

# South Logan TOD Subarea Plan Preliminary Alternatives

*Updated - February 2023*

## Background

The City of Spokane is planning for mixed-use and walkable places along the STA City Line, Spokane's first bus rapid transit route. The South Logan Transit-Oriented Development (TOD) Project will create a focused vision for the South Logan area of the Logan Neighborhood to support more connectivity for the community, businesses, and organizations.

The alternatives described in this memo show potential future scenarios for the subarea. The potential environmental impacts of development under each scenario will be studied and documented in an environmental impact statement (EIS). The project team will use the findings of the EIS to develop a Planned Action ordinance, Subarea Plan, and associated development regulations. The Planned Action (RCW 43.21C.440), is used to facilitate future growth by streamlining the environmental review for projects that are consistent with the subarea plan. The plan, policies, and planned action ordinance will provide a coordinated framework for the South Logan area, based on community vision. The project is expected to have final adoption by City Council anticipated in summer 2023.

The study area is focused up to ½ mile around three City Line Stations in the South Logan area of the Logan Neighborhood: McCarthy Athletic Center Station, Desmet Station, and Columbus Station. This area is also part of the University District and includes the Hamilton Street corridor, Gonzaga University, the University of Washington School of Medicine-Gonzaga University Partnership, Mission Avenue Historic District, local businesses and organizations, Mission Park, Centennial Trail, and the Spokane River. Materials and a map of the study area are available on the project website: [my.spokanecity.org/southlogantod](https://my.spokanecity.org/southlogantod).

Based on public input gathered in the process, the study area has been expanded for the environmental analysis to include ¼ mile northeast of the Columbus Station, including the six blocks from Columbus Street east to Perry Street, and Mission Avenue north to Indiana Avenue. This change is reflected in this updated memo and the preliminary alternatives.

## South Logan TOD Plan Draft Values

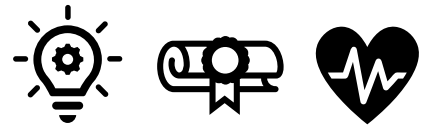
The following draft values were developed based on the community input received through community engagement, including the community survey, planning studio, and interviews; as well as policy objectives and integration of other planning materials from the City's Comprehensive Plan, the TOD Framework Study, partner agencies, and other key stakeholder resources. The Subarea Plan will ultimately integrate the draft values and will help guide the development of the preliminary alternatives described in this document.

