South Logan TOD

Existing Conditions

City of Spokane

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Project Information

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1 Introduction

This report is intended to establish a baseline of understanding for the South Logan Transit Oriented Design project, identifying and assessing conditions today in policy and on the ground in the project planning area. It contains information assembled by the City and the consultant team, providing insight into the existing built environment, demographics, economic influences, property ownership, land use policy, infrastructure capability, the transportation system, and the natural environment.

The information contained here will inform the TOD plan, establish an informational backdrop for community engagement, and underpin the process' environmental analysis.

2 2 Demographics

2.1 Neighborhood Background and Residents

The planning area is a portion of one of Spokane's oldest neighborhoods, near the river and including the Gonzaga University campus. As the city has changed over the last century, so has the Logan Neighborhood and this planning area. Once home to predominantly working-class households, much of the district has now transformed to serve the housing, recreational, and retail needs of University District students. It continues to adapt to the changing needs of the educational, institutional, professional office, and manufacturing marketplace. The needs of the University are balanced with the neighborhood being a home to many long-time residents who seek to maintain the character of the neighborhood.

This has created a unique mix of residents in the study area, where some live here only for the school year and others retain permanent residency.

2.2 Resident Characteristics & Community Context

Table 1: Resident Characteristics

	Planning area	City	County	State
Population	4,676*	228,989	539,339	7,705,281
Median age	22.8*	36.3	37.8	37.8
Residents Under 18	213*	47,307	113,309	1,653,469
Residents Over 65	623*	34,359	83,105	1,160,604
Residents Experiencing Poverty	1,262*	35,101	64,349	751,044

City, County, and State population data from 2020 Decennial Census. Planning area population data from Esri 2022 population estimate. City, County, and State age and poverty data from 2020 ACS 5-Year Estimates.
*=2022, All other data from 2020.

2.2.1 Median Age

The median age in the planning area is significantly younger than the City of Spokane as a whole, Spokane County, and Washington. The majority of the planning area's residents are university students, putting the median age at 22.8. In Spokane, the median age is 36.3 and in Spokane County and Washington it is 37.8. This should be kept in mind as reference for what the residents in the area would utilize when it comes to transportation, shops, restaurants, and more.

2.2.2 Youth

There are 213 people under the age of eighteen within the study area, which is 4.6% of the area's population. Understanding how the youth interact in this space and what they and their parents need is important. Depending where in the area these children live, all of the automobile traffic on the Hamilton Corridor and busier roads like Sharp, Mission, and Indiana, can keep kids from accessing Mission Park safely, which is the one public park in the neighborhood. Spokane Transit Authority has a Summer Pass program, which provides a free bus pass to all youth ages 6-18 and grades K-12. Since the Central City Line runs through the neighborhood, giving thought to how youth might interact with it would be beneficial.

2.2.3 Seniors

There are 623 people over the age of sixty-five in South Logan, which is 13.3% of the population. Many of the residents over the age of sixty-five have lived in the Logan Neighborhood for many years. Ensuring that this neighborhood is one that has areas that long-time residents and older residents generally can continue to enjoy is valuable to the overall neighborhood.

2.2.4 People with Disabilities

Within the Study Area, there are 336 households that have one or more people with a disability living in them. This is 34.11% of total households. This highlights how important it is for any future development to be accessible to all people. That includes making all pathways, transit platforms, restaurants, and other spaces physically accessible, and also built in a way that people with visual or hearing impairments would be able to interact with safely. By doing so, 34% of households in the area will be more likely to use the amenities that are developed and be able to enjoy their neighborhood.

2.2.5 Race, Ethnicity, and Language

While the South Logan planning area is predominately white, there are nearly a quarter of the total residents in the area who have other racial identities. 7.57% of the area is Hispanic or Latino, 5.28% of people represent at least two races, 5.8% are Asian, 3.66% indicated that they are a race that was not offered as an option, 2.67% are Black, and 1.48% are Native American.

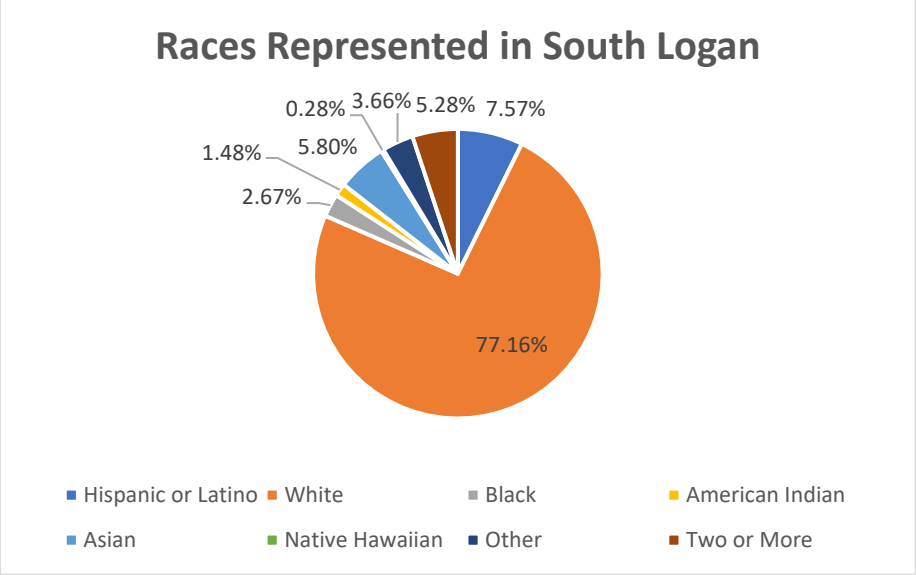


Figure 1: Racial breakdown of the Planning Area using 2020 ACS 5-Year Estimates.

By recognizing the many different races that are represented in the area, there is opportunity to intentionally plan in a way that celebrates and recognizes this area being home to multiple cultures and experiences. Figure # below provides a visual of where people within the study area are living, working, and recreating. While there are long-time residents of multiple races, Gonzaga University especially brings students to the area from all over the world. The South Logan area can work toward being a space where many different cultures can gather and find something to enjoy that helps them to celebrate their culture. Creating an inclusive space will encourage more people to enjoy spots within the neighborhood, rather than looking for them elsewhere.

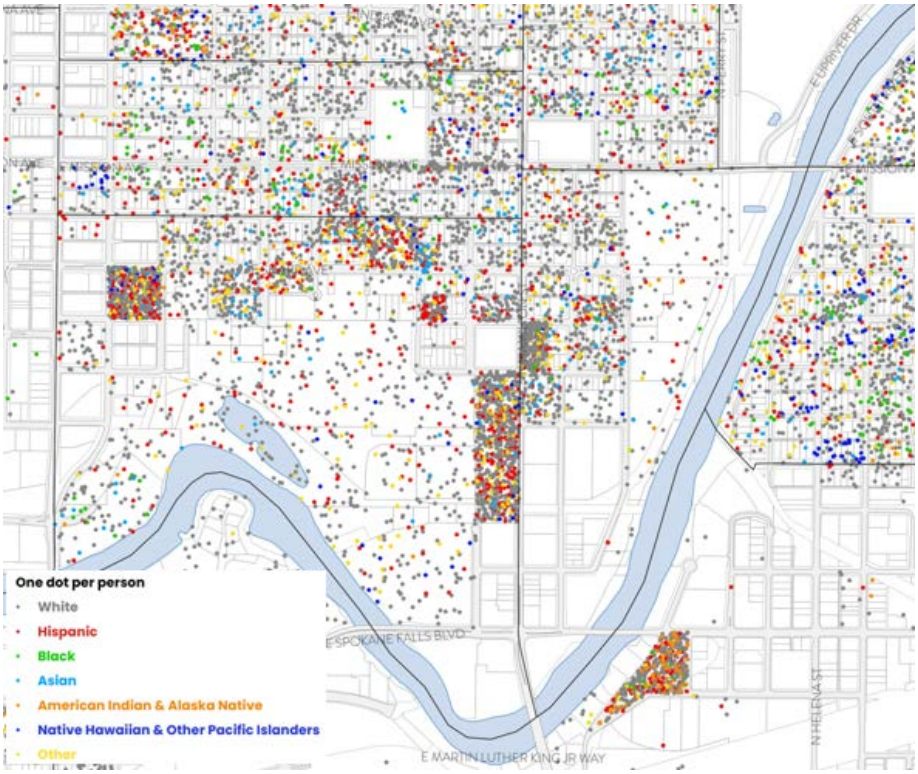


Figure 2: Race visually shown in planning area.

In looking at language data for the area, it appears that nearly all people in the planning area speak English. One point that can be considered is that historically, people who are not documented and may speak another language do not feel safe to fill out the Census and be a part of the data. Incorporating multiple languages for navigation and other services within the study area will be beneficial to those who need to access it. Since the largest race demographic apart from being white is being Hispanic or Latino, consideration on providing Spanish within the planning area could make this area more inclusive to those who live, work, and visit.

2.3 Household Characteristics

Table 2: Household Characteristics

	Planning area	City	County	State
Population	4,676*	228,989	539,339	7,705,281
Number of Households	985*	93,075	206,502	2,095,822
Average Household Size	4.75*	2.28	2.41	2.53
Median Household Income	$35,583*	$52,600	$60,101	$78,687
Households without Vehicle Access	21.8%*	10.5%	7.4%	6.9%
Rental Housing Units	88.9%*	44.0%	36.9%	36.7%
Owner Housing Units	11.1%*	56.0%	63.1%	63.3%

City, County, and State population data from 2020 Decennial Census. Planning area population data from Esri 2022 population estimate. Planning area vehicle data, and City, County, and State household data from 2020 ACS 5-Year Estimates.
*=2022, All other data from 2020.

2.3.1 Households

Within the study area, there are 985 total households, with an average household size of 4.75 people. Comparatively in the City of Spokane, there are 93,075 households, with an average household size of 2.28 people. There is a higher average household size within the study area due to it being in a university neighborhood, which is typical with student housing. Within the context of Transit Oriented Design, this might bring into question whether students would rather live in a single-family home with many roommates or if they would like to have other housing options.

2.3.2 Income

The median household income in the South Logan study area is $35,583, compared with a median household income of $52,600 in the City of Spokane. The study area is in one of the lowest income zip codes in Washington. A large portion of the study area is Gonzaga University and houses where students live, which likely has an impact on the median income of the planning area.

2.3.3 Vehicle Access

Compared with City, County, and State data, there is a significantly higher amount of people without vehicle access within this planning area. This is likely due to students choosing not to have a car on campus. Especially when students live on-campus, they often do not have a car with them, but the trend often is that once students move off-campus, they will bring a car. If students began riding the bus while living on-campus, they would be more likely to continue to use public transportation once they move off-campus. This would be even more likely if they had a safe walking route to get to the bus.

2.3.4 Housing Rental vs. Ownership

The majority of housing units within the planning area, at 88.9%, are rentals, leaving 11.1% to be owner-occupied. Within the City of Spokane, Spokane County, and Washington overall, more than half of housing units

are owner-occupied, with 36.7-44% being rentals, depending on the area. This is another aspect that highlights this area being a University District. It again brings to question whether the high number of renters in this planning area would like to be living in single-family housing or if they would like a variety of housing options.

2.4 Overall Social Vulnerability

The Center for Disease Control's Social Vulnerability Index (SVI) helps to identify which communities may need the most help before, during, or after a hazardous event. "SVI indicates the relative vulnerability of every U.S. Census tract. Census tracts are subdivisions of counties for which the Census collects statistical data. SVI ranks the tracts on 15 social factors, including unemployment, minority status, and disability, and further groups them into four related themes. Thus, each tract receives a ranking for each Census variable and for each of the four themes, as well as an overall ranking" (https://svi.cdc.gov/map.html).

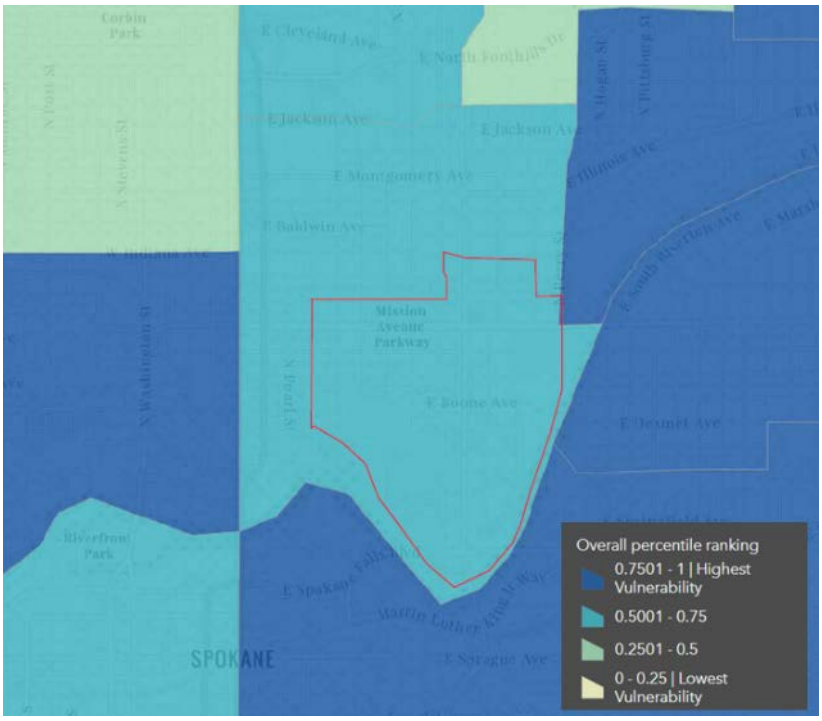


Figure 3: Social Vulnerability Index 2018 Overall Score.

The Study Area, outlined in red in Figure 3, all falls with the overall percentile ranking of 0.7483, which is a moderate to high level of vulnerability. Since the main social factors that are used to determine this ranking are socioeconomic status, household composition & disability, minority status & language, and housing type & transportation, the SVI brings together many of the demographic areas that have been looked at for South Logan. SVI provides a unique ranking to show that the study area does have a moderate to high level of vulnerability, plus is surrounded by areas with the highest vulnerability, and that an important planning consideration.

2.5 Businesses and Institutions

The planning area blends a wide variety of commercial uses, many of which are in close proximity to the district's neighborhoods and create an identity unique to this place. Historically a manufacturing and industrial district built along the railroad, much of the non-residential landscape has transformed to serve evolving demand. **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.

Table 3: Business and Institutions Characteristics

Business Category	#	Percent	# of Employees	% of Employees
Agriculture & Mining	2	1.5%	12	0.4%
Construction	6	4.6%	98	3.6%
Manufacturing	1	0.8%	96	3.5%
Transportation	3	2.3%	14	0.5%
Communication	5	3.8%	89	3.2%
Wholesale Trade	5	3.8%	28	1.0%
Retail Trade	47	35.9%	603	21.9%
Eating and Drinking	26	19.8%	358	13.0%
Miscellaneous Retail	9	6.9%	97	3.5%
Food Stores	5	3.8%	79	2.9%
Auto Dealers, Gas Stations	3	2.3%	9	0.3%
Home Improvement	1	0.8%	19	0.7%
General Merchandise Stores	1	0.8%	3	0.1%
Furniture & Home Furnishings	1	0.8%	11	0.4%
Apparel & Accessory	1	0.8%	27	1.0%
Finance, Insurance, Real Estate	7	5.3%	105	3.8%
Real Estate & Investment Offices	3	2.3%	13	0.5%
Banks & Lending Institutions	2	1.5%	18	0.7%
Securities Brokers	1	0.8%	2	0.1%
Insurance Carriers & Agents	1	0.8%	72	2.6%
Services	51	38.9%	1,705	62.0%
Other Services	25	19.1%	228	8.3%
Education Institutions & Libraries	9	6.9%	1,249	45.4%
Motion Pictures & Amusements	9	6.9%	102	3.7%
Health Services	5	3.8%	51	1.9%
Legal Services	1	0.8%	4	0.1%
Automotive Services	1	0.8%	20	0.7%
Hotels & Lodging	1	0.8%	51	1.9%
Unclassified	5	3.8%	1	0.0%
Total	131	100.0%	2,751	100.0%

Sources: ESRI, Heartland, 2022.

Gonzaga University is the dominant employer in the study area with approximately 45% of total employees.

Other notable employers include the University of Washington Medical School, located in the recently constructed Regional Health Peninsula (RHP) building, McKinstry, a building systems engineering company now poised to relocate outside of the study area, University District Physical Therapy, Global Neighborhood Thrift, and URM Cash & Carry. Avista, a utility company with more than 1,000 employees, is located just outside of the study area to the northeast but is worth mention due to its size and proximity.

