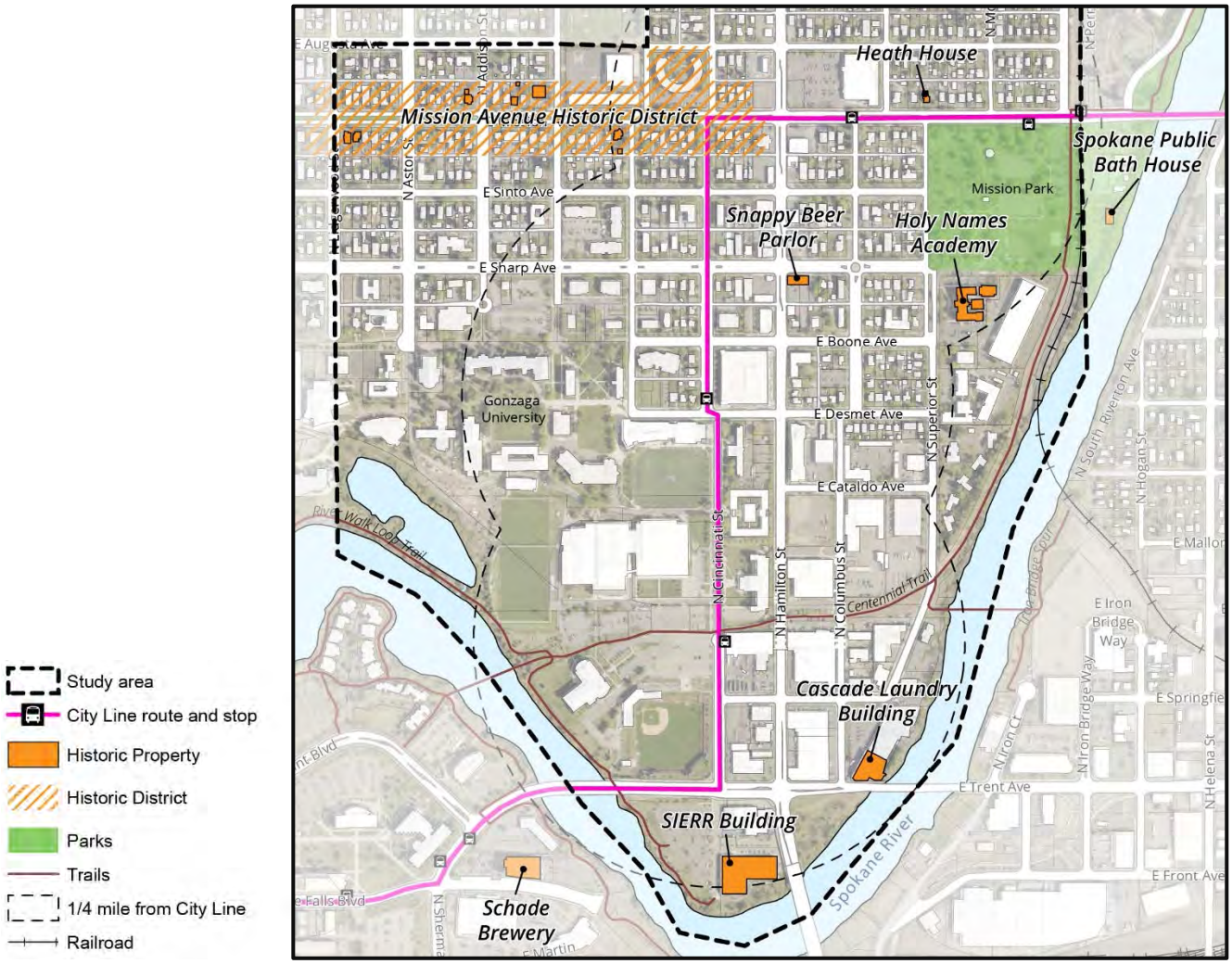
Table 9 Properties designated on the NRHP and SRHP in the South Logan study area

Property Name	Common Name	Register	Year Built	Year Designated
Holy Names Academy	Academy Apartments	NRHP SRHP	1891	1985
Spokane and Inland Empire Railroad Car Facility	SIERR Building	NRHP SRHP	1907	2010
Spokane Carnegie Library, Heath Branch	Catholic Diocese of Spokane	NRHP SRHP	1913	1982 & 1985
Clark House	George & Clara Clark House	NRHP SRHP	1903	1986 & 2007
Sheehy-Kelleher House	Same	NRHP SRHP	1934	1986 & 2007
Mele House	Same	NRHP SRHP	1923	1986 & 2008
Gibbs House	Chester Gibbs House	NRHP SRHP	1904	1986 & 2007
Cascade Laundry Building	Riverwalk Building	SRHP	1913	2008
Snappy Beer Parlor	Jack & Dan's	SRHP	1909	2006
Heath House	Same	SRHP	1889	1984
Lane House	Same	SRHP	1904	1986

Other notable structures and features that function as neighborhood landmarks or character defining traits, but are not officially registered landmarks include:

- Gonzaga University (collectively, including its range of buildings built over a long period, open spaces, and pathways)
- Mission Park
- St. Aloysius Catholic Church (its tall steeples are visible from great distances)
- St. Aloysius Gonzaga Catholic School
- Mission Avenue Boulevard (notably the wide center medians)
- The established character of the platted residential neighborhood, including the mature tree-lined streets and landscaped setbacks, and human-scaled dwellings with porches, covered entries, and pitched rooflines.

Figure 30 Designated National and Spokane Register of Historic Places



Source: City – County of Spokane Historic Preservation Office, MAKERS

3.9.1.7 Policy and Regulations

1) Comprehensive Plan

The Spokane Comprehensive Plan addresses aesthetic issues primarily in Chapter 8 – Urban Design and Historic Preservation and Chapter 12 – Parks, Recreation, and Open Space.

Applicable "values" listed for the Urban Design and historic Preservation chapter include the following:

- Maintaining the natural beauty that makes Spokane distinctive, including the parks, waterways, tree-lined streets, and green areas.
- Preserving the historic buildings, historic fabric, and cultural heritage that provide Spokane with its character.
- Ensuring that new buildings in historic areas complement their surroundings.

One notable policy emphasizes assisting neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.

The Shoreline Chapter includes a goal to preserve the historic, cultural, scientific or educational sites within the shoreline that reflect our community's unique heritage and create or contribute to our collective sense of place. Related policies address:

- Cooperation and consultation with affected agencies, tribes, and the City of Spokane Historic Preservation Department for projects that could potentially harm cultural and historic resources.
- Work with tribal, state, federal and local governments as appropriate to maintain an inventory of all known significant local historic, cultural, and archaeological sites.
- Encouraging interpretive signage reflecting the history and culture of shorelines.
- Strategic site and building acquisition and incentives for property donations.
- Public access and educational opportunities

2) Historic Preservation Standards

Spokane Municipal Code Chapter 17D.100 addresses historic preservation standards. This chapter includes (among other detailed provisions):

- Criteria, instructions, and procedures for City historic landmark designation
- Property management and design standards agreement
- Standards and permitting process for proposed demolition, relocation, or changes to a landmark structure
- Incentives

3) Zoning District Development Standards

New development in each of the study area's zoning districts are subject to some form of development that aim to ensure some level of compatibility with the established character:

- Residential zones are subject to provisions in SMC Chapter 17C.110 and include basic standards for building coverage, height, setbacks, fences, parking and loading, landscaping and screening.
- Multifamily development within Residential zones are subject to special design standards in SMC Chapter 17C.110.400, which cover elements such as façade articulation and details, building entrances, windows, sidewalk design, and screening.
- Institutional development (Gonzaga University) is subject to the Institutional Design Standards in SMC Chapter 17C.110.500, which cover issues similar to those for multifamily development plus lighting, buildings along streets, massing, and historic context considerations.
- Development within the General Commercial zone are subject to design standards in SMC Chapter 17C.120.500, which cover issues similar to multifamily and institutional development plus ground floor windows, ground level details, roof expression, and plazas and other open spaces.
- Development within the Center and Corridor zone are subject to provisions in "Design Standards and Guidelines for Center and Corridor", which cover issues similar to those in the General Commercial zone, but further emphasize pedestrian-oriented development and provide a greater level of detail and graphic support than in the Commercial Zone's design standards.

