



Climate Resilience and Sustainability Board Agenda

Regular Meeting
Thursday, July 10, 2025
2:00 PM

Hybrid - Council Briefing Center / Microsoft Teams
808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each | Citizens are invited to address the Climate Resilience and Sustainability Board on any topic not on the agenda.

Board Briefing Session:

2:00 – 2:15	<ol style="list-style-type: none">1. Roll Call2. Approve 6/12/2025 meeting minutes3. Chair Report4. Secretary Report5. Approval of current agenda	Planning Staff All Brian Henning Jon Snyder All
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Workshops:

2:15 – 2:30	1. Budget Update	Jon Snyder
2:30 – 2:50	2. Sharp Avenue Permeable Pavement Project	Trey George
2:50 – 3:05	3. Climate Planning – Public Engagement	Maren Murphy/KayCee Downey
3:05 – 3:35	4. SAP Update and Information on Utility Franchise Fees and Complete Streets	Amanda Parrish/Jon Snyder
3:35 – 4:00	5. Transit Oriented Development 101	Colin Quinn-Hurst

Adjournment: The next regularly scheduled CRSB meeting will be held Thursday, August 14, 2025.

* Items denoted with an asterisk may include final action taken by the Board. Written public comments will be accepted at eracrsb@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Climate Resilience and Sustainability Board Meeting Information

Thursday, July 10, 2025

The Climate Resilience and Sustainability Board will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Microsoft Teams

Join on your computer, mobile app or room device

[Join the meeting now](#)

Meeting ID: 297 827 294 047

Passcode: qhF8iY

[Download Teams](#) | [Join on the web](#)

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 112 012 615 5

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-618-1887](tel:+13236181887), 999419515# United States, Los Angeles

Phone Conference ID: 999 419 515#

[Find a local number](#) | [Reset dial-in PIN](#)

Meeting ID:
297 827 294 047

Passcode:
qhF8iY

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: eracrsb@spokanecity.org. Written public comments will be accepted on these items up to one hour prior to the start of the meeting.

The audio proceedings of the Climate Resilience and Sustainability Board meetings will be recorded and are available online.

Climate Resilience and Sustainability Board

Upcoming Agenda Items (All items are subject to change)

August 14, 2025 Climate Resilience and Sustainability Board (180 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
2:00-2:15	Briefing Session	
2:15-3:45	Climate Planning – Policy Development	Maren Murphy
	Water Conservation Master Plan	
	2026 Legislative Agenda	
	City Fleet Electrification	

September 11, 2025 Climate Resilience and Sustainability Board (180 minutes available) Hybrid – Potential Cancellation		
Workshop		
Time	Item	Presenter
2:00-2:15	Briefing Session	
2:15-3:45	Climate Planning – Policy Development	Maren Murphy

Joint Meeting Plan Commission/CRSB at 1st October PC

October 9, 2025 Climate Resilience and Sustainability Board (180 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
2:00-2:15	Briefing Session	
2:15-3:45	Climate Planning – Policy Development	Maren Murphy

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Climate Resilience and Sustainability Board - Meeting Minutes Draft

Thursday, June 12, 2025

City Council Briefing Center

Meeting called to order at 2:00PM by Amanda Parrish

Public Comment: Citizens are invited to address the Climate Resilience and Sustainability Board on any topic not on the agenda. 3 Minutes each.

- None

Attendance:

- Board Members Present: Amanda Parrish, Kathryn Alexander, Ryan Arnold, Happy Avery, Claire Cooney, Kevin Fagan, Elyse Hochstadt, Larry Luton, Bob Lutz, Lea Molina, Kit Parker, Hala Zahalqa
- Board Members Not Present: Brian Henning, Kerry Brooks
- *Quorum Present:* Yes
- Staff Members Present: Tirrell Black, Emily King, Maren Murphy, Marlene Feist, KayCee Downey, Elizabeth Rivera, Logan Callen, Nicole White, Angie McCall, Kirstin Davis, Elizabeth Schoedel, Marcia Davis, Mayra Marroquin, Raylene Gennett, James Caddey, Sarah Sirott

Minutes: Minutes from 5/22/2025 approved unanimously.

