



SOUTH LOGAN TOD PLAN

Preferred Alternative Workshop | June 22, 2023

Agenda

- Draft Plan and DEIS overview
- Community Workshop and Public Comment Received
- Developing a Preferred Alternative
- Questions and Discussion

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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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 suburban neighborhood, showing a mix of residential houses and larger commercial or institutional buildings. The image is overlaid with a semi-transparent blue band across the center, which contains the title text. The overall tone is professional and informative.

Draft Subarea Plan Overview

Plan Values

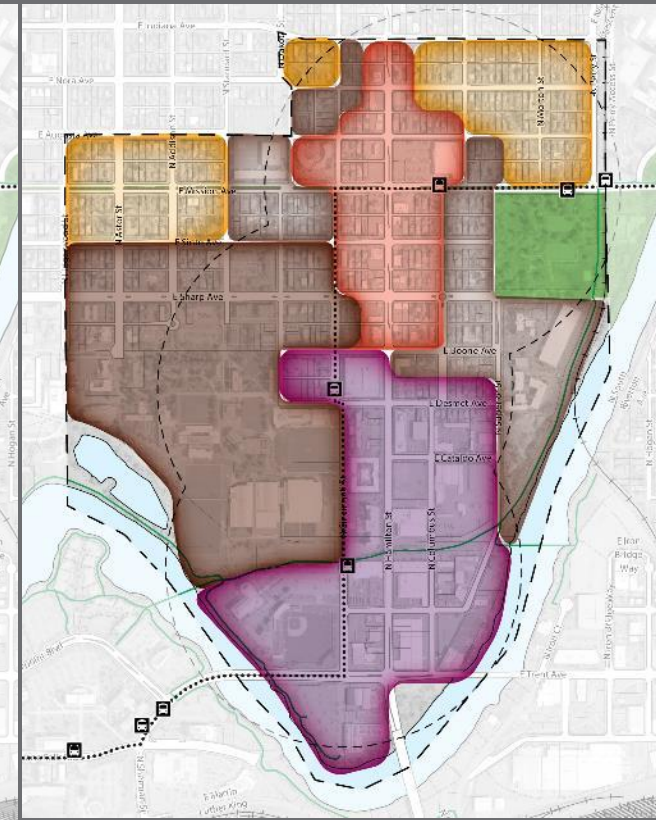
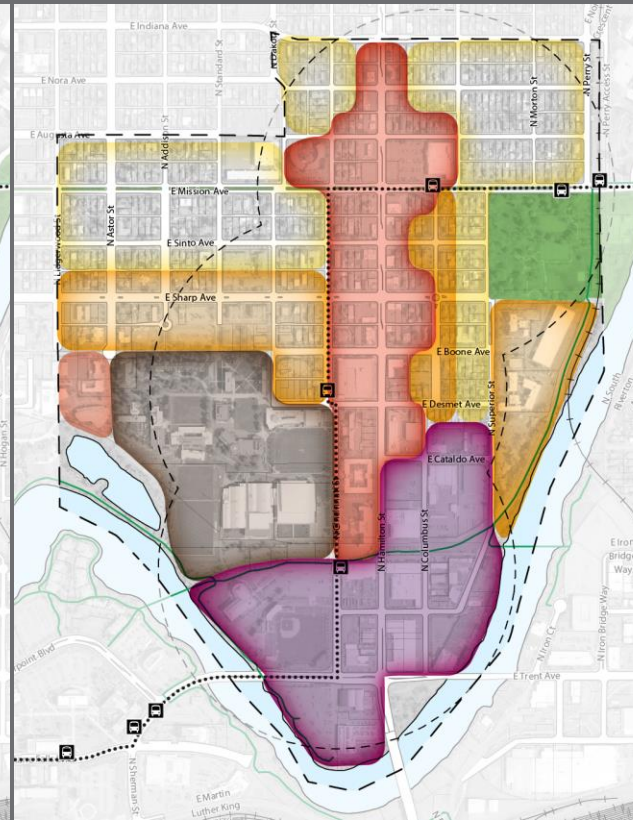
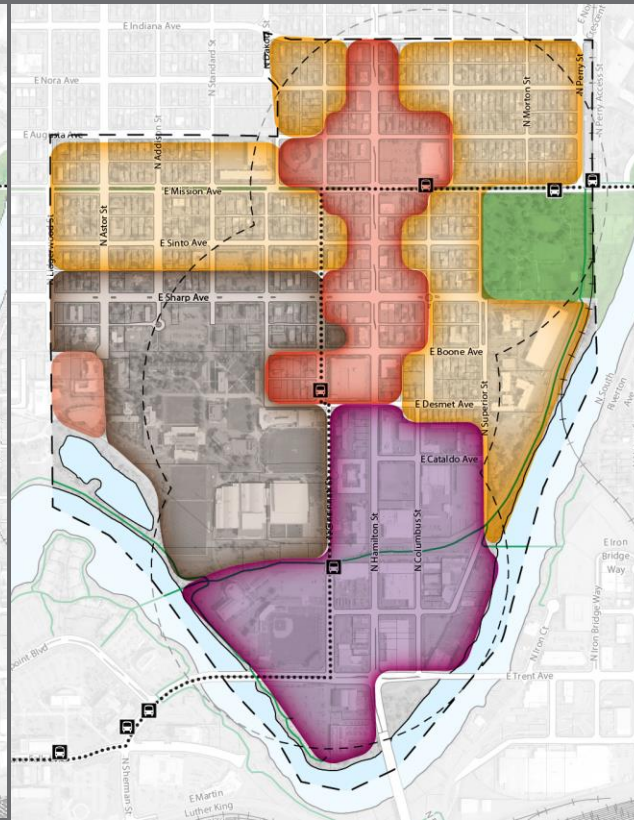
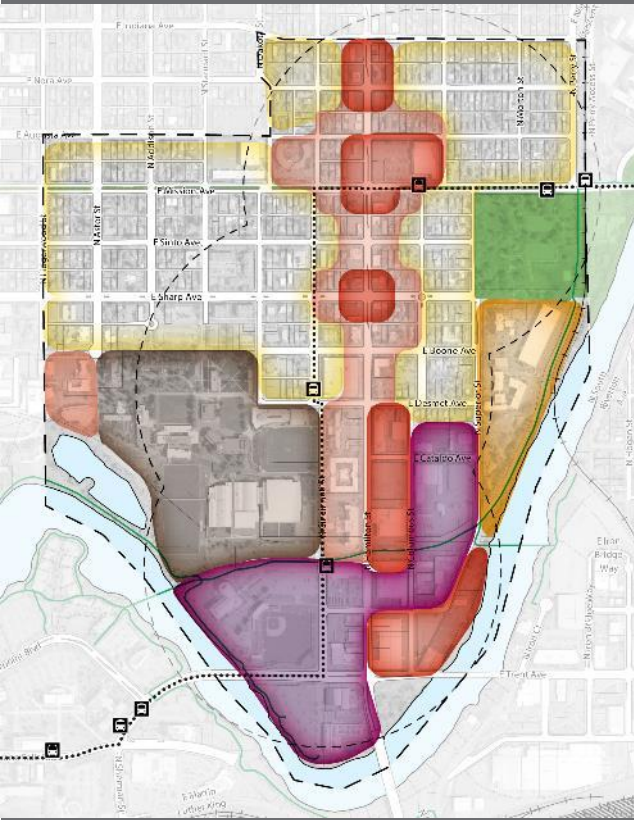
- Enhance connectivity, accessibility & mobility in South Logan & to Spokane river
- Support universities & health sciences sectors, innovation & sustainability
- Support job access, diverse industries & employment
- Expand housing options & affordability for residents of all incomes & ages
- Minimize 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