- Design standards for the Hamilton Form-Based Code, which are detailed in Sections 3.1.1.2 and 3.7.1.1.

4) Design Review

Owners of property listed on the Spokane Register of Historic Places must obtain approval via a Certificate of Appropriateness for any action affecting use, exterior appearance, new construction or demolition of the designated historic structure. Improvements are reviewed and approved by the Spokane Historic Landmarks Commission, a body of private citizens charged with the preservation and protection of Spokane's historic, architectural, and archaeological resources, or the Historic Preservation Officer through an approved and transparent process.

Additional detail on Design Review can be found in Section 3.7.1.1.

3.9.2 Potential Impacts

3.9.2.1 Impacts Common to all Alternatives

All alternatives, including the No Action Alternative will continue to see redevelopment activity in the study area, with some older structures renovated or replaced by new development. Zoned capacity increases proposed in the action alternatives will increase pressure for redevelopment. In both cases, however, existing development and design standards are in place to help ensure that new development includes some measures that help promote compatibility with the surrounding context.

3.9.2.2 Alternative 1: No Action

The No Action Alternative assumes the lowest amount of new construction and growth in the study area, and thus the least pressure for redevelopment, which could include older structures. Again, existing development and design standards are in place to help ensure that new development includes some measures that help promote compatibility with the surrounding context. Again, note that owners of properties listed on the Spokane Register of Historic Places must obtain approval for any action affecting use, exterior appearance, new construction or demolition of the designated historic structure.

3.9.2.3 Alternative 2: Hamilton Crossing

Alternative 2 assumes the second most growth of the action alternatives and includes notable zoned capacity increases in the residential areas. Consequently, there will be more pressure to redevelop properties, which could include older properties under this alternative. The combination of existing and proposed updated development and design standards will help preserve designated historic structures and ensure that new development includes some measures that help promote compatibility with the surrounding context. This alternative assumes continuation of the interim housing ordinance design standards, which provide an additional layer of site and building design provisions to help ensure compatibility.

3.9.2.4 Alternative 3: Southeast Riverfront

Alternative 3 includes very similar population projections as Alternative 2, except a higher percentage of the growth may occur in the southern portion of the study area. The lower zoned capacity increases in the northern residential areas than the southern portion likely mean reduced pressures of redevelopment than in Alternative 2, but more pressure than in the No Action Alternative. Same as Alternative 2, the combination of existing and proposed zoning provisions and design standards will help preserve designated historic structures and ensure that new development includes some measures that help promote compatibility with the surrounding context.

3.9.2.5 Alternative 4: TOD Emphasis

Alternative 4 provides the biggest increase in zoned capacity of all of the action alternatives. Consequently, there will be more pressure to redevelop properties that could include older and historic properties than in all other alternatives. Again, the combination of existing and proposed zoning provisions and design standards will help preserve designated historic structures and ensure that new development includes some measures that help promote compatibility with the surrounding context.

3.9.3 Mitigation Strategies

Beyond those provisions making the interim housing ordinance permanent (including applicable multifamily design standards), additional changes to the zoning district design standards could be made to further promote design that retains and enhances the established character of the residential neighborhoods. Examples could further address façade articulation, roofline treatments, entry design, and front yard landscaping.

3.10 Transportation

3.10.1 Existing Conditions

3.10.1.1 Roadway Network

The study area's transportation network (Figure 31) primarily consists of a grid-like street pattern, with streets classified as Highways, Major and Minor Arterials, Collector, and Local Roadways. Additionally, the I-90 ramp south of Hamilton Street is classified as a Freeway. The highest vehicle volumes are found along E Mission Avenue, an east-west major arterial, and N Hamilton Street, a north-south major arterial. In 2019, the average daily traffic (ADT) on E Mission Avenue was approximately 19,600 vehicles per day near Mission Park. The greatest traffic volumes were near Gonzaga University, with approximately 32,000 vehicles per day along N Hamilton Street from E Mission Avenue to the SR 290 ramp, which crosses the river to connect with I-90. Since June 2020, the Trent Street Bridge, which is part of SR 290, has been fully closed for construction. The East Trent Bridge spanning over the Spokane River near Gonzaga University campus was due for replacement, and Washington Department of Transportation demolished and rebuilt a new bridge in its place. There were several detours that drivers had to follow that impacted other local streets until project completion, which is expected in 2023. N Hamilton Street, E Mission Avenue, E Spokane Falls Boulevard, and E Trent Avenue/SR 290 are included within the National Highway System (NHS). Table 9 summarizes the existing characteristics of major and minor arterials in the study area.

Table 10 Major Roadways in the Study Area

Roadway	Roadway Classification	Number of Travel Lanes	Speed Limit (mph)	2019 Average Daily Traffic (ADT)	Bicycle Facilities	Pedestrian Facilities
E Mission Avenue	Major Arterial	4	30	19,601	None	Yes
N Hamilton Street	Major Arterial	4	30	31,993	None	Partial
E Spokane Falls Boulevard/ E Trent Avenue (SR 290)*	Major Arterial/ Highway	4	30	9,582	Partial	Yes
E Sharp Avenue	Minor Arterial	2	25	7,959	Bike Lanes	Yes
N Perry Street	Minor Arterial	4	30	9,742	None	Partial
E Indiana Avenue	Minor Arterial	2	30	10,548	Bike Lanes	Yes

*Note: The SR 290 ramp has the speed limit of 40 mph from I-90 to the Hamilton/Trent intersection, where it decreases to 30 mph.