Briefing Session:

- **Chair Report** - Amanda Parrish
 - Amanda shared an update on the newly formed Sustainability Action Plan Workgroup (SAPW). The group is composed of self-nominated members: Kevin Fagan, Kathryn Alexander, and Larry Luton, with Amanda as an ex-officio member, and Brian Henning as an alternate. The workgroup will meet regularly on the fourth Wednesday of each month. During the first meeting, they discussed a framework for prioritizing the actions identified in the Sustainability Action Plan. Potential criteria considered include actions that create net-positive benefits, those that have multi-sector impacts, and actions with clear opportunity for implementation. Kathryn Alexander prepared and distributed a report outlining recommendations for achieving the plans goals, which will help ground our next discussions and ensure that our discussions remain focused and strategic.
 - Amanda also took a moment to acknowledge the deeply concerning events unfolding nationally and in our community, including the deployment of the National Guard in response to peaceful protests surrounding immigration and human rights. These actions are rooted in exclusion and suppression and they run counter to the principals of community resilience and therefore climate resilience. Climate resilience is not just about infrastructure and emissions, it's about justice, inclusion, and democratic participation. A community that responds to crisis with compassion is one that will be better equipped to face climate challenges ahead. Our sustainability work must be informed by the same values we seek to uphold; equity, belonging, and the right for every person to be heard and protected.
- **Secretary Report** - Tirrell Black
 - Tirrell reminded board members that for the purposes of engagement with staff, and for the CRSB, everyone has city emails. Some people have been using their personal emails. If anyone needs assistance, we can circulate the City's IT Helpdesk phone number, or Emily can help walk you through set up and sign in. You do also have to change the password on your account periodically.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- Climate Planning – Phase One Wrap-up
 - Presentation provided by: Maren Murphy
 - Questions asked and answered.
 - Discussion ensued.

- Master Water Conservation Plan Update
 - Presentation provided by: Kristen Zimmer
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 4:37 PM. The meeting was followed by an offsite tour of the CSO 26 Tank at 930 W Spokane Falls Blvd, Spokane, WA.

The next regularly scheduled Climate Resilience and Sustainability Board Meeting is on Thursday, July 10, 2025.

BRIEFING PAPER: Sharp Avenue Permeable Pavement Update
City of Spokane
Climate Resilience and Sustainability Board
7/10/2025

Subject:

Sharp Avenue was reconstructed in 2018 as a pilot project with updated bicycle and pedestrian amenities and permeable pavements for stormwater management. We now have nearly 7 years of data on how well the facility is functioning.

Background:

The project was largely funded through a stormwater grant from the Department of Ecology to evaluate the functionality of permeable pavements for stormwater treatment in arterials. Different combinations of pervious concrete and porous asphalt were used, and water quality sampling stations were installed in two locations. Bicycle and pedestrian improvements were also included with the project. The road section was changed from 4 travel lanes with no bike lanes to 2 travel lanes with bike lanes in both directions. The City began monitoring the project in 2019 for water quality and durability (PCI Scores).

Relationship to Plans/Actions:

N/A

Timeline/ Further Action:

This is for information purposes only, no further action requested.

BRIEFING PAPER
City of Spokane
Climate Resilience and Sustainability Board
7/10/2025

Note to presenters: The CRSB is interested in having workshops with about 2/3 presenter time and 1/3 of a workshop reserved for questions and discussion.

Subject:

The City of Spokane has completed Climate Planning Phase 1 and is kicking off Phase 2 as part of the Plan Spokane 2046 comprehensive plan periodic update. The City is planning for early engagement to understand community priorities for policy development, including a community survey and focus groups. The CRSB workshop will discuss survey overview and promotion, which is launching at the end of July, as well as framing for focus groups in the fall. CRSB members will be asked to share promotional and outreach ideas for the survey and consider topics to explore with focus groups.

Background:

The City of Spokane is developing climate planning under HB 1181 to enhance community resilience, reduce greenhouse gas emissions, and prioritize environmental justice to avoid worsening environmental health disparities. Climate planning is part of the City's general periodic update requirement for the Comprehensive Plan, which is due in 2026. This work is supported by WA Dept. of Commerce climate planning grant which is funded from Washington's Climate Commitment Act. The Climate Resilience and Sustainability Board is serving as the Climate Policy Advisory Team for climate planning element.