Review of Alternatives

Generalized Zoning Concepts



Alt 1

No Action

Alt 2


Hamilton Crossing

Alt 3

Southeast Riverfront

Alt 4

TOD Emphasis



Draft Subarea Plan Goals & Policies

South Logan TOD Plan: Draft Land Use Goals

- LU-1 Equitable Transit-Oriented Development
- LU-2 Housing Capacity and Variety
- LU-3 Private Investment
- LU-4 Transform the South
- LU-5 Support Higher Education
- LU-6 Retail & Services
- LU-7 Recreational Uses & Amenities
- LU-8 Shorelines

South Logan TOD Plan: Draft Community Design Goals

- CD-1 Sense of Place
- CD-2 Human Scale
- CD-3 Friendlier Streets
- CD-4 Community Space

South Logan TOD Plan: Draft Connectivity Goals

- CT-1 Transit Connections
- CT-2 Improved Circulation along N
- CT-3 Connectivity for People Walking
- CT-4 Accessibility of Existing Facilities

South Logan TOD Plan: Draft Sustainability Goals

- SU-1 Shoreline Protection
- SUS-2 Environmental Innovation
- PLACEHOLDER
- SUS-3 Decarbonization
- PLACEHOLDER

Area Highlights:

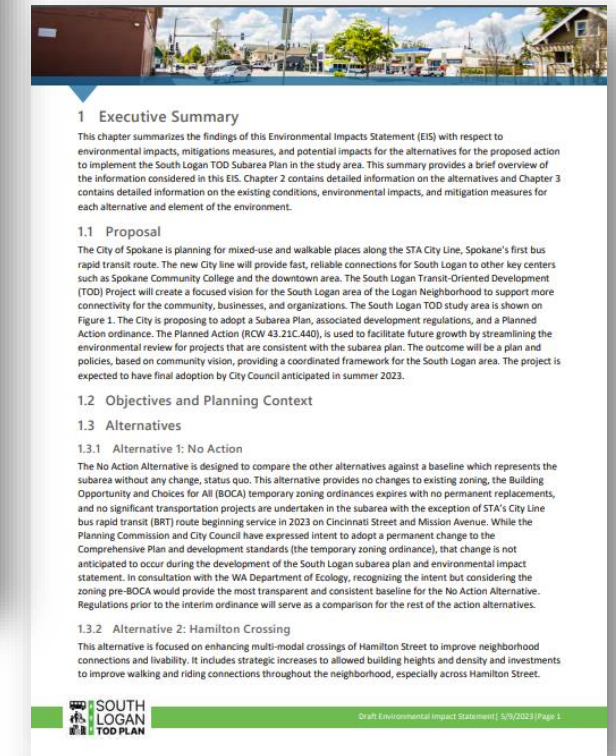
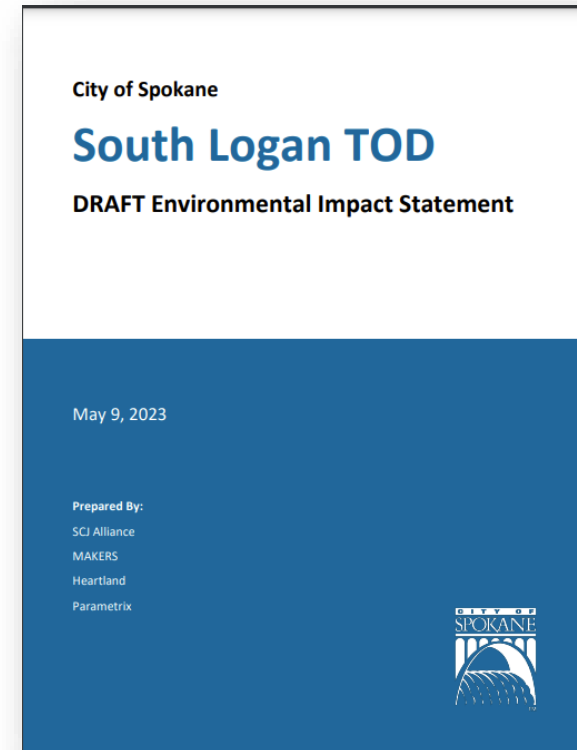
- Catalyst Building Eco-District
- UW School of Medicine-GU Health Partnership Building
- SEIRR Building
- City Line
- Spokane River

An aerial photograph of a suburban neighborhood, showing a mix of residential houses and larger commercial or industrial buildings. The image is overlaid with a semi-transparent blue horizontal band that spans the width of the page. The text 'DEIS Overview' is centered within this band in a white, bold, sans-serif font.

DEIS Overview

South Logan TOD Draft Environmental Impact Statement

- **Purpose:** to inform the City's decision on a preferred alternative for the subarea plan
- **DEIS Content:**
 - Description of Alternatives 1-4
 - Description of the existing conditions
 - Analysis of potential environmental effects
 - Identification of mitigation strategies



Summary of DEIS Findings

- Results of the Analyses
 - Incremental development over time would likely minimize most impacts
 - Construction could have temporary impacts on air & water quality, biological resources, environmental health, transportation, and utilities
 - Redevelopment under the Subarea Plan would be required to comply with current building and stormwater codes
 - All alternatives would provide increased access to public transit and new/additional housing options
- Significant Unavoidable Impacts
 - Increased growth would put more pressure on limited recreational facilities

An aerial photograph of a suburban neighborhood, showing a mix of residential houses and larger commercial or industrial buildings. The image is overlaid with a semi-transparent blue horizontal band that spans the width of the frame. The text 'What We've Heard So Far' is centered within this band in a white, bold, sans-serif font.

What We've Heard So Far

Community Outreach

Community
Survey

Community
Planning
Studio

Stakeholder
Interviews

Online
StoryMap

Plan
Commission
Updates

City Council
Updates

Community
Updates

Community
Tabling

Gonzaga
Forum

Blog Posts

Social Media

Email
Newsletter



Early engagement summary is available on the project webpage: my.spokanecity.org/southlogantod

May 18 Community Workshop



May 18 Community Workshop

Areas of Agreement

- Limit impacts to historic buildings
- Good quality design for new buildings is important
- The southeast is the best opportunity for new development



May 18 Community Workshop

Areas of Disagreement

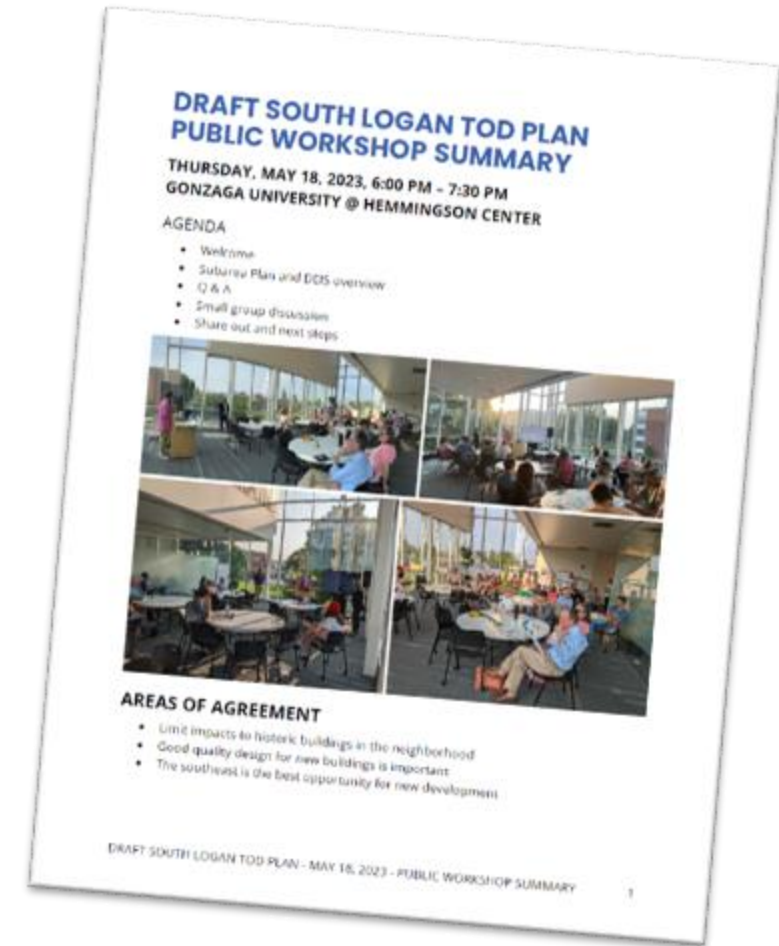
- Sharp Ave pedestrian bridge concept
- Development near Gonzaga off Hamilton
- Role of detached housing/internal conversations for student housing vs. apartment buildings