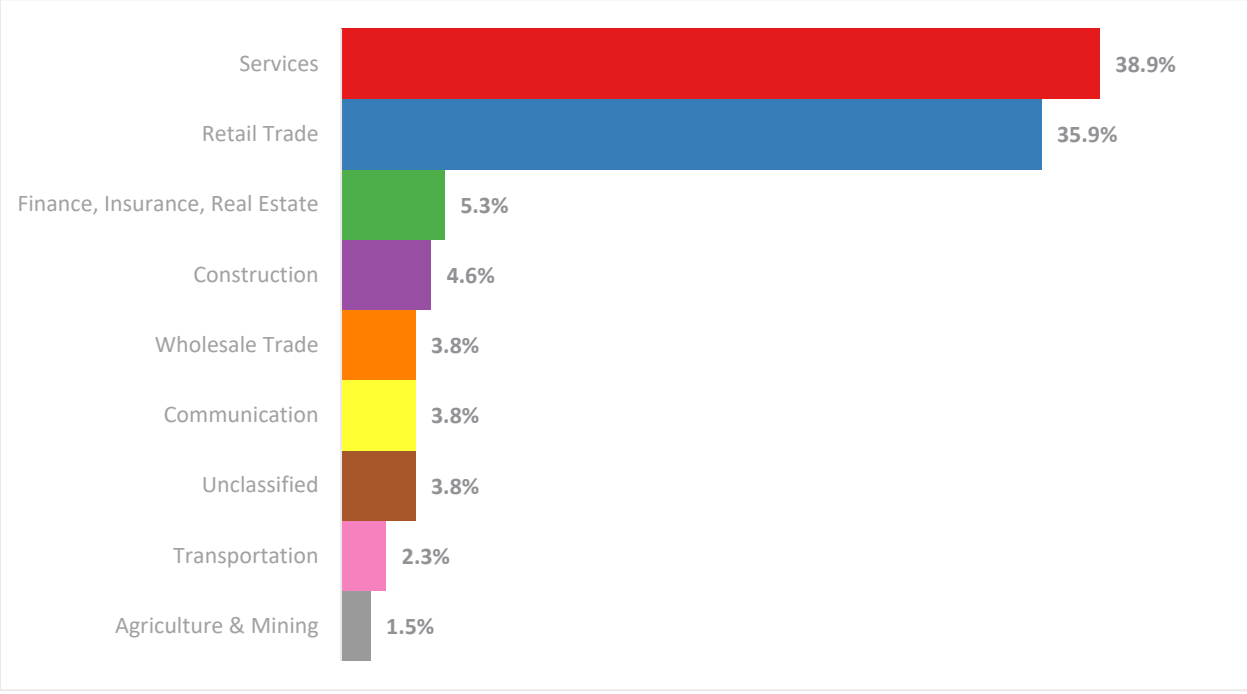
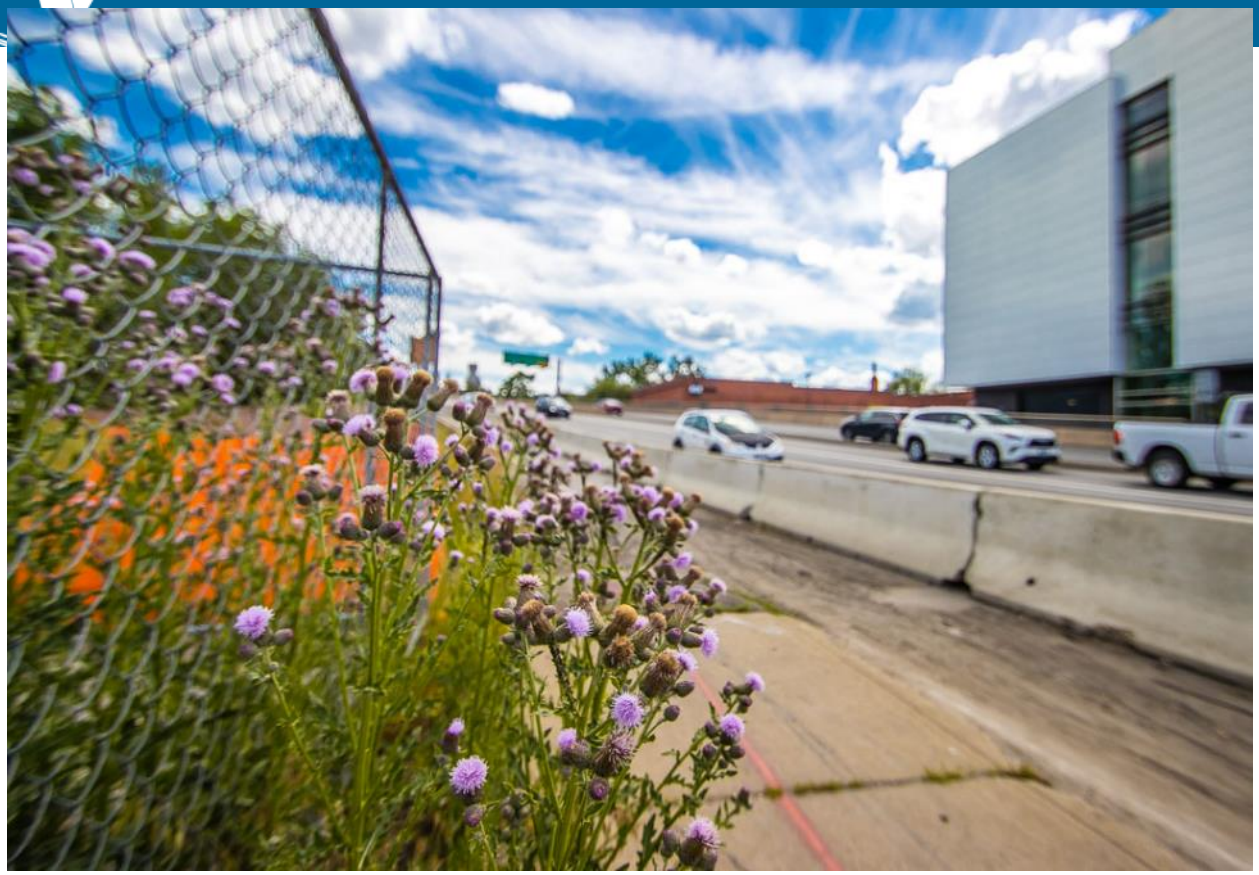


Figure 4: Business Types in Study Area



3 Natural Environment

The natural environment conditions of the planning area are characterized by the presence of elements like trees and water, but also by natural factors that influence the viability of redevelopment, such as floodplains and seismic risks. The City of Spokane regulates environmentally sensitive areas to ensure their preservation and protection as well as the protection and safety of the community.

3.1 Water Resources and Water Quality

3.1.1 Spokane River

Though not directly within the study area, the Spokane River shapes the Subarea planning boundary on the east, south and west, and is the City's largest natural feature. This section of the river is listed on the Washington State Department of Ecology's (Ecology) 303d list of impaired waters for the following:

- Category 5: polychlorinated biphenyls (PCBs), bacteria, methyl mercury, and polybrominated diphenyl ethers (PBDEs).
- Category 4A: dissolved oxygen, lead, and zinc
- Category 2: temperature, 2, 3, 7, 8-TCDD TEQ, and 4, 4'-DDT
- Category 1: 2, 3, 7, 8-TCDD (Dioxin) and ammonia-N

Waters that have Category 5 impairments are required to undergo a Total Maximum Daily Load (TMDL) process, or water quality improvement project. There are three TMDLs currently in place working to

improve the water quality in the Spokane River. The City of Spokane has also adopted the Integrated Clean Water Plan that aims to manage stormwater and wastewater that enters the Spokane River.

There is a wetland system associated with the shoreline of the Spokane River on the south and southeast boundaries of the study area. These wetlands are identified on the National Wetlands Inventory maps as Freshwater Forested/Shrub wetlands.

3.1.2 Floodplains

Some of the southern portions of the planning area lie within the 100-year floodplain. Areas nearest the Spokane River, the area immediately surrounding E Springfield Avenue, and portions of the Gonzaga campus are all in designated floodplains. Floodplains are regulated by the City (SMC 17E.030) to ensure the safety of the public and property. New development or redevelopment within a designated floodplain require special review and approval with the City's Floodplain Administrator.

3.1.3 Spokane-Rathdrum Aquifer

The planning area lies entirely within 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.

3.2 Plants and Animals

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 planning area identified as threatened or endangered under the Endangered Species Act. The planning area is included in an area identified as potential habitat for the big brown bat (*Eptesicus fuscus*).

There are Westslope cutthroat (*Oncorhynchus clarki lewisi*) 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.

3.3 Geologic Conditions

The project is not in an area prone to geologic hazards. The soil types typically found in the study area are classified as “Urban Land” indicating that the area has been previously graded, filled, compacted, or otherwise fully developed.

4 Built Environment

The study area is urban in nature, developed early on in Spokane's history because of its proximity to downtown, the river, and the railroads. It contains a wide variety of land uses, including Gonzaga University, an evolving industrial district, a busy commercial corridor, and one of Spokane's oldest residential neighborhoods, with a historic district along Mission Ave and an increasing student population.

4.1 Land Use

The South Logan study area has 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. Safeway at the corner of Mission and Hamilton is the primary grocery store for the neighborhood, while several local 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 largely contain single-story warehouse buildings, while the 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.

The Assessor's land use classification breaks down the various land uses as shown in the table below.

Table 4 : Existing Land Use

Churches	1.91
Five-Plus Unit	19.95
Inst Lodging	2.91
Manf - Other	2.12
Park	12.21
Recreational	1.83
Retail - Eating	2.13
Retail - Food	3.5
Retail - Furniture	0.91
Retail - General Mrchds	6.68
Retail - Other	1.01
Service - Education	129.55
Service - Finance	6
Service - Governmental	0.06
Service - Miscellaneous	2.69
Service - Professional	0.75
Service - Repair	0.35
Single Unit	40.81
Trans - Railroad	2.19
Two-to-Four Unit	9.91
Vacant Land	48.16
Wholesale	10.19

The map on the following page illustrates the planning area's current land use context.

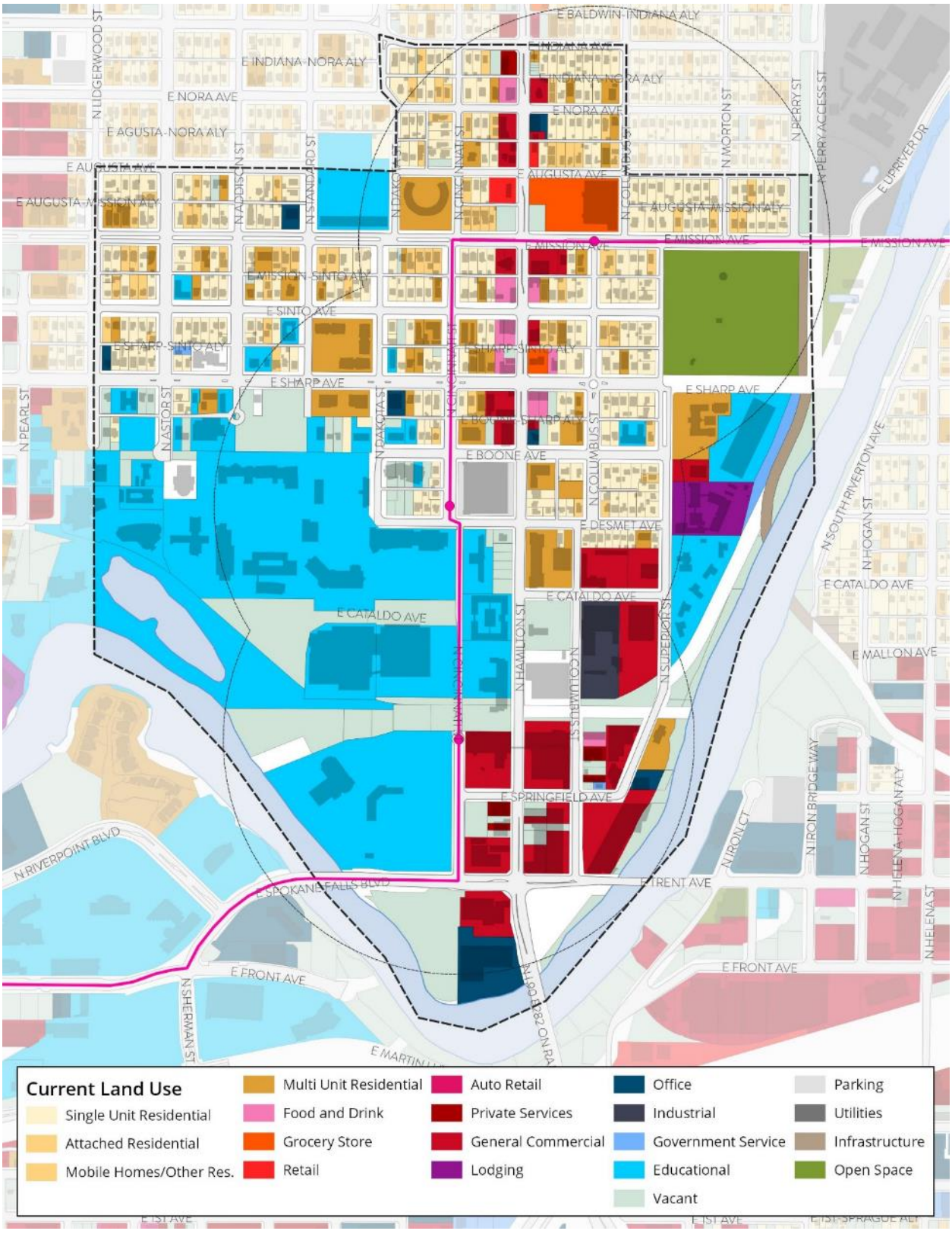


Figure 5: Current Land Use Map

4.2 Developed Condition

The planning area's "developed condition" refers to the ways in which people in the district relate to the spaces, networks, scale, functions, and land uses found there. While the developed condition can also be expressed in terms of building footprints and mass, road lane-miles, and impervious surfaces, it can also be expressed in terms of the area's experiential relationships. This section applies concepts of Kevin Lynch's *Image of the City* to describe the planning area's overall characteristics and feel, describing its paths, nodes, edges, districts, and landmarks.

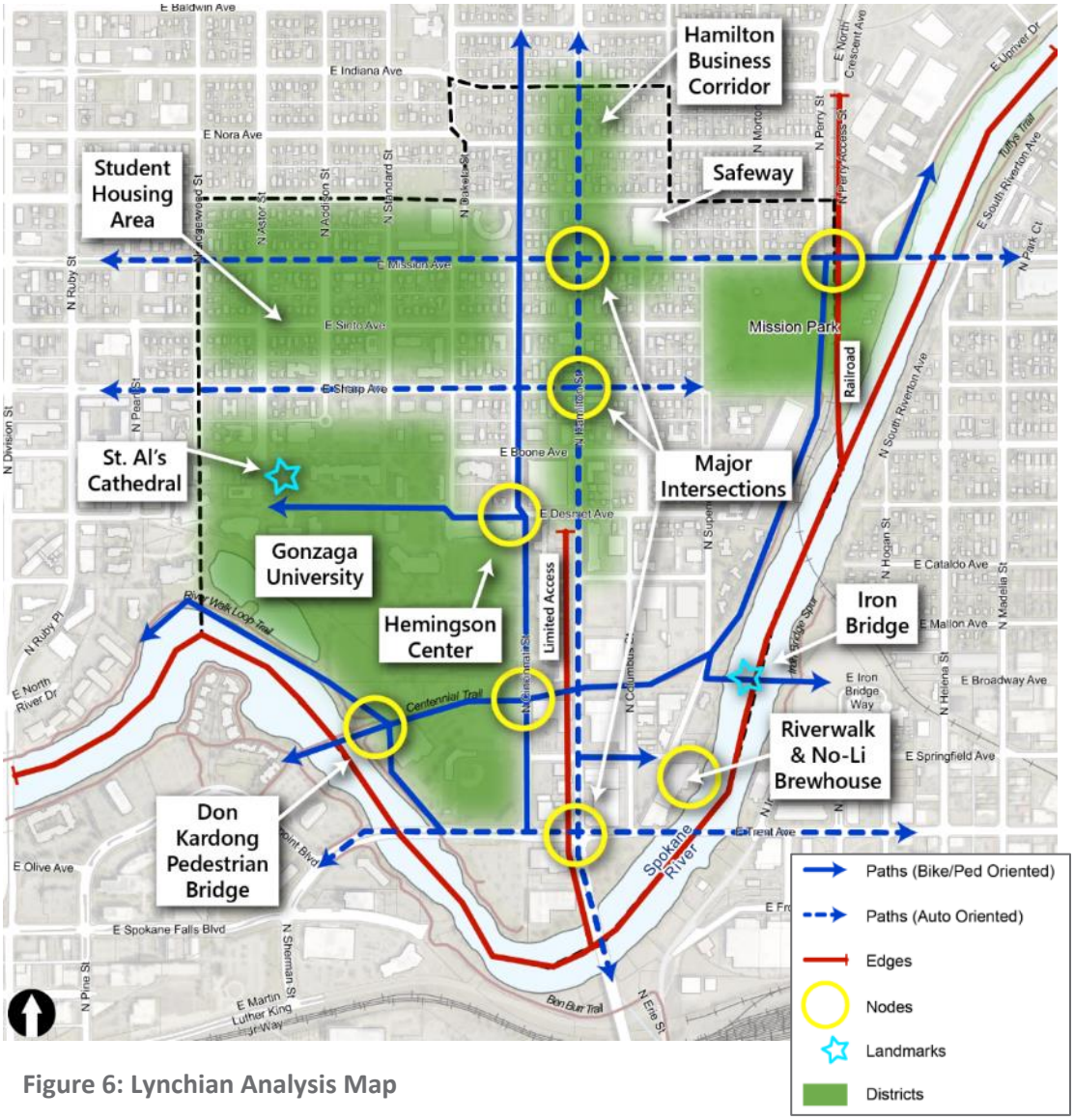


Figure 6: Lynchian Analysis Map

4.2.1 Paths

Paths are the channels along which the observer customarily, occasionally, or potentially moves. (..). People observe the city while moving through it, and along these paths the other environmental elements are arranged and related (Lynch, 1960, p. 47)

4.2.1.1 Bicycle and Pedestrian Oriented Paths

The Centennial Trail

The Centennial Trail is a major regional bicycle and pedestrian route that cuts through the South Logan neighborhood. 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 back up with the River. 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.

The Centennial Trail is a major bicycle and pedestrian route through the study area.

River Walk Loop Trail

There is also the River Walk Loop 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.

The River Walk Loop Trail between Gonzaga's campus and the Spokane River

The Cincinnati Greenway

The Cincinnati Greenway is another major bicycle and pedestrian route through the study area. The greenway features a shared roadway for cars and bicycles starting at Spokane Falls Blvd and heading north all the way through the study area. The greenway features signage, sharrows, and enhanced intersections to calm traffic and create a safe environment for cyclists using the roadway. The Central City Line will also use the Cincinnati Greenway, making it a true multimodal corridor.

The Cincinnati Greenway creates an environment fit for any mode of transportation.

Other non-motorized paths

Gonzaga University's campus accounts for a large portion of the study area. There are many 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. There are also walking paths through Mission Park.

4.2.1.2 Auto-oriented paths

The major arterials (or Urban Principal Arterials) through the study area are Hamilton Street running north and south, and Trent Ave/Spokane Falls Boulevard and Mission Avenue running east and west.

Hamilton Corridor

Hamilton Street is the busiest of the arterials in the area, connecting directly to an I-90 interchange at the south end, and acts as the main business corridor in the study area. It is heavily auto-oriented, and even though it has sidewalks along both sides, it is an unpleasant street for pedestrians and cyclists.

Hamilton effectively divides the study area. The stretch between Trent Ave/Spokane Falls Blvd and Desmet Ave acts as a Lynchian edge due to its high traffic volume, congestion, limited access to adjacent buildings, and building orientation away from Hamilton.

Hamilton is heavily oriented toward automobile traffic, with both high speeds and high volumes, it is not an appealing path for pedestrians.

Spokane Falls Blvd/Trent Ave provides east-west connections on both sides of the study area across the river. This wide street becomes a state route on the east side of Hamilton, making it is much more auto-oriented and a less appealing route for bicyclists and pedestrians.

Mission Avenue is a boulevard-style roadway, with a large center median lined with trees. Its visual appeal makes it more appealing than Hamilton for pedestrians, though there are few businesses along this corridor which gives it a relaxed residential environment.

Sharp Avenue is another significant auto-oriented path through the area. It provides direct access to Gonzaga. Sharp has on-street parking, a bike lane, and separated sidewalks through a large portion of the study area, making it a comfortable path for vehicles, bicycles, and pedestrians.

Mission Avenue on the east side of the study area

4.2.2 Nodes

Nodes are the strategic foci into which the observer can enter, and which are the intensive foci to and from which one is travelling. They may be primarily junctions, places of a break in transportation, a crossing or convergence of paths (Lynch, 1960, p. 47).

4.2.2.1 Transit Nodes

The City Line will travel through the study area along Spokane Falls Boulevard, the Cincinnati Greenway, and Mission Avenue. The City Line stops were planned where nodes are already known to exist. In the study area, this includes:

The Centennial trail (Cincinnati St & The Centennial Trail)

The Centennial Trail converges with the Cincinnati Greenway, creating a node of multimodal activity.