Relationship to Plans/Actions:

The City of Spokane is required under the Growth Management Act to have a climate element as part of the Comprehensive Plan. The climate element will be integrated throughout the Comprehensive Plan elements such as housing, transportation, land use, utilities, and natural environment. Integration of climate into the comprehensive plan was also identified in City Council's Sustainability Action Plan.

Timeline/ Further Action:

See below for timeline for climate planning. The CRVA is the final technical document to be completed for Phase 1 before moving on to Phase 2. Phase 2 focuses on using the technical reporting and community engagement from Phase 1 to inform climate policy development and integration into Comprehensive Plan updates in 2026.



Updated: July 1, 2025

BRIEFING PAPER
City of Spokane
Climate Resilience and Sustainability Board
7/10/2025

Relevant Climate Planning Links:

City of Spokane	
Spokane Climate Planning	my.spokanecity.org/climate-planning/
Spokane Climate Vulnerability Index	https://storymaps.arcgis.com/collections/f6e4fae1a4eb400bab2c236ce63b75da
Engage Spokane Climate Planning	engage.spokane.gov/hub-page/planning-services
PlanSpokane 2046 Periodic Update	planspokane.org
Spokane Comprehensive Plan	my.spokanecity.org/shapingspokane/comprehensive-plan/
Spokane GHG Reporting	my.spokanecity.org/publicworks/environmental/
Spokane Parks Master Plan	my.spokanecity.org/parksrec/master-plan/

WA Dept. of Commerce	
Commerce Climate Planning	www.commerce.wa.gov/growth-management/climate-planning/
Commerce Guidance for Climate Planning	deptofcommerce.box.com/s/fpg3h0lbwln2ctqjg7jg802h54ie19jx
Commerce Climate Policy Explorer	https://experience.arcgis.com/experience/dd012fae9fad4a309b0d89e3c13016e5/page/Basic/

**BRIEFING PAPER: Sustainable Action Plan Work Group research items
Climate Resilience and Sustainability Board**

7/10/2025

Subject:

The Sustainable Action Plan Work Group requested more background on two topics: Using franchise fees on power utilities to fund climate work and the City's Complete Streets policy.

Background:

The Sustainability Action Plan Work Group requested staff do some research on two topics:

- Using franchise fees on power utilities to fund climate work: State law restricts this strategy for cities. See briefing paper attached.
- The City of Spokane's Complete Streets policy: The Complete Streets ordinance has not been updated since it was passed in 2011. Ordinance is now being update and is set for Council vote on July 14. The goal of updating the ordinance is capture more projects, make City Spokane grant applications more competitive for state funding, update outdated references and to better reflect current practices at the City. The text of the ordinance is attached.

Relationship to Plans/Actions:

Climate change policy work supports goals in the Comprehensive plan and the City municipal code that created the CRSB. Complete Streets supports the goals of the Comprehensive Plan, Chapter 4, Transportation.

Timeline/ Further Action:

Staff will continue to work with the work group to explore areas of emphasis for potential consideration by the full CRSB board.

Prepared for: Climate Resilience and Sustainability Board (CRSB)

Re: Feasibility of Use of Utility Franchise Fees to Fund Climate Work

Background:

The CRSB asked whether the City of Spokane could impose or increase utility franchise fees in exchange for use of the public right of way (ROW) to fund climate resilience and sustainability work. A legal framework exists in other states to allow cities to collect franchise fees on gas and electric utility companies for climate projects and staffing. In Washington, state law restricts franchise fees on electric, telecommunication and gas utilities by municipalities.

Summary of Review:

Washington cities are barred from imposing and collecting franchise fees with limited exceptions ([RCW 47.44.020](#), [RCW 35.21.860](#)).

"No.city.or.town.may.impose.a.tax?fee?or.charge?either.directly.or.indirectly?on.the.light?power?telephone?or.gas.business.???unless.the.tax?fee?or.charge.was.in.effect.before.July.7?7628?or.is.expressly.authorized.by.statute."

A city or town is limited to charging a utility fee for use of the ROW "that recovers actual administrative expenses incurred by a city or town" ([RCW 35.21.860](#)).

In 2019, Washington Supreme Court's ruled on King County's franchise fee ordinance (see: [King.County.v.King.County.Water.Districts?et.al.Ordinance.74069](#)). The ruling noted that it applied only to counties, not cities. The Court allowed King County to collect compensation from utilities for right-of-way use but emphasized that the charges must be clearly tied to use of public property. Cities do not have this same authority as counties. King County operates as a "home rule" county with a charter, while Spokane is a First Class Charter city under Ch. 35.22 RCW and is subject to different regulations compared to counties.

