

An aerial photograph of a city, likely Logan, Utah, showing a dense urban area with various buildings and green spaces. A solid blue horizontal band is superimposed over the middle of the image, serving as a background for the title text.

SOUTH LOGAN TOD PLAN

**Preferred Alternative Workshop #2
Plan Commission | July 12, 2023**

Webpage: my.spokanecity.org/southlogantod

All project materials and latest updates are available on the South Logan TOD Project webpage!

South Logan TOD Project



Overview

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

Project Updates

Be the first to get project updates.

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Contact Information

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Related Links

Blogs

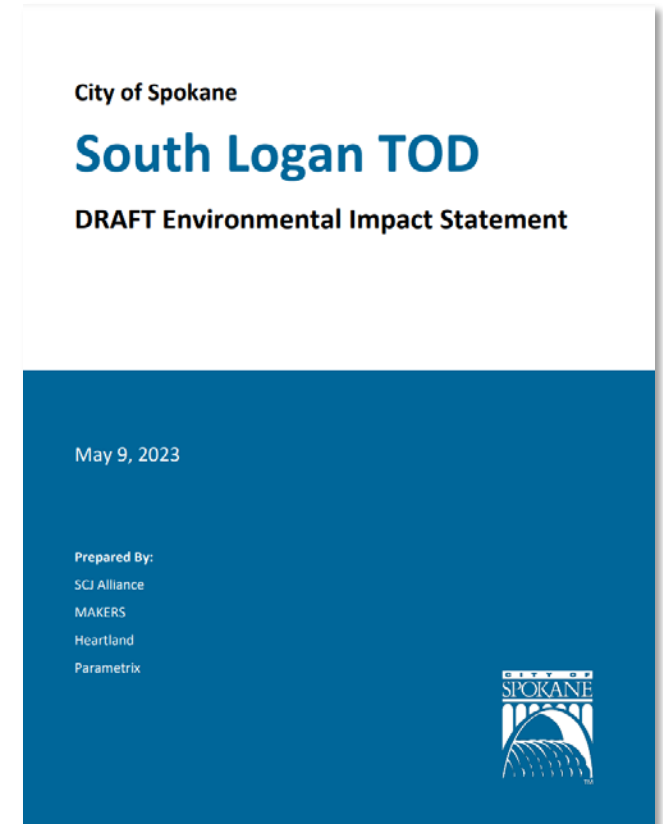
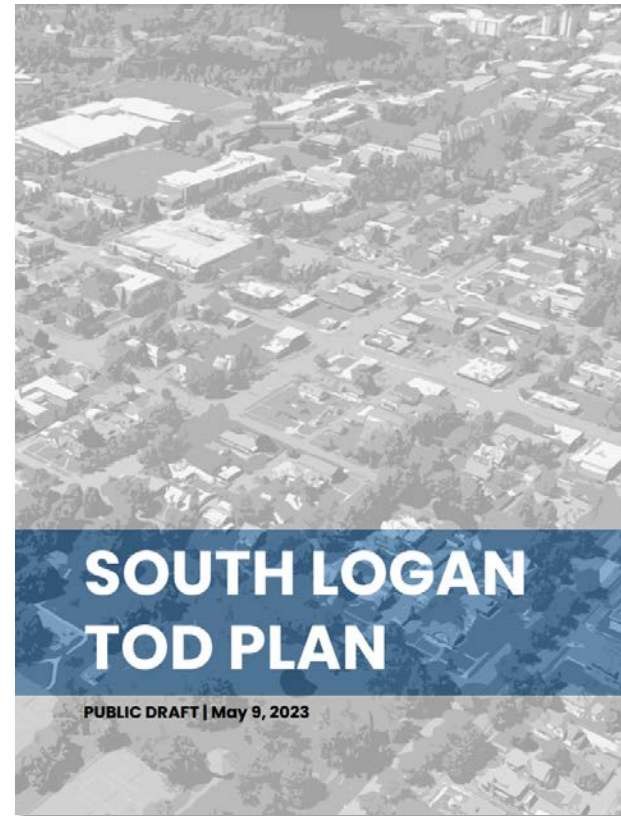
- [Help Shape the Future of the South Logan Area](#) - 05/09/2023
- [SEPA Register: Draft South Logan TOD Plan and the Draft Planned Action Environmental Impact Statement \(DEIS\)](#) - 05/17/2023
- [Development of Alternatives for the South Logan TOD Project](#) - 03/10/2023
- [Addressing Displacement in South Logan](#) - 01/04/2023

An aerial photograph of a city, showing a mix of residential and commercial buildings, streets, and green spaces. A semi-transparent blue horizontal band is overlaid across the middle of the image, serving as a background for the text.

Public Comment

Draft Subarea Plan and DEIS

- Released for notification and public comment on May 9 – June 8, 2023
- Hosted public workshop on May 18, 2023 at Gonzaga University – public engagement summary online



SEPA: Public Comment Received

- Workshop feedback part of public comment
- 16 written comment letters received
 - 5 agency comments
 - 3 organizational/institutional comments
 - 8 individual comments
- Each letter may address more than one comment

A blue circle with a thin black outline, containing white text.

Public
Comment
Summary
online soon

SEPA: Public Comment Themes

- Support transit-oriented development and livability enhancements to South Logan area
- Support bicycle and pedestrian improvements, connectivity improvements
- Support various levels of increased density and growth, zoning changes, mixed-use development
- Support enhanced connection to the Spokane River

SEPA: Public Comment Themes

- Consider design/developments standards to ensure quality and pedestrian-oriented development
- Expand on impacts related to transportation, traffic, and parks to ensure mitigation is identified
- Expand on housing affordability and anti-displacement strategies, existing/naturally occurring affordable housing

SEPA: Public Comment Themes

- Concerns on population growth and increased density
- Concerns on impacts to public infrastructure and utilities with growth and development
- Concerns on impacts to traffic and parking
- Concerns about lack of focus on historic preservation and strategies to prioritize historic resources
- Concerns on use of public funding for bicycle/pedestrian infrastructure
- Concerns on maintaining housing affordability with redevelopment

SEPA: Response to Comments

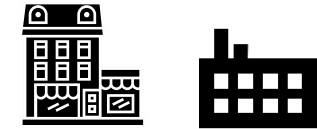
- Consider all timely and substantive comments received during the public comment period
- Respond to substantive comments in writing and publish responses in an appendix in the final EIS.
- Considerations:
 - Explain how the alternatives, including the proposed action, were modified;
 - Explain how the analysis was supplemented, improved, or modified;
 - Make factual corrections; or
 - Explain why the comment does not warrant further response.

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Development of Preferred Alternative