Hemingson Center (Cincinnati St & Desmet Ave)

Hemingson Center is the main student center on Gonzaga's campus. The center and its direct surroundings draw people from all over Gonzaga's campus and students from off-campus seeking food, study locations, events, or university services. It is a major hub for both the university and the study area.

Central City Line stop with artistic bike racks near the Hemingson Center

Safeway (Mission Ave & Columbus St)

Safeway is the major grocery store for the area, bringing a wide range of activity including vehicles, bicycles, transit, and pedestrians to this location from all directions.

Mission Park/Witter Pool (Mission Ave at Mission Park)

Mission Park is large enough to be a district, but at the northern edge of the park is a major node. The intersection of Mission Avenue and N Perry St is intensified by a railroad crossing and the crossing of the Centennial Trail. It is also the main entrance to Mission Park and Witter Pool, making it a very active node for vehicles, freight, transit, bicycles, and pedestrians.

Crosswalk to a Central City Line Stop on Mission Avenue near Safeway

4.2.2.2 Intersection Nodes

There are three prominent intersections in the study area, all of them along the Hamilton Corridor.

Hamilton St & Spokane Falls Blvd/Trent Ave

The first is at Hamilton St and Spokane Falls Blvd/Trent Ave. This node is primarily an auto-oriented node, where drivers gravitate to access I-90 and Trent Ave (SR 290). It is a heavily trafficked intersection. This node is also the location of the new GU/UW medical school, which will likely intensify the pedestrian activity at this intersection once it opens.

Intersection of Spokane Falls Blvd and Hamilton St

Hamilton St & Sharp Ave

Another main intersection is at Hamilton Street and Sharp Avenue. This is a popular destination for Gonzaga students crossing on foot to access campus and nearby bars and restaurants. This corner is heavily used by both vehicles and pedestrians.

Intersection of Sharp Ave and Hamilton St

Hamilton St & Mission Ave

The third main intersection is Hamilton Street and Mission Avenue, where there are bus stops, pedestrians crossing, and heavy traffic consistently flowing. This intersection is much more auto-focused, with long crosswalks making pedestrians traverse multiple lanes of traffic in each direction.

Intersection of Mission Avenue and Hamilton St

Hamilton St & Desmet Ave

This intersection has recently transformed from a rectangular rapid-flashing beacon (RRFB) enhanced pedestrian crossing to a signalized intersection with protected left turns. It now provides direct vehicular and pedestrian access to the Hemingson Center, the new BRT station at Cincinnati, and the structured parking lot north of Desmet.

4.2.2.3 Other Nodes

Don Kardong Bridge

The Don Kardong Bridge is part of the Centennial Trail, but this pedestrian bridge also provides connections to the River Walk Loop and other small pathways throughout the University District. It is a major bicycle and pedestrian node for this reason.

Riverwalk & No-Li Brewhouse

This popular shopping area on the southeastern corner of the study area has stores, restaurants, and the popular No-Li Brewhouse. It is a major destination, creating a node where people congregate, not just pass through.

4.2.3 Districts

Districts are the relatively large city areas which the observer can mentally go inside of, and which have some common character (Lynch, 1960, p. 66). The characteristics that determine districts are thematic continuities which may consist of an endless variety of components (Lynch, 1960, p. 67).

There are four clear, unique districts within the study area:

Gonzaga University

The most distinct and the largest district in the study area is the Gonzaga University campus. Gonzaga has a quaint, charming character that includes historic buildings, a variety of classical and modern architecture, walking paths, tall trees, grassy fields, and views of the river. The campus is somewhat insulated from the surrounding area and being on campus can make it easy to forget that there is a bustling business corridor just a couple blocks away.

Gonzaga's Campus is a charming, quiet place within the bustling neighborhood

Hamilton Business District

There business district along Hamilton is another distinct district. This automobile-focused commercial corridor is lined with retail and restaurants, including a number of drive-through businesses. This business district serves the greater Spokane region, giving it a much more regional attraction rather than being a local neighborhood district.

Student Housing Area

The area just north of Gonzaga's campus is filled with off-campus student housing. This neighborhood is characterized by old homes, apartments, and tree-lined streets. It is largely populated by university students, giving it a unique, youthful energy within the larger residential area.

Mission Park

Mission Park and Witter Pool create a recreational district within the study area. Mission Park is a popular local park, with playgrounds, sports courts, large fields, and tall, old trees. The Park also connects directly to the Centennial Trail.

Outdoor opportunities make Mission Park a popular destination

4.2.4 Edges

Edges are linear elements not considered as paths: they are usually, boundaries between two kinds of areas. They act as lateral references. Those edges seem strongest which are not only visually prominent, but also continuous in form and impenetrable to cross movement (Lynch, 1960, p. 62).

Overall, the study area is cohesive, with reliable paths and connections throughout. However, there are some clear "edges" that form continuous barriers, both built and natural.

4.2.4.1 Built Edges

Hamilton Street

Hamilton Street acts as a divider, especially between Spokane Falls Blvd/Trent Ave and Desmet Ave. Gonzaga has banners that indicate where their campus officially begins along the west side of Hamilton, however there are no official entrances off of Hamilton. University dorms line the west side of Hamilton, but their main entrances are oriented toward Cincinnati, not Hamilton. This creates a very clear edge along Gonzaga's eastern border, where access is limited, and an effective barrier divides the study area in half.

The edge of Gonzaga's campus running along Hamilton Street.

Mission Avenue

Mission Avenue is considered by many neighborhood residents to be where Gonzaga's presence really ends – the northern edge of the university. North of Mission there are many more non-student residents.

Railroad

A railroad cuts up from the river's edge on the east side of the study area, divides Misison Park and Witter Pool, and crosses Mission Ave at Perry Street North. This creates a significant edge right along the eastern boundary of the study area.

4.2.4.2 Natural Edges

The Spokane River

The River defines the edge of Gonzaga's Campus and the Logan Neighborhood, marking the southern edge of the study area and creating a natural edge.

The Spokane River marks the southern boundary of the study area

4.2.5 Landmarks

Landmarks are point references considered to be external to the observer. They are more easily identifiable, if they have a clear form; if they contrast with their background; and if there is some prominence of spatial location (Lynch, 1960, pp. 78–79).

St. Aloysius (St. Al's) Church

St. Al's Church is part of Gonzaga's campus. It's tall towers stands out on Spokane's skyline, and its unique architecture stands out even from a distance. The church is an icon of Gonzaga, the Logan Neighborhood, and Spokane, and is an easily identifiable landmark in this study area.

St. Aloysius Church stands out because of its twin steeples. Source: Wikipedia

Iron Bridge

The Iron Bridge stands out as a landmark on the east side of the study area. This pedestrian bridge provides access over the Spokane River between the Logan Neighborhood and the Chief Garry Neighborhood. The bridge stands out because of its unique dark iron structure.

Iron Bridge connects cyclists and pedestrians between the Chief Garry and Logan Neighborhoods

Jack & Dan's

Jack and Dan's is a popular pub on Hamilton and Sharp in the study area. This pub has been in operation for decades, and has become a recognizable go-to destination for both Gonzaga students and the surrounding neighborhood. It is an anchor business in the Logan neighborhood, and has a significant presence within the streetscape of the study area.

Jack and Dan's is a cherished pub and anchor within the Logan Neighborhood

St. Aloysius Gonzaga Catholic School

St. Aloysius (St. Al's) is a private Catholic elementary and junior high school located on Mission Avenue in the study area. This 474-student school is a prominent structure that stretches for an entire block along Mission.

Mission Park

It is both node and landmark, a popular recreation and social space, prominent along Mission Ave.

4.3 Transportation System

The planning area's transportation system consists principally of a system of regularly subdivided lots and blocks, with a predominantly north-south orientation consistent with street patterns of the post-railroad period. As conditions evolved, some of the streets transformed into arterials with regional mobility as a primary objective. The residential blocks have remained relatively intact, with some street vacations to accommodate Gonzaga University's campus development or the creation of local parks or other institutional or industrial users.

4.3.1 Motorized Transportation

Bordering the Spokane River, the study area includes the Gonzaga University campus, Mission Park, and Heath Park. Roadways within the study area include various functional classifications (Figure 9), with the local being the predominant type. The City of Spokane is primarily responsible for providing and maintaining local roadways within the study area. 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 annual average daily traffic (AADT) 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.

4.3.2 Non-motorized Transportation

Transit--oriented development relies on multimodal opportunities to support a walkable and accessible area. Interconnected, pedestrian-scale streets with lower traffic volumes and pedestrian infrastructure supports transit-oriented development (TOD) by minimizing walking and cycling distances. Figure 10 displays the existing bicycle and pedestrian networks. 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. Shared use paths, including the North Bank Trail and the Spokane Centennial River Trail, border sections of the Spokane River and through Gonzaga University.

Sidewalks are present along almost all roadways in the study area, though the presence and quality of facilities varies throughout the study area. Pedestrian comfort and walkability can be affected by additional sidewalk features, such as width, curb separation from traffic lanes, pedestrian-scale lighting, and user volumes. Segments of E Sharpe Avenue that include a landscaped buffer between traffic and sidewalks is likely more accessible than southern segments of N Hamilton Street, where sidewalks are curbside and closer to vehicles.

4.3.3 Transportation Safety

In the past five years, there have been approximately 430 vehicular crashes within the study area with an average of 85 crashes each year (2017-2021). Over half of the crashes occurred at an intersection, as shown in Figure 7. The majority of crashes occur along N Hamilton Street and E Mission Avenue, which carry the highest volumes of vehicular traffic throughout the study area. Crashes for the past five years is detailed in Table 5 by user type. Irregularities in data in 2020 may be due to the COVID-19 pandemic.

Table 5: Study Area Crash History

Year	Total Annual Crashes	Crashes by User Type		
		Pedestrian	Bicyclist	Vehicular
2017	100	4	2	94
2018	66	3	0	63
2019	101	3	6	92
2020	71	5	2	64
2021	88	4	1	83

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

While crashes with non-motorized users, including bicyclists and pedestrians, make up a small number of the overall crashes within the study area, they are more likely to be killed or seriously injured when involved in a crash (Table 6). The two fatal crashes within the study area involved pedestrians crossing an intersection. Figure 8 shows non-motorized crashes over the past five years.

Table 6: Serious Injuries and Fatalities

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	-	**1**	1	-
2021	**-**	-	-	**1**	1	-

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

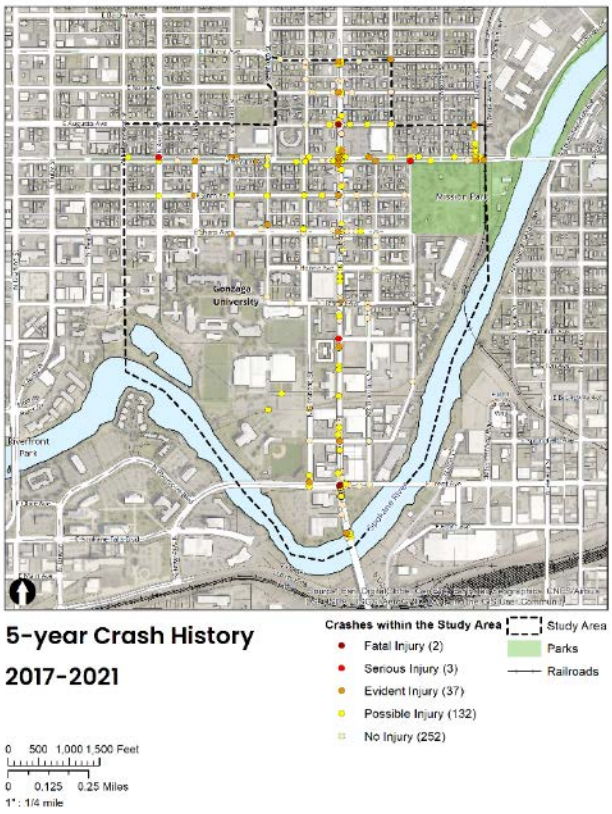


Figure 7: 5-Year Crash History

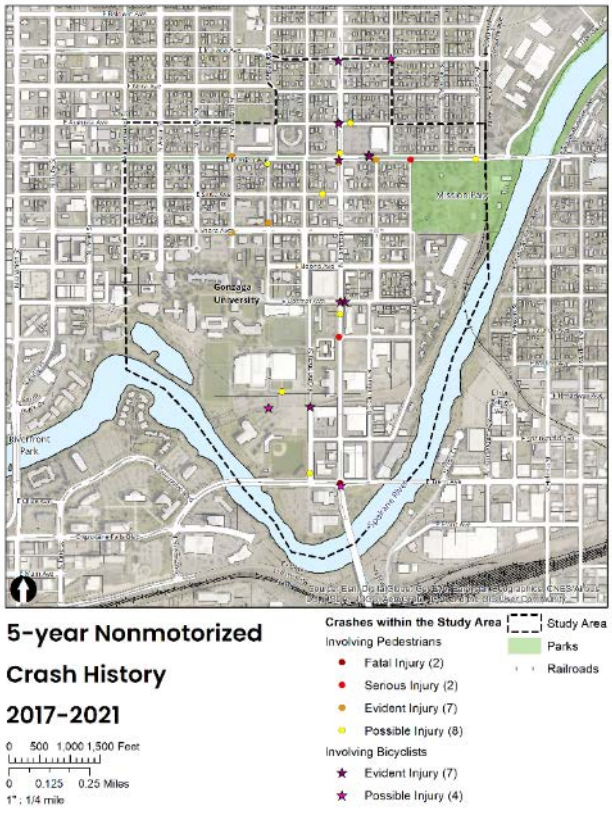
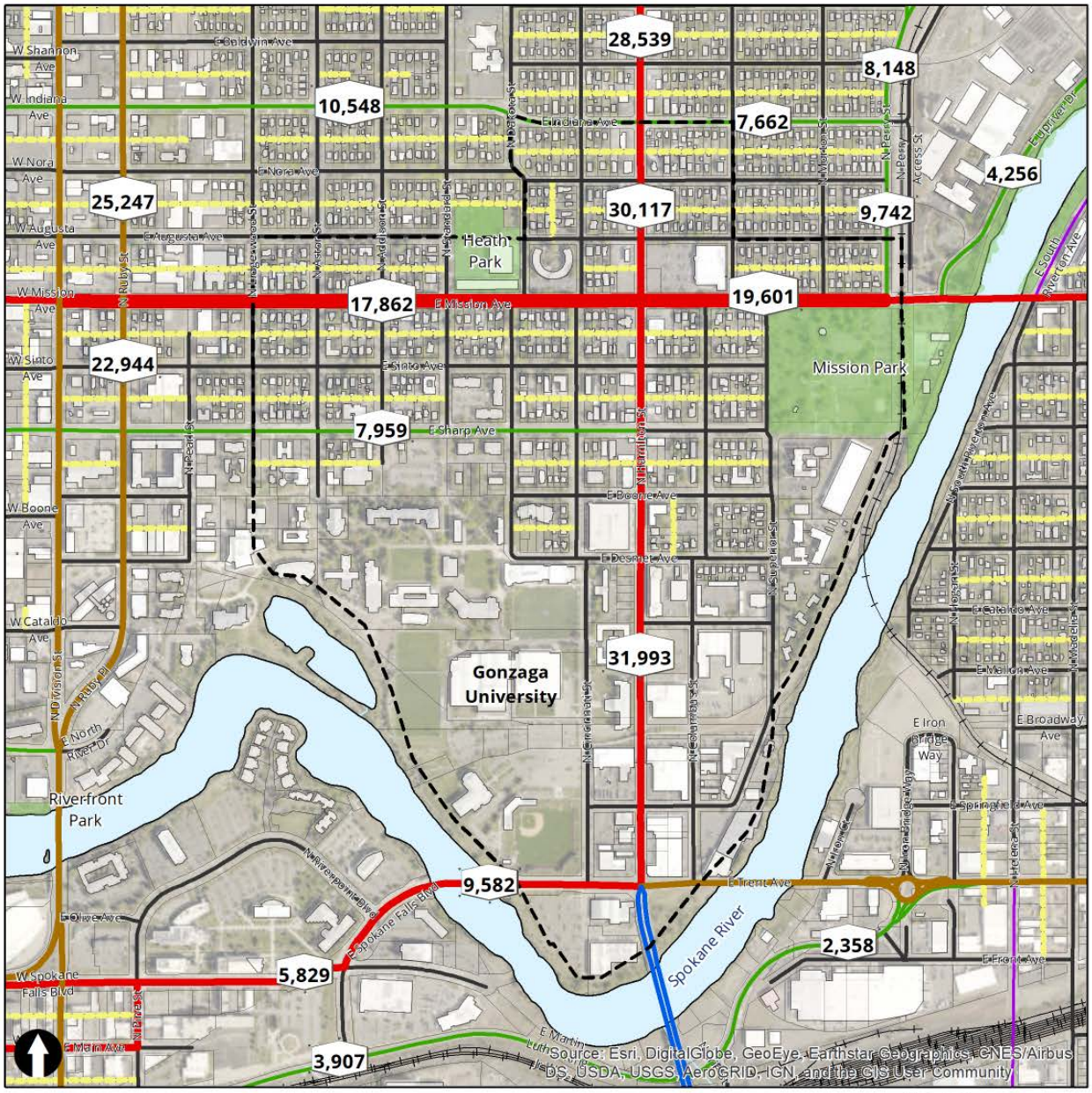


Figure 8: 5-Year Nonmotorized Crash History

4.3.4 Public Transportation

The Spokane Transit Authority (STA) provides local and regional transit (Figure 9) throughout the study area. There are three existing bus routes with service in the study area. Routes 26 (Lidgerwood) and 28 (Nevada) provide north-south connections from the downtown Spokane to both Washington State University and Gonzaga University campuses before reaching their termini at Northpointe Shopping Center and Whitworth University, respectively. Both are basic routes with stops every 30-60 minutes during the week but combined provide frequent transit service every 15 minutes along the section of N Hamilton Street within the study area. Route 39 (Mission) provides east-west connections along E Mission Street, connecting downtown Spokane to Minnehaha Park.