### *Draft Plan Values*

Enhance connectivity, accessibility and mobility in South Logan and to the river



Support universities and health sciences sectors, innovation and sustainability



Support job access, diverse industries and employment



Expand housing options and affordability for residents of all incomes and ages

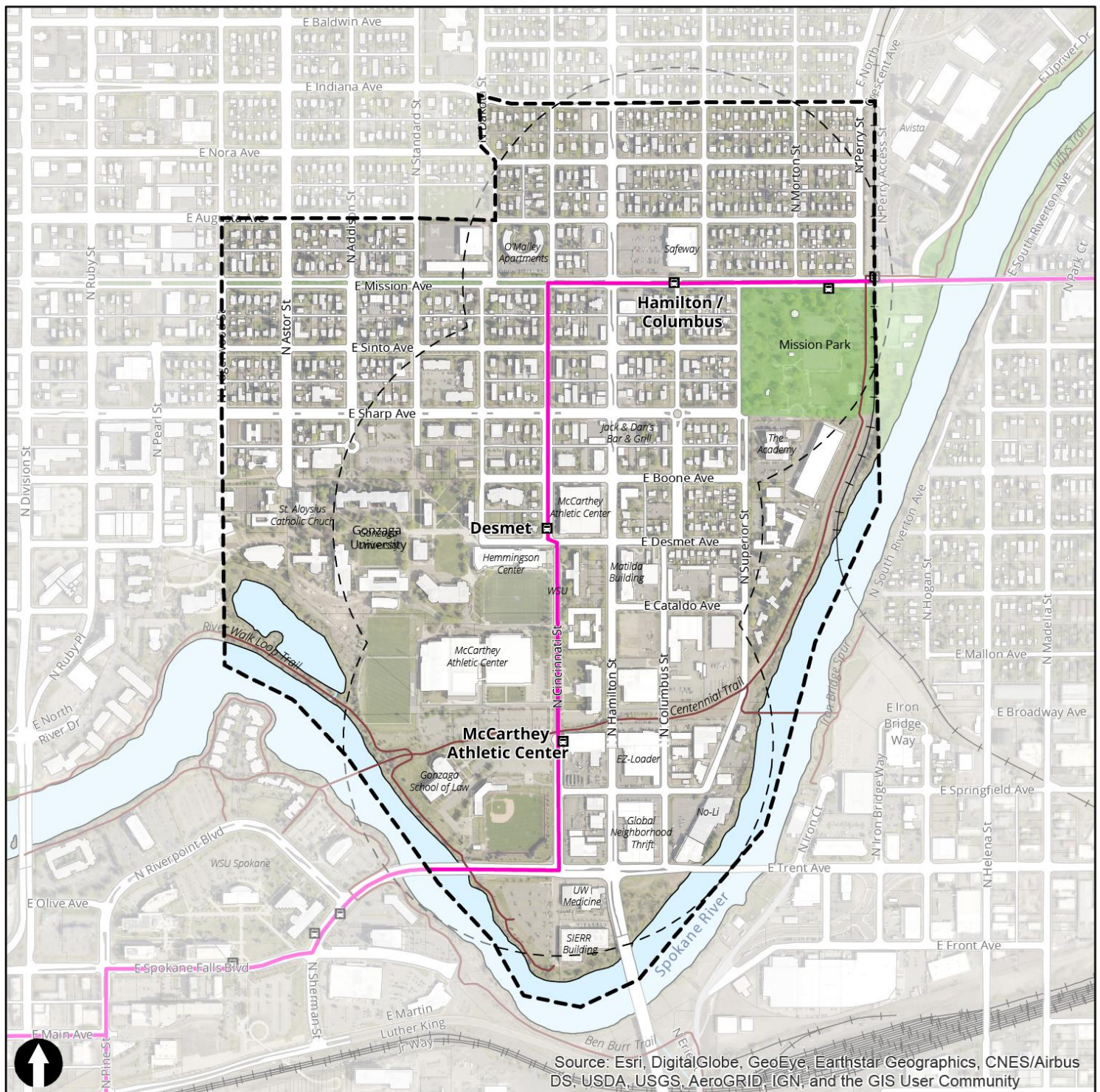


Minimize residential and local business displacement



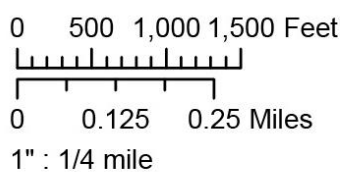
Build on South Logan's diverse urban context and history with integrity