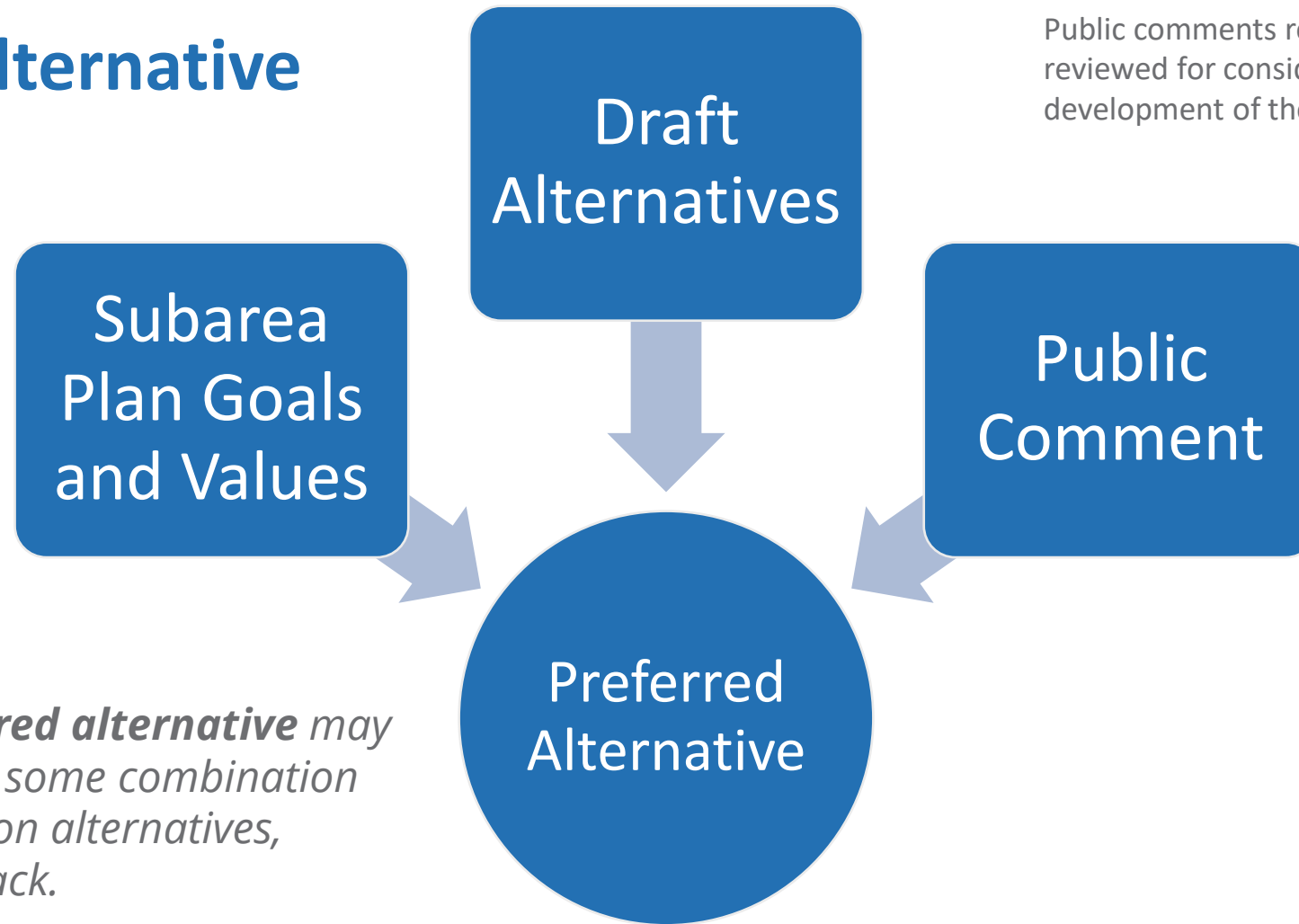
Plan Values

- Enhance connectivity, accessibility & mobility in South Logan & to Spokane river
- Support universities & health sciences sectors, innovation & sustainability
- Support job access, diverse industries & employment
- Expand housing options & affordability for residents of all incomes & ages
- Minimize residential & local business displacement
- Build on South Logan's diverse urban context & history with integrity



Drawn from Comp Plan, TOD Framework Plan Policies, and preliminary engagement findings from this effort

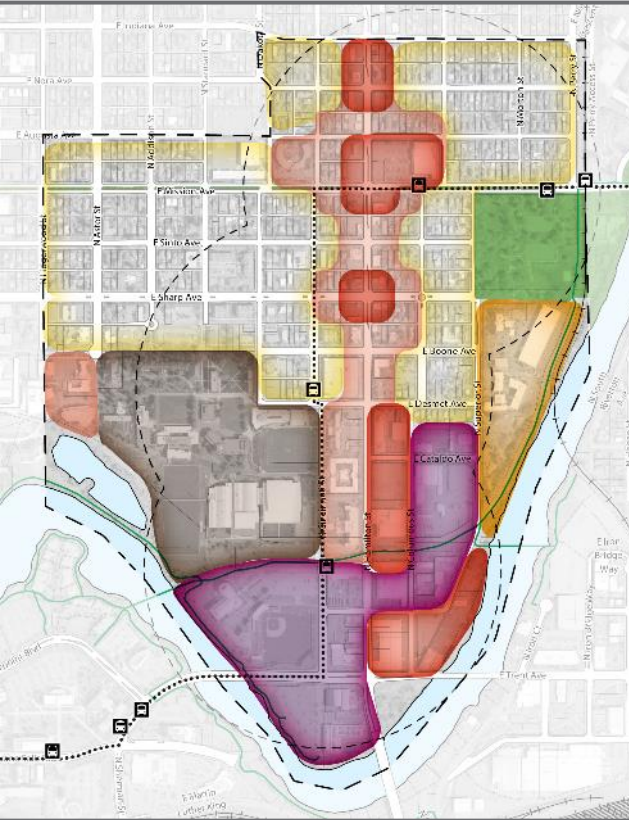
Development of Preferred Alternative



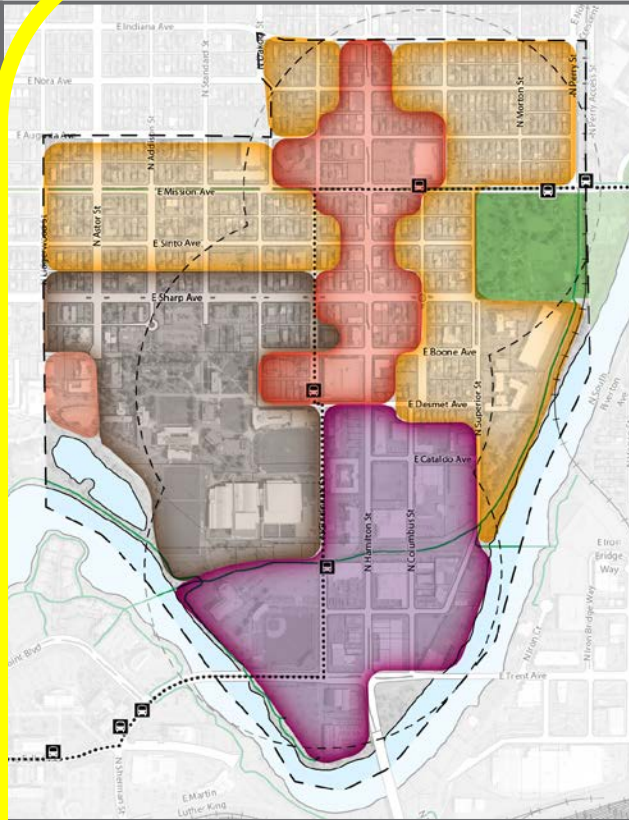
Public comments received are currently being reviewed for consideration in the development of the preferred alternative.

*The final **preferred alternative** may be composed of some combination of the three action alternatives, based on feedback.*

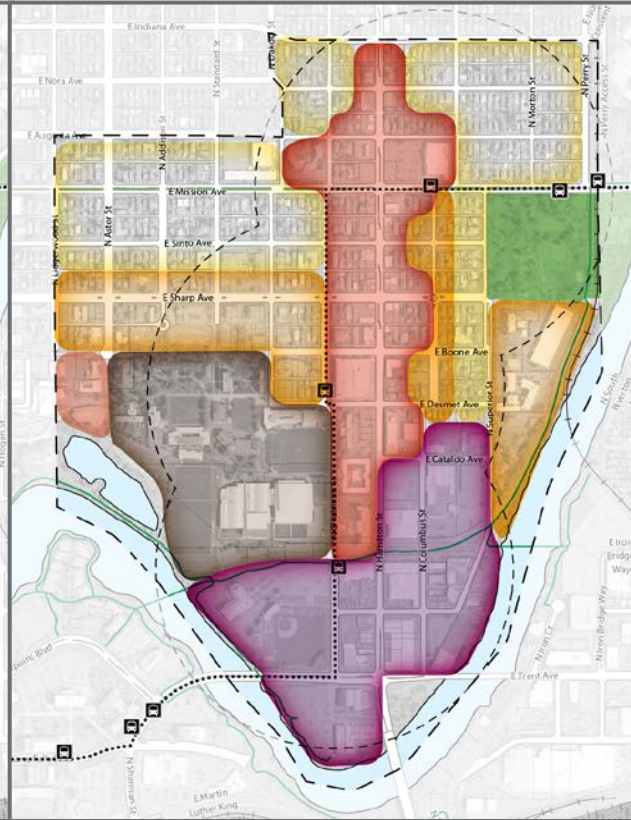
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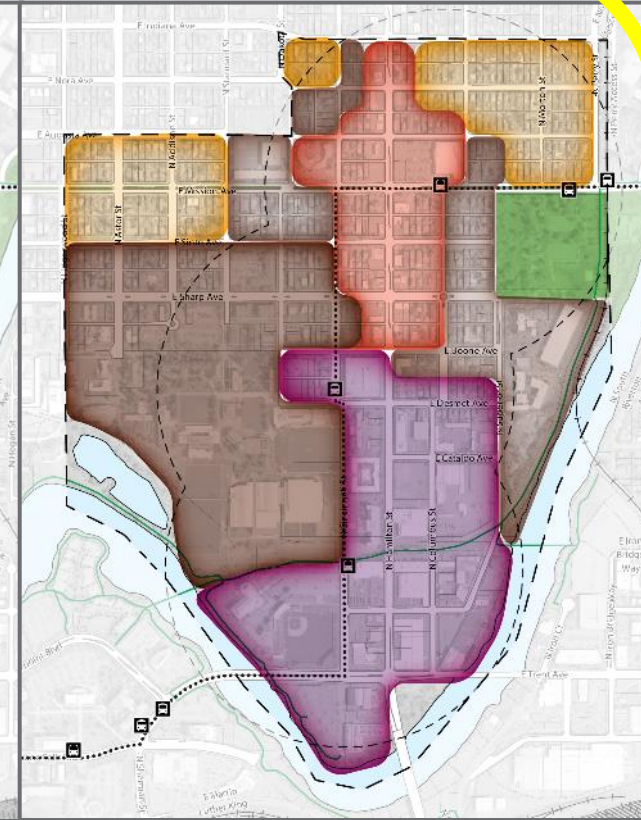
Alt 1
No Action