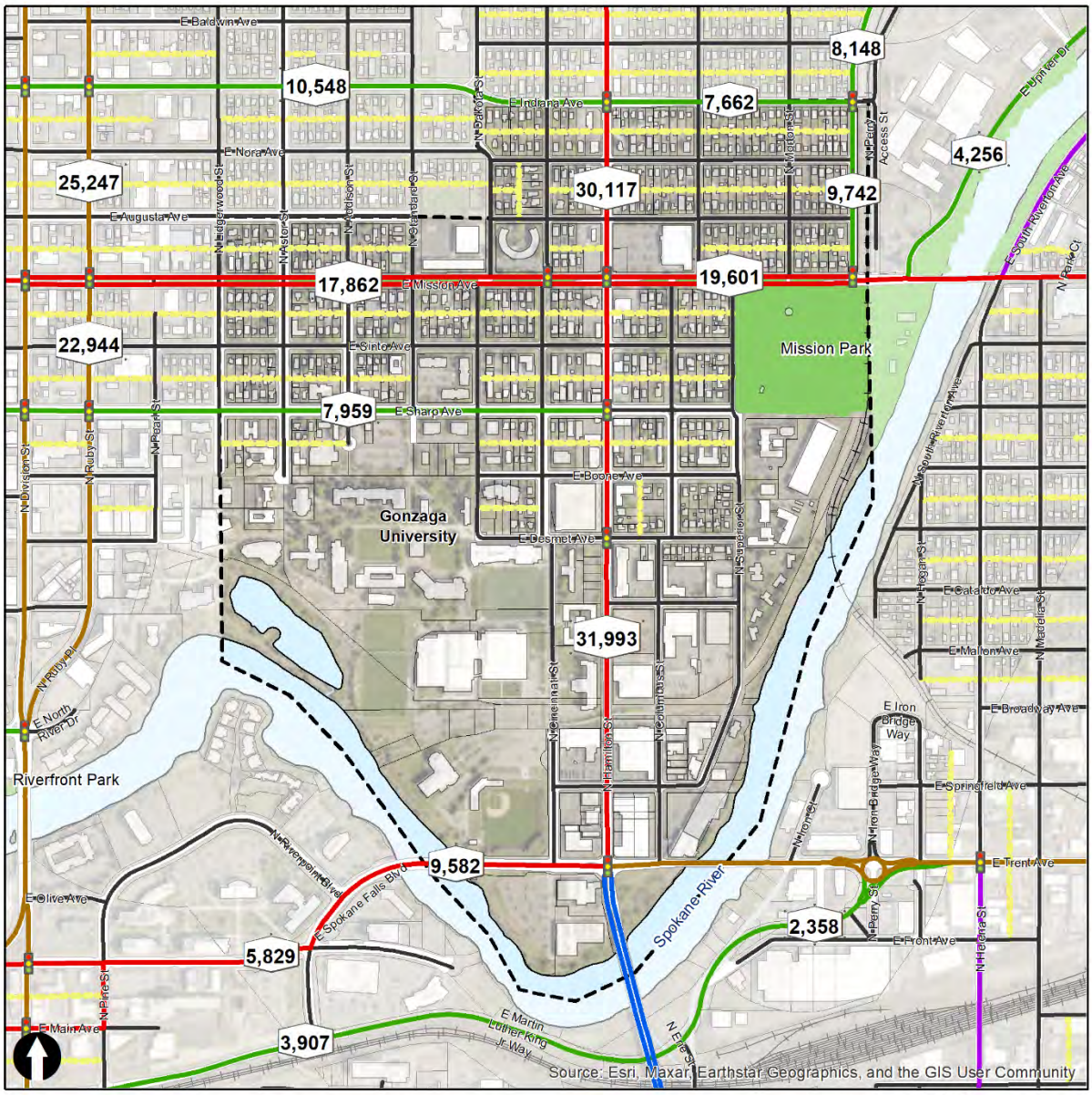
3.10.1.2 Transportation for People Who Walk, Bike, or Roll

Figure 32 displays the existing networks for walking and bicycling in the study area. Major bicycle facilities include the N Cincinnati Street neighborhood greenway and bike lanes along E Spokane Falls Boulevard, which connect the study area to neighborhoods across the river. Other important bike facilities include the recent bike lane and traffic calming installations along Sharp Avenue and Indiana Avenue, which feature lane reallocations as well as curb extensions and medians integrated with stormwater facilities. Shared-use paths, including the North Bank Trail, the Ben Burr Trail, the Riverton Avenue Pathway, and the Spokane River Centennial Trail, border sections of the Spokane River and traverse the Gonzaga University campus.

1) The Centennial Trail

The Centennial Trail is an approximately 40-mile paved recreational trail for people who walk, bike, or roll. Approximately one mile of the trail runs through the study area, connecting it to Downtown Spokane. A portion of the Centennial Trail crosses Upriver Park, where the shared use path is separated from vehicular traffic along a section of the recently vacated Upriver Drive, between Mission Avenue and North Center Drive. Wide sidewalks and shared-use pathways through the Gonzaga campus further improve the permeability of the study area for walking and bicycling. Pedestrian bridges, such as the Don Kardong Bridge and the Iron Bridge, provide critical east-west links into the project area from adjacent neighborhoods and nearby businesses, while the South University District Gateway Bridge connects nearby to areas south across the Spokane River, including the South University District and nearby medical centers. Sidewalks are present along almost all roadways in the study area, although the quality of facilities varies throughout the study area and some infrastructure gaps exist. Some sidewalks are located immediately adjacent to the travel lane, whereas other provide a separation from traffic lanes.

Figure 31 Street Network



Street Network

AADT (2019)

Study Area

Roadways

Parks

Railroad

Freeway

Highway

Major Arterial

Minor Arterial

Collector

Local

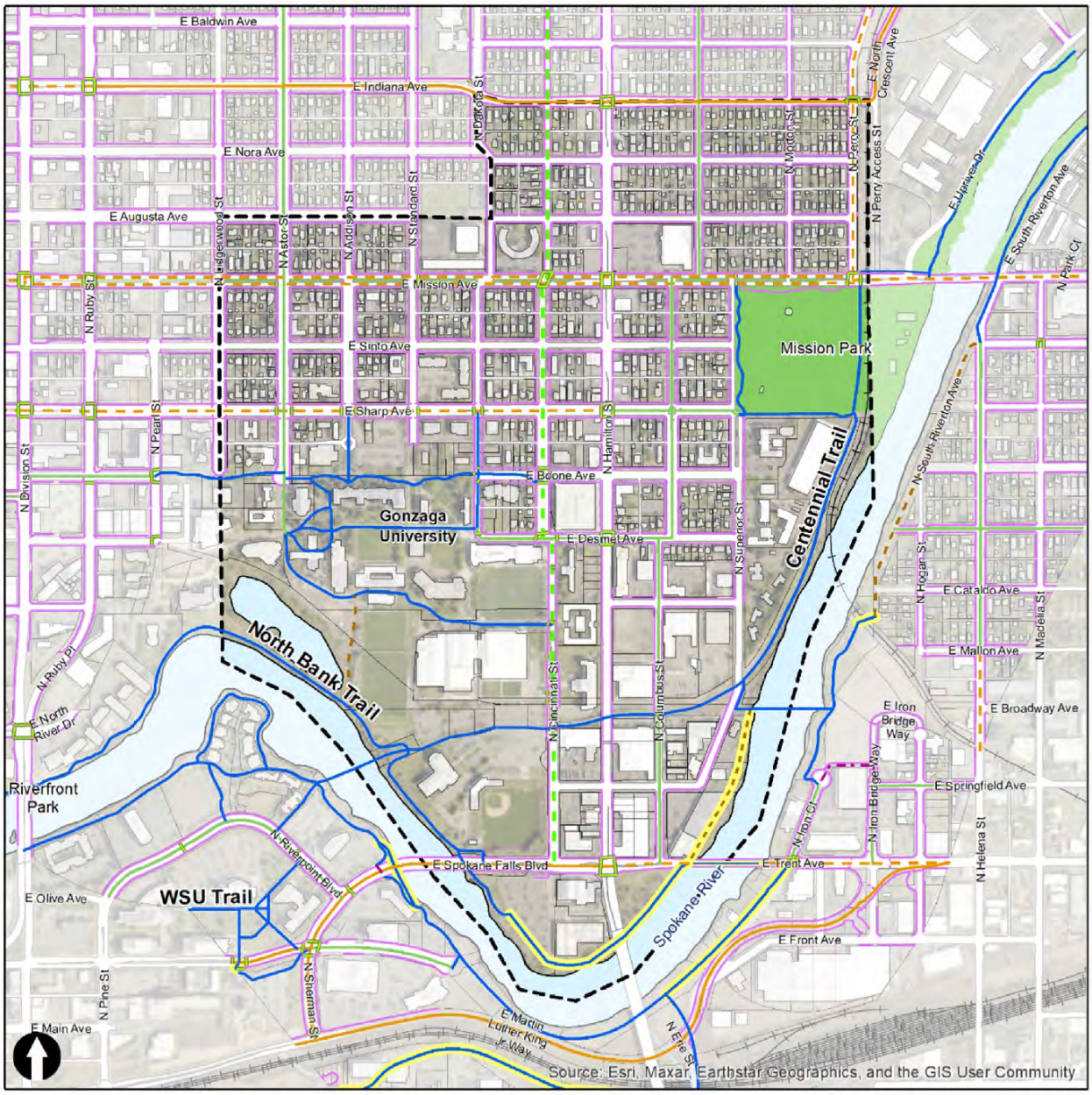
Alley

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 32 Pedestrian and Bicycle Routes



Pedestrian and Bicycle Routes

Existing Bike Network
- Bike Friendly Route
- Moderate Traffic (Shared)
- Shared Use Path
- Moderate Traffic (Bike Lane)
- Soft Surface Path
- Difficult Connection
- Neighborhood Greenway

Existing Pedestrian Network
- Sidewalk

Planned Bikeways
- Shared Use Path
- Soft Surface Path
- Study Area
- Parks
- Railroad

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Pedestrian-scale lighting is present along roadways segments, including N Hamilton Street, E Sharpe Avenue, and E Spokane Falls Boulevard. Segments of E Sharp Avenue include a landscaped buffer between traffic and sidewalks. Southern segments of N Hamilton Street are generally curbside.