May 18 Community Workshop

Other topics we heard:

- Support for access to riverfront, pedestrian infrastructure improvements, main street and green street concepts
- Moderate housing increases closer to Mission Ave with addition of higher density along Sharp Ave
- Support for traffic calming improvements along Hamilton St
- Some interest in allowing a mix of uses on Sharp Ave
- Desire for Logan Neighborhood gateway
- Desire for more owner-occupied housing
- Concern about long-term success of plan and redevelopment
- Concerns over displacement of non-students
- Concerns about public safety in the neighborhood

See **Public Workshop Summary** for more details on opportunities, concerns, goals, and feedback from small group discussions



SEPA: Public Comment Received

- Comment period May 9-June 8
- 16 written comment letters received
 - 5 agency comments
 - 3 organizational/institutional comments
 - 8 individual comments
- Each letter may address more than one comment
- Project team reviewing all comments for consideration and response in final plan and EIS

SEPA: Public Comment Received

- 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
- 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

SEPA: Public Comment Received

- 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

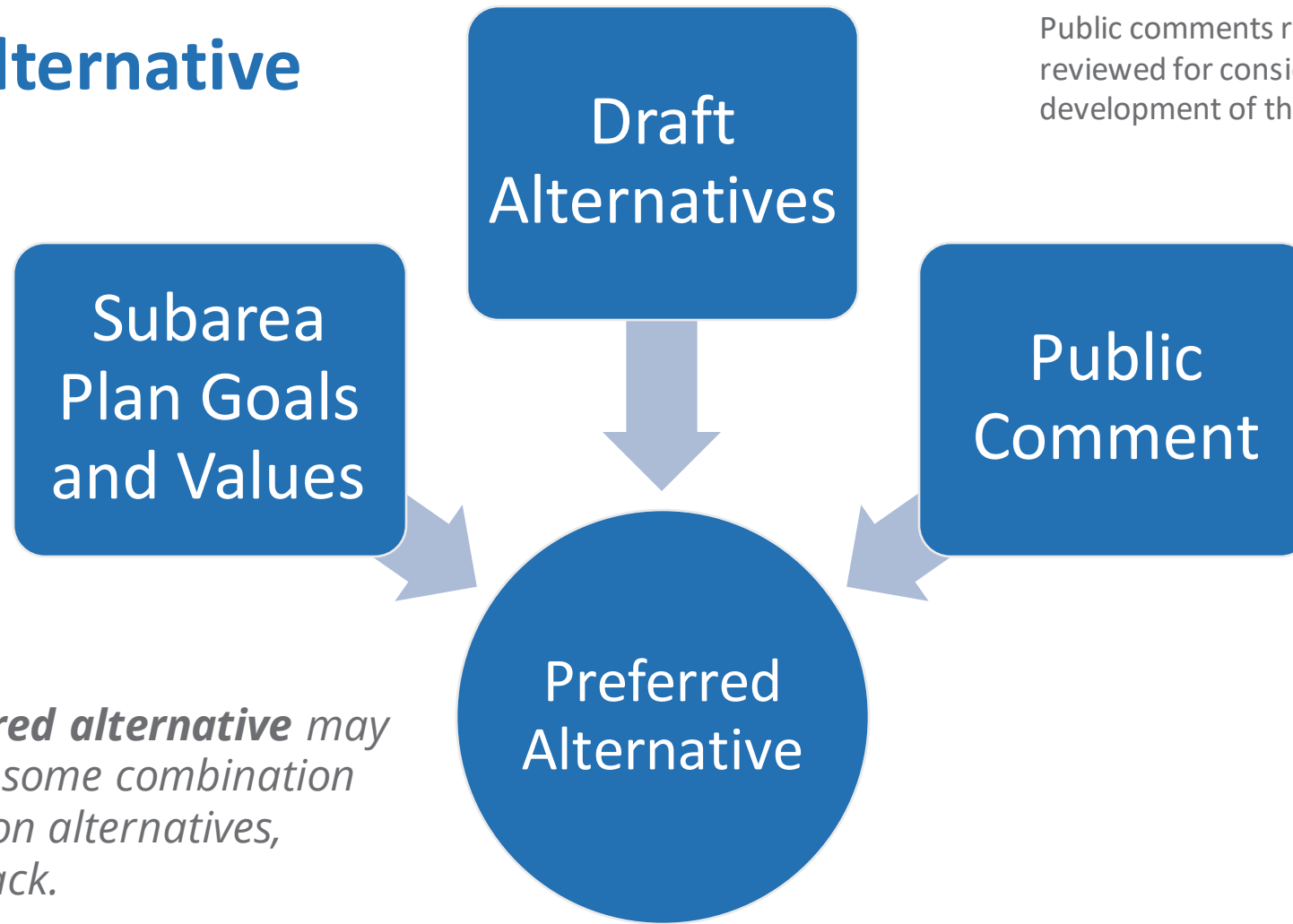
SEPA: Response to Comments

- 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.

An aerial photograph of a suburban neighborhood, showing a mix of residential houses and larger commercial or industrial buildings. The image is overlaid with a semi-transparent blue band across the middle, which contains the text. The overall tone is professional and informative.

Preferred Alternative?