Alt 2
Hamilton Crossing














Alt 3
Southeast Riverfront

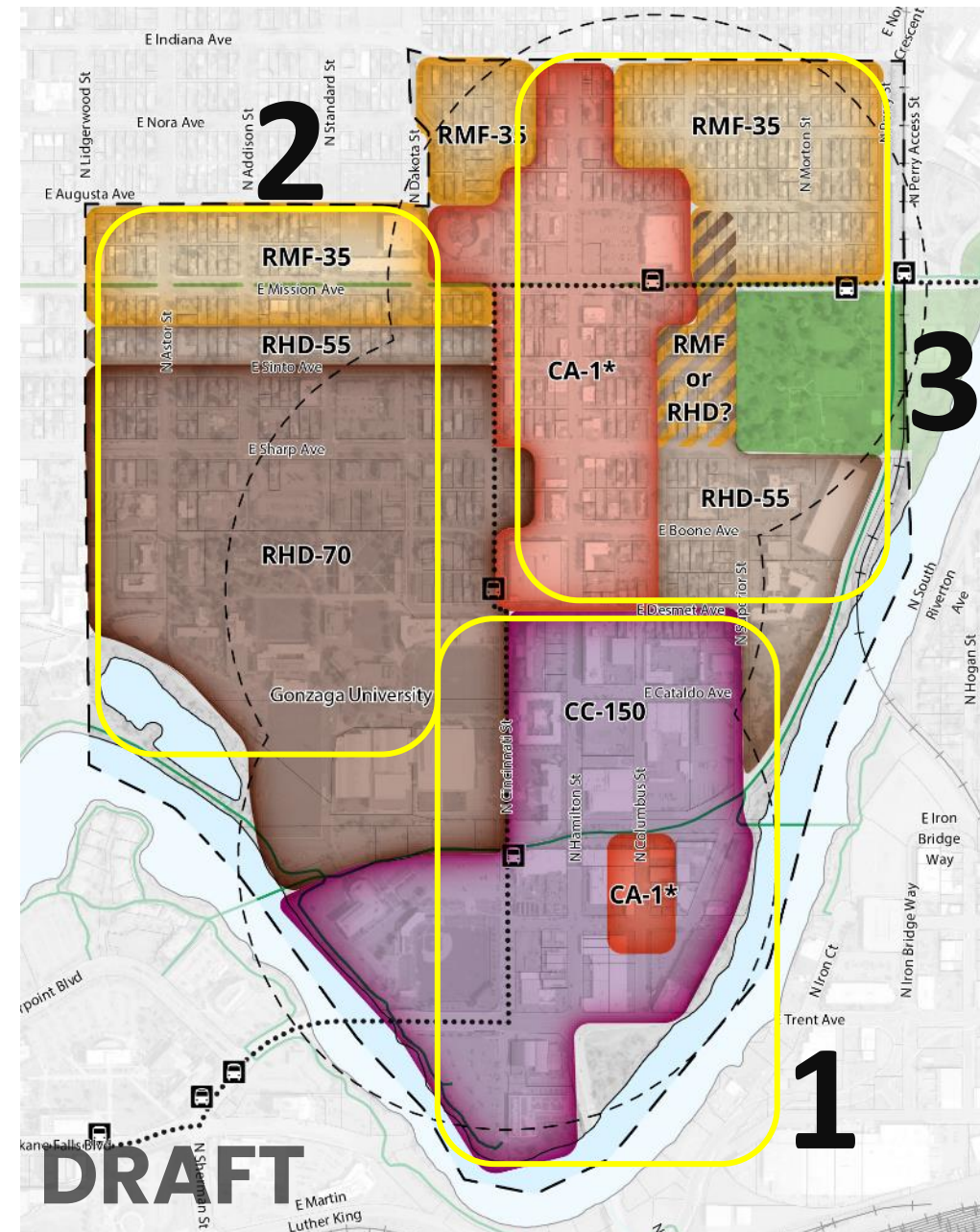


Alt 4
TOD Emphasis

First Draft Preferred Alternative

Legend

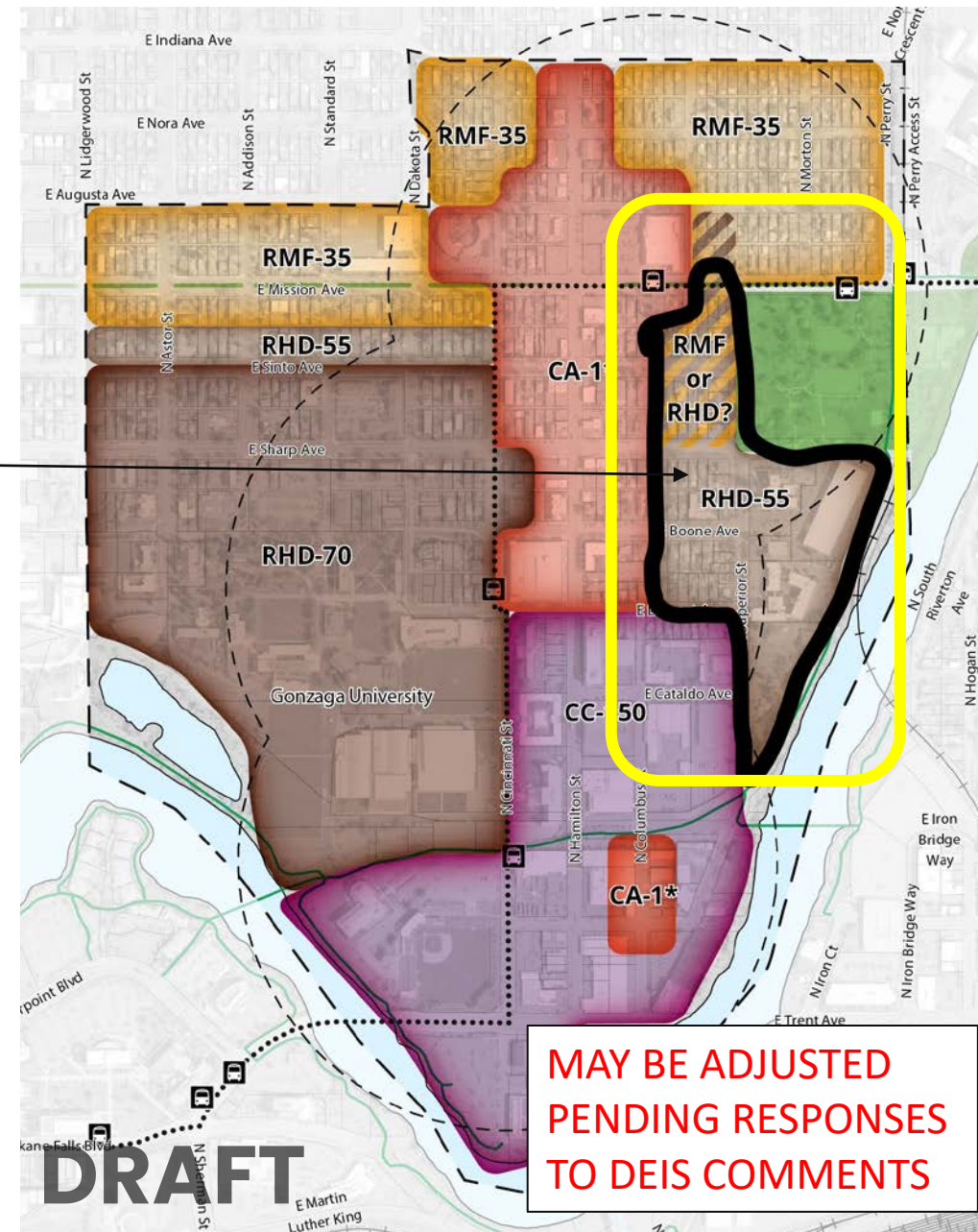
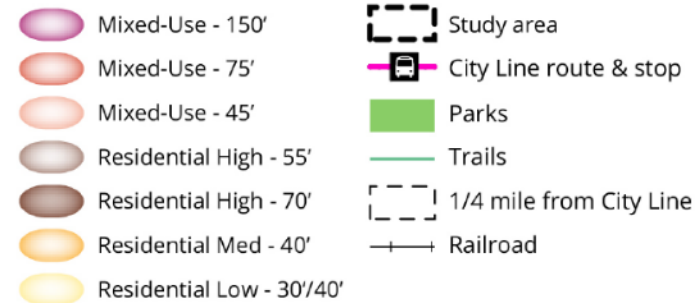
-  Mixed-Use - 150'
-  Mixed-Use - 75'
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-  Residential High - 55'
-  Residential High - 70'
-  Residential Med - 40'
-  Residential Low - 30'/40'
-  Study area
-  City Line route & stop
-  Parks
-  Trails
-  1/4 mile from City Line
-  Railroad