The Centennial Trail Hamilton Street Overpass is an existing overpass for the Centennial Trail over N Hamilton Street. It poses a challenge for many users due to the steep incline of the ramps, which the City estimates to be an approximate 8% slope. This steepness may make it difficult for some individuals, such as those with limited mobility, those who use mobility aids like wheelchairs, or those using strollers or bikes. As a result, the overpass may act as a barrier for some users and discourage them from utilizing the trail in this section. Recent upgrades of the rectangular rapid flashing beacon (RRFB) at the intersection E Desmet Avenue and N Hamilton Street, located two blocks north of the Overpass, to a full signal with bicycle detection improved the safety and ease of crossing N Hamilton Street for people walking, bicycling, and rolling.

In 2014, the City of Spokane's *Centennial Trail Gap, Mission Avenue Crossing* plan studied the crossing of E Mission Avenue at Upriver Drive. From Mission Park, Centennial Trail users are faced with BNSF railroad track crossing, a challenging pedestrian crossing and a tight right turn next to congested west-bound traffic to reach Upriver Drive. The study presented conceptual designs for further consideration, including a pedestrian island that was completed in 2018, a bridge over E Mission Avenue, and a trail tunnel under the BNSF tracks in Mission Park. The City's *2023-2028 citywide Capital Improvement Program* includes a grade-separated crossing option for those who walk, bike, and roll. The Friends of the Centennial Trail have identified proposed projects on the Centennial Trail through this area.

3.10.1.3 Safety

From 2017 to 2021, there were approximately 450 vehicular crashes within the study area, with an average of 85 crashes each year. Over half of the crashes occurred at an intersection, as shown in Figure 33. Most of the crashes occurred along N Hamilton Street and E Mission Avenue, which carry the highest volumes of vehicular traffic throughout the study area. The crash history for this time period is detailed in Table 11 by user type.

Table 11 Study Area Crash History (2017-2021)

Year	Total Annual Crashes	Crashes by User Type		
		Pedestrian	Bicyclist	Vehicular
2017	102	4	2	96
2018	75	3	0	72
2019	106	3	6	97
2020	77	5	2	70
2021	91	4	1	86

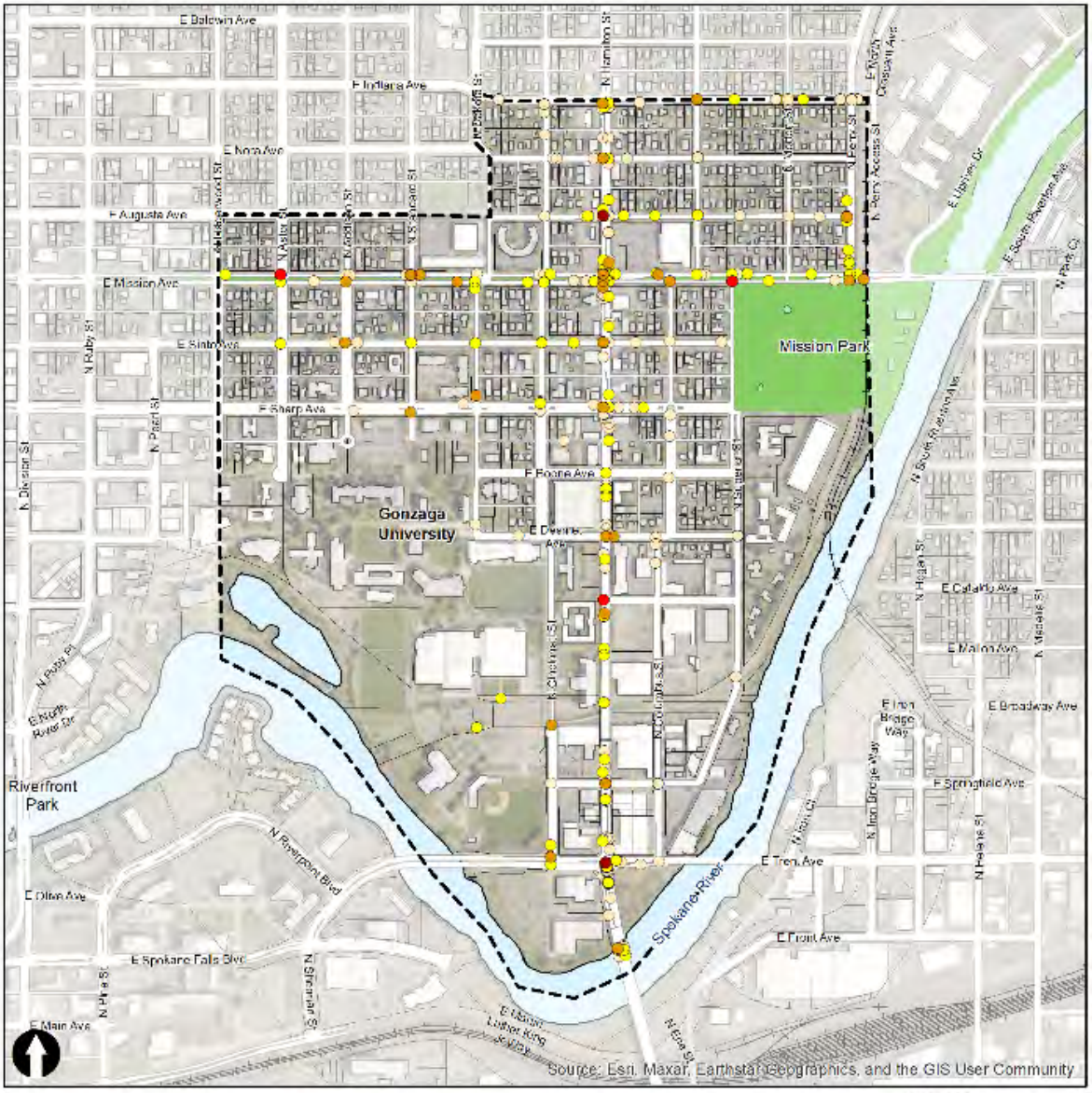
Source: Washington Department of Transportation, 2017-2021.

Note: Irregularities in data in 2020 may be due to the COVID-19 pandemic, under which reduced vehicular traffic resulted in fewer crashes.

Crashes with people who walk, bike, or roll make up a small number of the overall crashes within the study area (Table 10). The two fatal crashes within the study area involved pedestrians crossing an intersection. Figure 34 shows crashes with people who walk, bike, or roll from 2017 to 2021. The majority of crashes for all road users, whether walking, bicycling or driving, occurred along E Mission Avenue and N Hamilton Street. Both streets

share the characteristics identified in the City's Risk-Based Safety Assessment as high-risk for pedestrian and bicycle crashes, with multiple lanes of high-speed traffic lacking with infrequent spacing of safe crossing points for walking or bicycling. In 2019-2020, the City reconstructed all the signals and implemented protected-permitted left turn phasing to enhance safety along N Hamilton Street. Additionally, the RRFB at E Desmet Avenue, which was linked to at least two pedestrian accidents, was replaced with a full signal.