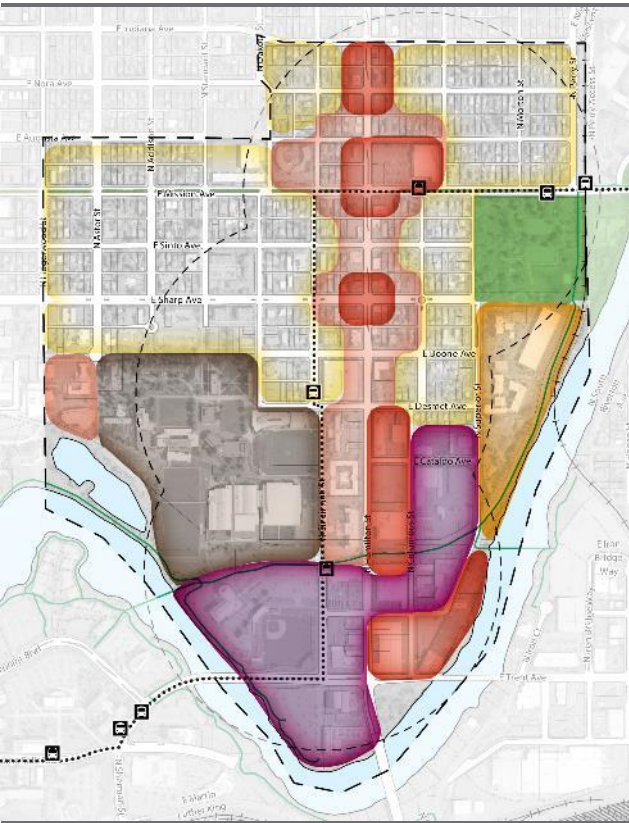
Development of Preferred Alternative



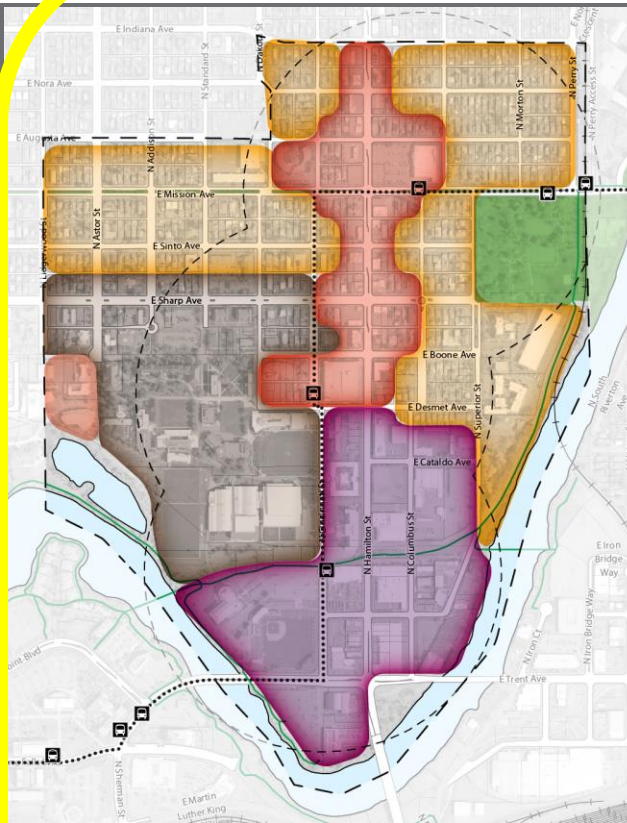
Public comments received are currently being reviewed for consideration in the development of the preferred alternative.

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

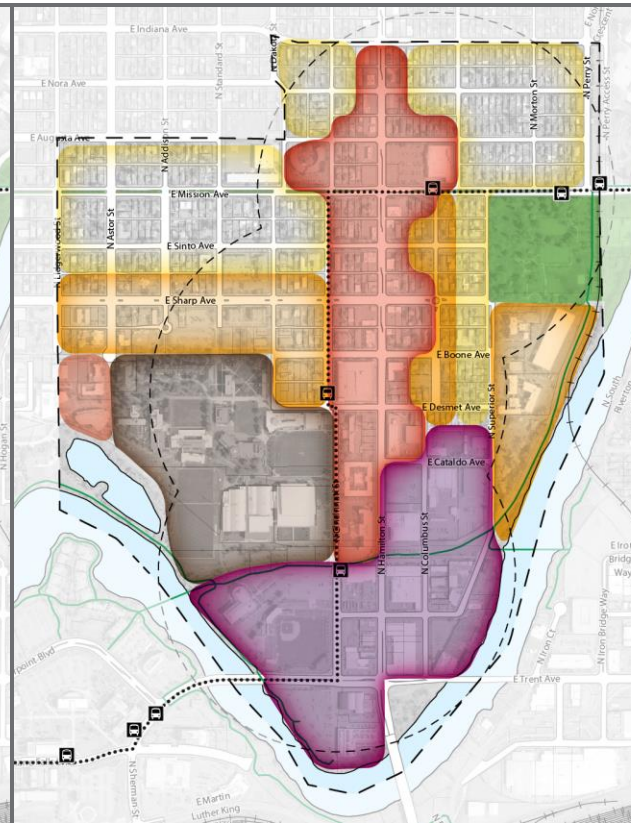
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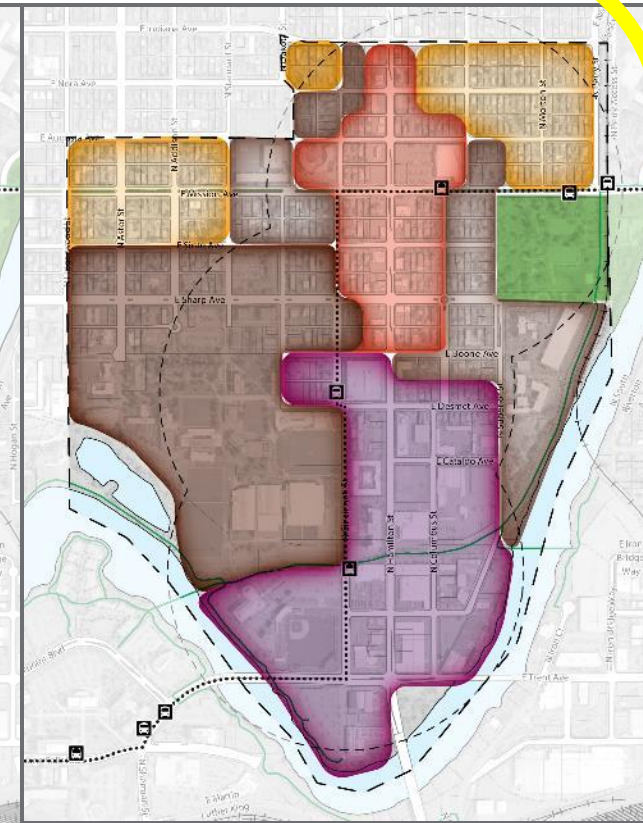
Alt 1
No Action