Conclusion

Based on current case law and statutory interpretation, the City of Spokane cannot charge utility franchise fees on gas and/or electric utilities for the purpose of funding climate programs. Collection and use of franchise fees for cities is limited to cost recovery for administrative implementation. Unlike counties, there is no legal precedent or court ruling supporting this approach for cities, and [RCW 35.21.860](#) may present a statutory barrier.

ORDINANCE NO. C36720

An ordinance updating the City of Spokane's Complete Streets Program; amending Sections 04.40.080, 17H.020.010, 17H.020.030, 17H.020.040, and 17H.020.060; adopting new Sections 17H.020.015, 17H.020.055, 17H.020.070, and 17H.020.080; and repealing Sections 17H.020.020 of the Spokane Municipal Code.

WHEREAS, the Transportation Commission was created in 2024 when the City Council enacted Ordinance C36517, which, when codified in Chapter 04.40 of the Spokane Municipal Code, established the commission and set forth its duties and responsibilities; and

WHEREAS, since creation of the Transportation Commission in 2024, the City Council has enacted changes to Chapter 16A.64 of the Spokane Municipal Code, including changing the name of the traffic calming program to the "Safe Streets for All," program; and

WHEREAS, the "Complete Streets Program," codified in Chapter 17H.020 of the Spokane Municipal Code in 2011, has not been updated since its initial enactment and does not reflect creation of the Transportation Commission; and

WHEREAS, the City Council wishes to update the Complete Streets Program and make additional changes to the Transportation Commission duties to reflect its role with respect to Complete Streets Program;

NOW, THEREFORE, the City of Spokane does ordain:

Section 1. That Section 04.40.080 of the Spokane Municipal Code is amended to read as follows:

Section 04.40.080 Duties and Responsibilities

The Transportation Commission shall have the following duties and responsibilities:

A. The Transportation Commission shall study significant transportation issues and make recommendations to the Mayor and Council, consistent with [Chapter 16A.84](#) and [Chapter 17H.020](#) of the Spokane Municipal Code and the City's Comprehensive Plan (Transportation Element), and with due regard for the following considerations:

1. Meet mobility needs by providing facilities for all transportation options, including walking, bicycling, public transportation, private vehicles, and other choices.

2. Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.
 3. Encourage open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.
 4. Study and promote technological advancements in transportation infrastructure design, materials, and methods that improve safety, reduce maintenance costs, and enhance performance.
 5. Prioritize the safety of people walking, pursuant to [SMC 16A.84.020](#).
 6. Collaborate with the Plan Commission to make recommendations for the City's transportation system that further the goals of the Comprehensive Plan and support the City's vision for the development and redevelopment of land.
- B. The Transportation Commission may consider and make recommendations on specific transportation projects as determined by the annual work plan and upon request by City staff or major stakeholders.
- C. Six-Year Comprehensive Street Program - The Transportation Commission, in consultation with the Plan Commission, shall review and make recommendations on street improvements as part of the Six-Year Comprehensive Street Program. The Transportation Commission shall review requested exceptions to the Complete Streets Program as required by SMC Chapter 17H.020. Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.
- D. Transportation Benefit District - The Transportation Commission shall make recommendations to the City Council regarding a comprehensive program for the following programs:
1. Use of Transportation Benefit District (TBD) program funds; and
 2. Use of funds allocated by the Street Department for residential/local access street maintenance; and
 3. Required investments in pedestrian improvements per [SMC 08.16.060](#).
- The Transportation Benefit District (TBD) Administrator and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty. The Street Department shall assist with identification of residential/local access streets appropriate for repair.
- E. Bicycle Master Plan - The Transportation Commission, in consultation with the Plan Commission and Bicycle Advisory Board, may initiate revisions to the Bicycle Master Plan and recommend projects and policies that support bicycling as a viable and safe

form of transportation in the city of Spokane. The Planning and Economic Development Services Department and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.