Street Network

AADT (2019)

Study Area

Roadways

Parks

Railroads

Freeway

Highway

Major Arterial

Minor Arterial

Collector

Local

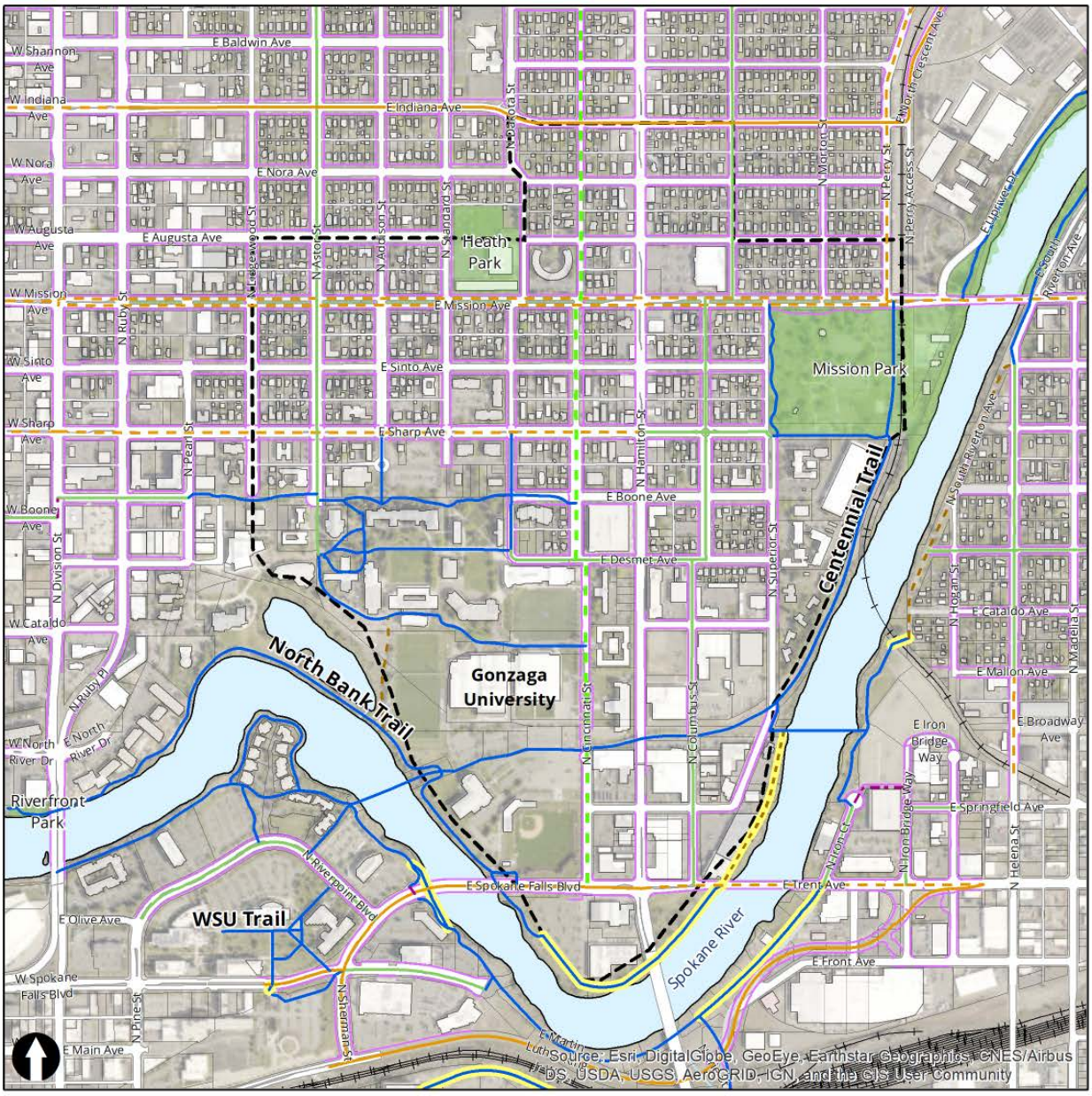
Alley

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 9: Street Network



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

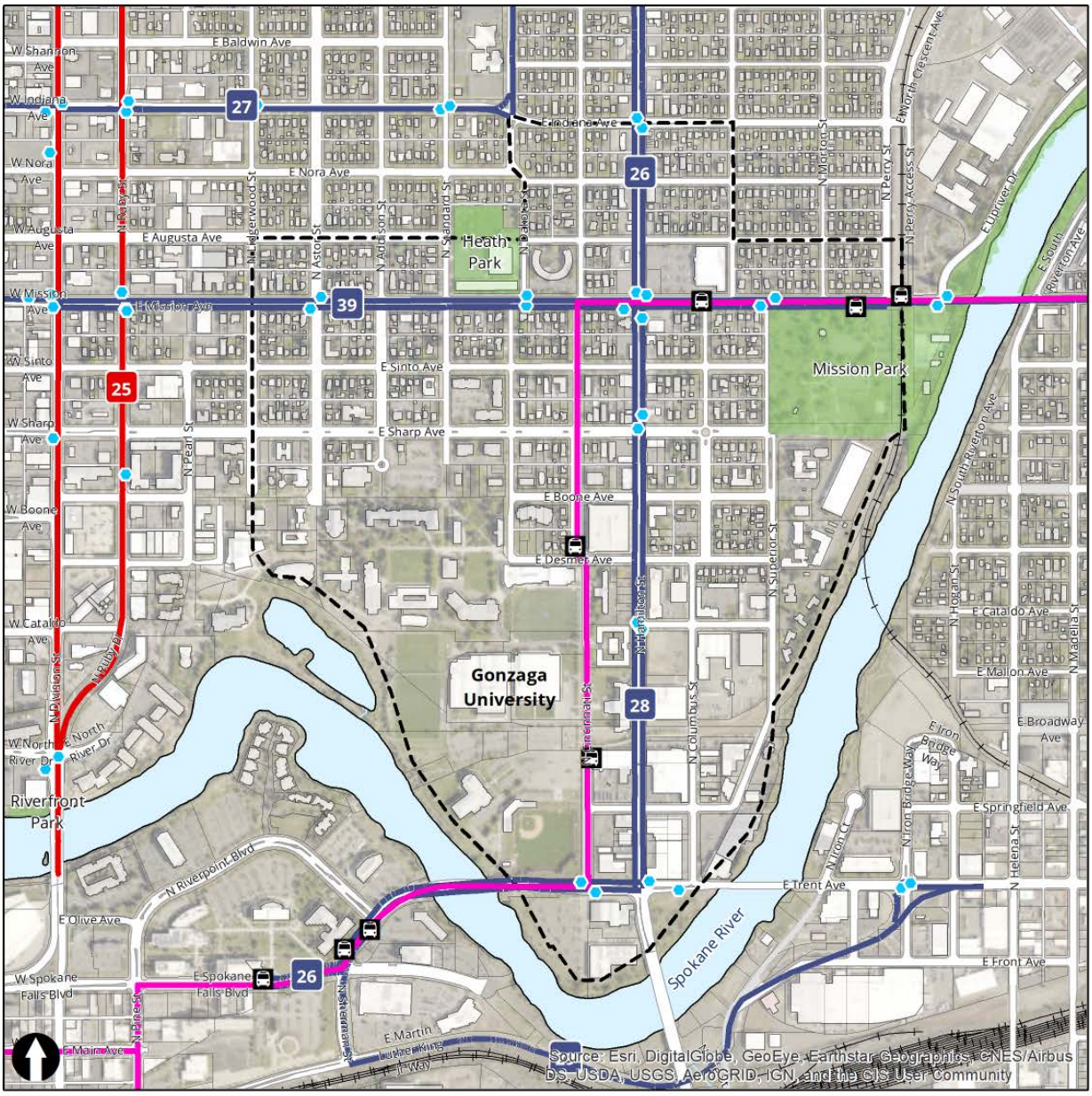
Planned Bikeways
- Shared Use Path
- Soft Surface Path
- Study Area
- Parks
- Railroads

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 10: Pedestrian and Bicycle Routes



Transit Service

Transit Routes

- Basic Routes
- Frequent Routes
- City Line Route
- City Line Stop
- Other Bus Stop

- Study Area
- Parks
- Railroads

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 11: Transit Service

4.4 Utilities and Infrastructure

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.

4.4.1 Water

The City of Spokane provides water to the planning area, with a delivery system 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". Future development may require upgrades, depending on intensity and location. Water service to the Gonzaga campus is through the school's private system.

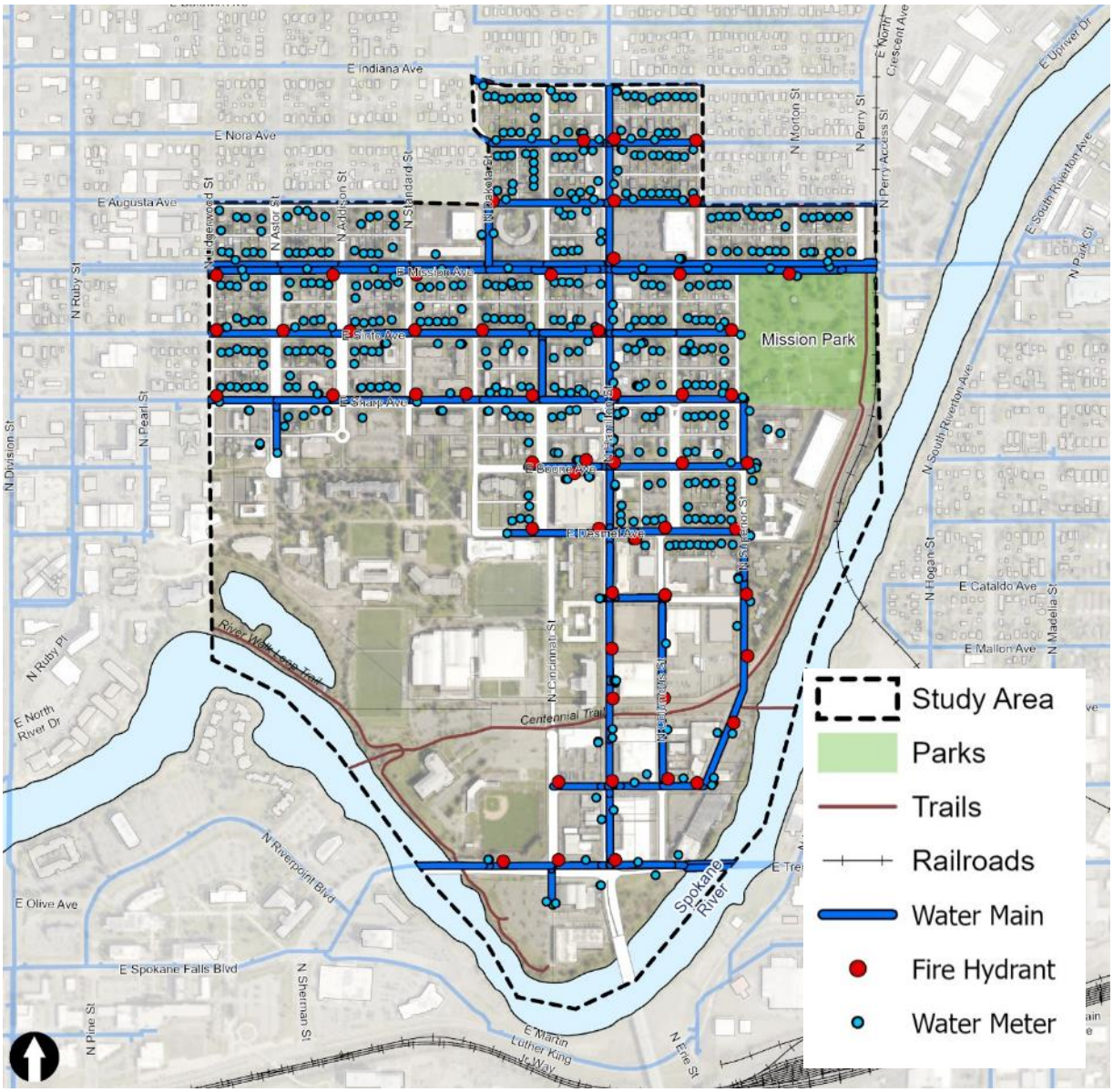


Figure 11: Water Infrastructure Map

4.4.2 Sanitary sewer

The City of Spokane provides sanitary sewer service to all of the planning area, with the system generally flowing by gravity to a lift station and then conveyed through force mains to the treatment plant.

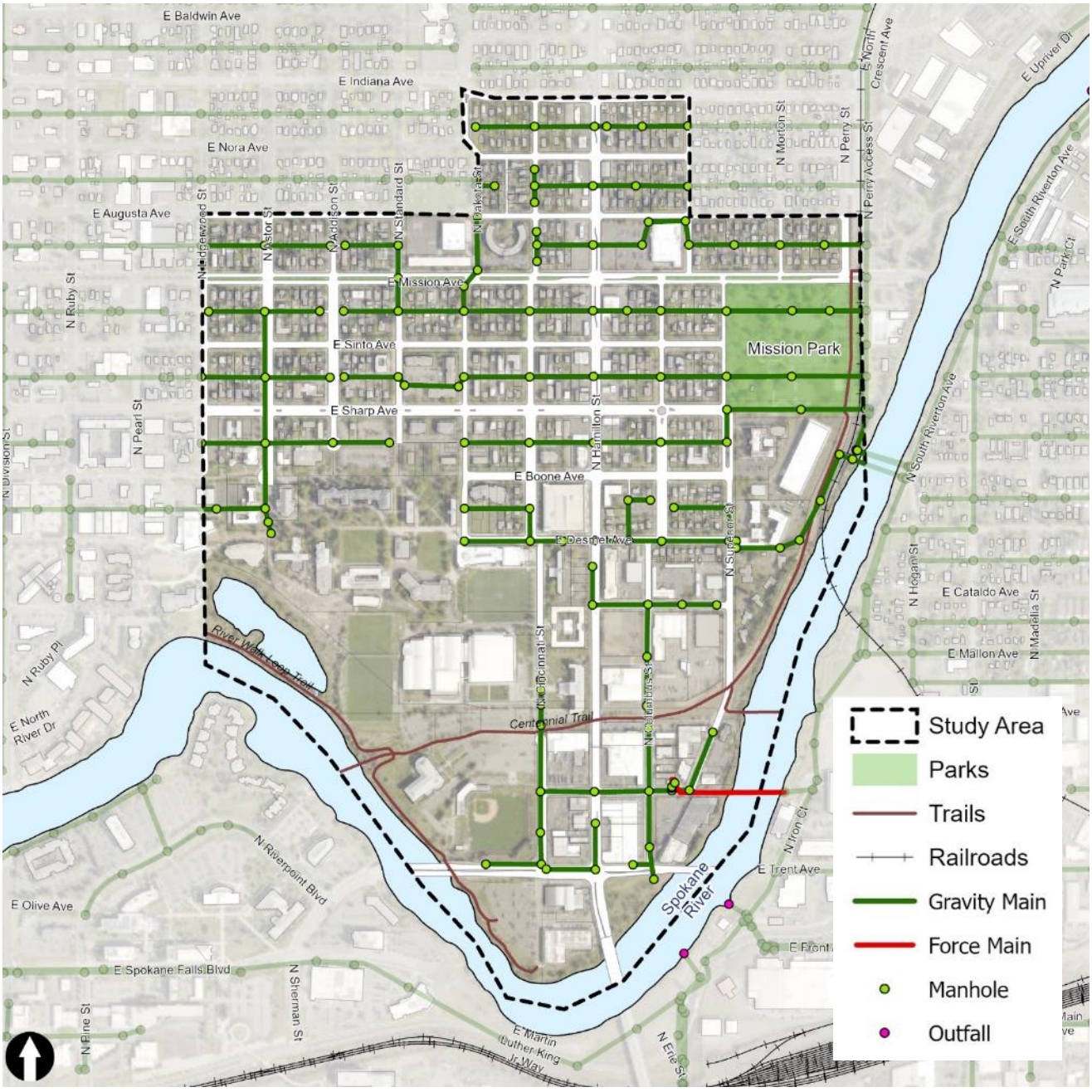


Figure 12: Sanitary Sewer Infrastructure Map

4.4.3 Stormwater

The City of Spokane provides and maintains the planning area's storm drain system, with outfall ultimately flowing into the Spokane River. Surface water on Spokane Falls Bl 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 plan to enhance its stormwater conveyance and treatment.

Figure 13: Storm Water Infrastructure Map

4.4.4 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 and institutional customers.

4.4.5 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 and institutional customers, with abundant capacity to accommodate future development.

4.4.6 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.

5 Policy and Regulations

The governmental context in the planning area is both simple and complex, with a single municipality in charge of land use regulation and provision of water and sewer services. While much of the development regulating authority resides with the City, there are others – neighborhood groups, special districts, utilities, and regional agencies – who play roles in policy choices and infrastructure investment.

5.1 Area Governance

While the project area is squarely located in the City of Spokane's city limits, there are still multiple agencies or groups involved in adopting or advising on policy and responsible for public investment, economic development initiatives, and representing the public's voice in civic conversation.

5.1.1 City of Spokane

The City is the municipal authority for the planning area. It possesses the conventional array of governmental authority here, responsible for land use policy and permit decisions and much of the area's transportation and infrastructure maintenance. The City will have the ability to adopt this subarea plan and then put development regulations and design standards in place to implement it.

5.1.2 University District

The University District and its associated University District Public Development Authority are involved in the economic development of the area extending roughly from the Gonzaga campus to the north to Interstate 90 to the south. The district collects and invests tax increment revenue to leverage private investment in achieving district objectives. While not a land use authority, the District is influences policy decisions and is a potentially powerful public investment partner.

5.1.3 Neighborhoods

Situated close to the heart of Spokane, the Logan neighborhood has developed as one of the oldest residential neighborhoods in the community. Platted and developed between 1884 and 1889 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 was introduced by the priests as a reflection of popular trends in Europe and cities of the eastern United States. The wide streets served the function of parade grounds for college men enrolled in the Reserve Officer Training Corps. These were horse and buggy days and the generous platting accommodated the mix of pedestrian, horse and occasional "horseless" carriage with only minor conflict.[1]

[1] From City of Spokane website https://my.spokanecity.org/neighborhoods/councils/logan/, accessed 9/11/22

Logan today boasts verdant canopies of overarching trees, four parks, three major retirement centers, the Hamilton Street Business District, two elementary schools, a high school, a university and a law school.

A “community development” neighborhood, the organization was once responsible for identifying needed neighborhood community development block grant investment projects. It has continued to be an active group, advocating for neighborhood issues at the Community Assembly and City Council levels, and participating in neighborhood planning projects.

The Logan Neighborhood encompasses the entirety of the South Logan TOD planning area except for the area between Trent Avenue/Spokane Falls Boulevard and the Spokane River. The Logan Neighborhood Council (LNC) is actively involved in preserving the historic character as one of the oldest residential neighborhoods in the city. The LNC assisted in developing the current form based code.

The area south of Trent Avenue/Spokane Falls Boulevard is part of the East Central Neighborhood. The East Central Neighborhood Council is also one of the oldest neighborhoods in the city with over 600 historic homes. It also has over 1,300 businesses, making it a major commercial center. The ECNC manages working groups for neighborhood clean-up, traffic, economic development, and housing issues.

Though not within the South Logan TOD planning area, the Chief Garry Park Neighborhood lies just across the Spokane River to the east. The Chief Garry Park Neighborhood Council promotes community involvement and hosts regular meetings for residents to collaborate on issues such as animal control, crime and safety, neighborhood character, jobs, and homelessness.

5.2 Local

The City of Spokane has a comprehensive plan to outline a variety of policy directives and development regulations articulating the rules to implement that policy.