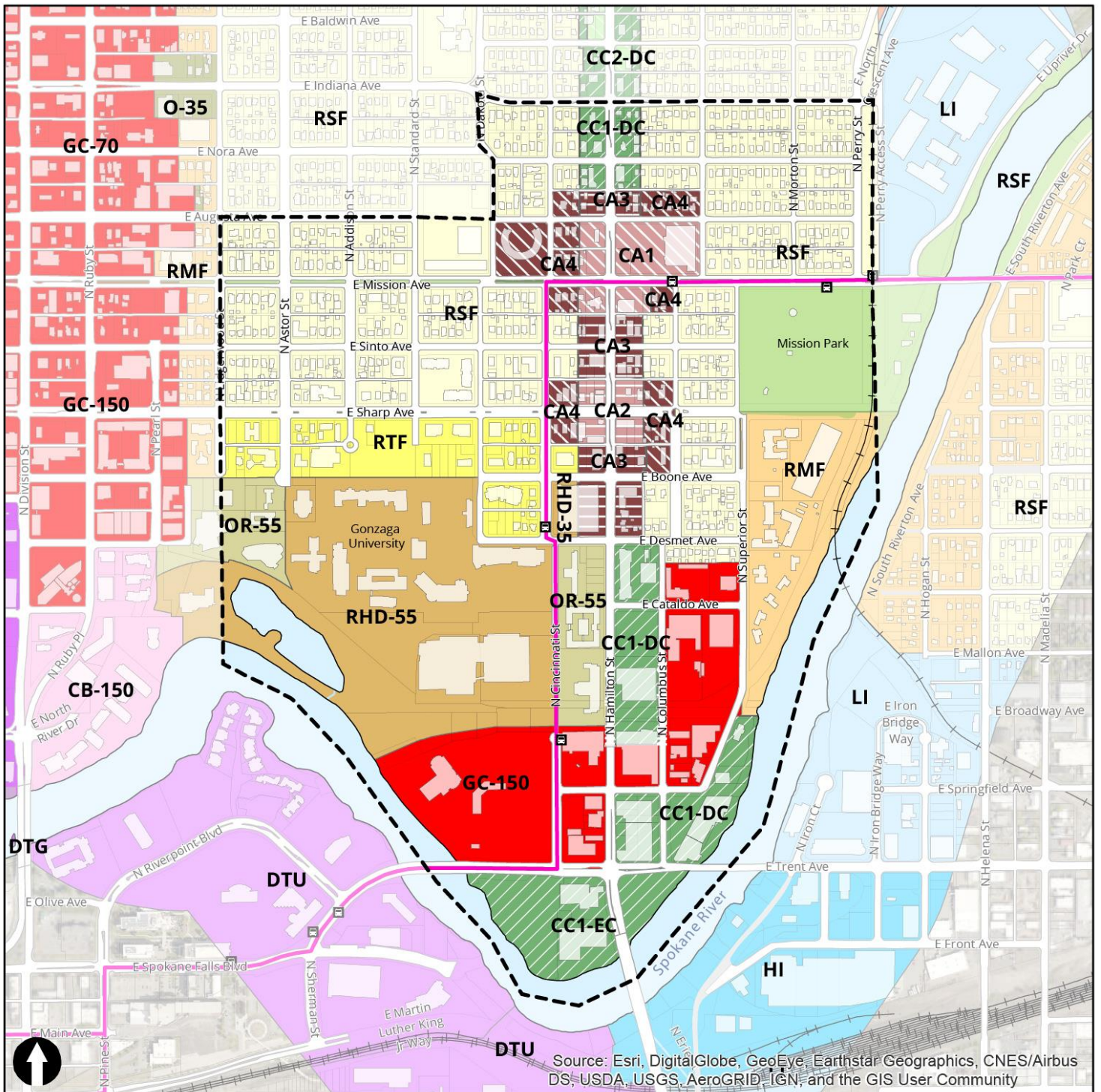


# South Logan Context Map

*Updated February 2023*







# Current Zoning

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

## Zoning

- Center and Corridor Type 1

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

0 500 1,000 1,500 Feet

0 0.125 0.25 Miles

1" : 1/4 mile



## Land Use/Zoning Categories

The following land use categories structure assumptions about allowed and likely development outcomes through 2047. These categories are simplifications of existing zones and/or future zones that will be developed following plan adoption.

Note: The [Building Opportunity and Choices for All \(BOCA\)](#) pilot program is a one-year interim zoning program adopted by Spokane City Council in July 2022 that modifies residential zoning to accelerate construction of more housing in neighborhoods, with more variety in the types of housing being provided. As a pilot program and not permanent, the alternative 1 assumes the zoning pre-interim ordinance. Action alternatives (Alternatives 2, 3, 4) assume BOCA changes are incorporated in future zoning districts.



**Mixed-Use – 150’:** Based on Centers and Corridors (CC) zoning for Employment Centers (CC-EC), this category would allow residential, commercial, or mixed-use development with a height limit of 150 ft and modest parking requirements. Action alternatives assume temporary reduced parking minimums implemented through BOCA are made permanent.



**Mixed-Use – 75’:** This category would allow residential, commercial, or mixed-use development with a height limit of 75 ft and modest parking requirements. Existing similar zones in Spokane have height limits of 55 ft or 150 ft.





**Mixed-Use – 45’:** This category would allow residential or mixed-use development with a height limit of 45 ft. Zoning would be similar to the existing Neighborhood Mixed Use (NMU) zone, with some modifications. Existing zones OR-55, CA-3 and CA-4 are shown in this category on the Alternative 1 No Action land use concepts map.



**Residential High – 55’:** This category primarily allows residential uses with a height limit of 55 feet and is based on the existing Residential High Density (RHD) zone.