- F. Pedestrian Master Plan - The Transportation Commission, in consultation with the Plan Commission, shall review and recommend updates to the Pedestrian Master Plan as required by [SMC 16A.84.030](#). The Planning and Economic Development Services Department and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.
- G. Parking System - The Transportation Commission shall make recommendations for changing parking rates for on-street parking and recommend policies or projects to improve the parking environment. The Transportation Commission shall make funding recommendations for Parking System Fund eligible projects and activities as prioritized by the City Council in [SMC 07.08.130](#). The City Parking Manager and the Code Enforcement and Parking Services Department shall provide staff support to the Transportation Commission to help fulfill this duty.
- H. (~~Traffic Calming~~) Spokane Safe Streets for All Program - The Transportation Commission shall make annual recommendations to the City Council on the following:
 - 1. the addition, relocation, or removal of automated traffic safety cameras consistent with [Chapter 16A.64](#) of the Spokane Municipal Code and state law;
 - 2. Recommendations for projects and priorities to be funded by revenues generated from automated traffic safety cameras, consistent with state and local provisions governing the use of such funds; and
 - 3. the operation of the automated safety program and any contracts associated with its implementation.

The Commission may make recommendations more frequently than annually as needed. Nothing in this subsection shall affect camera locations, projects or expenditures previously approved by the City Council as of the effective date of this ordinance. The Manager of Neighborhood Connectivity Initiatives and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill these duties.

- I. Annual Report – The Transportation Commission shall issue an annual report on the state of transportation in the city of Spokane. This report shall include the status of transportation projects, progress of Complete Streets Implementation, transportation improvement expenditures, revenues, construction schedules, any newly acquired data and predictive analytics, and the status and outcome of any transportation studies. Pursuant to RCW 36.73.160, the report shall satisfy the reporting requirements of the Transportation Benefit District.

- J. Annual Work Plan - The Transportation Commission shall establish an annual work plan in consultation with the directors of Integrated Capital Management, Planning and Economic Development Services, Street Department, Code Enforcement and Parking Services, the Transportation Benefit District Administrator, and the Manager of Neighborhood Connectivity Initiatives. The annual work plan shall be adopted by the City Council.
- K. At least once per year the Commission shall convene an ad hoc subcommittee, composed of Commission members and city staff, to review the details of all collisions occurring in the prior year that involve vehicles, bicycles and/or pedestrians and which result in death or serious injury on public ways within the City. After such review, the ad hoc subcommittee may propose design modifications to enhance roadway safety. Such recommendations need not be limited to the particular location of the incident and may propose system-wide changes if appropriate. The ad hoc subcommittee shall present its findings to the full commission either separately or as part of an annual report on fatal and serious injuries in the public way.
- L. The Commission shall meet no less than once per month, and may meet more frequently as needed or cancel regular meetings as circumstances may dictate.

Section 2. That Section 17H.020.010 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.010 Purpose

The purpose of the Complete Streets Program is the integration of transportation and land use planning in order to ensure all users are accommodated in the construction of all City transportation improvement projects as outlined in the Comprehensive Plan and detailed in the adopted Bicycle Master Plan, Bicycle Priority Network, Pedestrian Master Plan, and the American with Disabilities Act (ADA) Transition Plan.

Implementation of complete streets planning will create a balanced transportation system that provides safe, accessible, and efficient routes among priority destinations for walking, bicycling, and public transport, that encourages healthy and active living, and that reduces traffic congestion, greenhouse gas emissions, tire particulate pollution, and noise pollution.

Section 3. That there is adopted a new Section 17H.020.015 of the Spokane Municipal Code to read as follows:

Section 17H.020.015 Definitions

For the purpose of this chapter, the following words shall be defined as follows:

Term	Definition
Complete Street	<p>A “Complete Street” is a road designed to be safe for users of all ages and abilities and exhibits a high degree of multimodal level of service informed by various plans adopted by the City of Spokane.</p> <p>The “Complete Street Program” focuses not just on individual roads but on changing the community and engineering decision-making process so that all users are routinely considered during the planning, designing, building, and operating of all roadways.</p>
Street Project	<p>"Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair or patching potholes, paving unpaved streets, or interim measures on detour routes. If safety and convenience can be improved within the scope of pavement resurfacing such as grind and overlay and restriping, such projects shall implement Complete Streets as outlined in the adopted Bicycle Master Plan, Bicycle Priority Network, Pedestrian Master Plan and the Americans with Disabilities Act Transition Plan to provide access and increase safety for all users. Grind and overlay and restriping projects shall be limited to striping elements as called for in the Bicycle Master Plan, the Bicycle Priority Network, and the Pedestrian Master Plan. Changes to existing signalization shall not trigger additional Complete Streets elements.</p>
Users	<p>"Users" mean individuals that use streets, including people walking, people using wheeled assisted mobility devices such</p>

	as wheelchairs, people riding bicycles, people using micromobility devices, people driving automobiles, people driving freight delivery vehicles, and people using transit options, people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.
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Section 4. That Section 17H.020.020 of the Spokane Municipal Code is hereby repealed.