5.2.1 Comprehensive plan

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

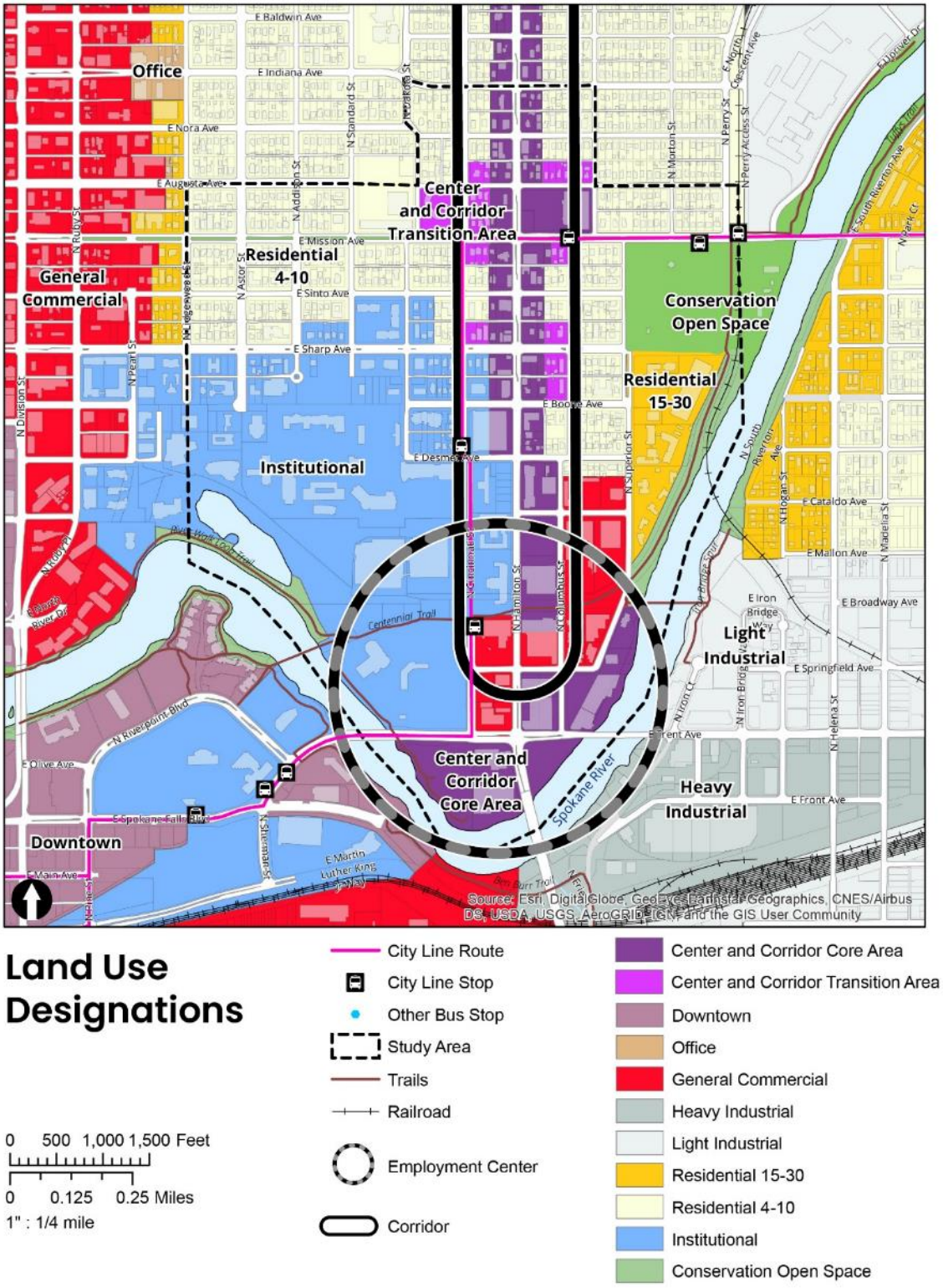


Figure 15: Land Use Plan Designations

5.2.1.1 Centers and Corridors

The Spokane Comprehensive Plan designates several types of Centers and Corridors that overlay on top of land use designations and help guide zoning decisions.

1) Employment Center

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

2) Corridor

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

5.2.1.2 Land Use Designations

1) Center and Corridor Core Area

   This designation allows commercial, office, and residential uses in designated Centers and Corridors. The type, intensity, and scale of uses allowed shall be consistent with the designated type of Center or Corridor.

2) Center & Corridor Transition

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

3) Heavy Industrial

   This designation is intended to accommodate heavier industrial uses at locations where there is no interaction with residential uses.

4) Light Industrial

   This designation is intended for those lighter industrial uses, which produce little noise, odor, or smoke. River-oriented residential use is permitted.

5) General Commercial

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

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

6) Office

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

7) Institutional

   The Institutional designation includes uses such as middle and high schools, colleges, universities, and large governmental facilities. The designation is drawn over a large general area, and is not intended to draw specific boundaries of institutional development.

8) Residential 15-30

   This designation allows higher density residential use at a density of 15 to 30 units per acre.

9) Residential 4-10

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

10) Conservation Open Space

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

5.2.2 Zoning

As with the Comprehensive Plan land use designations, 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 and was configured as a plug-in set of regulations, replacing pre-existing zoning and design guidelines. As the name indicates, the FBC is intended to emphasize built form over traditional forms of zoning that are based more on permitted use lists. This includes a special mix of streetscape design, block-front, and building type standards. These are in addition to the usual land use, height, and parking standards. The FBC includes a "Regulating Plan" that includes four "Context Areas", CA-1-4, which are designated on the zoning map in Figure _ below. The CA-1-3 zones allow up to 114-foot tall buildings whereas the CA-4 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.

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

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

The City is using the one-year period to make permanent changes of a similar nature. A summary of use and density/dimensional standards by zone are listed in tables below.

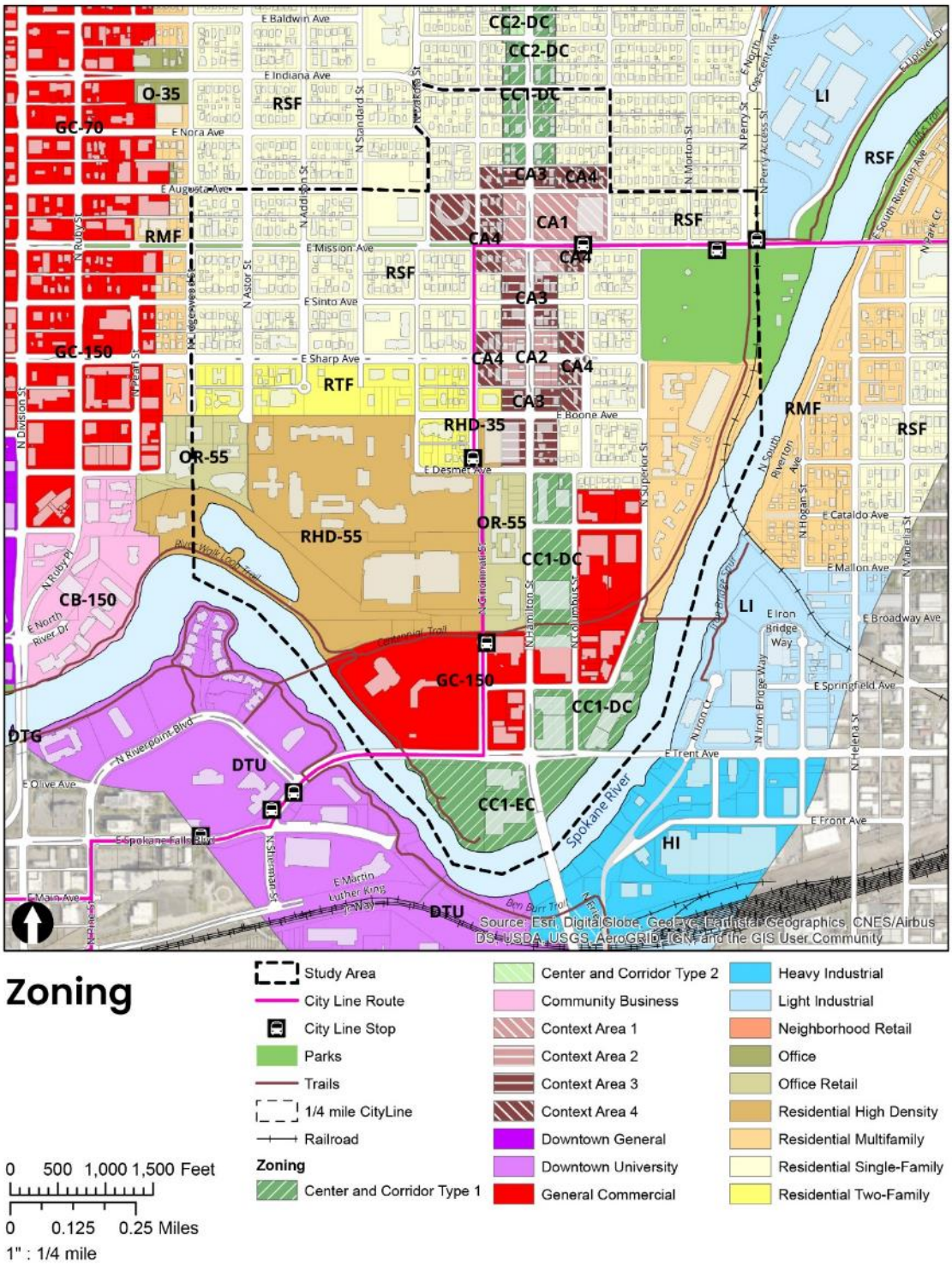


Figure 16: Zoning Map

Table 7: South Logan Zoning Parameters

NOTE: Table text in red with asterisk* refers to those zoning parameters adjusted via the Building Opportunity and Choices for All one-year pilot program.

Zoning District & acreage	Zoning Parameters			Comments
	Purpose/ Use Mix	Max Roof/ Wall Height	Density/Floor Area Ratio (FAR)	
CC1-DC 16.7 acres CC1-EC 9.25 acres	Greatest pedestrian-orientation of center & corridor zones; Some limitation on auto-oriented uses.	DC: 55′ non-res. (corridor) /NA; 70′ res-mixed* (corridor)/NA EC: 150′ (emp center)/ NA	Min FAR for res/mixed-use; 0.5 max base FAR for non-res 3.0 max FAR for non-res with amenities No max FAR for res/mixed-use*	These zones are subject to height transition standards when adjacent to single family and two-family residential zones per SMC 17C.120.220. Starting at a height of 30′ at boundary, heights may go up to the applicable height limit at a ratio of 1′ for every2′ of horizontal distance. For the CC1 zone, the ratio is 1′:1′ rather than the 1′:2′*
GC 45.9 acres	A full range of retail & service businesses plus residential uses and low impact industrial uses	See zoning map for GC height limits: 150/NA (A small area of GC in the northwest corner has a 70′ height limit)	Max FAR for non-res No max FAR for res/mixed-use*	
OR 15.1 acres	Higher intensity office areas close to downtown; Allows supporting retail & service uses plus residential uses	55′/NA	6.0 max FAR for non-res	
RHD 49.0 acres	A mix of single & multifamily housing types	55′/NA (a half block of RHD fronting on the Desmet BRT stop is 35′)	No max FAR	
RMF 26.4 acres	A mix of single & multifamily housing types	35′/NA; 40′/NA*	No max FAR	
RTF 22.8 acres	Combination of single family, duplex, townhouses & rowhouses	35′/25′ ; 40′/30′*	0.5 max FAR No max FAR*	
RSF 97.8 acres	Low density single family zone (Up to four-plex/lot*)	35′/25′ ; 40′/30′*	0.5 max FAR No max FAR*	
Hamilton Form-Based Zones				
CA-1 8.6 acres; CA-2 3.68 acres	Mix of pedestrian-oriented commercial, office & multifamily residential uses	66′/NA	No max FAR	Includes build-to" lines" + minimal setbacks

Zoning District & acreage	Zoning Parameters			Comments
	Purpose/ Use Mix	Max Roof/ Wall Height	Density/Floor Area Ratio (FAR)	
CA-3 9.1 acres	Mix of pedestrian-oriented commercial, office & multifamily residential uses	54′/NA	No max FAR	Includes build-to" lines" + minimal setbacks
CA-4 10.8 acres	Mix of residential uses & pedestrian-oriented commercial in mixed-use buildings	35′/25′	No max FAR	

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

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

Table 8: South Logan Parking Parameters

NOTE: Table text in red with asterisk* refers to those zoning parameters adjusted via the Building Opportunity and Choices for All one-year pilot program.

Category	Specific Use	Specific Zone	Min. Parking	Max. Parking	SMC
All zones	Any building under 3000 sf	CA1, CA2, CA3	None		17C.230.130
Residential	Dwelling unit <4 br		1 per unit		17C.230.130
	Dwelling unit 4+ br		1 per unit + 1 per br		17C.230.130
	ADU studio or 1br		None		17C.230.130 17C.300.130
	ADU with 2+ brs		1 per ADU		17C.300.130
	Dwelling unit attached	RHD and RTF within 1/4 mile of CC, CA, DT, or CC3 zones	50% reduction		17C.230.130
	Dwelling unit attached	RHD and RTF	30% reduction		17C.230.130
	Dwelling unit, building with 0-30 total units	CC zones*	None		17C.400
	Dwelling unit, building with 31-40 total units	CC zones*	0.2 per unit		17C.400
	Dwelling unit, building with 41-50 total units	CC zones*	0.25 per unit		17C.400
	Dwelling unit, building with 51+ total units	CC zones*	0.31 per unit		17C.400
Commercial	Retail, services, gyms, etc.		1 per 330 sq. ft.	1 per 200 sq. ft.	17C.230.130
	Restaurants and Bars		1 per 250 sq. ft.	1 per 60 sq. ft.	17C.230.130
	General Office		1 per 500 sq. ft.	1 per 200 sq. ft.	17C.230.130
	Any non-residential uses	CC1	1 per 1,000 sq. ft.	1 per 250 sq. ft.	17C.230.120
	Any non-residential uses	CA1, CA2, CA3		1 per 250 sf (applies to surface lots only)	17C.123.040
	Most industrial uses		1 per 1,000 sq. ft.	1 per 200 sq. ft.	17C.230.130
Industrial	Non-res Floor area		1 per 600 sq. ft.	1 per 200 sq. ft.	17C.230.130
Colleges	Dorms		1 per 4 rooms	1 per 2.6 dorm rooms	17C.230.130

5.2.3 Design regulations

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

5.2.3.1 Block frontage regulations

Table _ below summarizes the key standards influencing the design of block frontages (i.e., the placement, orientation, and design of building frontages along a street).

Table 9: Summary of key block frontage standards.

Zone	Sidewalk storefront form?	Ground-floor uses	Surface-level parking	Unique frontage/ design thresholds
CA 1	Required - along Hamilton (with maximum setback of 15'); optional elsewhere except along Street Type 1 (5' min setback)	Residential prohibited on Hamilton; Commercial & residential allowed elsewhere	Prohibited between street & building	SMC Chapter 17C.123 Form-based code zone/standards: • Streetscape • Architectural
CA 2	Required - along Hamilton (with maximum setback of 15'); optional elsewhere except along Street Type 1 (5' min setback)	Residential prohibited on Hamilton; Commercial & residential allowed elsewhere	Prohibited between street & building	SMC Chapter 17C.123 Form-based code zone/standards: • Streetscape • Architectural
CA 3	Required - along Hamilton (with maximum setback of 15'); allowed elsewhere except along Street Type 1 (5' min setback)	Residential prohibited on Hamilton; Commercial & residential allowed elsewhere	Prohibited between street & building	SMC Chapter 17C.123 Form-based code zone/standards: • Streetscape • Architectural
CA 4	Prohibited; 15' min setback	Non-residential uses must have a residential component	Prohibited between street & building	SMC Chapter 17C.123 Form-based code zone/standards: • Streetscape • Architectural
CC1	Optional - for non-residential buildings within 20' of an arterial, 50% of façade between 2-10' must be transparent	Commercial & residential allowed	Prohibited between street & building	Centers & Corridors Design Guidelines
GC	Optional - for non-residential buildings within 20' of an arterial, 50% of façade between 2-10' must be transparent	Commercial & residential allowed	Allowed between street& building	SMC Chapter 17C.120 Commercial design standards

Zone	Sidewalk storefront form?	Ground-floor uses	Surface-level parking	Unique frontage/ design thresholds
OR	Optional - for non-residential buildings within 20′ of an arterial, 50% of façade between 2-10′ must be transparent	Commercial & residential allowed	Allowed between street& building	SMC Chapter 17C.120 Commercial design standards
RHD	Prohibited; 15′ min setback	Residential with limited option for office	Allowed between street& building	SMC 17C.110.400 Multifamily design standards
RMF	Prohibited; 15′ min setback	Residential with limited option for office	Allowed between street& building	SMC 17C.110.400 Multifamily design standards
RTF	Prohibited; 15′ min setback	Residential	Some limitations for small lots and duplexes	SMC 17C.110.310 Small lot & attached housing design standards
RSF	Prohibited; 15′ min setback	Residential	Some limitations for small lots and duplexes	SMC Chapter 17C.110, except duplexes, attached houses, and buildings with 3-4 units are subject to design standards in SMC 17C.400.030

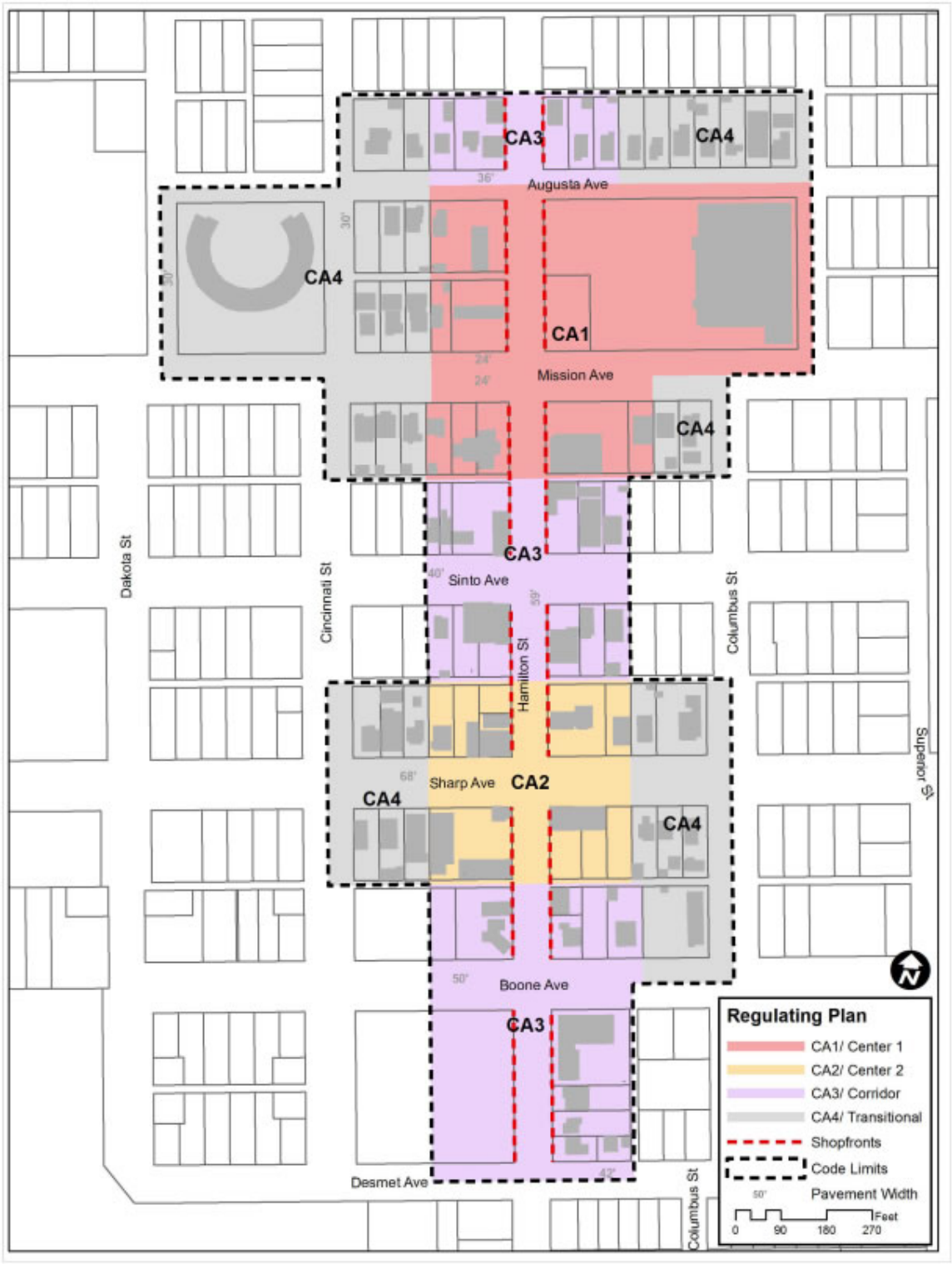


Figure 17: Regulating Plan for the Form Based Code.