Figure 33 5-Year Crash History for All Users



5-year Crash History 2017-2021

Crashes within the Study Area

- Fatal Injury (3)
- Serious Injury (4)
- Evident Injury (40)
- Possible Injury (138)
- No Injury (266)

Study Area
Parks
Railroad

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 34 5-Year Crash History for People who Walk, Bike, or Roll

5-year Nonmotorized Crash History 2017-2021

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Crashes within the Study Area

Involving Pedestrians

- Fatal Injury (2)
- Serious Injury (2)
- Evident Injury (7)
- Possible Injury (8)

Involving Bicyclists

- Evident Injury (7)
- Possible Injury (4)

- Study Area
- Parks
- Railroad

Table 12 Serious Injuries and Fatalities (2017-2021)

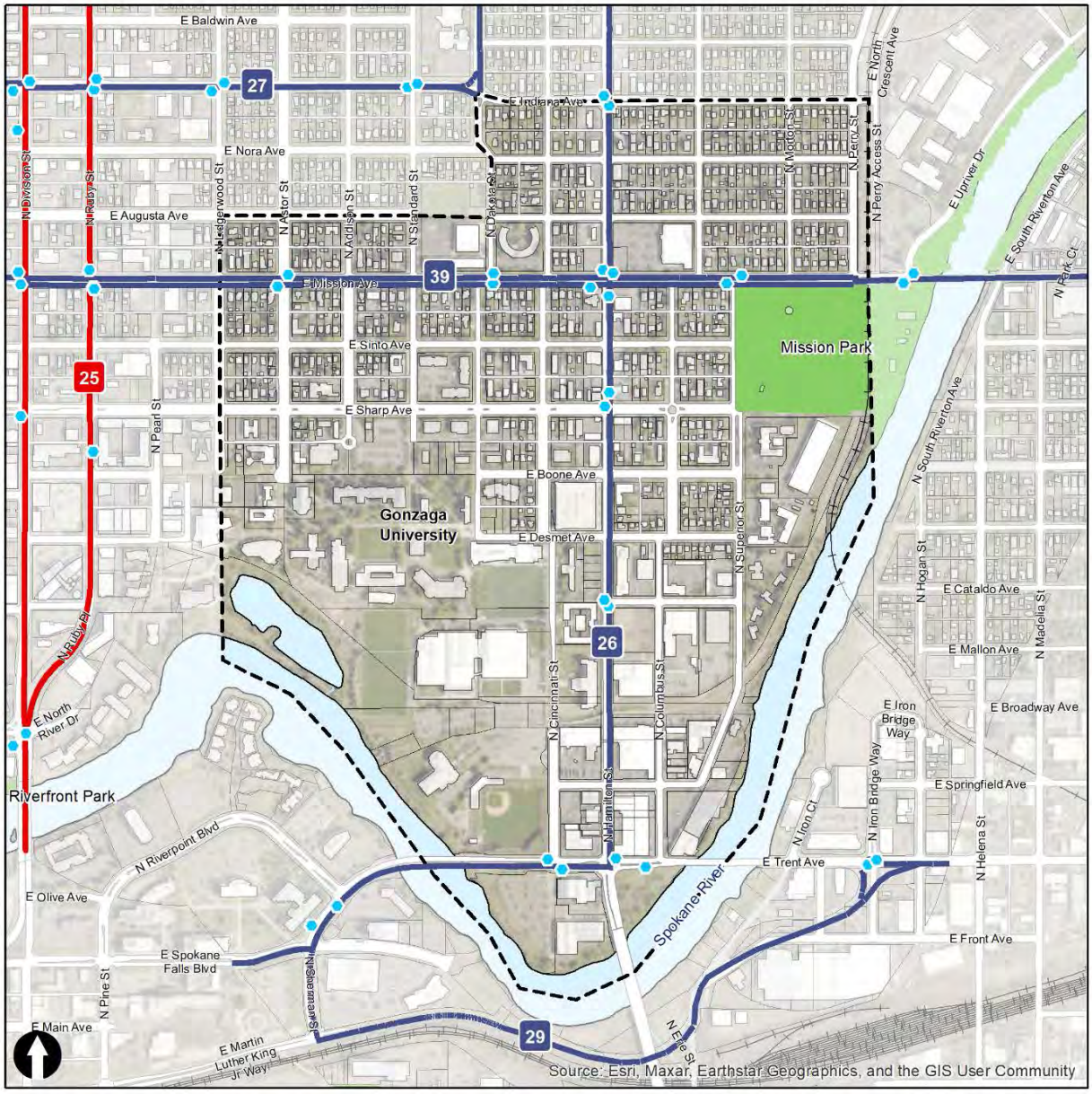
Year	Total Serious Injury Crashes	User Type		Total Fatal Crashes	User Type	
		Pedestrian	Vehicular		Pedestrian	Vehicular
2017	**2**	1	1	**-**	-	-
2018	**-**	-	-	**-**	-	-
2019	**-**	-	-	**-**	-	-
2020	**1**	1	-	**2**	1	1
2021	**1**	-	1	**1**	1	-

1. Source: Washington Department of Transportation, 2017-2021

3.10.1.4 Public Transportation

STA provides transit (Figure 35) service throughout the study area. There are four existing transit routes with service in the study area. Routes 26 (Lidgerwood) and 28 (Nevada) provide north-south connections from downtown Spokane to the Northpointe Shopping Center and Whitworth University. Both are basic routes with service every 30 to 60 minutes during weekdays, but which, combined, provide frequent transit service (every 15 minutes) along the section of N Hamilton Street within the study area. Route 39 (Mission) is a basic route that provides east-west connections along E Mission Street, connecting downtown Spokane to Minnehaha Park. Changes to the existing transit system, including the launch of City Line route through the study area, are discussed further in the following section.

Figure 35 Transit Service



Existing Transit Service

Transit Routes

- Basic Routes
- Frequent Routes
- Bus Stop
- Study Area
- Parks
- Railroad

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

3.10.2 Potential Impacts

This section summarizes key findings between the no-build alternative, Alternative 1, and the action alternatives, Alternatives 2, 3, and 4, for each mode. For this Transportation Technical Report, traffic modeling was not performed to forecast detailed impacts to vehicular traffic.

3.10.2.1 Impacts Common to all Action Alternatives

As TOD relies on multimodal opportunities to support a walkable and accessible area, the action alternatives include investments meant to provide expanded transportation facilities for all ages and abilities. These investments incorporate national best practices to improve their safety performance and the level of protection they provide. Transportation elements within the action alternatives include bicycle and pedestrian facilities along segments within the South Logan study area and at crossings of major roadways. In addition to the improvements included in Alternative 1 (no-build), key features of all action alternatives would include the following:

- Bicycle and pedestrian improvements are expected to expand access and mobility for people walking, bicycling, and rolling.
- The installation of an enhanced crosswalk at the intersection of N Hamilton Street and Springfield Avenue would provide an alternative, at-grade crossing of N Hamilton Street for the Centennial Trail that is close to the City Line McCarthey Athletic Center Station. Pedestrian enhancements would improve bicycle and pedestrian access to the City Line BRT for transit customers on the eastern side of the study area.
- Increased residential and commercial densities could impact mode shift towards walking, cycling, public transit with less reliance on single-occupancy vehicle (SOV) use within the South Logan area.
- Enhanced pedestrian crossings of N Hamilton Street, including the intersection redesign at N Hamilton Street and E Sharp Avenue, have the potential to impact north-south traffic circulation and freight movement in the study area Through changes to signal phasing. Changes to pedestrian crossing distances may alter signal timing for vehicles.
- Construction of a grade-separated crossing for the Centennial Trail at Mission Avenue would improve safety and access for users of the Centennial Trail and people accessing the City Line, Mission Park, the Avista Headquarters and Upriver Park. The planned underpass for the Centennial Trail at Mission Avenue would improve safety and connectivity for people walking, bicycling, or rolling to the trail.
- Construction for all action alternatives may result in temporary impacts to existing facilities, including road closures, lane closures, detours, closure of sidewalks, closure of bicycle facilities, and property access modifications to maintain traffic flow.