Section 5. That Section 17H.020.030 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.030 Freight/Truck Routes

Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be ~~((the major))~~ a priority on streets classified as truck routes as designated by SMC 12.08.020. Complete Street improvements that are consistent with freight mobility but also support other modes shall be considered for these streets.

Section 6. That Section 17H.020.040 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.040 Complete Streets Implementation

A. All street projects shall include Complete Streets elements as called for in the Bicycle Master ((Bike)) Plan, ((and)) Pedestrian Master Plan, and the Americans with Disabilities Act (ADA) Transition Plan. Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. It is the City's intent that all allowable sources of transportation funding be drawn upon to implement Complete Streets projects. ~~((The City believes that maximum financial flexibility is important to implement Complete Streets principles. The City believes a Complete Streets program will increase connectivity for all modes of travel within the City.))~~

B. The implementation of various Complete Streets elements will utilize the ~~((latest and best design criteria and the design of various complete streets components to be implemented shall be based on a context sensitive approach, with the analysis of the street's existing conditions, and the present/future needs for all users.))~~ National Association of City Transportation Officials (NACTO) Design Guidance, including Urban Street Design Guide and Urban Bikeway Design Guide, as well as the American Association of State Highway and Transportation Officials (AASHTO) Guide for the

Development of Bicycle Facilities and other best practices; provided, certain projects may be required to follow the Washington State Department of Transportation (WSDOT) or Federal Highway Administration (FHWA) standards, which may supersede other design standards.

C. Complete Streets components to be implemented shall be based on a context-sensitive approach, using a Safe Systems framework as defined in RCW 47.04.010, with the analysis of the street's existing conditions, and the present and future needs for all users.

D The City will provide continuing education opportunities through various state and national providers, associations, and experts on Complete Streets and urban street design and implementation for identified staff that implement Complete Streets.

Section 7. That Section 17H.020.050 of the Spokane Municipal Code is hereby repealed.

Section 8. That there is adopted a new Section 17H.020.055 of the Spokane Municipal Code to read as follows:

Section 17H.020.055 Limited Exceptions to the Complete Streets Program

A. The following situations are limited exceptions to the Complete Streets Program:

1. Major catastrophic repairs where roadway function has been significantly lost due to situations such as wildfires, sinkholes, flooding, or sudden unanticipated bridge failure.
2. Where a reasonable and equivalent project with a high degree of multimodal level of service that provides transit or active transportation access to the most significant trip generators on the street, along the same corridor, is already programmed to provide Complete Streets elements.
3. When future development has been permitted or is in the process of permitting within the next six years will be required to build frontage improvements with Complete Streets elements.
4. Grind and overlays, chip seals, crack sealing, and similar maintenance projects may not be required to install new curb, gutter or sidewalk for the length of the project, provided new and replacement ADA ramps must be installed with grind and overlays. City staff shall look for opportunities to install smaller improvements, including but not limited to bus boarding pads and crosswalk elements that best fit within the scope and budget of the project.

- B. Requested exceptions to the Complete Streets program shall be reviewed by the Transportation Commission, and recommendations regarding exceptions shall be made to the City Council. The City Council must approve exceptions in conjunction with the annual adoption of the 6-Year Street Plan or through a separate Council approval and action on specific project(s). Exceptions requested for major catastrophic repairs may be reviewed by the City Council on an emergency basis without prior review by the Transportation Commission.

Section 9. That Section 17H.020.060 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.060 Performance Measures

- A. Performance measures monitoring the progress of Complete Streets implementation will be ((established and an annual progress report which will be submitted)) included with the Transportation Commission's annual report to the ((city council)) City Council.
- B. Performance measures established through the Complete Streets program shall utilize existing reporting done for concurrency certification and state and federal grant programs.
- C. Performance measures shall include but are not limited to annual fatalities and serious injuries of all modes of travel, measurements of vehicle miles travelled in the city of Spokane, transit boardings in the city of Spokane, annual micromobility trips with a provider under contract with the City of Spokane, and new transit and active transportation facilities built in the city of Spokane.