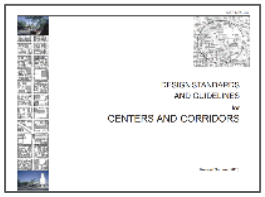
*Note the red-dashed "Shopfront" designations along Hamilton Street, where ground floor commercial uses are required.

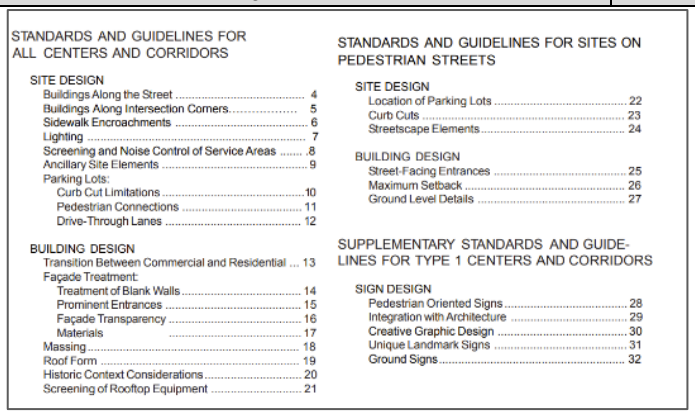
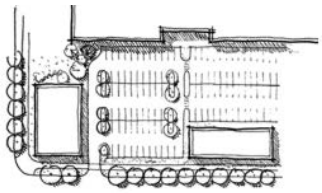
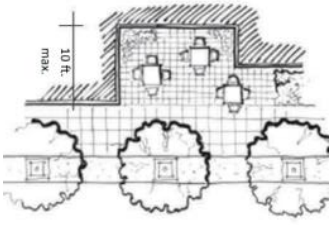
5.2.3.2 Additional design regulations

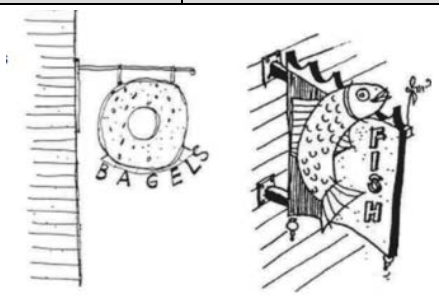
The Centers/Corridors and Commercial zones, and multifamily development within Residential zones come with their own set of other design regulations beyond the block frontage elements noted above.

Table 10: Summary of Multifamily, Commercial, and Centers & Corridors design regulations.

Design Regulation	Key Provisions	Code Section
RESIDENTIAL ZONES – MULTIFAMILY DESIGN STANDARDS		
Sidewalks	• Min 5' width, continuous, consistent materials standards.	• 17C.110.410
Pedestrian connections	Require a network of connections, notably between building and street, material standards, lighting, landscaping, and amenity provisions.	17C.110.415
Outdoor Spaces	48sf of outdoor open space/unit, with special provisions for ground level units, upper level units, and common outdoor spaces.	17C.110.420
Screening	Addresses screening of garbage and recycling collection areas and mechanical equipment.	17C.110.425
Landscaped Areas	Requires L3 type landscaping (chapter 17C.200 SMC) in front building setbacks and refers to required parking lot landscaping.	17C.110.430
Articulation and Details	Facades longer than 30' should be articulated into smaller units to fit the scale of the neighborhood – and requires four methods from a list of options.	17C.110.440
Front Yards and Entrances	Requires entries to be clear and visible; One or more design methods from a list of options are required.	17C.110.445
Pitched Roofs	Requires pitched roofs adjacent to single family uses.	17C.110.450
Base, Middle, Top	Requires buildings to provide a distinct base at ground level along with a distinct top element such as projecting parapet, cornice or projection.	17C.110.455
Windows	Requires at least 15% window fenestration along the street façade.	17C.110.460
Parking Structures	Requires consistent carport design (as primary structure), screening of ground level parking structures (from three options), and prohibits parking structures, garages, and carports from being located between the street and primary building.	17C.110.465
COMMERCIAL ZONES – DESIGN STANDARDS		
Setbacks and Sidewalks	• Min 5' width, continuous, consistent materials standards.	• 17C.120.230

Design Regulation	Key Provisions	Code Section
Landscaped Areas	Requires L3 type landscaping (chapter 17C.200 SMC) in front building setbacks and refers to required parking lot landscaping.	17C.120.240
Screening	Addresses screening of garbage and recycling collection areas and mechanical equipment.	17C.120.250
Pedestrian Standards	Requires connections standards, 5′ width pathway minimum, and materials standards.	17C.120.260
Outdoor Activities	Includes special standards and prohibitions of certain types of outdoor storage and display areas.	17C.120.270
Drive-through Facilities	Clarifies permissions and prohibitions for the various zoning districts.	17C.120.290
Ground Floor Windows – Building Design	Includes transparency standards depending on the building setback.	17C.120.510
Base/Middle/Top – Building Design	Requires buildings to provide a distinct base at ground level along with a distinct top element such as projecting parapet, cornice or projection.	17C.120.520
Articulation – Building Design	Facades longer than 50′ should be broken into smaller units through design features.	17C.120.530
Prominent Entrance – Building Design	Requires weather protection over entrances and integration of one or more design methods from two lists.	17C.120.540
Ground Level Details – Building Design	Requires the integration of at least three details from a list.	17C.120.550
Roof Expression – Building Design	Requires buildings with flat roofs to integrate design features that add visual interest.	17C.120.560
Treating Blank Walls – Building Design	Window-less walls shall integrate at least four design features from a list.	17C.120.570
Plazas and Other Open Spaces	Requires plaza spaces for new development with >40,000sf gross floor area at a ratio of 1sf/100sf of building area – together with integration of a minimum of three design features from a list	17C.120.580
CENTERS & CORRIDORS – DESIGN STANDARDS & GUIDELINES		
	This document is adopted by reference and includes the following elements:	

Design Regulation	Key Provisions	Code Section
	 The detailed provisions are relatively similar to those standards for the Commercial zones. Key components are highlighted below.	
Buildings Along Intersection Corners	Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable.	
Curb Cut Limitations	A curb cut for a nonresidential use should not exceed 30' for combined entry/exits. Driveway width where the sidewalk crosses the driveway should not exceed 24' in width.	
Transition Between Commercial & Residential Development	Sides of buildings visible from an adjacent single family zones shall integrate architectural details from a list.	
Materials	Requires durable ground floor materials and prohibits EIFS and lapped siding on the street level.	
Historic Context Considerations	New development should incorporate historic architectural elements that reinforce the established character of a center or corridor but still remain a product of their own times.	
Maximum Setback	Along Pedestrian Streets, buildings shall be set up to the back of the required sidewalk, except for a setback up to 10' for the purpose of providing a publicly accessible "plaza," "courtyard," or recessed entrance.	

Design Regulation	Key Provisions	Code Section
Creative Graphic Design	Signs should be highly graphic in form, expressive, and individualized	 Sign expressing the product, integrated with graphic form

5.2.3.3 Pilot Low-Intensity Residential Design Standards

A set of site and building design standards accompanied the Building Opportunity and Choices for All one-year pilot program. Whereas the multifamily design standards set forth in SMC 17C.110.400 generally applies only to the RMF and RHD zones, these pilot provisions also cover the RSF and RTF zones and apply to detached single family residential buildings, duplexes, multifamily residential structures of three to four units, and attached houses.

Table 11 includes a summary of key design provisions.

Table 11: Summary of Pilot Low-Intensity Residential Design Standards.

Design Element	Summary of Standards
Landscaping	• 50% of the front yard must be planted with living ground cover. A patio or porch may be included in the calculation of ground cover area.
Outdoor Area	Each development shall provide a minimum of 48sf of outdoor area per unit. This could be private balconies or patios or shared yard space. Common spaces must integrate at least three amenity features from a list.
Entrances	Each unit fronting a street must have its address and main entrance oriented toward a street frontage. Covered entrances are required.
Windows	Street facades must feature 15% minimum transparency.
Building Articulation	Street facades must be modulated at minimum 30' intervals. Facades longer than 30' must include at least four methods from a list at maximum internal to meet requirement.
Screening	All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties.
Parking Facilities	Garage walls are limited to 50% of width of street façade. Garages must also be placed at least 2' behind primary street façade. Parking structures, garages and car ports must not be located between the street and principal structure.

5.3 Regional

Spokane is a municipality working in partnership with other regional agencies, specifically to ensure consistency between the City's planning policy and the policy needs of those who depend on the City's land uses and transportation systems beyond the City's municipal boundary.

5.3.1 Transportation

The Spokane Regional Transportation Council (SRTC) is the federally designated Metropolitan Planning Organization (MPO) for Spokane County. SRTC is responsible for allocating federal funding for transportation projects and programs, as well as the coordinating the region's vision for growth to address transportation needs. Spokane Transit Authority (STA) provides transit services throughout the region, including fixed-route bus service, paratransit, and vanpools. STA develops the Transit Development Plan (TDP), which contains the region's Six-year Plan, Service Improvement Program, and Capital Improvement Program. Economic development

5.3.2 Other regional policy

Spokane County is the regional land use planning agency for the county and its associated municipalities. The County is now beginning its periodic comprehensive plan amendment, examining its land use and transportation policies with the intent of collaborating with the cities to further their individual development objectives. The City of Spokane is interested in advancing its Centers and Corridors scheme and coordinating with STA and SRTC to guide transportation investment to encourage a more compact development form. The County has recently engaged with the City, STA, and SRTC to complement these efforts, reviewing its land use policy to ensure regional planning objectives are still able to be achieved while development intensity in the City's centers and neighborhoods increases.

5.4 Other studies, reports, and plans

The timeline illustration below summarizes key plans, studies, and initiatives related to the planning area.

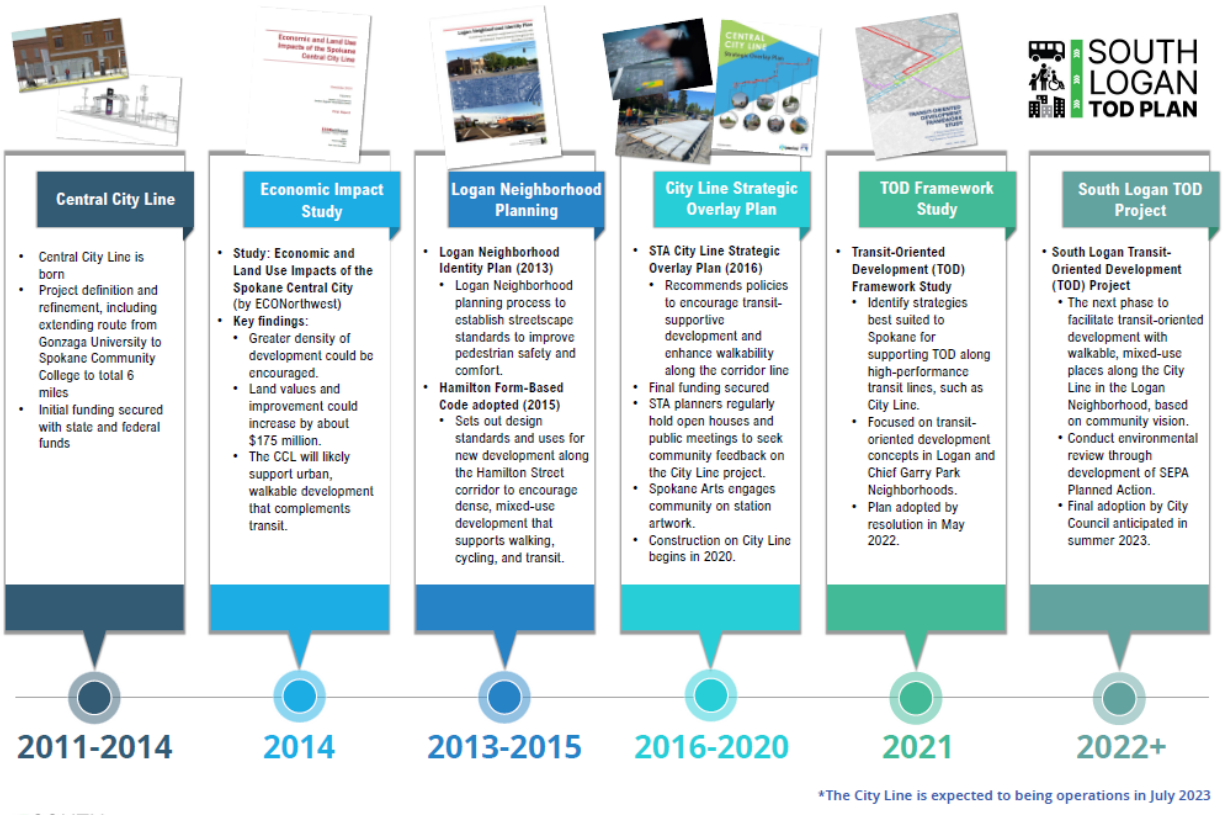
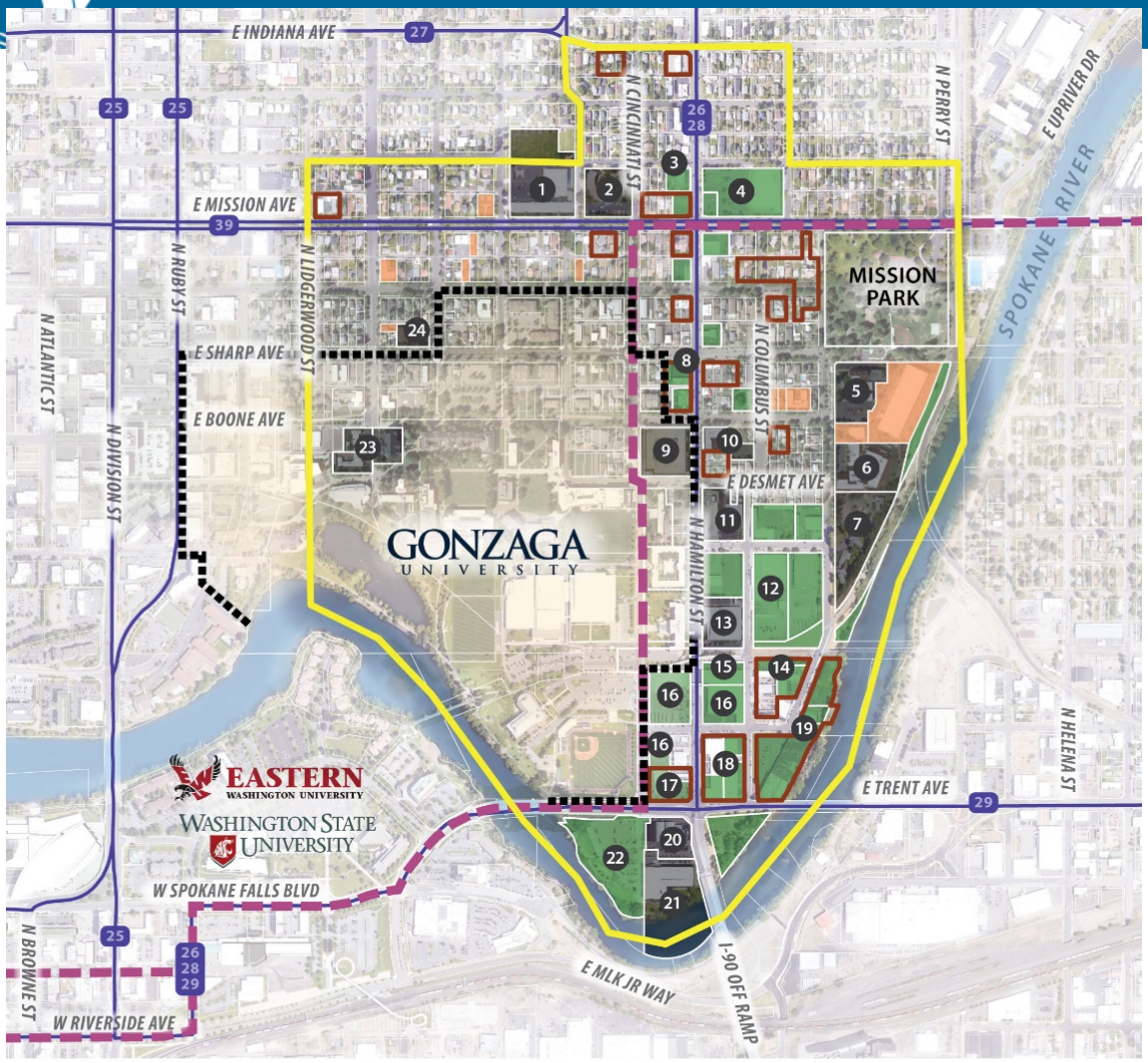


Figure 18: Recent planning timeline for the South Logan planning area.