3.10.2.2 Alternative 1: No-Build Alternative

The No-build Alternative includes funded projects and proposals currently scheduled by the City and STA.

2) Roadway Facilities and Vehicular Travel

Major arterials, including N Hamilton Street and E Mission Avenue, are likely to continue to have higher traffic volumes compared to the surrounding local streets, similar to today. Volumes are expected to increase on most roadways in the study area as they serve local and regional traffic. N Hamilton Street will continue to serve as the primary north-south access point to Interstate 90 from the study area. The North Spokane Corridor (NSC) is an active WSDOT project east of the study area. When completed, the NSC will function as a limited-access

facility from I-90, situated just west of the current Thor/Freya interchange, to US 2 (at Farwell Road) and US 395 (at Wandermere) in the north. The completion of the NSC is anticipated to divert through traffic from N Hamilton Street and reduce congestion in the area. No modifications to roadway channelization or signalization, beyond those that will be implemented to support City Line, as described in Section 5.1.3, are planned within the study area.

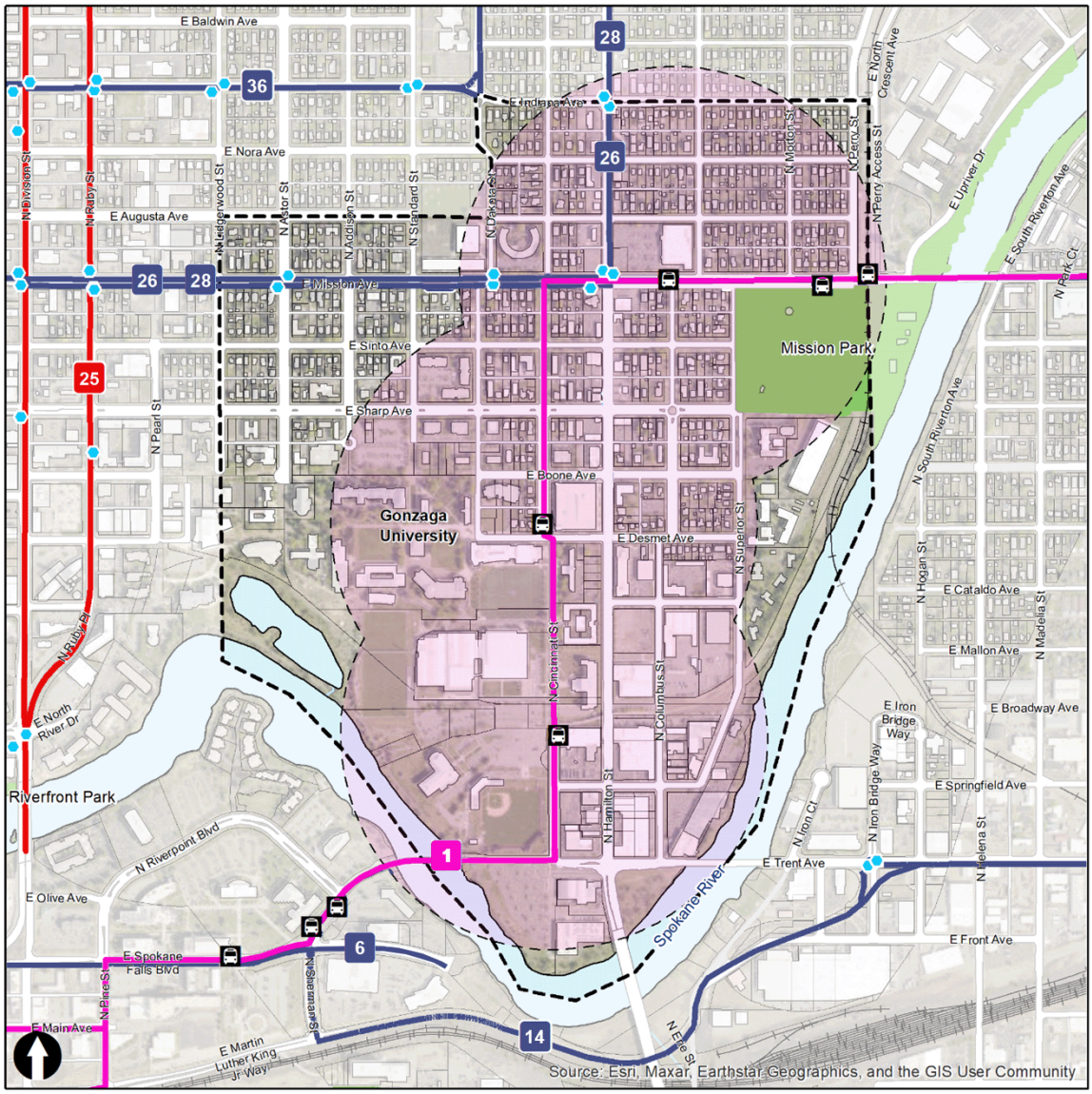
3) People Who Walk, Bike, or Roll

As noted in the 2015 Pedestrian Master Plan, the City of Spokane plans to extend the Spokane River Centennial Trail between the Gonzaga Campus and Riverfront Park, providing a connection with the existing Centennial and North Bank Trails. The Ben Burr Trail extension will connect underneath E Trent Avenue to east side of the Iron Bridge and link north to the Riverton Avenue pathway. At the north end of the Cincinnati Greenway, the Illinois Avenue protected bikeway will complete a connection between N Cincinnati Street and the future Cook Street Neighborhood Greenway in northeast Spokane. An underpass for the Centennial Trail at Mission Avenue to replace the existing at-grade crossing of five vehicular travel lanes and an active rail line is included in long-term plans. These infrastructure modifications would improve safety and connectivity for people walking, bicycling, or rolling to the trail.

4) Public Transportation

City Line, STA's first Bus Rapid Transit (BRT) route will connect Browne's Addition to Spokane Community College, serving downtown, the University District, and Gonzaga University, providing increased service frequency supported by premium-quality vehicles and stations with off-board ticketing and real-time service updates (Figure 36). Within the study area, City Line will provide service along Cincinnati Street and E Mission Avenue. Over half of the study area by acreage is within a quarter (0.25) mile walkshed of the City Line. STA plans to divert the existing Routes 26 and 28 from N Hamilton Street south of E Mission Avenue. Route 39 will be discontinued with the launch of City Line, which is scheduled to begin service in July 2023.

Figure 36 Future Transit Network



Future Transit Network

Transit Routes
- Basic Routes
- Frequent Routes
- City Line Route

Bus Stops
- Bus Stops
- City Line Stop
- 1/4 mile City Line Walkshed

- Study Area
- Parks
- Railroad

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

3.10.2.3 Alternative 2: Hamilton Crossing

1) **Roadway Facilities and Vehicular Travel**

Traffic circulation, volumes, and speeds could be impacted through implementation of Alternative 2. A full traffic signal at N Hamilton Street and Springfield Avenue has the potential to change traffic circulation through the study area and along the SR 290 ramp that connects to I-90. Traffic calming measures and intersection modifications at E Sharp Avenue and N Hamilton Street along N Hamilton Street could impact north-south traffic and freight movement.

2) People Who Walk, Bike, or Roll

Traffic calming measures crossing N Hamilton Street could lead to increased bicycle and pedestrian users crossing the roadway and making use of the connecting network of facilities for walking and bicycling Additionally, expanded pedestrian facilities at the E Sharp Avenue and N Hamilton Street intersection may reduce the crossing distance of N Hamilton Street for people walking and on bicycles. Improvement of a shared-use pathway through Mission Park along the Sharp Avenue alignment, including a new bridge for walking and bicycling across the Spokane River to Riverton Avenue, would improve connectivity for the walking and bicycling network. Improvements identified in a future study of a Sharp Avenue pedestrian bridge over the Spokane River may improve access for people who walk, bike, and roll.