Plan Commission Comments

- Discussed increasing to RHD with more intensive development around Columbus/Mission Station and Mission Park
 - RHD-70' height (over 55') in same area plus larger area south of Sharp
- Discussed the continuation and adjustment/expansion of the form-based code

Legend

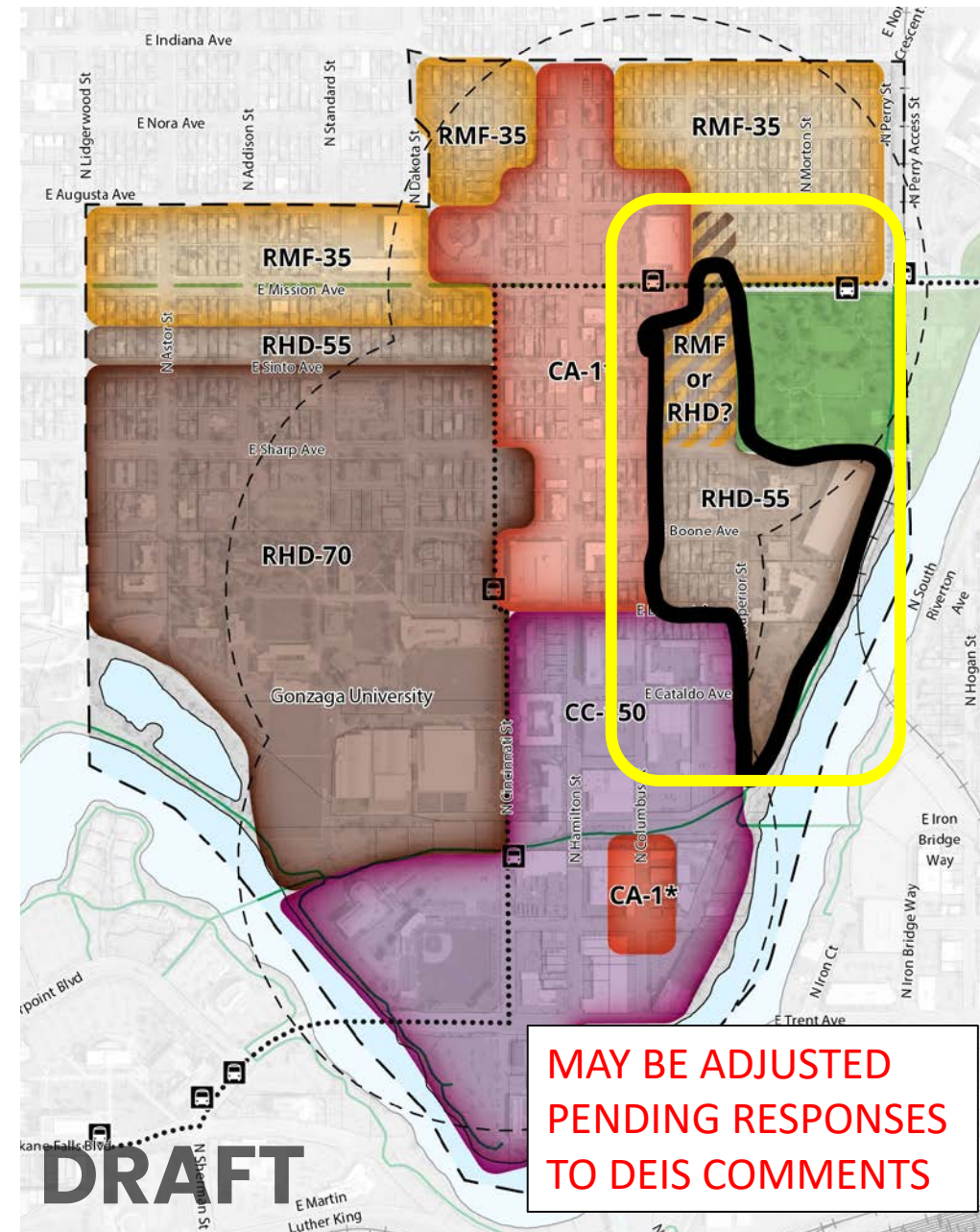
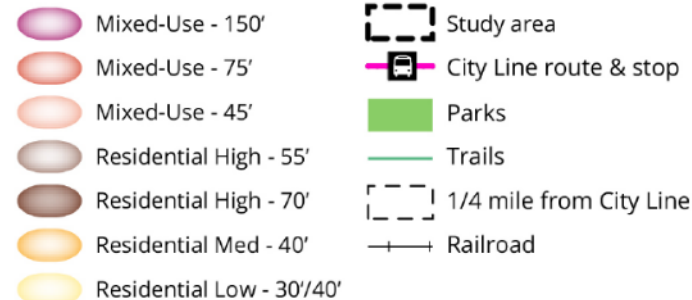


June 22: Preferred Alt Community Workshop

- Generally supportive with prioritization of design standards
 - May need higher to achieve four-story podium style development, particularly for Gonzaga
- Concerns around parking, public safety
- Community benefits not just for developers
- Focus on pedestrian infrastructure to stations to enhance transit use
- Support for incentive approach for affordability

Full recording from June 22 Workshop available on the website:
my.spokanecity.org/southlogantod

Legend



Form-Based Code

SMC 17C.123.010

- Logan Neighborhood Identity Plan
- Designed to foster an economically vibrant, walkable, mixed-use environment along the Hamilton Street corridor within the boundaries of the code.
- Greater emphasis on physical form is intended to produce safe, attractive and enjoyable public spaces, including a healthy mix of uses.

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SMC 17C.123.010

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Approach Considerations

- Consolidate Context Areas from 4 to 1 to simplify approach
- Consistent heights plus other strategic adjustments
- Focuses on pedestrian-oriented activity and control the streetscape
- Drive-Through Facilities are prohibited in the FBC
- Need design standard implementation
- CC zoning study underway