STUDY AREA | POTENTIAL REDEV PARCELS | OWNED BY GONZAGA | PRIVATE OWNERS Possible Assemblage | UNLIKELY FOR REDEVELOPMENT

GONZAGA CAMPUS

EXISTING SPOKANE TRANSIT AUTHORITY BUS ROUTE

FUTURE CITY LINE BRT ROUTE

ID	PROPERTY NAME
1	Catholic School
2	O' Malley Bldg (Housing)
3	McDonald's
4	Safeway
5	The Academy (Housing)
6	Maplewood Gardens (Housing)
7	Joya Child & Family Development
8	Retail
9	Boone Avenue Retail Center
10	Housing
11	The Matilda (Housing)
12	Century Link Building

ID	PROPERTY NAME
13	The Warehouse Athletic Facility
14	Former Krueger Sheet Metal
15	U-District PT
16	EZ Loader
17	Spokane Power Tool
18	Retail
19	Riverwalk Building
20	Regional Health Peninsula Bldg
21	SIERR Building
22	Parking Lot
23	St. Aloysius Catholic Church
24	Bishop White Seminary

Figure 19: Development Context

6 Market Research

Gonzaga University maintains the dominant land ownership presence in the South Logan study area. Gonzaga is the majority employer and also owns and manages a significant number of student housing properties in South Logan.

The southern terminus of the Hamilton Street corridor is known as the Regional Health Peninsula and will be home to university-oriented research and medical uses.

The stretch of the southern portion of Hamilton Street corridor north of Trent Avenue is characterized by large, low-intensity industrial sites with attractive CC and GC zoning designations. This area is a prime target for redevelopment, ideally of a higher density, mixed-use nature.

Due to its size, dimensions, and visibility, the Safeway site at the northeast corner of E Mission Ave and Hamilton Street represents a significant redevelopment opportunity.

Many educational and institutional uses, including the Gonzaga Tennis Center, the St. Aloysius Catholic School, the Boone Avenue Center, and the Warehouse Athletic Facility, are unlikely to be redeveloped in the near-term.

Much of the housing along the northern edge of Gonzaga University is owned and managed by the University as student housing.

Scattered throughout the study area are several contiguous parcels with one owner which could be redeveloped more readily when market conditions permit. See Figure 19: Development Context.

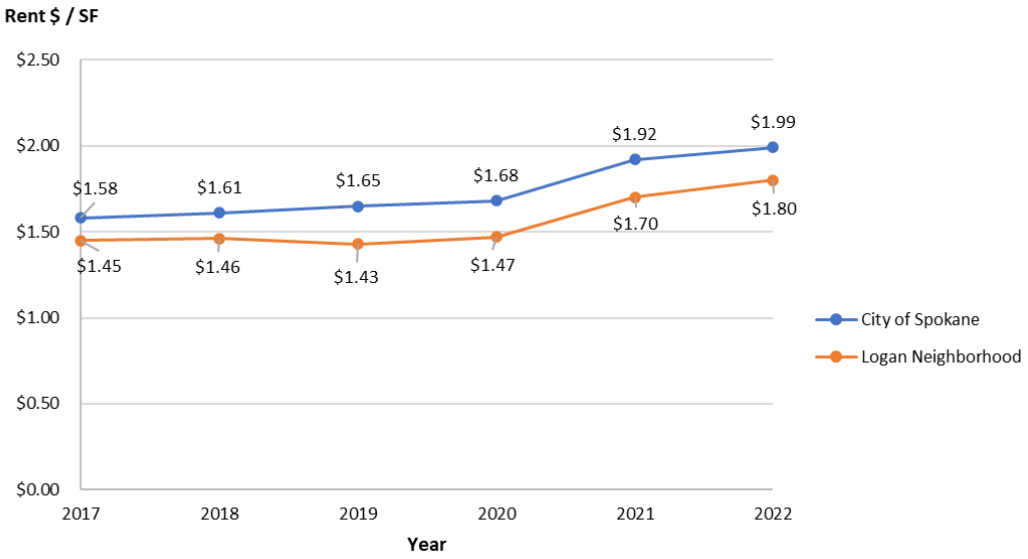


Figure 20: Multifamily Rent per Sq Ft, Spokane, 2017-2022

Sources: CoStar, Heartland, 2022.

Multifamily rental rates have increased by 5% annually over the past five years in both the Logan neighborhood and the City of Spokane overall (Figure 20).

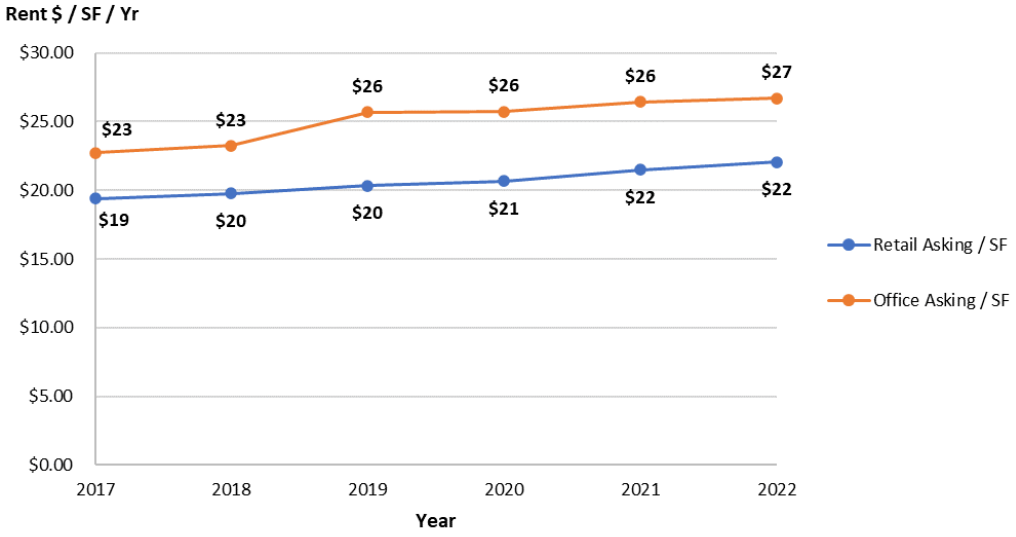


Figure 21: Office and Retail Rental Rates, Spokane, 2017-2022

Sources: CoStar, Heartland, 2022.

Office lease rates in Spokane increased from $23 per square foot annually to $27 over the past five years, an increase of approximately 3.5% annually (Figure 21).

Retail lease rates have been relatively steady over the past five years, increasing between approximately 3% per year, and are currently at approximately $22 per square foot annually (Figure 21).

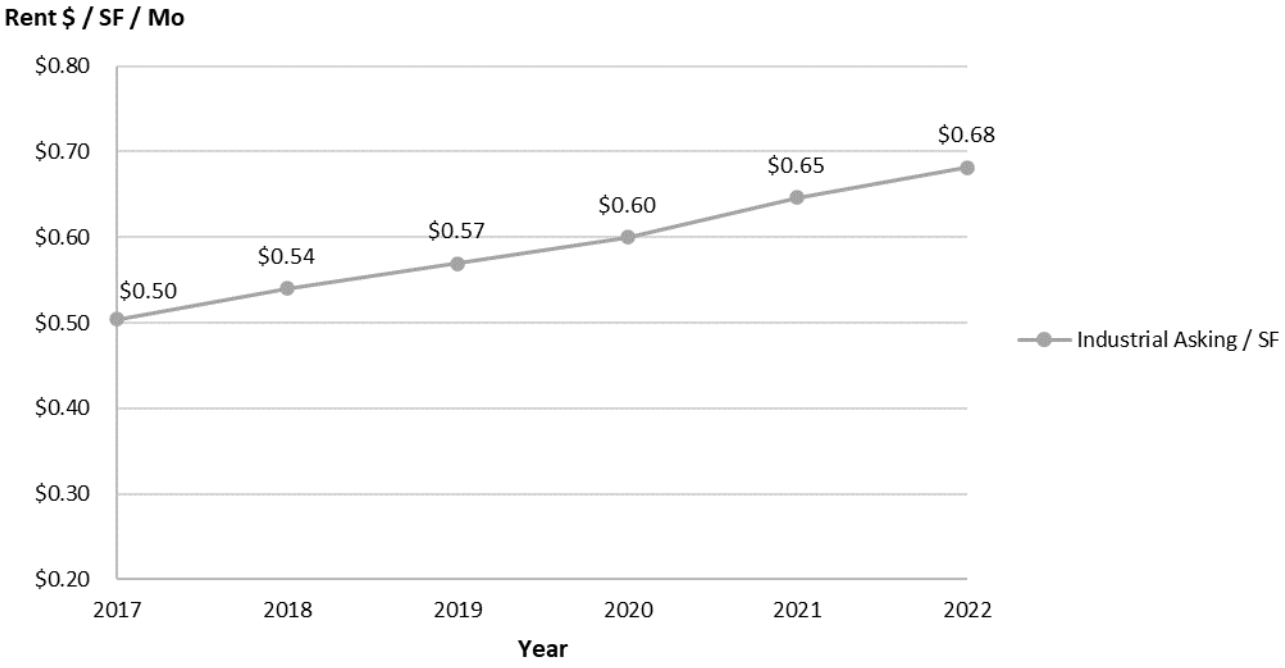


Figure 22: Industrial Rental Rates, Spokane, 2017-2022

Sources: CoStar, Heartland, 2022.

Industrial rental rates have been increasing steadily at a rate of approximately 7% annually over the past 5 years, and are currently $0.68 per square foot per month, and $8.2 per year.

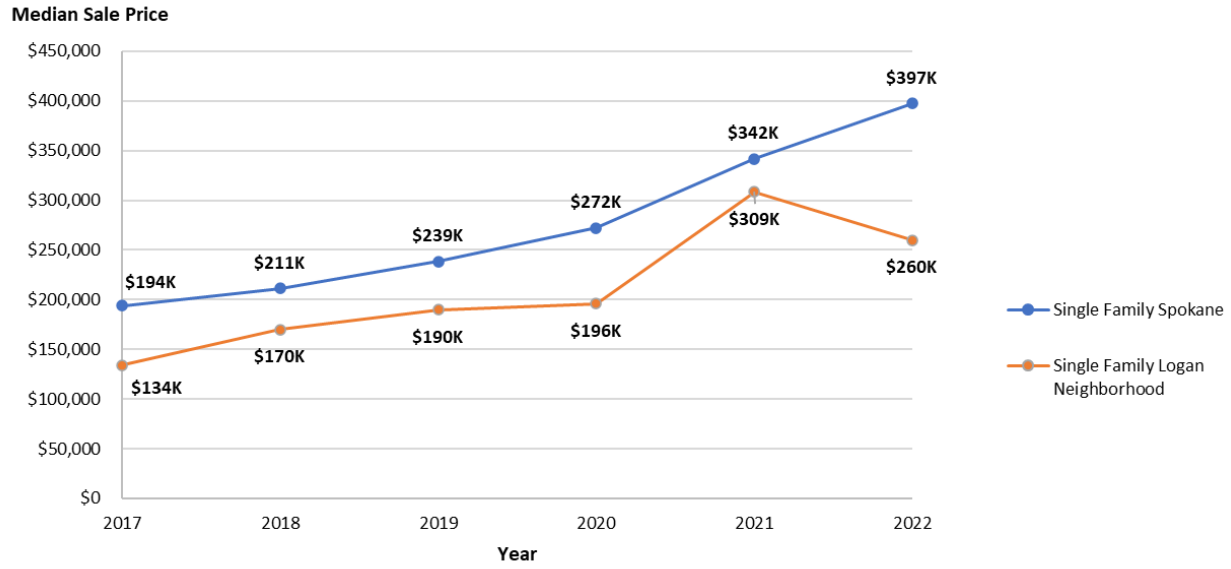


Figure 23: Single Family Home Prices, Spokane, 2017-2022

Sources: Redfin, Heartland, 2022.

The median price of a **single family** home has more than doubled in the Spokane market over the past 5 years, increasing from $194K in 2017 to $397K in 2022. The Logan neighborhood tracks this growth trend, but home prices have remained consistently 20% to 30% lower than the overall Spokane market. The 2022 median price of $260K represents a reversal in the trend line for the South Logan neighborhood and may be due to the impact of increasing mortgage interest rates on transaction activity so far in 2022. There has been minimal transaction activity in the townhome and condominium subcategories, too little to draw meaningful conclusions from the data or to ascertain whether those categories are behaving differently from single family overall. See Figure 23.

The median price of a single family home has approximately doubled in the Spokane market over the past 5 years.

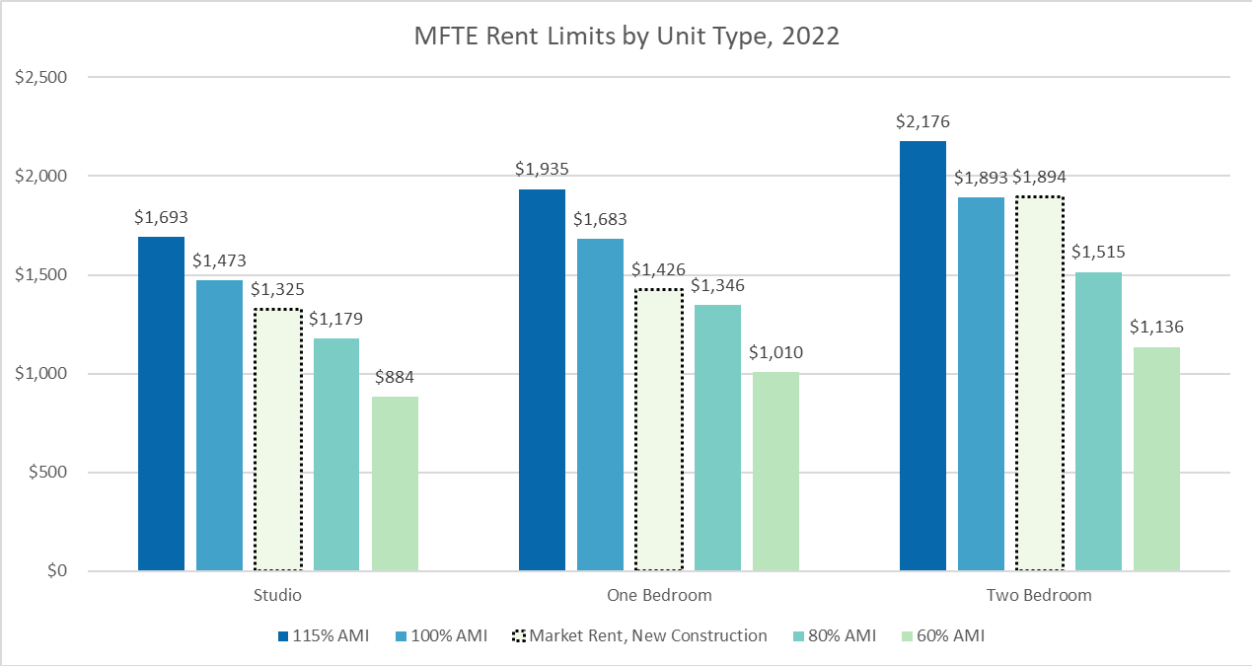


Figure 24: MFTE Rent Limits by Unit Type, 2022

Sources: CoStar, City of Spokane, Heartland, 2022. Note – assumes household size of one person for a studio unit, two people for a one-bedroom unit, and three people for a two-bedroom unit.

The state- level **Multifamily Tax Exemption Program (MFTE)** is available as an incentive to multifamily housing developers in the City of Spokane but only in Designated Infill Target areas. Both 8- and 12-year property tax abatement periods are available. The City has recently enacted a new 20-year MFTE program.

To qualify for the 12-year property tax abatement, developers must set aside 20% of units for households earning at or below 115% of Area Median Income ("AMI"). There is no affordability requirement for the 8-year tax abatement.

Currently, market rent for new construction is estimated to be affordable to households earning between 80% and 100% of AMI for typical unit types (see Figure 24).

Area Median Income ("AMI") for the City of Spokane in 2022 is $84,100.
Source: U.S. Department of HUD

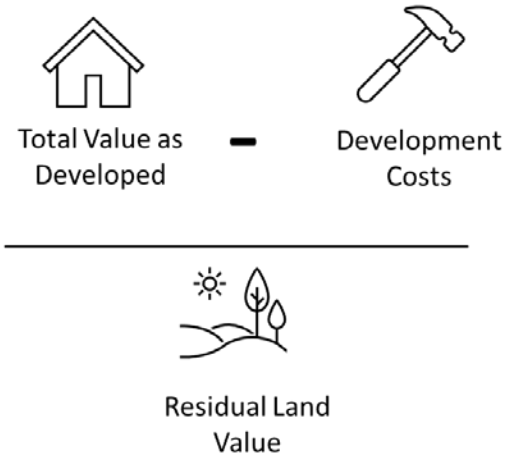
Table 12: Rent Limits by Unit Type, 2022

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

Table 13: Est. Residual Land Value by Use, Multifamily, 2022

Multifamily Property Type	**Conventional**	**Student**	**Affordable**
Rental Rate	$2.9	$3.3	$2.5
Construction Hard Cost $ PSF	$250	$250	$250
Residual Land Value $ PSF	**$21**	**$22**	**($55)**

Residual land value is the amount a developer can pay for a development site based on the market value of the finished product less the total costs of construction. A negative residual land value suggests that development is financially infeasible. A positive residual land value indicates that development is feasible provided land can be acquired at or near residual land value.



Market-rate multifamily development, whether conventional or student housing, is likely feasible in the Logan neighborhood. An all-affordable housing development would likely have a negative residual land value, and would thus be infeasible without subsidy or some other form of support.