Alt 2
Hamilton Crossing



Alt 3
Southeast Riverfront
















Alt 4
TOD Emphasis

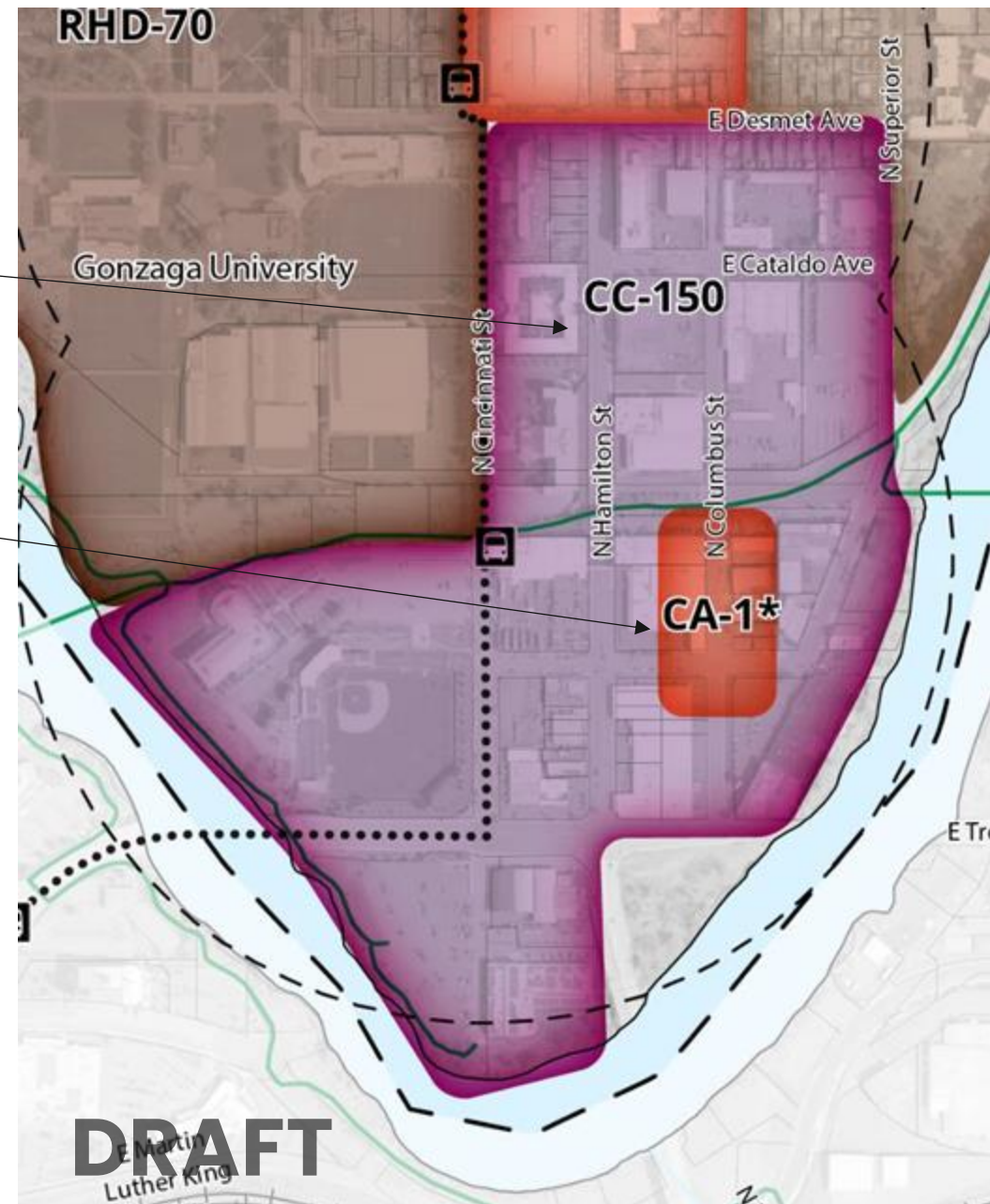
Southeast

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

- | | |
|---|---|
|  Mixed-Use - 150' |  Study area |
|  Mixed-Use - 75' |  City Line route & stop |
|  Mixed-Use - 45' |  Parks |
|  Residential High - 55' |  Trails |
|  Residential High - 70' |  1/4 mile from City Line |
|  Residential Med - 40' |  Railroad |
|  Residential Low - 30'/40' | |



Campus & Neighborhood

Mission Ave Historic District = RMF-35

RHD-55 transition

Gonzaga & environs = RHD-70

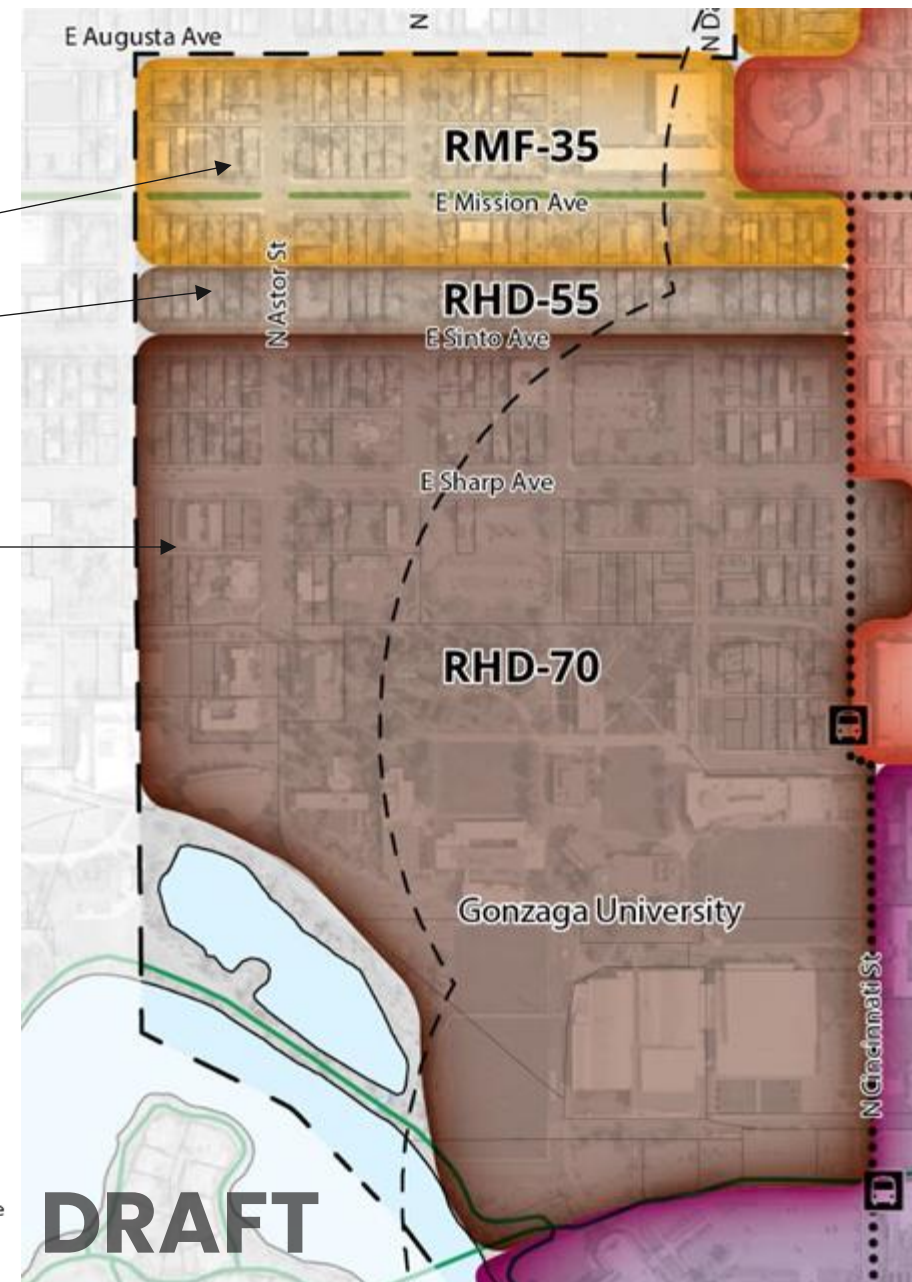
Integrate the height, capacity, and housing type increases from the 1-year interim ordinance

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

Legend

- Mixed-Use - 150'
- Mixed-Use - 75'
- Mixed-Use - 45'
- 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