Southeast

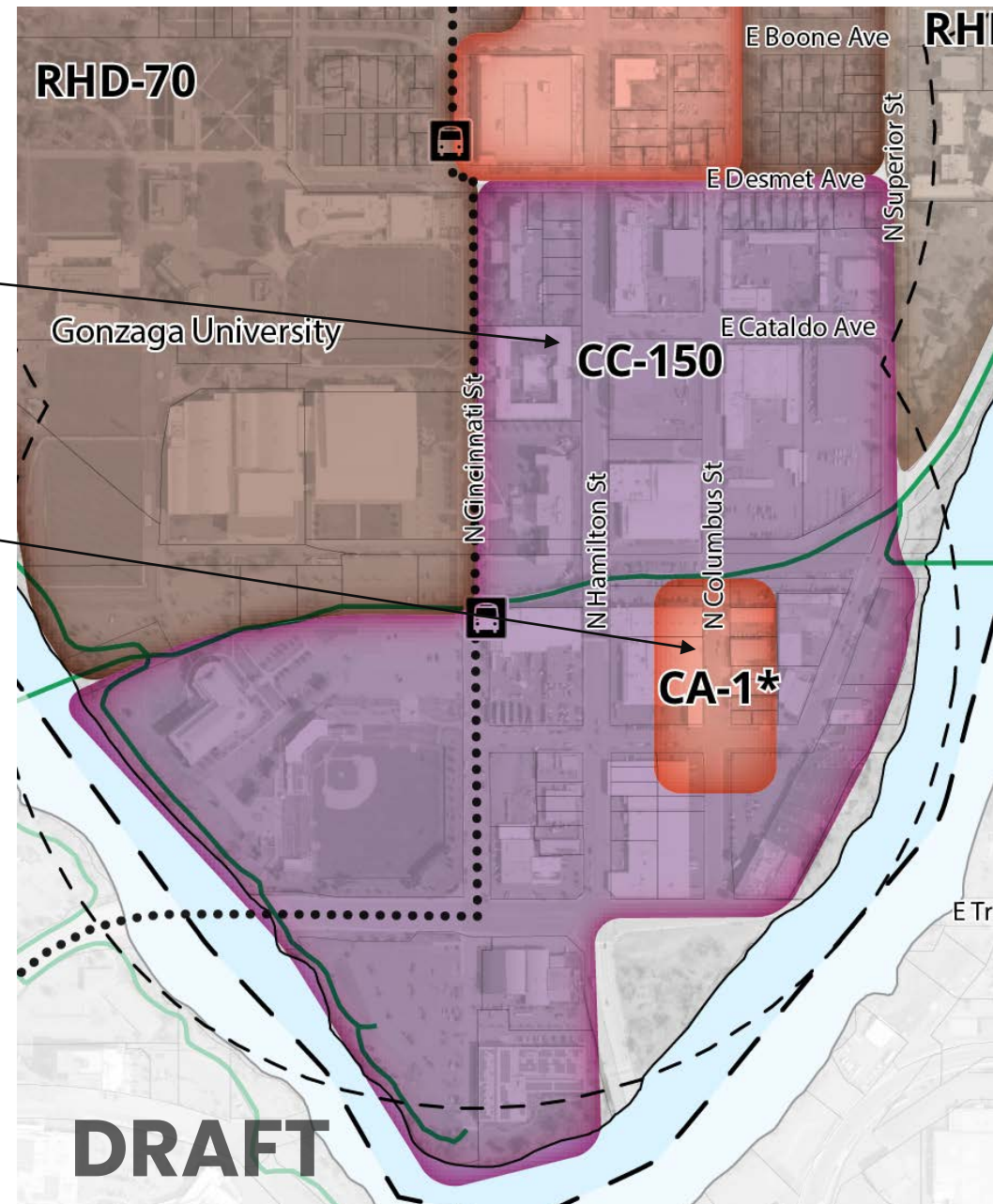
Integrate GC into consolidated CC zone and expand, using the 150' height limit

Integrate a small area of form-based code around the Columbus/Springfield intersection

Legend

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Campus & Neighborhood

Mission Ave Historic District = RMF-35

RHD-55 transition

Gonzaga & environs = RHD-70

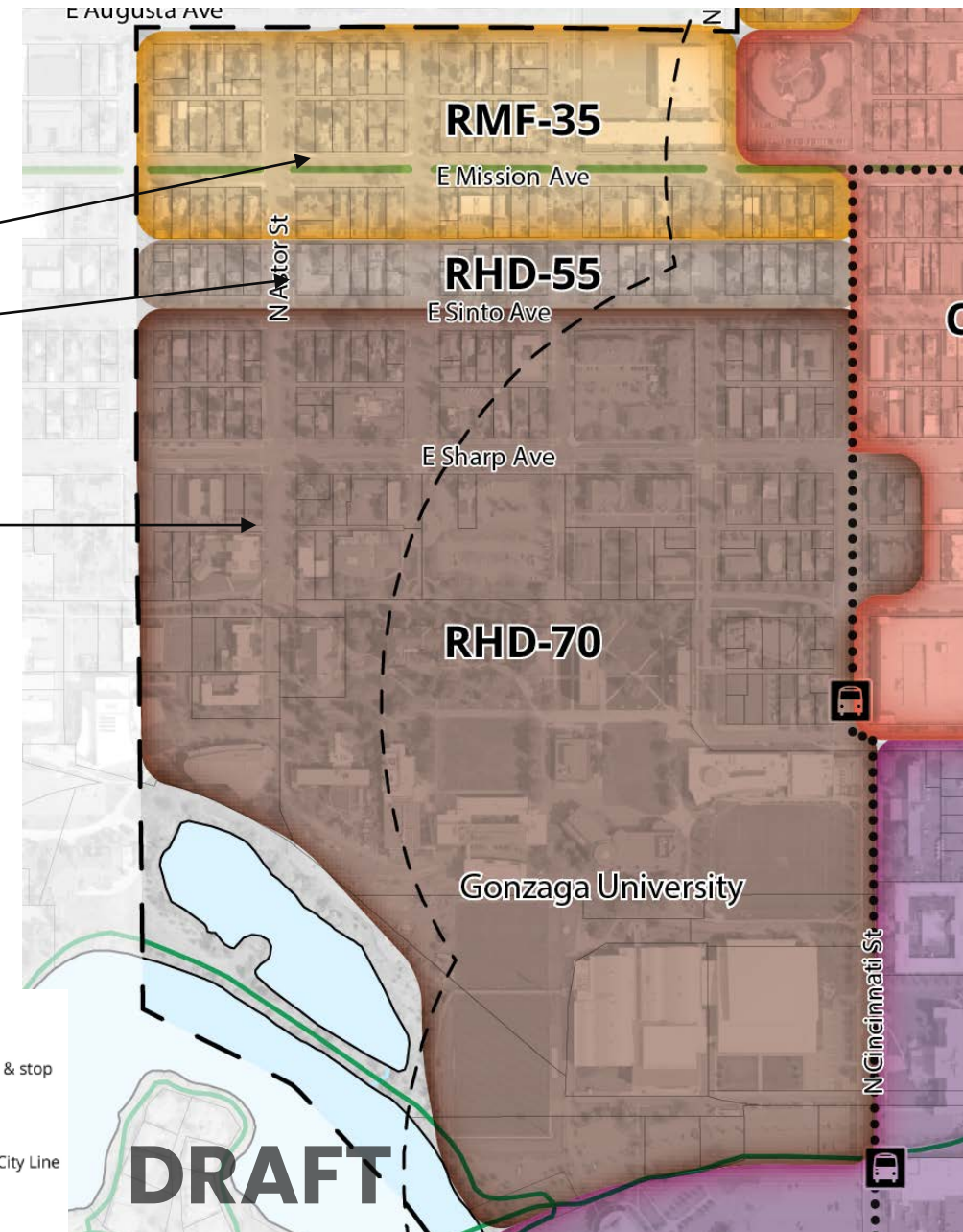
Integrate the height, capacity, and housing type increases from the 1-year interim ordinance