Table 14: Est. Residual Land Value by Use, Commercial, 2022

Commercial			
Property Type	Retail	Office	Industrial
Rental Rate ($/psf/yr)[2]	$22	$29	$9
Construction Hard Cost	$225	$300	$125
Residual Land Value $ PSF	($28)	($27)	($6)

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

Table 15: Est. Residual Land Value by Use, Single Family, 2022

Single Family		
Property Type	Detached	Townhome
Finished Value Per Unit	$600,000	$450,000
Avg Unit SF	1,800	1,650
Construction Hard Cost	$200	$175
Residual Land Value $ PSF	$11	$3

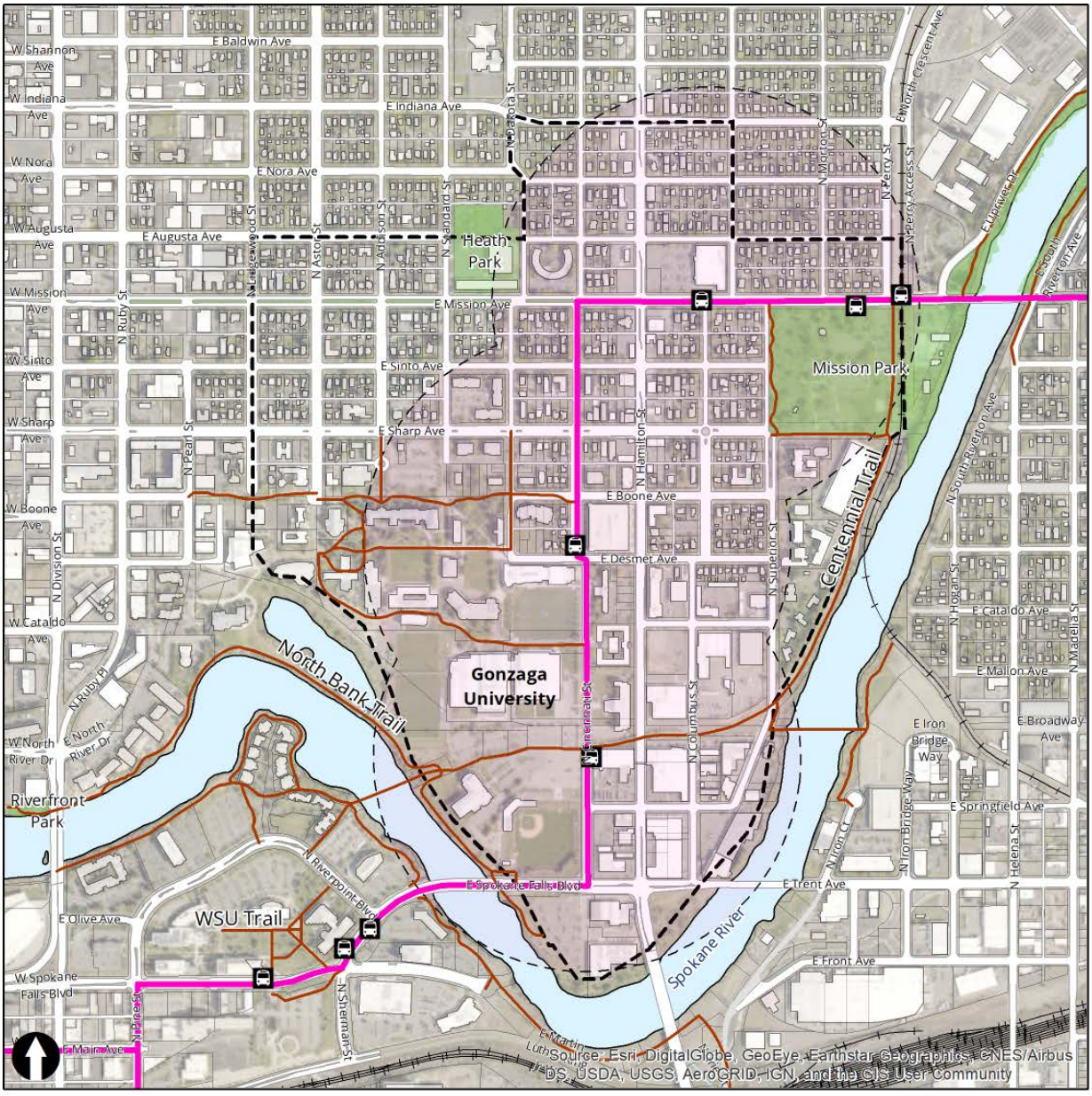
There has been limited new construction over the past 5 years of new single family properties in the Logan neighborhood, whether townhome or single family. The estimated finished values per unit described above are based upon observed market prices elsewhere in the City of Spokane.

[2] Commercial rental rates for retail and office are quoted in gross, meaning that landlords are responsible for covering the cost of operating expenses, estimated at $9 per square foot annually for retail and $11 per square foot annually for office. Industrial lease rates are presented on a triple-net basis, meaning tenants pay for all operating expenses, including taxes, insurance, maintenance, and management.

7 Transportation Projects

In SRTC's Transportation Improvement Program (2022-2025), the only improvement within the study area boundary is Central City Line, the high performance transit route from downtown Spokane through Gonzaga University's campus to Browne's Addition. City Line, the City's first Bus Rapid Transit (BRT) route will connect Spokane's historic Browne's Addition to Spokane Community College, serving the downtown, University District, and Gonzaga University. The electric bus route will reduce congestion and bridge barriers over the Spokane River for pedestrians. Within the study area, City Line will provide service (Figure 25) along Cincinnati Street and E Mission Avenue. Over half of the study area is within a quarter (0.25) mile walkshed of the City Line.

As a requirement of the Growth Management Act (GMA), the City of Spokane includes a transportation element as a part of its Comprehensive Plan which evaluates and plans for future multi-modal transportation needs. Planned active pedestrian infrastructure within the study areas includes the extension of the Spokane Centennial River Trail. The planned extension will connect to existing shared use paths south of Gonzaga University.



CityLine Walkshed

City Line Route
City Line Stop
1/4 mile CityLine
Shared Use Path
Study Area
Parks
Railroads

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Figure 25: CityLine Walkshed

8 State Environmental Policy Act Compliance

The South Logan TOD project intends to adopt a Planned Action ordinance in order to streamline the permitting requirements for future projects in the planning area that comply with the proposed Subarea Plan policies. To adopt a Planned Action ordinance, the Subarea Plan must undergo State Environmental Policy Act (SEPA) review in the form of an Environmental Impact Statement (EIS), per RCW 43.21C.440. To assist in the process of scoping the EIS, this section will describe the existing planning area context in terms consistent with SEPA environmental categories, providing an initial assessment of the area, its conditions, and the potential for this type of planning action to cause impacts. This information will inform the public conversation, ensuring the EIS covers an appropriately broad range of environmental topics at adequate depth and detail.

8.1.1 Earth

General soil conditions are described above in Section 3.3.

Impervious surfaces (like paved areas and roofs) cover approximately 35% of the study area. Adoption of the subarea plan could cause the amount of impervious surface to change as future projects get implemented, due to larger buildings and additional paved areas. However, much of the planning area also lies within the Gonzaga campus, with athletic fields and other large open spaces which will likely remain. Mission Park and the Spokane River shoreline also provide large areas of open space which will likely remain in their current condition.

8.1.2 Air

Air quality in the planning area is monitored by the Spokane Regional Clean Air Agency (SRCAA). The pollutants of most concern for the Spokane region are fine particles (PM2.5), which come from smoke, dust, and vehicle exhaust, and ozone. The area generally stays within the regulatory limits for air pollutants. The land uses allowed under the current zoning do not typically produce large amounts of pollutants. This condition would not likely change with implementation of the subarea plan.

8.1.3 Water

Water resources and water quality are described above in Section 3.1.

Water quality can degrade with the addition of impervious surface and more intense uses; however, as future projects under the subarea plan get implemented, they must also comply with local and state regulatory requirements for the treatment of stormwater. In some cases, this will mean upgrades to the existing facilities will be required for a project to be approved.

8.1.4 Plants and Animals

Plants and animals found in the planning area are described above in Section 3.2.

Buildout of projects under the subarea plan could result in increased density and intensity of land uses in the planning area. Generally, the types of plants and animals found within the study area are adapted to urban setting and not likely to be impacted by the projects.

8.1.5 Energy and natural resources

The types of energy currently used within the planning area include electricity and natural gas, as described in Section 4.4.4 and 4.4.5, above.

8.1.6 Environmental health

There are three hazardous contamination sites within or immediately adjacent to the planning area that are currently undergoing cleanup under Ecology's Toxics's Cleanup Program and several other sites that have already been cleaned up (no further action required). Any future development under the subarea plan would be required to comply with the current regulations for the handling and reporting of toxic materials. In addition, site-specific review would be required to determine whether planned development could interfere with ongoing cleanup of existing sites.

8.1.7 Land and shoreline use

Land uses are described above in Section 4, and the shoreline environment is described in Section 6.4.1.

Implementation of the subarea plan could change the land use makeup of the study area to better suit the needs of the community and the vision for future growth.

8.1.8 Housing

Exiting housing characteristics are described in Section 2.3, above.

The amount and types of housing available within the planning area could generally increase as projects are implemented under the subarea plan.

8.1.9 Aesthetics

The south end of the planning area contains more commercial, institutional and industrial uses, with few landscaped or open space areas other than the athletic facilities associated with Gonzaga University. The planning area transitions to more residential uses on the northern end. Many of the residential streets have landscape strips with mature trees.

Projects implemented under the subarea plan could change the look and feel of the existing neighborhoods as business and building types change.

8.1.10 Light and glare

Existing light sources are associated with streetlights, building and parking lot lighting, and light standards associated with the athletic fields at Gonzaga University. Redevelopment associated with implementation of the subarea plan could create new sources of light and glare. All future projects would be evaluated to insure there are no light or glare impacts to the surrounding neighborhoods, especially in the transition areas from commercial/institutional to residential.

8.1.11 Recreation

There are several recreational facilities within the study area, including Mission Park (described in Section 4.2.3, above), Heath Park, the athletic facilities at Gonzaga University, the Centennial Trail, and several other walking trails. The subarea plan will include options for additional recreational opportunities to meet the needs of the neighborhoods.

8.1.12 Historic and cultural preservation

There are several known historic resources within the study area, including the Spokane & Inland Empire Railroad Car Facility, the Holy Names Academy Building, and the Spokane Public Library. All future development in the vicinity of any known historic or cultural resources would be evaluated for potential impacts to those facilities.

8.1.13 Transportation

The existing transportation system is described in Sections 4.2 and 4.3, above.

Implementation of projects under the subarea plan will afford the opportunity to create new and improve existing motorized and non-motorized facilities.

8.1.14 Public services

Existing public services in the planning area are described in Sections 4.2 and 4.3, above.

8.1.15 Utilities

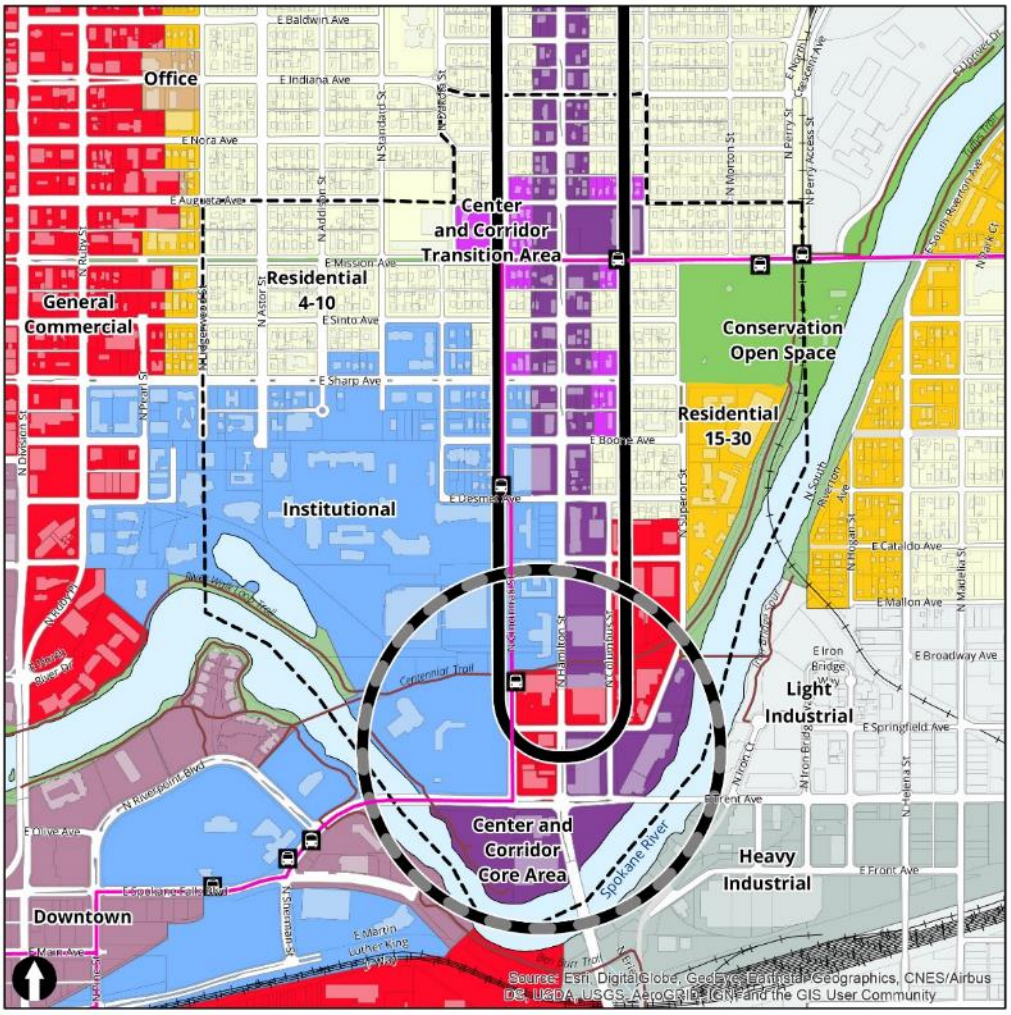
The existing utility infrastructure is described in Section 4.4, above.

As future projects are implemented under the subarea plan they will be required install new, or update existing, utilities as needed to meet the building code requirements. Full buildout of the subarea plan is not expected to have significant impacts to regional utility capacity. The City is now in the process of updating its water and sewer plans to inform its comprehensive plan update, examining likely development intensities throughout the service area and prioritizing investment in system upgrades and possible expansion, accordingly.

8.1.16 Potential non-project implications

The South Logan TOD Subarea Plan is intended to provide guiding principles for future development of this neighborhood. As such, the plan will be created to comply with all other City and regional planning policies (described further in Section 6). All future projects implemented under the subarea plan will be evaluated for compliance with those policies. If projects are presented that do not fall within the range of alternatives described in the plan, further evaluation would be required to determine whether they could create additional impacts to the environment and community.

Appendix 1
Planning Area and Land Use Map



Land Use Designations

- City Line Route
- City Line Stop
- Other Bus Stop
- Study Area
- Trails
- Railroad
- Employment Center
- Corridor

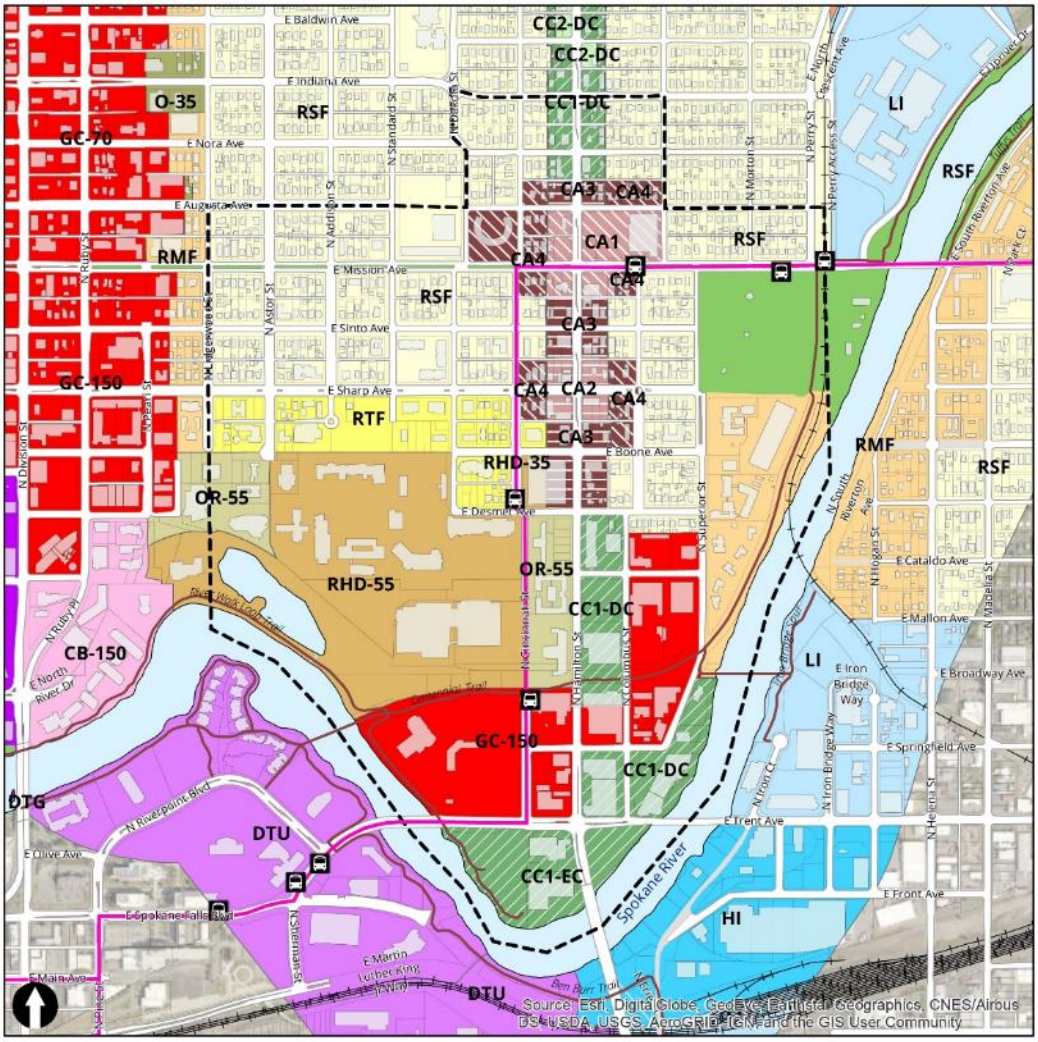
- Center and Corridor Core Area
- Center and Corridor Transition Area
- Downtown
- Office
- General Commercial
- Heavy Industrial
- Light Industrial
- Residential 15-30
- Residential 4-10
- Institutional
- Conservation Open Space

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Appendix 2
Existing Zoning



Zoning

- Study Area
- City Line Route
- City Line Stop
- Parks
- Trails
- 1/4 mile CityLine
- 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

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile

Appendix 3
Interviews Summary

Logan Neighborhood Developer Interview Summary – Key Findings

#	Topic	Finding
1	MFTE	The 8-year program is very straightforward but certain developers had difficulty understanding the requirements of the 12-year program.
2	MFTE	Rental rates in Spokane right now are in line with the requirements of MFTE so expect to see many projects continue to seek compliance with this program.
3	Building Heights	85' is the maximum height expected to be underwrite-able from a development standpoint. The extra height would be helpful to be able to meet parking requirements on the first two floors.
4	Retail Requirement	Retail is rarely accretive to a multifamily development project. A retail requirement along the entire ground floor for sites with substantial street frontage could present a challenge to development feasibility. Consider changing requirement to an "active use."
5	Parking	One developer who delivered a new multifamily building in 2022 provided parking on-site at 0.5 spaces per unit which they felt was not likely to be sufficient to meet tenant demand. In this case, the site is surrounded by surface parking lots which they felt could absorb any spillover demand, if needed.
6	Bedrock	Even if rental rates were high enough to facilitate below-grade parking, it would be difficult to do in many parts of Spokane given how close bedrock is to the ground surface.
7	Building Typology	Podium construction is the only construction type that works in Spokane right now.
8	Building Typology	A "Texas Donut" construction style could work with above-grade structured parking wrapped by the residential units.
9	Logan South	The southern edge of the Logan neighborhood is currently prime for substantial mixed-use redevelopment.