3) Public Transportation

Improved, pedestrian crossings of N Hamilton Street may increase east-west access for transit users to the City Line BRT, which could increase ridership for the route.

3.10.2.4 Alternative 3: Southeast Riverfront

1) **Roadway Facilities and Vehicular Travel**

Traffic circulation, volumes, and speeds could be impacted through implementation of Alternative 3. A full traffic signal at N Hamilton Street and Springfield Avenue has the potential to change traffic circulation through the study area and along the SR 290 ramp that connects to I-90. A parking garage could reduce the need for on-street parking, including for special events at Gonzaga University and has the potential to increase east-west vehicular movement across N Hamilton Street at those times.

Prioritization of bicycle and pedestrian facilities along N Columbus Street may require improvements to the intersection of N Columbus Street and Trent Avenue/SR 290, which could affect traffic and freight mobility. Further investigation and analysis of the impacts associated with modifications at this intersection may be needed to determine the extent of this impact and the involvement of the Washington State Department of Transportation (WSDOT) for modifications to the state route.

2) People Who Walk, Bike, or Roll

Implementing new bicycle and pedestrian facilities along N Columbus Street south of E Desmet Avenue could result in increased users in the area and could potentially result in a modal shift for local access away from N Hamilton Street.

3) Public Transportation

Alternative 3 does not include investments that are anticipated to impact public transportation. Impacts from increased traffic volumes Increased traffic volumes may relocate traffic to other streets but would require traffic modeling to determine impacts.

3.10.2.5 Alternative 4: TOD Emphasis

1) Roadway Facilities and Vehicular Travel

Traffic circulation, volumes, and speeds may be impacted through implementation of Alternative 4. Traffic diverters, a traffic calming measure that slows vehicles by roadway design, have the potential to alter traffic circulation along N Columbus Street. New green street improvements to manage stormwater runoff may require additional space in the right-of-way, which could impact existing on-street parking along N Columbus Street south of E Mission Avenue.

2) People Who Walk, Bike, or Roll

Pedestrian improvements including complete sidewalks, planting strips, and trees along N Columbus Street from E Mission Avenue south to E Springfield Avenue may lead to increased users in this area. Improvement of a shared-use pathway through Mission Park along the Sharp Avenue alignment, including a new bridge for walking and bicycling across the Spokane River to Riverton Avenue, would improve connectivity for the walking and bicycling network.

3) Public Transportation

Alternative 4 includes the largest proposed upzoning of all action alternatives, including two planned City Line BRT stations within the proposed Mixed-Use – 150’ zoning overlay. This higher density could support transit ridership along City Line BRT.

3.10.3 Mitigation Strategies

3.10.3.1 Roadway Facilities and Vehicular Travel

Potential impacts on vehicular movements along arterials in the study area may require additional evaluation and mitigation. The overall performance of intersections, such as vehicular delay or volume-to-capacity ratios, should be assessed by comparing the existing and the forecasted performance based on proposed land use and/or transportation infrastructure modifications. If the proposed changes result in intersections not meeting the City’s adopted standards, mitigation measures may have to be implemented. Modifications to traffic circulation, volumes, speeds, on street parking, and/or property access may occur as a result of the proposed alternatives, and such impacts may have to be mitigated.

3.10.3.2 People who Walk, Bike, or Roll

The action alternatives include improvements for bicycling and pedestrian infrastructure intended to provide improved mobility options, reduce conflict points with vehicles, improve safety performance, increase connectivity of the walking and bicycling network, and improving access to transit for people walking, bicycling, and rolling. None of the proposed changes are expected to have lasting negative effects on current bicycle and pedestrian facilities, thus no further measures are necessary.

3.10.3.3 Public Transportation

The action alternatives are anticipated to increase the use of public transit, but no impacts to transit service were identified within the area. As a result, mitigation measures for transit service and operations in the area are not necessary. Diverted traffic volumes may relocate traffic to other streets would require traffic modeling to determine impacts.

3.11 Utilities and Infrastructure

3.11.1 Existing Conditions

The planning area is fully urbanized and fully served by municipal and private utilities. As part of Spokane's core area, the systems are designed, sized, developed, and maintained to serve urban development of intensities similar to what is existing. It should be noted that updated to the utilities infrastructure may be required depending on the type and density of future development(s).

3.11.1.1 The following utilities and infrastructure descriptions were identified in the Existing Conditions Report. Regulatory Context

There are several policies and regulations related to existing and planned utilities and infrastructure in the study area. The Federal, state, regional and local plans, policies and regulations that affect the utilities assessment are listed below. For maps of the water infrastructure, sewer infrastructure and stormwater please refer to the Existing Conditions Report included in Appendix 1.

Federal

- National Environmental Policy Act (40 CFR 1500-1508)
- Council on Environmental Quality Regulations for Implementing NEPA (40 CFR 1500-1508)
- Federal Clean Water Act (CWA) – Washington State Department of Ecology and U.S. Army Corps of Engineers

State

- Water Pollution Control Act, RCW 90.48 – WADOE
- Water Quality Standards for Surface Waters, WAC 173-201A - WADOE
- Washington Administrative Code (WAC), State Environmental Policy Act (SEPA) WAC 197-11

Local

- Spokane Regional Stormwater Manual
- City of Spokane Municipal Code Title 13 Utilities and Services
- City of Spokane Integrated Clean Water Plan
- City of Spokane Sustainability Action Plan
- City of Spokane Water System Plan
- Spokane County Comprehensive Plan

3.11.1.2 Water

The City of Spokane provides water to the planning area from their seven well sites. The delivery system is designed to serve a mix of institutional, residential, and warehousing uses. Its transmission lines also distribute water to land north and south of the planning area. The water system network is interconnected, with few dead-end lines and pipe diameters ranging from 6" to 24". There is a pump station that services the area on a City-owned parcel at the northeast corner of Columbus Street and Springfield Avenue. Water service to the Gonzaga campus is through the school's private system.

The Level of Service (LOS) standard is for the source of supply capacity to be equal or greater than the maximum day demand (MDD). Currently, the total system pumping capacity is 282 MGD. The highest recorded MDD is 185 MGD. The Countywide Planning Policies have also established a minimum LOS for distribution of water. "The flow rate must be provided at no less than 30 psi (pounds per square inch) at all points in the distribution system (measured at any customer's water meter or at the property line if no meter exists) except for fire flow conditions" (2023-2028 Citywide Capital Improvement Program, December 2022). However, the City of Spokane Water Department requires that the water system to provide a minimum pressure of 45 psi.

3.11.1.3 Sanitary sewer

The City of Spokane provides sanitary sewer service to all of the planning area. The Wastewater Treatment Facility receives and treats sewage from within the City, as well as portions of Spokane County and Fairchild Air Force Base (FAFB). The system generally flowing by gravity to a lift station and then conveyed through force mains to the treatment plant.

The LOS for sanitary sewage is 100 gallons per capita per day (GPCD). The city Wastewater Treatment Plant has the capacity to treat 50 million gallons per day during dry weather.

As many of the City's sewer lines are aging (75-100 years old), the cure in place pipe program (CIPP) is being implemented to inspect and repair damaged infrastructure. The method places a resin-treated polyester felt liner inside the old pipes to restore damage without having to excavate. City-wide improvements are funded through the current Capital Improvement Program over the next six years (2023-2028 Citywide Capital Improvement Program, December 2022).

3.11.1.4 Stormwater

The City of Spokane provides and maintains the planning area's storm drain system which collects runoff from the public right-of-way, the outfall ultimately flowing into the Spokane River. Surface water on Spokane Falls Blvd goes through a system of grassy swales prior to flowing into the river. All other outfalls are direct to the river, and the City intends to enhance its stormwater conveyance and treatment. Most often, stormwater infrastructure improvements are implemented as part of other work, such as roadway and sidewalk projects. Runoff from development of private property is required to capture and contain all runoff from the site by designing on-site stormwater facilities.