Hamilton & Northeast

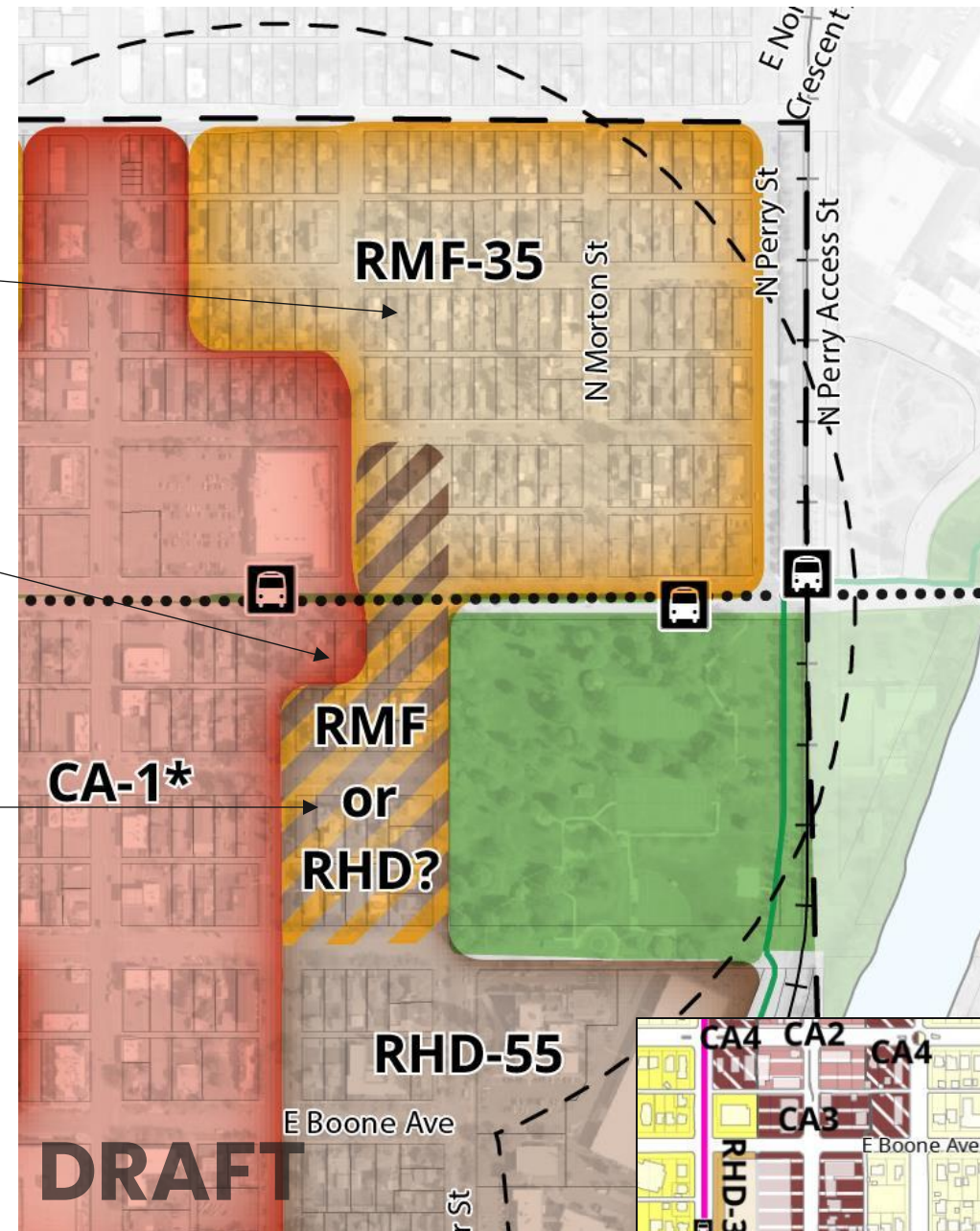
RMF-35 for most residential areas north of Mission

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

RHD-55 or RMF-35 around the Mission & Columbus Station and close to Mission Park?

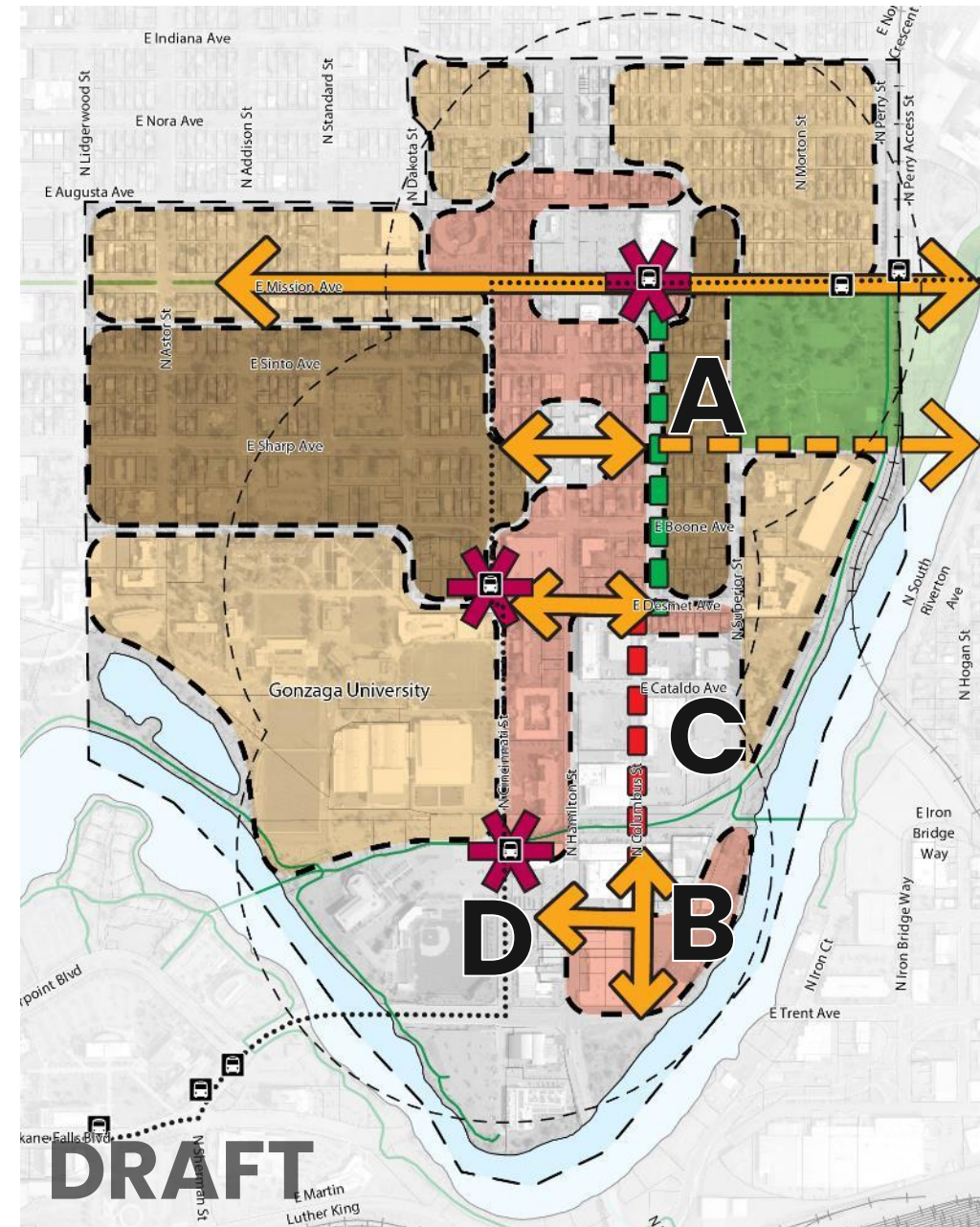
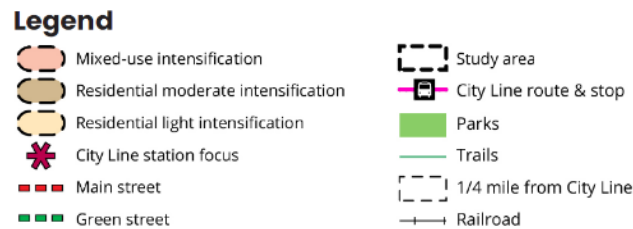
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Priority Investments