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





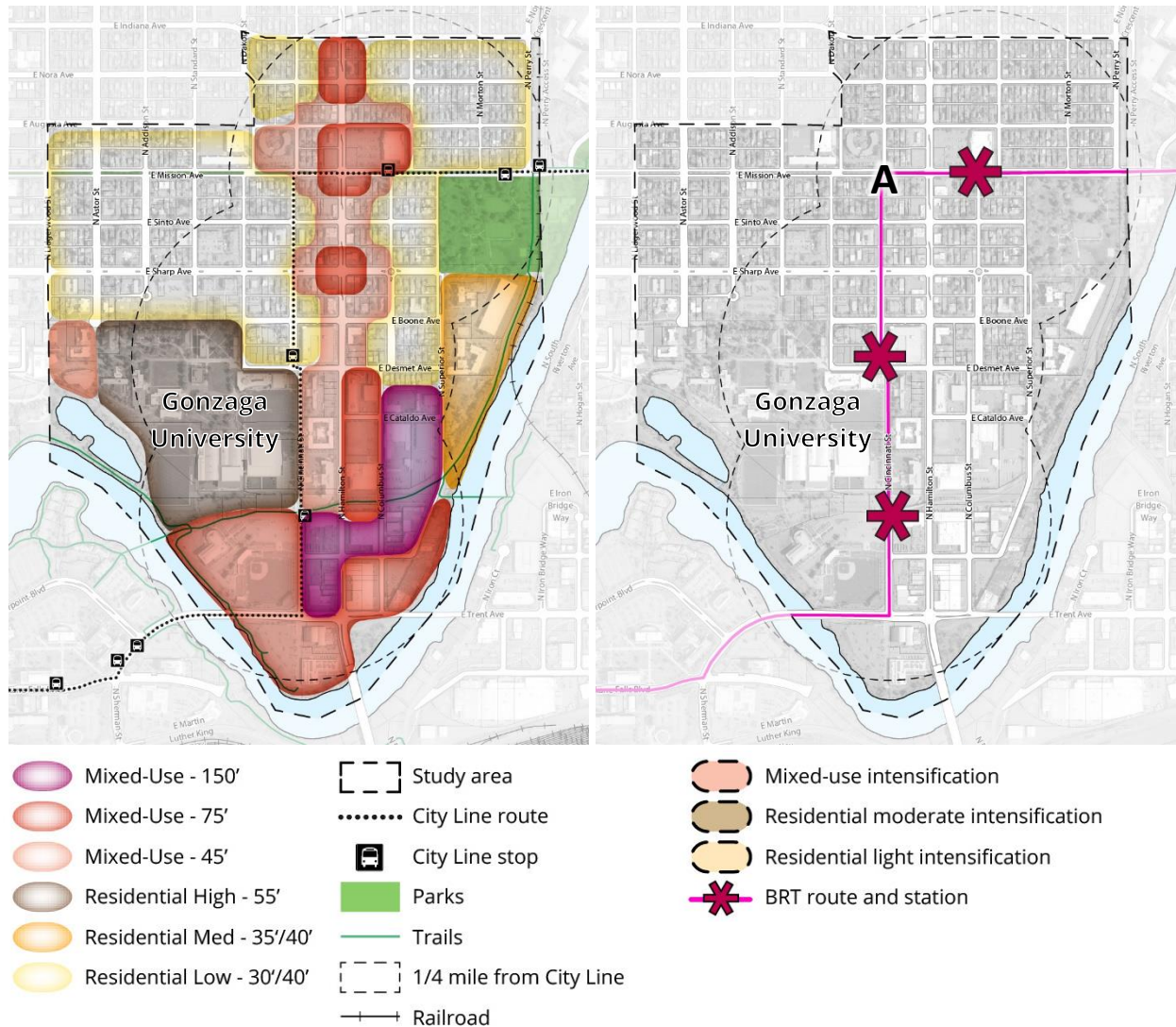
**Residential Low:** This category is based on the existing Residential Single Family (RSF) and Residential Two Family (RTF) zones, with the BOCA changes allowing greater building heights and some types of middle housing (duplexes, triplexes, fourplexes, and townhouses). Alternative 1 assumes pre-BOCA height limit and no middle housing types.





## Alternative 1: No Action

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



*Existing zoning (left) and Alternative 1 change areas (right).*

### Notable features

- City Line BRT begins service in summer 2023.



## Action Alternatives

The action alternatives were developed based on a collective set of “values” drawn from the Comprehensive Plan, the TOD Framework Plan Policies, and preliminary engagement findings from this effort:

- Enhance connectivity, accessibility & mobility in South Logan & to the 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 unique urban context & history with integrity & diversity.

## Features common to all action alternatives

- Adjust the provisions of **Hamilton Form-Based Code** to reduce barriers to development while meeting community design objectives.
- Enhance existing **Hamilton St crossings** and update streetscape plans, including redesign of Sharp Ave/Hamilton St intersection.
- Install a **traffic calming modification at the Hamilton St-Springfield Ave** intersection, like a high-intensity activated crosswalk (HAWK) signal (see image below) or full traffic signal, to function both as the at-grade ADA-compliant Centennial Trail crossing of Hamilton St and help to facilitate desired transit-oriented development on adjacent and nearby properties.
- **Rezone General Commercial** in southeast to Centers & Corridors, while retaining current height limit.