- *Heights could adjust based on final code changes as adopted.*

Legend

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Hamilton & Northeast

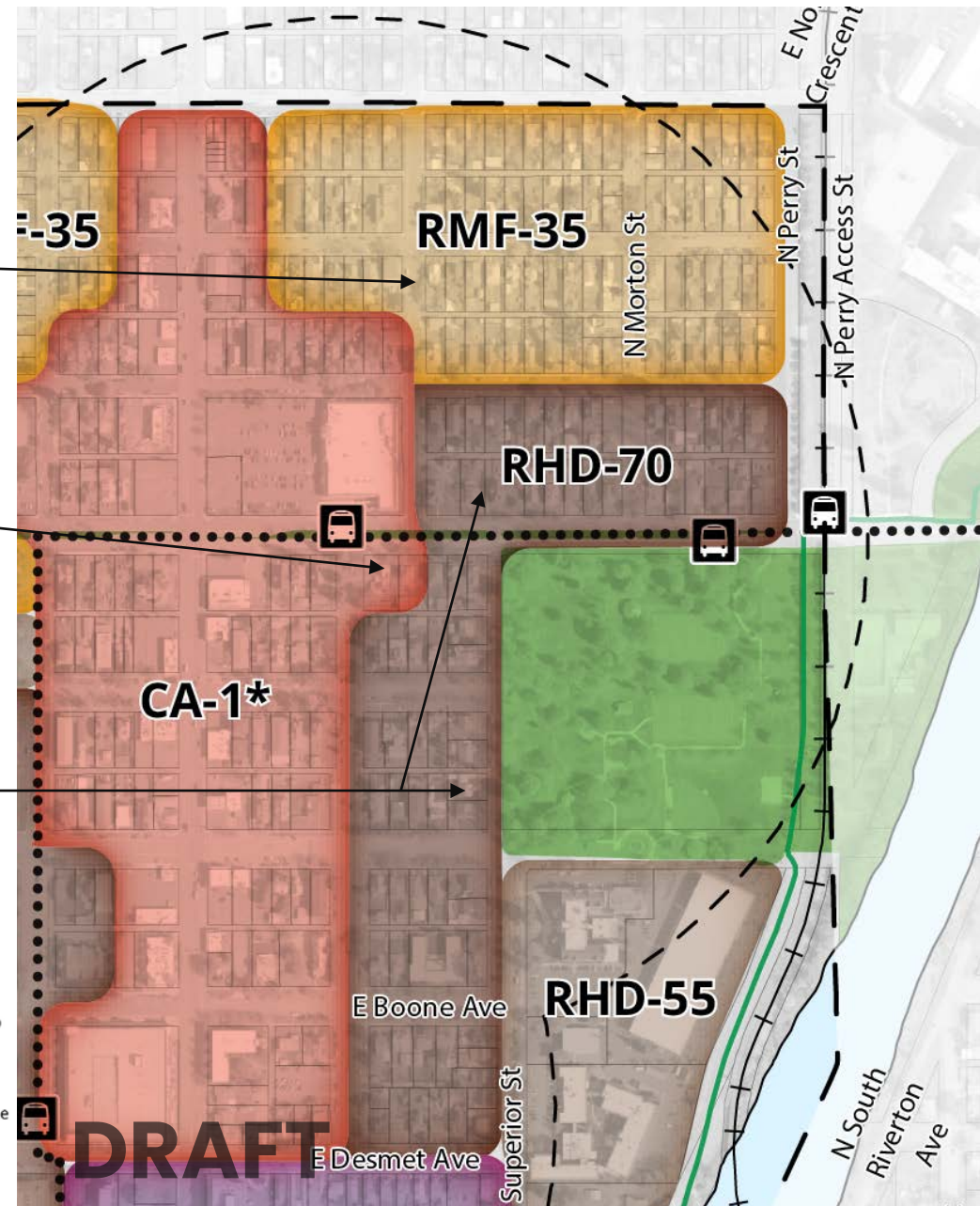
RMF-35 for most residential areas north of Mission

Limited expansion of form-based code; Consolidate “context areas” for the purpose of consistent heights (75') plus other strategic adjustments

RHD-70 around Mission Park and along Mission Ave

Legend

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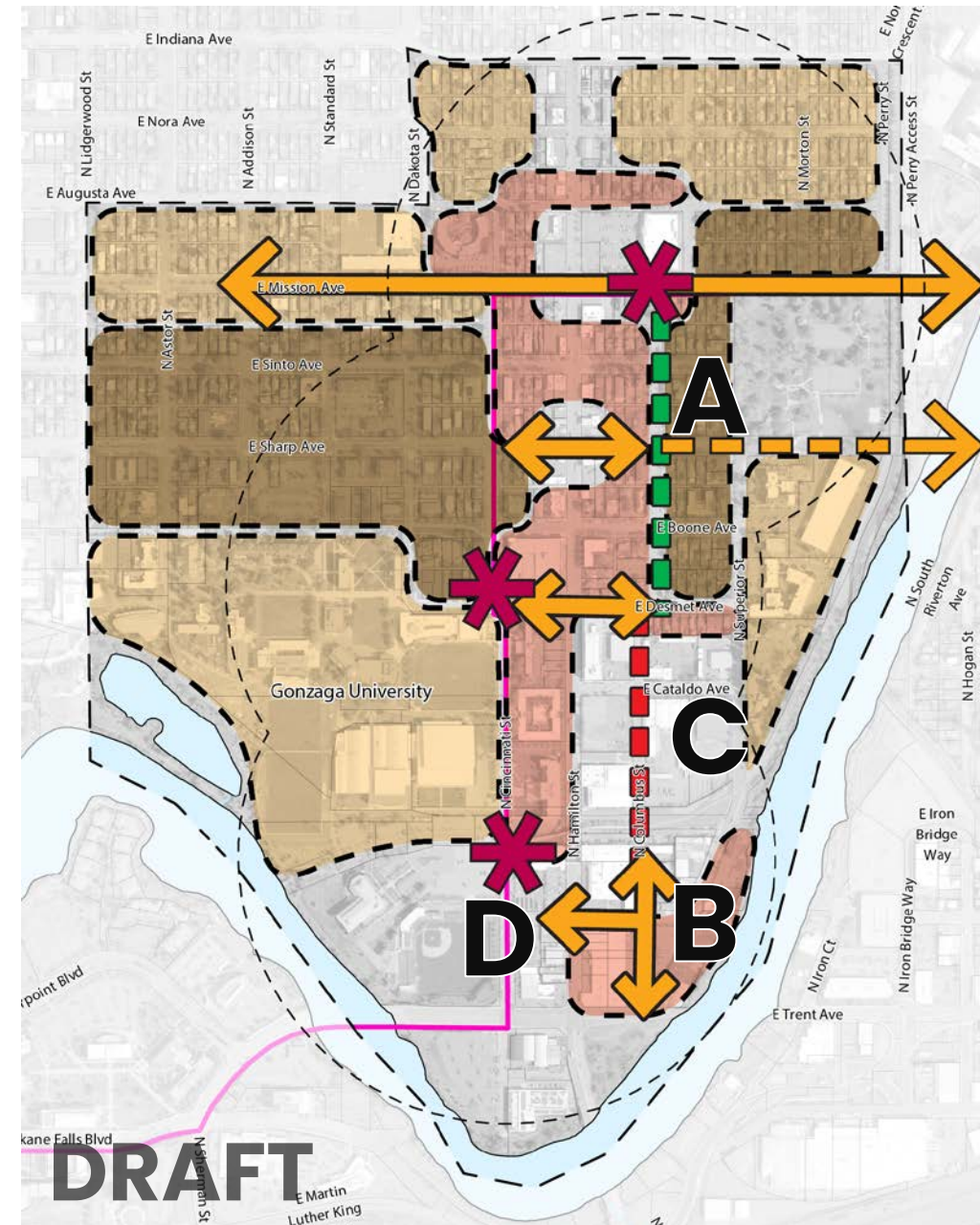


Priority Investments

- Prioritize Sharp Ave-Hamilton St intersection with walking & streetscape improvements
- People oriented/main street node at Springfield & Columbus
- Activate Columbus St between Desmet Ave and Trent Ave with ped-oriented uses and design form
- Add a traffic signal at Springfield Ave & Hamilton St intersection to enhance east-west connectivity.