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

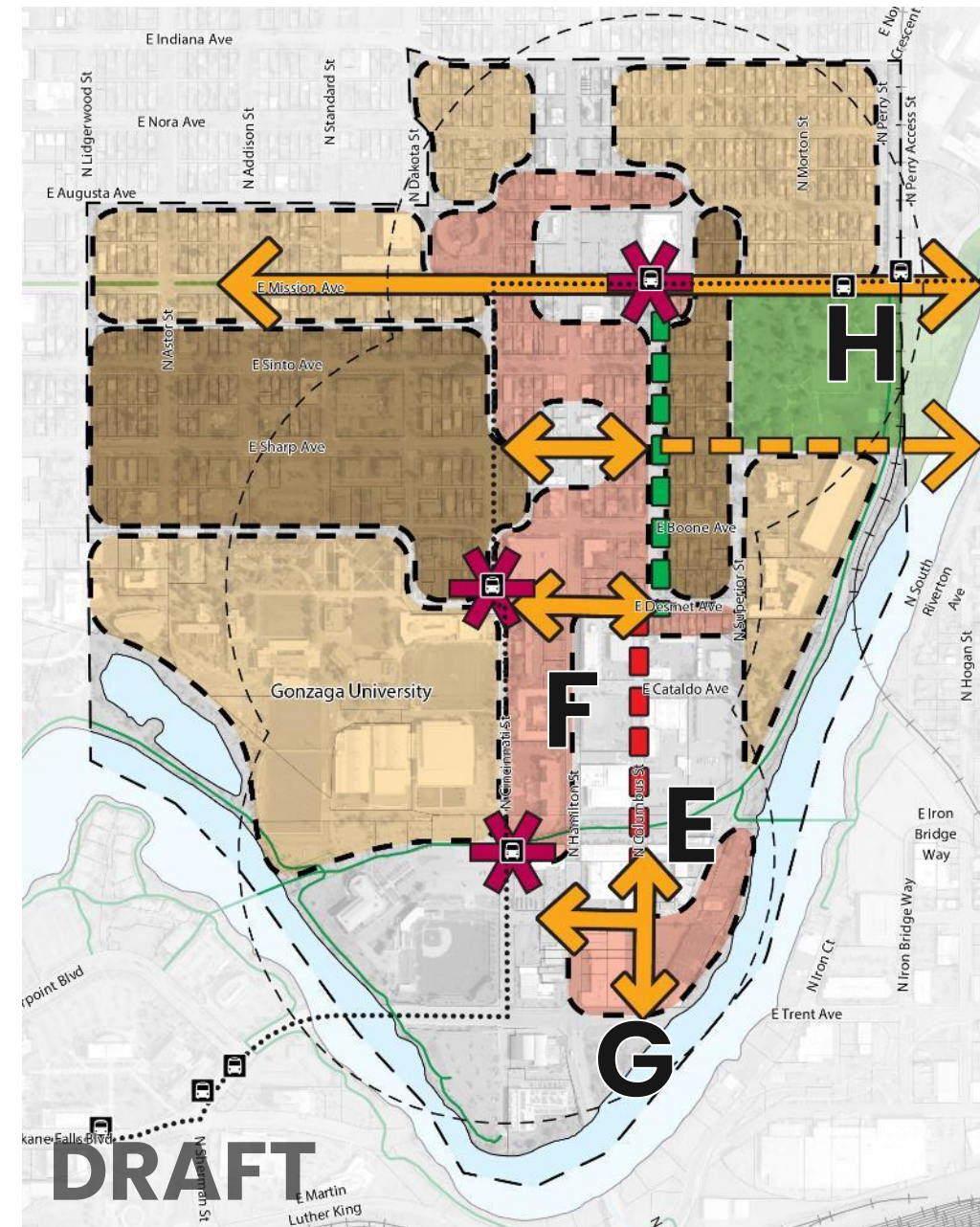


Priority Policies

- 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

Legend

- | | |
|--|---|
|  Mixed-use intensification |  Study area |
|  Residential moderate intensification |  City Line route & stop |
|  Residential light intensification |  Parks |
|  City Line station focus |  Trails |
|  Main street |  1/4 mile from City Line |
|  Green street |  Railroad |
















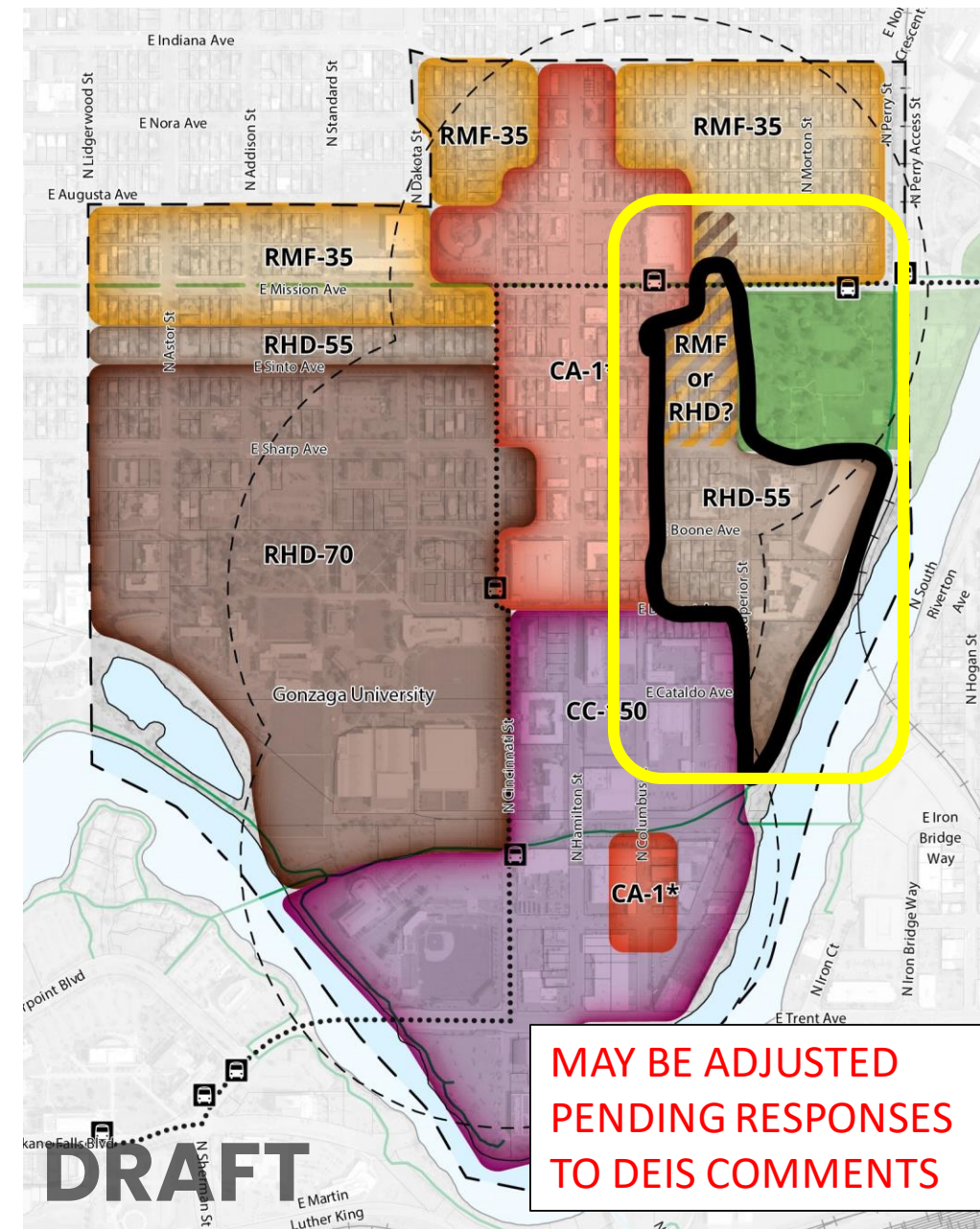
Plan Commission Comments

- 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

Full recording from June 14 PC Workshop available on the website:
my.spokanecity.org/southlogan/tod