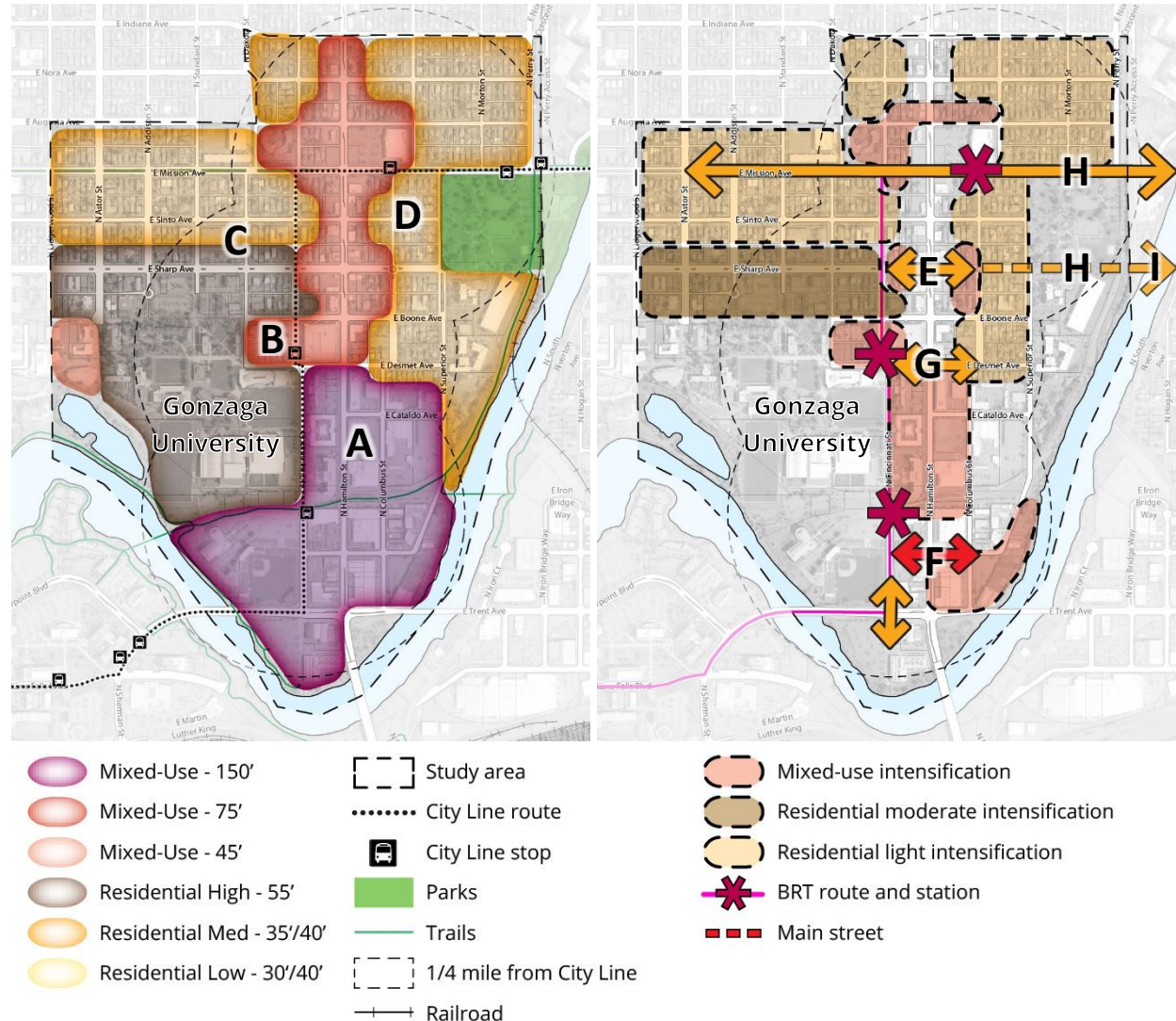


*Crosswalk with a HAWK signal in Marysville, WA*

## Alternative 2: Hamilton Crossing

This alternative is focused on enhancing multi-modal crossings of Hamilton St to improve neighborhood connections and livability. It includes strategic increases to allowed building heights and density and investments to improve walking and riding connections throughout the neighborhood, especially across Hamilton St.

### Concept Maps



Alternative 2 land use concept (left) and change areas (right).

### Notable features

#### Land Use/Zoning Changes

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



### *Priorities and Investments*

- E. Prioritize Sharp Ave intersection pedestrian & streetscape improvements. Example visuals:



- F. Emphasize Springfield Ave as a “main street” and add traffic signal at Hamilton St intersection. Example visual:



- G. Explore short- & long-term traffic calming opportunities along Hamilton St.
- H. Study options for improved east-west bicycle and pedestrian connections across and through north end of neighborhood on Mission Ave.
- I. Study options for improving river crossings for bicycles and pedestrians in the vicinity of Mission Park, including a new bike/ped bridge at Sharp Ave (in the event that improvements on Mission Ave, particularly across the river, are not feasible).