Section 10. That there is adopted a new Section 17H.020.070 of the Spokane Municipal Code to read as follows:

Section 17H.020.070 Land Use Integration

- A. The City's Design Standards shall include context-sensitive elements determined by the adjacent land use.
- B. All new or revised land use policies, plans, zoning ordinances, or other relevant documents shall specify how they will support and complement the Complete Streets Program.

Section 11. That there is adopted a new Section 17H.020.080 of the Spokane Municipal Code to read as follows:

Section 17H.020.080 Multijurisdictional Coordination

The City recognizes that multi-jurisdictional contributions are necessary for an effective Complete Streets program and will work cooperatively with the Washington State Department of Transportation, the Spokane Regional Transportation Council, the Spokane Regional Health District, the Spokane Transit Authority, Spokane County Accessible Communities Advisory Committee and surrounding counties, cities, school districts, neighborhood councils, citizens, businesses and other interest groups to implement this chapter.

Section 12. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 13. Clerical Errors. Upon approval by the city attorney, the city clerk is authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

PASSED by the City Council on _____

Council President

Attest:

Approved as to form:

City Clerk

City Attorney

Mayor

Date

Effective Date

BRIEFING PAPER
City of Spokane Plan Climate Resilience and Sustainability Board
Transit Oriented Development Introductory Session
July 10, 2025

Subject

Planning Services staff, working with project-area stakeholders and multiple consultant teams, continue developing targeted zoning and development code changes recommendations for future changes pertaining to land use around Spokane Transit Authority's future high performance transit lines. These changes seek to encourage Transit Oriented Development (TOD), a style of land use characterized by a variety of land uses mixed horizontally and vertically, clustered close to transit stations, and accessed by high-quality infrastructure for walking, bicycling and rolling. Projects to-date include the Transit Oriented Development Framework Study, the South Logan TOD Plan, the Center & Corridor Update Study, and the ongoing Division Street TOD Plan. Resulting recommendations will assist in infrastructure, street, and land use development planning around the City Line, Division Street Bus Rapid Transit, and similar locations throughout the City. The framework will be adaptable to the needs and local neighborhood context in and around high-frequency transit stops throughout Spokane.

At the July 10 meeting of the Climate Resilience and Sustainability Board, staff will present an overview of TOD work conducted to date, with time for questions and answers. The presentation will focus on transit-oriented development (TOD) best practices for a mid-sized city such as Spokane, looking at examples of TOD, station area planning, and transit-supportive infrastructure investments and policies from the studies conducted in Spokane and similar cities.

The presentation seeks to address the following questions:

- What could transit-oriented development look like in Spokane?
- What land use and zoning tools would support this type of development?
- How should land use be treated at high-frequency transit station stop locations throughout the city?
- What does it look like conceptually to apply these tools and strategies to a particular transit corridor or transit station focus area?

Incorporating feedback received on the project background and goals at the Plan Commission on February 10, the study will carry out the following tasks:

Background

The City Line and the Division Street Bus Rapid Transit projects spurred these efforts around TOD planning. With permanent station infrastructure, level boarding and pre-

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board ticketing, the STA expects these modern, premium electric bus services to host more than 2 million rides per year.

Over the 20 years of planning for these investments, the potential to positively impact adjacent land use and development played a central role. TOD provides a model for planning compact development with a diversity of land uses adjacent to high-performance transit lines. Key characteristics of TOD include active street frontages and abundant public space, with concentrated residential development near transit station areas. These characteristics encourage pedestrian activity at ground-floor commercial frontages and stimulate economic growth. Residents in these areas shop more frequently and spend more collectively at nearby locally-owned businesses than other areas, increasing long-term viability and resiliency of local business districts while fostering reinvestment. Together, the combination of transit frequency, residential proximity, and local business foster a lasting system for local economic development. The City Line alone is expected to increase land values by \$175 million over 20 years

This TOD introductory presentation will present the recently-adopted and emerging land use strategies and demonstrate how they apply to specific transit station areas within Spokane.