Legend

- | | |
|---|---|
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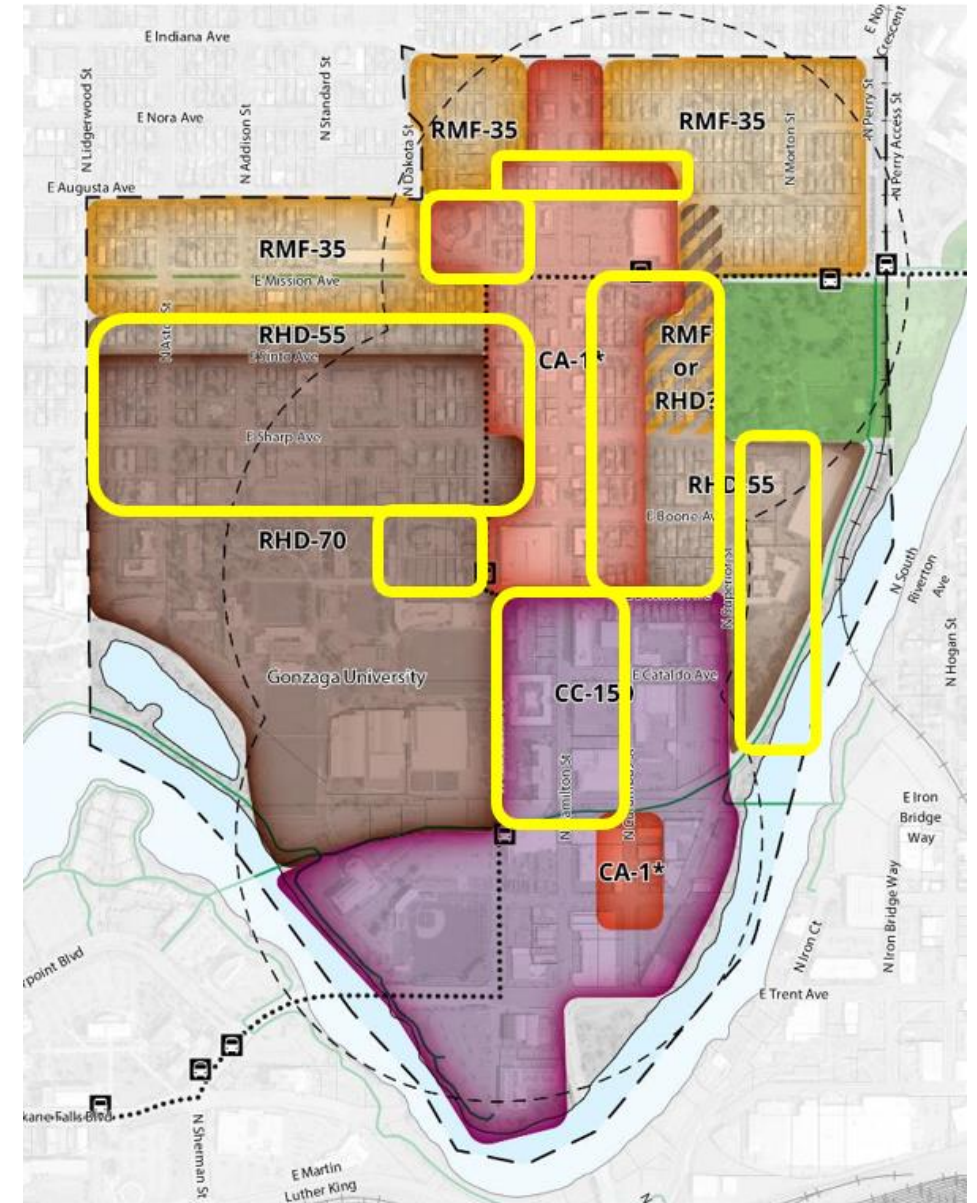


**MAY BE ADJUSTED
PENDING RESPONSES
TO DEIS COMMENTS**

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



Please use chat feature to ask questions and provide feedback.

Questions?

Discussion

Please use chat feature to ask questions and provide feedback.

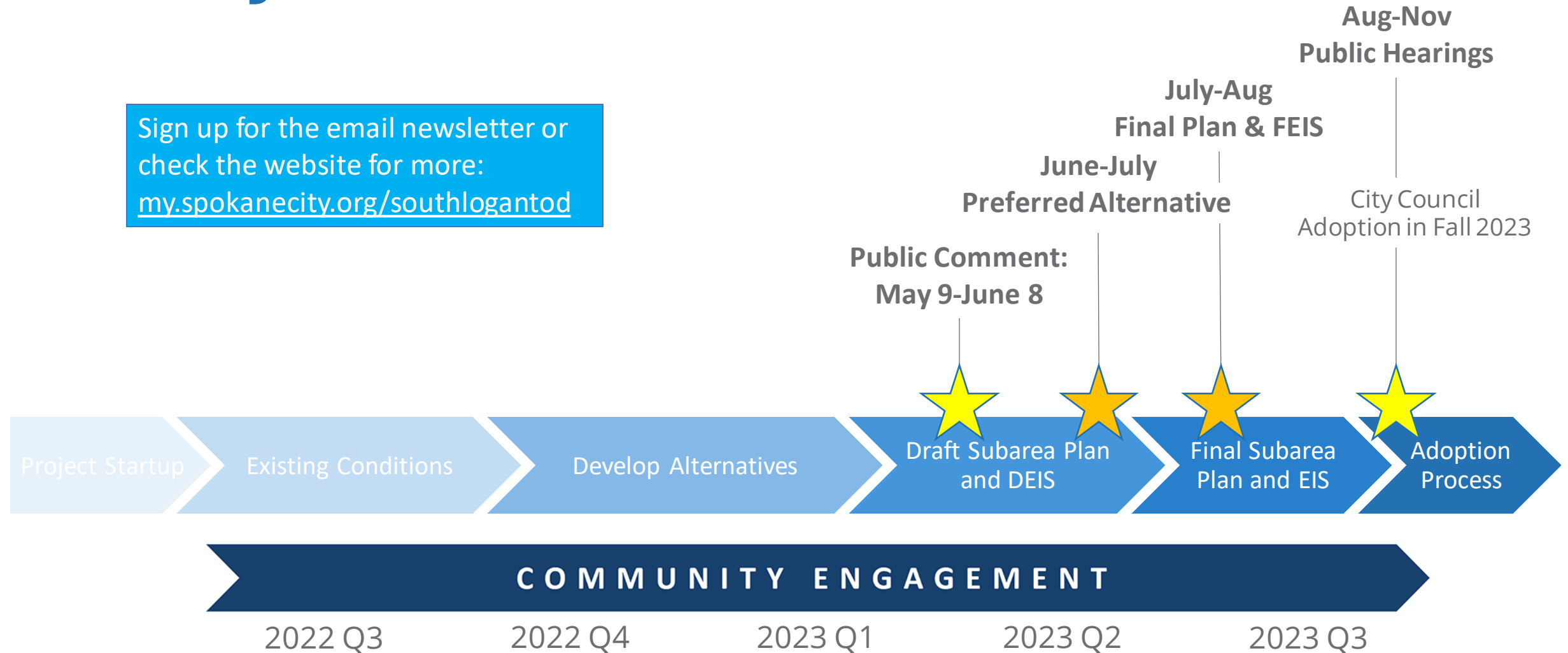
- What components are priorities for you in the development of the preferred alternative?
- What is your feedback to the draft preferred alternative?
- What is your feedback on the Plan Commission's discussion for the residential area?
- What is your feedback on an upzoning approach to pair development capacity increases with incentives or requirements for anti-displacement and affordable housing?



Next Steps

Project Timeline

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



An aerial photograph of a city, likely New York City, showing a dense urban landscape with numerous buildings and streets. A solid blue horizontal band runs across the middle of the image, serving as a background for the text.

Thank you