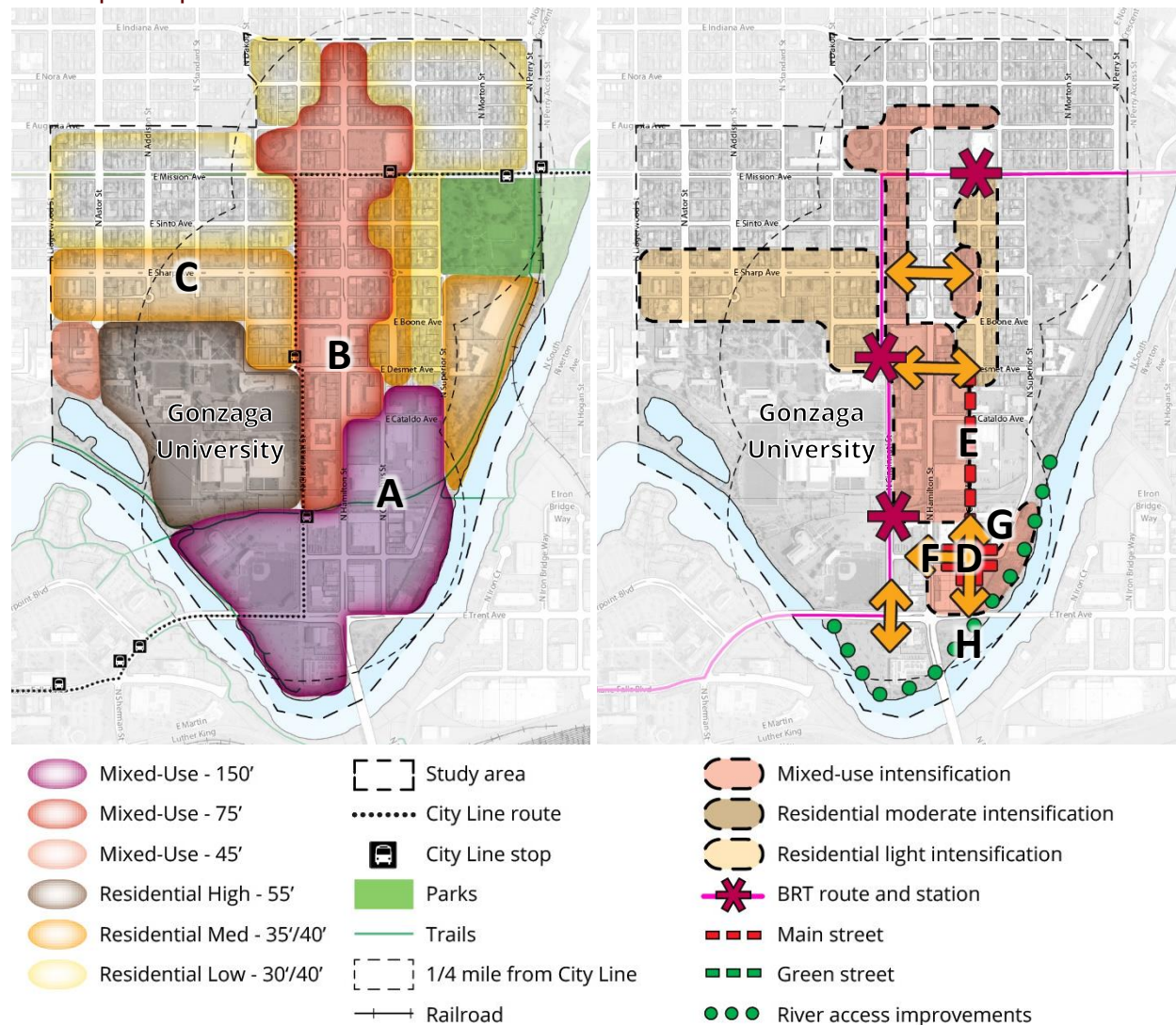
*Potential location for ped/bike bridge. Image Source: Google Maps. Imagery ©2023 Google, Imagery ©2023 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map Data ©2023 Google*



## Alternative 3: Southeast Riverfront

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

### Concept Maps



Alternative 3 land use concept (left) and change areas (right).

### Notable features

#### Land Use Changes

- Rezone General Commercial to Centers & Corridors Employment Center (CC-EC) or similar in the southern area while retaining existing height limits (common to all action alternatives).
- Expand areas allowed for mid-rise development around the current Hamilton St form-based code (FBC) area.
- Increase housing capacity 1½ blocks north of Gonzaga University by applying Residential Medium zoning.

### *Priorities and Investments*

- D. Pedestrian-oriented node at Springfield Ave & Columbus St. Example visual:

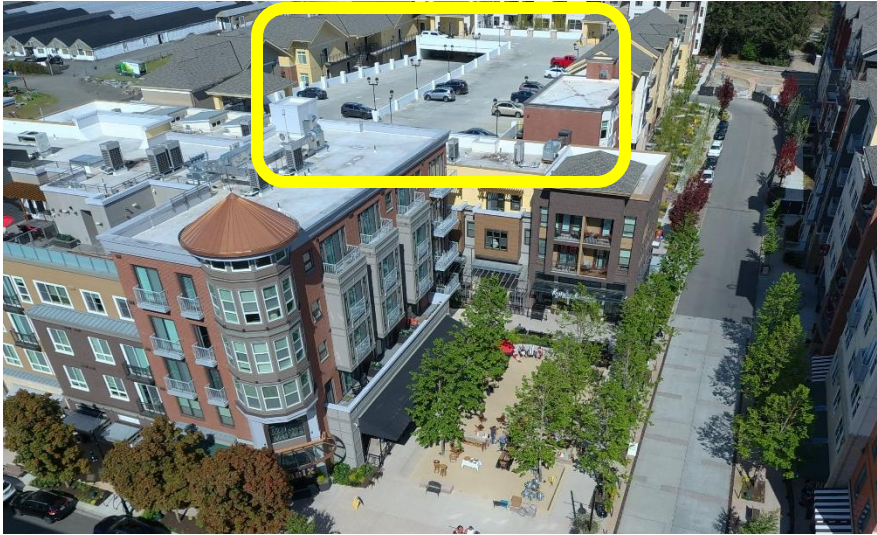


- E. Mixed-use “main street” on Columbus St between Desmet Ave and Trent Ave. Example visuals:



- F. Add a traffic signal at Springfield Ave & Hamilton St intersection
- G. Pursue public/private partnership to deliver neighborhood amenities, shared assets like structured parking, and catalyst development. While with the BRT investment the long term intention is to reduce dependency on automobiles, a parking structure has often served as a catalyst for desired mid-rise mixed-use development forms in similar areas that are very early in the process of transformation from auto-dependent environments to vibrant mixed-use centers. Notable examples can be found in downtown Bozeman, MT, Kent Station, Kent, and Woodin Creek Village in Woodinville (example garage well hidden behind active building frontages below).