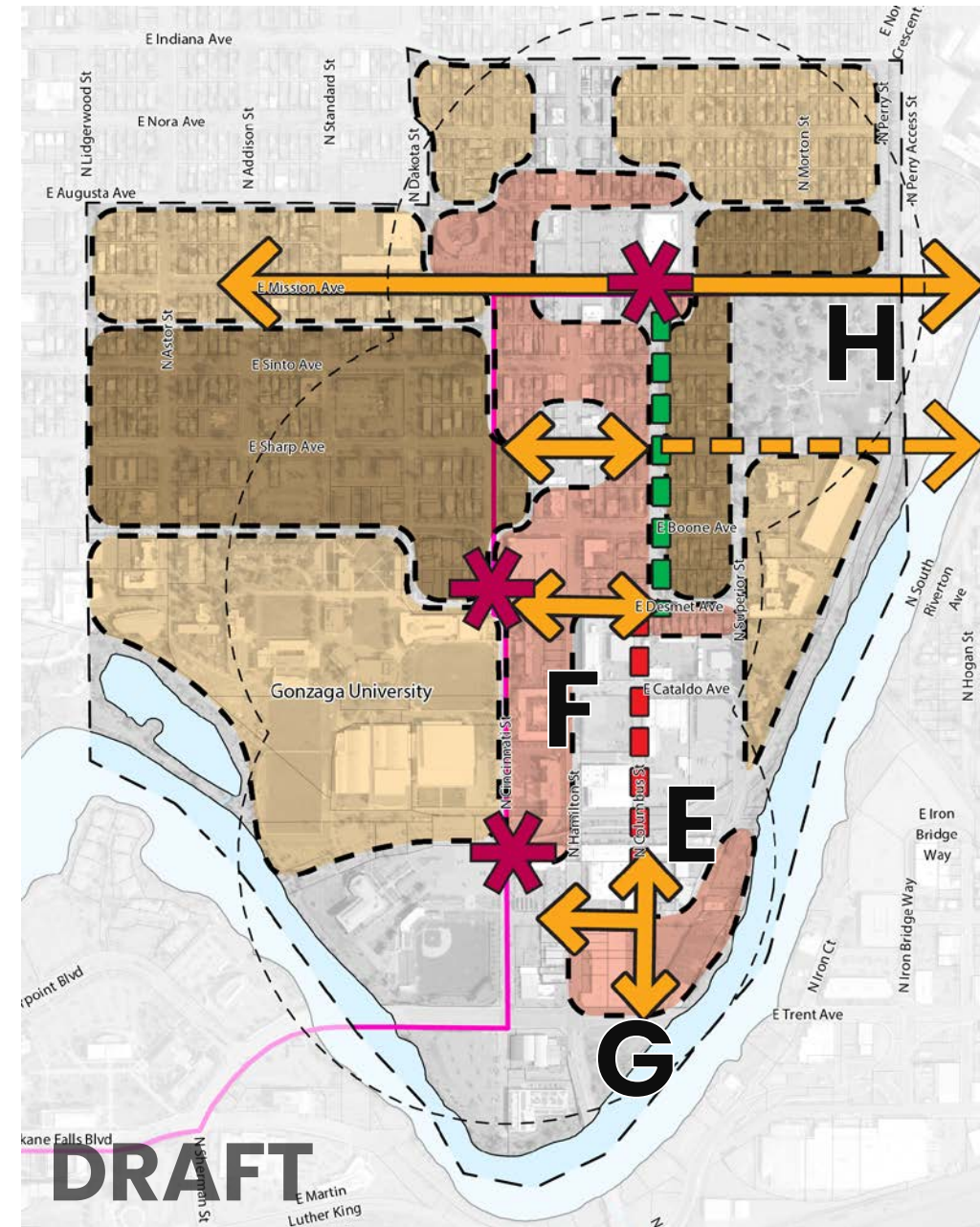
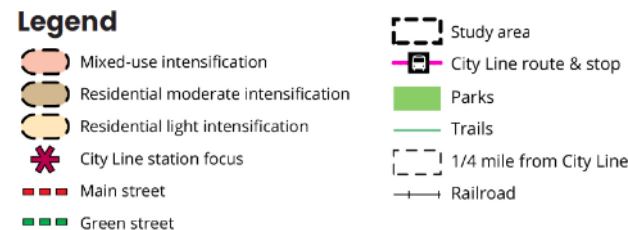
Legend

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Priority Policies

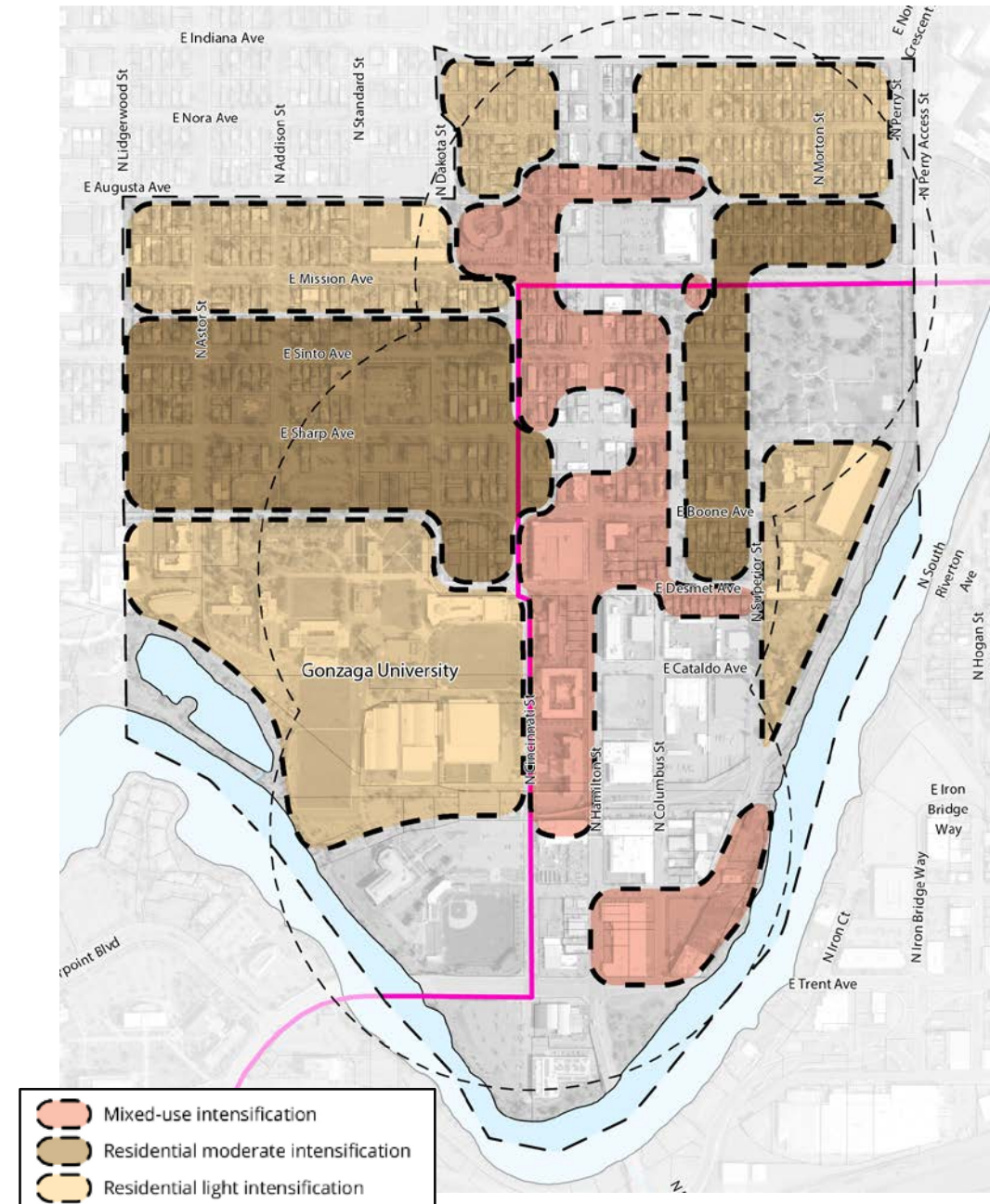
- E. Pursue public/private partnerships to deliver neighborhood amenities, shared assets like structured parking, and catalyzing development
- F. Explore short- & long-term traffic calming opportunities along Hamilton St.
- G. Maximize riverfront connections, open space improvements, and access
- H. Study options for improved east-west bicycle and walking connections across and through north end of neighborhood
- I. Update citywide design standards related to residential and mixed-use development



Upzones: Affordability Incentive?

- Recent City Council discussions on anti-displacement and affordability strategies
- Highlighted areas would have a significant “upzone” *(increased development capacity)*
- Three basic regulatory approaches:
 1. Allow increases by-right
 2. Take incentives approach
 3. Mandatory approach

Anti-
displacement
and Affordability
Inclusion



New Housing Development Incentives:

	Proportion of Market Rate and Affordable Units			
Qualifying Incentives	100% Market Rate Units	25-30% Affordable Units	50% Affordable Units	100% Affordable Units
Parking Reduction ¹	X	X	X	X
Density Bonus ²	X	X	X	X
GFC Fee Waiver ³	X	X	X	X
MFTE		X	X	X
Parking to People ⁴			X	X
HUD/Federal Incentives ⁵				X

The table shows **citywide development incentives** for housing that are applicable in South Logan.

Affordable housing incentives require units to be affordable to those earning up to 115% AMI.