Stormwater in the City of Spokane is regulated by the Eastern Washington Phase II Municipal Stormwater - National Pollutant Discharge Elimination System (NPDES) Permit issued by the Washington State Department of Ecology (Ecology). Current stormwater regulations require new development and redevelopment to mitigate new impervious surfaces and pollution generating surfaces with flow control and/or water quality treatment.

3.11.1.5 Power

Avista provides power service to the planning area and is a significant partner in the University District as both property owner and utility. Avista's power infrastructure in the planning area is robust; designed and developed to serve industrial, residential, and institutional customers.

3.11.1.6 Natural Gas

Avista provides natural gas to the planning area. The gas pipelines, like the electricity network, are designed and sized to serve a variety of industrial, residential, and institutional customers, with abundant capacity to accommodate future development.

3.11.1.7 Communications

Communication services include internet, phone, and television services. Within the planning area, those services are provided by private franchises like CenturyLink, Xfinity, TDS, DirectTV, HughesNet and others through subscription service.

3.11.2 Potential Impacts

To provide a framework for the environmental analysis, the growth assumptions shown in Section 3.5.2 were used for each of the alternatives. Alternative 1: No Action is based on projected growth under the existing zoning.

The alternatives were evaluated for effects on the utility service and infrastructure in the South Logan study area. Potential impacts were assessed based on the likely need to upgrade utility infrastructure or add capacity due to buildout under each of the alternatives.

3.11.2.1 Impacts Common to All Action Alternatives

Stormwater

All development is required to accommodate stormwater and insure the drainage systems is adequate for the proposed development. However, small scale development in areas with existing informal drainage could have an impact on localized stormwater drainage. All projects must comply with the minimum requirements in the citywide Standards for Stormwater Facilities (SMC 17D.060 which would mitigate any potential impacts from the proposed development.

Power and Natural Gas

The current power and gas utility provider, Avista, has indicated that the existing system is adequate to serve the anticipated growth. New developments and redevelopments are required to provide Avista with accurate load information prior to installation of equipment or infrastructure, to determine the availability of service and adequate supply. The development and redevelopment potential of the South Logan area is not anticipated to create any impacts on the power or natural gas supplies in the region.

Communications

Communications service is provided by private franchises on an individual contract (on-demand) basis. As such, the service providers are responsible for all infrastructure upgrades to their system.

3.11.2.2 Alternative 1: No Action

The No Action Alternative assumes no changes to existing zoning, that the Building Opportunity and Choices for All (BOCA) interim zoning ordinance expires with no permanent replacement, and that no significant transportation projects are undertaken in the subarea with the exception of STA's City Line bus rapid transit (BRT) route beginning service in 2023 on Cincinnati Street and Mission Avenue.

Housing and population growth would be minimal, approximately 314 units and 715 people, based on the current zoning. This amount of growth is not expected to have an impact on the existing utility infrastructure. With redevelopment occurring in the planning area through 2047 under the existing zoning, it is assumed that the existing utility infrastructure would be updated only where needed to comply with currently regulatory standards, or as part of city-wide improvement programs.

3.11.2.3 Alternative 2: Hamilton Crossing

Alternative 2 includes increases to building heights and density, especially in the residential areas in the northern part of the neighborhood and areas surrounding Hamilton Street. Buildout under this alternative would result in 1,710 residential units with a population increase of 3,898 in the South Logan study area. It would also include the second highest amount of commercial space as compared to the other action alternatives.

The potential redevelopment under Alternative 2 would result in increased demand for water and sanitary sewer by 389,800 gallons per day, based on additional residents. The current water supply and sanitary sewer treatment facilities have the capacity to supply service under this scenario; however, local infrastructure supplying individual lots or blocks may need to be upgraded. In addition to city-wide improvements made during the planning period, all development would be required to provide water and sanitary sewer connections from the redevelopment to the city main lines.

3.11.2.4 Alternative 3: Southeast Riverfront

Alternative 3 includes zoning changes to general commercial designations and increases to housing density largely in the southeast riverfront and University areas in the form of mixed-use development. Buildout under this alternative would result in 1,612 new housing units and 3,674 new residents in the South Logan study area. This alternative includes the least amount of zoning change than the other action alternatives.

The potential redevelopment under Alternative 3 would result in increased demand for water and sanitary sewer by 367,400 gallons per day, based on additional residents. The current water supply and sanitary sewer treatment facilities have the capacity to supply service under this scenario; however, local infrastructure supplying individual lots or blocks may need to be upgraded. In addition to city-wide improvements made during the planning period, all development would be required to provide water and sanitary sewer connections from the redevelopment to the City main lines.

3.11.2.5 Alternative 4: TOD Emphasis

Alternative 4 is a mix of upzones and public improvements within proximity to the planned BRT stations. This alternative provides the highest zoning and density changes with an increase of 2,731 new housing units and 6,226 new residents.

The potential redevelopment under Alternative 4 would result in increased demand for water and sanitary sewer by 622,600 gallons per day, based on additional residents. The current water supply and sanitary sewer

treatment facilities have the capacity to supply service under this scenario; however, local infrastructure supplying individual lots or blocks may need to be upgraded. In addition to city-wide improvements made during the planning period, all development would be required to provide water and sanitary sewer connections from the redevelopment to the City main lines.

3.11.3 Mitigation Strategies

Future development under any of the alternatives would likely result in greater demands on localized areas of the water supply and sanitary sewer system. However, the City of Spokane has methods in place that ensure development is not endorsed without identification of demand and availability of utilities, including meeting fire code requirements for new developments and redevelopments. Some development would be required to improve stormwater and drainage systems. New development would be periodically evaluated in combination with other growth within the Spokane service area over the planning horizon to determine if system-wide upgrades are required.

The City could use tools to ensure that systematic stormwater drainage improvements are made at the time of small-scale infill developments in areas of informal drainage. One potential tool is to establish a latecomer agreement mechanism for sidewalk / drainage improvements. This tool would allow homeowners and builders of small-scale development projects to sign an agreement to contribute to future block-scale sidewalk / drainage improvements at the time the City is prepared to construct a block-scale improvement in the area. The tool could be combined with low-cost loan financing assistance from the city.

All action alternatives would, over time, result in required changes to the existing utility infrastructure and services. The development changes in the subarea are expected to gradually occur and are not anticipated to result in significant unavoidable adverse impacts that cannot be mitigated through measures discussed above.

4 Distribution List

4.1 Federal and Tribal Agencies

- Spokane Tribe of Indians
- U.S. Army Corps of Engineers
- U.S. Postal Service, Attn: Postmaster

4.2 Washington State Agencies

- Department of Archaeology & Historic Preservation
- Department of Commerce
- Department of Ecology
- Department of Ecology, Eastern Region
- Department of Fish & Wildlife
- Department of Natural Resources
- Department of Transportation

4.3 City Departments

- Asset Management
- Building Department
- Capital Programs
- City Attorney
- Code Enforcement
- Construction Management
- Development Services Center
- Engineering Services
- Fire Department
- Historic Preservation
- Library Services
- Neighborhood Services
- Parks Department
- Planning Department
- Police Department
- Solid Waste
- Street Operations
- Wastewater Management

- Water Department

4.4 County Departments

- Spokane County Engineering Department
- Spokane County Planning Department
- Spokane County Public Works
- Spokane Regional Clean Air Agency
- Spokane Regional Health District

4.5 Other Agencies, Institutions, and Organizations

- American Medical Response
- Avista Utilities
- Cheney School District Operations
- District 81 Capital Projects
- Gonzaga University
- Mead School District Facilities & Planning
- Neighborhood Councils
- Spokane Aquifer Joint Board
- Spokane Regional Transportation Council
- Spokane Transit Authority
- University District Development Association & Public Development Authority
- Williams Northwest Pipeline