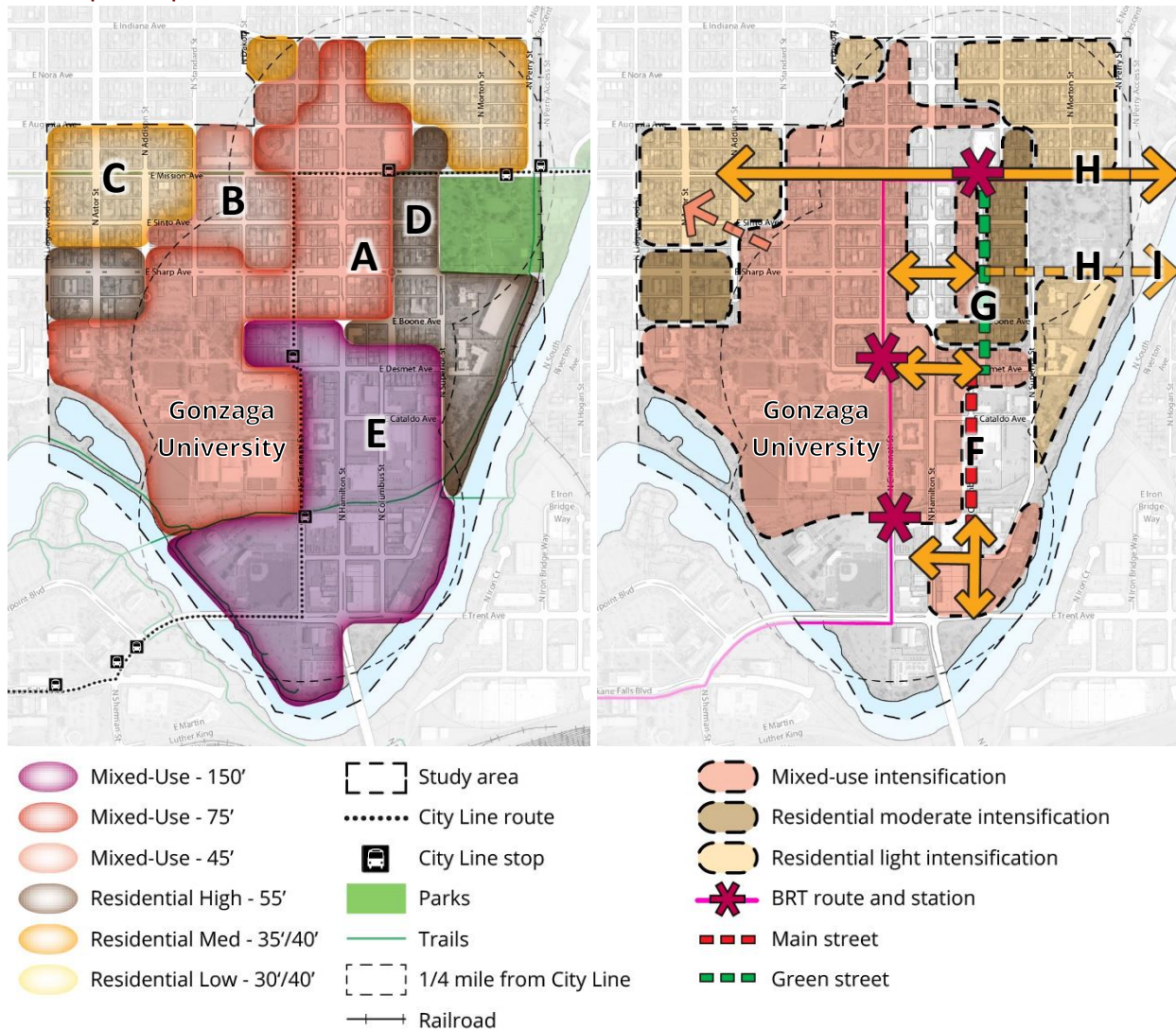
H. Maximize riverfront connections, open space improvements, and access.



## Alternative 4: TOD Emphasis

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

### Concept Maps



Alternative 4 land use concept (left) and change areas (right).