¹ Dependent on plan integration or city council interim ordinance

² Through BOCA change in centers and corridor for housing or proposal for affordable housing

³ Any development in the PDAs (most of the study area) or if also qualifying for MFTE, Parking to People, or a non-profit providing affordable housing














⁴ If developing a parking lot that was open to the public

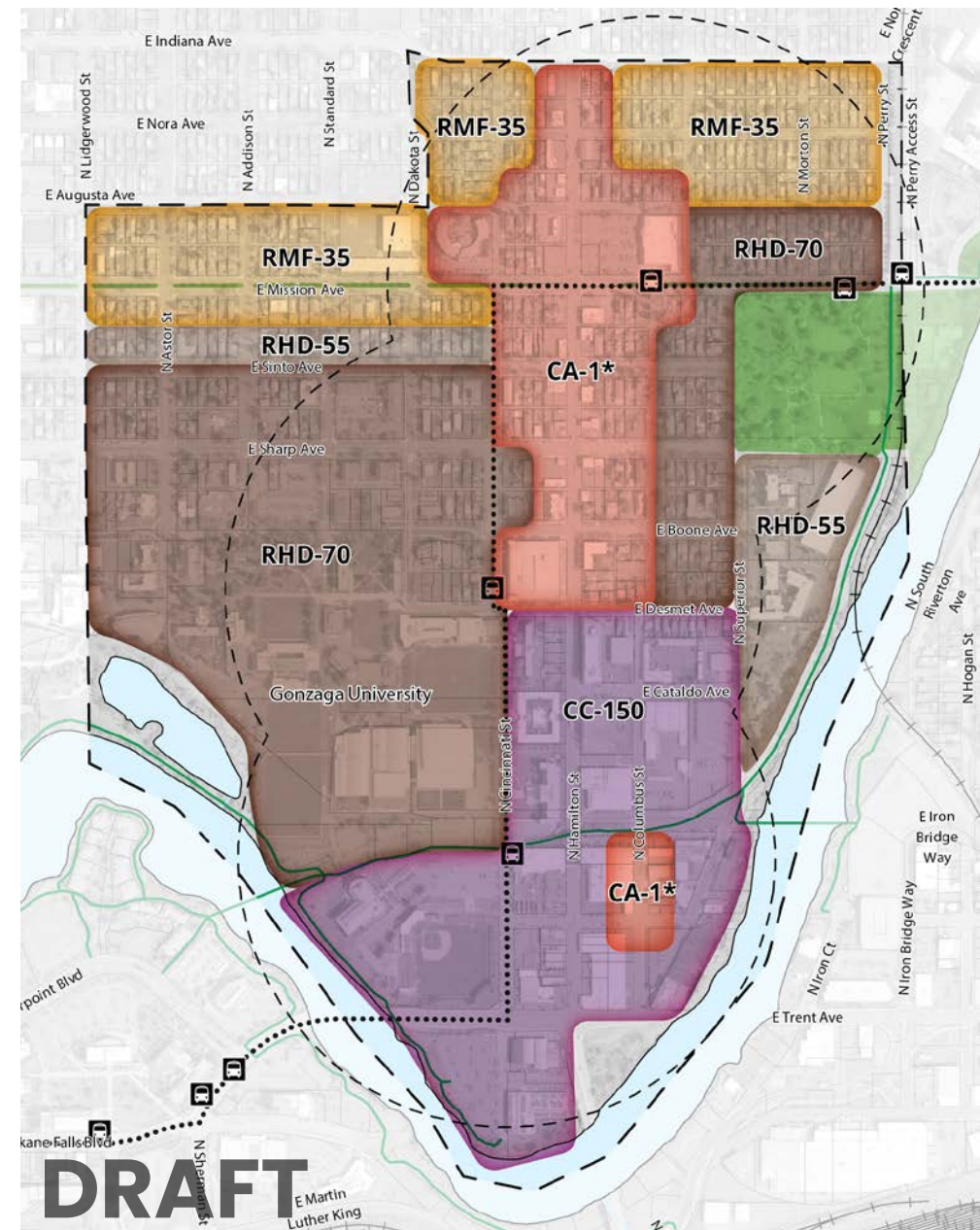
⁵ Much stricter affordability requirements. Usually closer to 60% AMI and lower

Second Draft

Preferred Alternative

Legend

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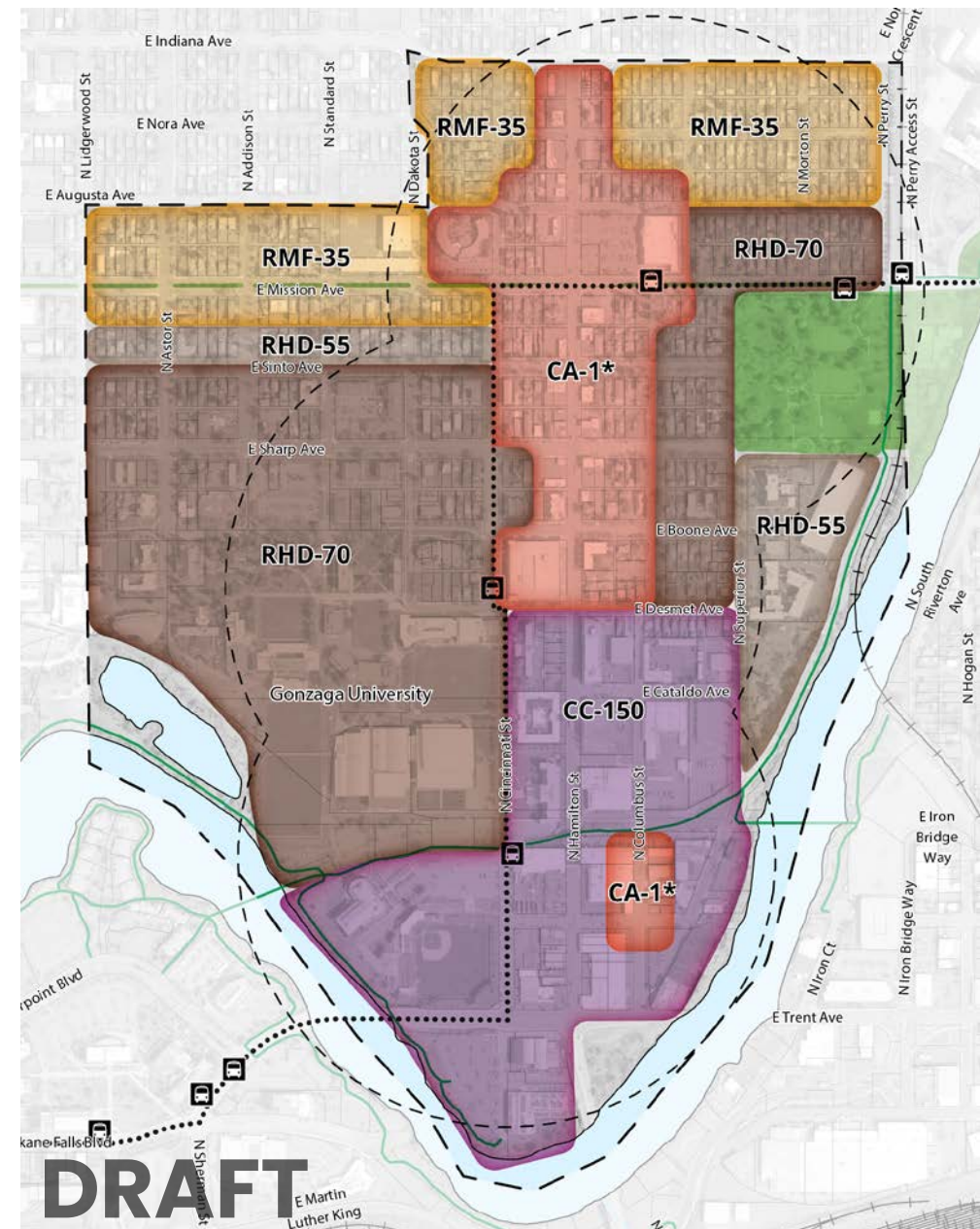


Motion to advance to hearing

Staff requests direction from the Plan Commission to bring the preferred alternative to public hearing for discussion and consideration.

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An aerial photograph of a suburban neighborhood, showing a grid of streets, numerous houses with varying rooflines, and scattered trees. The image is in grayscale, with the text overlaid in blue.

Next Steps

Project Timeline

Next: Plan Commission workshop #2 on July 12, 2023

Sign up for the email newsletter or
check the website for more:
my.spokanecity.org/southlogantod



Final Adoption Process

- Plan Commission Hearing: August
 - Resolution, Final Plan, Final EIS
- City Council Action: September/October
- Implementation and ordinances: End of 2023/early 2024

An aerial photograph of a city, likely New York City, showing a dense urban landscape with numerous buildings and streets. A semi-transparent blue horizontal band is overlaid across the center of the image, serving as a background for the text.

Thank you