### Notable features

#### Land Use Changes

- Expand areas allowed for mixed-use mid-rise development around the current Hamilton St form-based code (FBC) area.
- Lower-intensity mixed-use development west of Hamilton St that allows 4-story multifamily and small-scale commercial development
- Increase housing capacity northwest of Gonzaga.
- Significant increase to housing capacity around BRT stations around Mission Park.
- Expand high-intensity TOD zoning in commercial/industrial south of Boone Ave



### *Priorities and Investments*

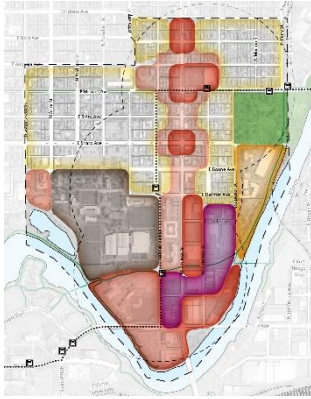
- F. Green street improvements on Columbus St between Mission Ave and Desmet Ave. Green street improvements typically include wayfinding signage, traffic diverters, and crossing improvements, as well as green stormwater infrastructure (GSI).



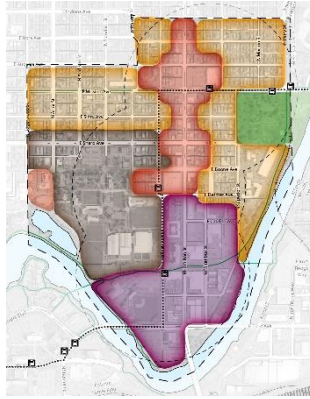
- G. Main street improvements on Columbus St between Desmet Ave and Trent Ave. Main street improvements may include pedestrian-oriented streetscape design with ample sidewalks, street furniture, wayfinding street trees, and public art or other character-defining elements.
- H. Study options for improved east-west non-motorized connections across and through north end of neighborhood on using Mission Ave.
- I. Study options for improving river crossings for bicycles and pedestrians in the vicinity of Mission Park, including a new bike/ped bridge at Sharp Ave (in the event that improvements on Mission Ave, particularly across the river, are not feasible).

## Side-by-Side Comparison

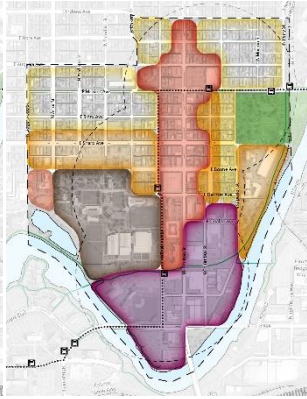
### Land Use Concepts



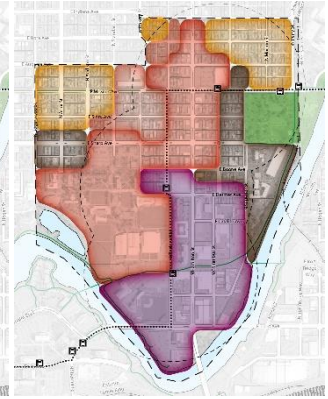
Alt 1  
No Action



Alt 2  
Hamilton Crossing

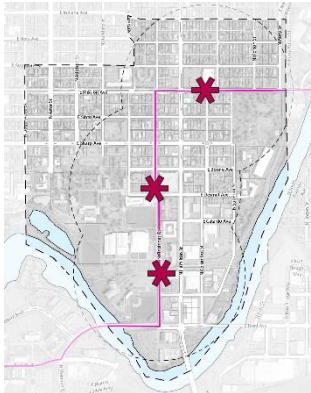


Alt 3  
Southeast Riverfront

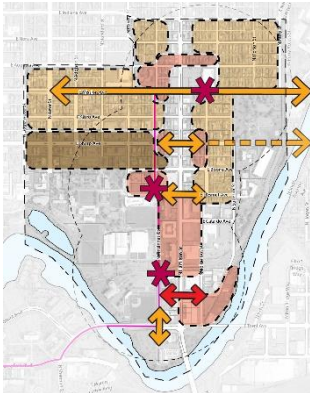


Alt 4  
Southeast Riverfront

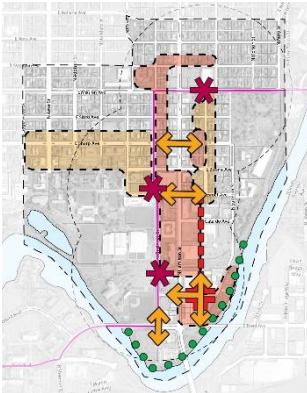
### Change Areas



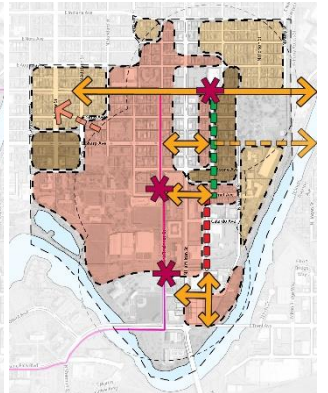
Alt 1  
No Action



Alt 2  
Hamilton Crossing



Alt 3  
Southeast Riverfront



Alt 4  
Southeast Riverfront