



# Spokane Plan Commission Agenda

Wednesday, June 11, 2025

2:00 PM

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

**Virtual Meeting Link - See Next Page For Information**

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

## Public Comment Period:

3 minutes each      Citizens are invited to address the Plan Commission on any topic not on the agenda.

## Commission Briefing Session:

|             |  |                  |
|-------------|--|------------------|
| 2:00 – 2:20 | 1. Roll Call   | Planning Staff   |
|             | 2. Approve <a href="#">5/28/2025</a> meeting minutes | All              |
|             | 3. City Council Liaison Report                       | CM Kitty Klitzke |
|             | 4. Community Assembly Liaison Report                 | Mary Winkes      |
|             | 5. President Report                                  | Jesse Bank       |
|             | 6. Secretary Report                                  | Spencer Gardner  |
|             | 7. Transportation Commission Liaison Report          | Ryan Patterson   |
|             | 8. Approval of current agenda                        | All              |

## Workshops:

|             |   |                   |
|-------------|---|-------------------|
| 2:20 – 2:45 | 1. <a href="#">PlanSpokane 2046: Update</a>   | Tirrell Black     |
| 2:45 – 3:05 | 2. <a href="#">Addressing Code Revisions:</a><br><a href="#">SMC 17D.050A.050, 17D.050A.100, 17D.050A.160</a> | Spencer Gardner   |
| 3:05 – 3:25 | 3. <a href="#">Division Transit Oriented Development</a>  | Colin Quinn-Hurst |
| 3:25 – 3:45 | 4. <a href="#">East Central/5<sup>th</sup> Avenue Subarea Plan Update</a>                                     | Maren Murphy      |
| 3:45 – 4:00 | 5. Transition to Chambers   |                   |

## Hearings:

|            |  |            |
|------------|--|------------|
| 4:00 – TBD | 1. <a href="#">*Complete Streets Ordinance</a> | Jon Snyder |
|------------|--|------------|

**Adjournment: The next PC meeting will be held on Wednesday, June 25, 2025**

\*Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted 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 Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [mlovmaster@spokanecity.org](mailto:mlovmaster@spokanecity.org). Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

## Second Wednesday - Plan Commission Meeting Information

Wednesday, May 14, 2025

Plan Commission 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.

|  |  |
|--|--|
| <p>Meeting ID:<br/>220 747 363 981</p> <p>Passcode:<br/>Sk3sc6L3</p> | <p><b>Microsoft Teams</b> <a href="#">Need help?</a></p> <p><b><a href="#">2nd Wednesday Plan Commission</a></b></p> <p><b>Meeting ID: 220 747 363 981</b></p> <p><b>Passcode: Sk3sc6L3</b></p> <hr/> <p><b>Join on a video conferencing device</b></p> <p>Tenant key: <a href="mailto:cityofspokane@m.webex.com">cityofspokane@m.webex.com</a></p> <p><b>Video ID: 119 411 774 7</b></p> <p><a href="#">More info</a></p> |
|--|--|

### How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

**[SIGN UP](#)**

The form will be open from 8:00am on 6/04/2025, until 1:00 p.m. on 6/11/2025. Hearings begin at 4:00 p.m. When it is your turn to testify, Plan Commission President will call your name, and you can begin your testimony. You will have 3 minutes to speak.

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: [plancommission@spokanecity.org](mailto:plancommission@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 Plan Commission meetings will be recorded and are available online.**

# Plan Commission & Committees

## Upcoming Agenda Items (All items are subject to change)

| June 25, 2025 - Plan Commission (90 minutes available) Hybrid |  |                 |
|---|--|-----------------|
| Workshop  |  |                 |
| Time  | Item   | Presenter       |
| 2:00 - 2:20   | Meeting Briefing                                     | Plan Commission |
| 2:20 - 2:40   | Climate Planning Phase 1 Wrap Up                     | Maren Murphy    |
| 2:40 - 3:20   | PlanSpokane 2046: Chapter Review                     | Staff           |
| 3:20 - 3:45   | Off-Premises Signs                                   | Adam McDaniel   |
| 3:45 - 4:00   | Transition to Chambers                               |                 |
| Hearing Items   |  |                 |
| 4:00 - TBD  | Excelsior Wellness Development Agreement (tentative) | Kevin Freibott  |

| July 9, 2025 - Plan Commission (90 minutes available) Hybrid |                         |                 |
|--|-------------------------|-----------------|
| Workshop   |                         |                 |
| Time   | Item                    | Presenter       |
| 2:00 - 2:20  | Meeting Briefing        | Plan Commission |
| 2:20 - 3:20  | HB 1220 RDI (tentative) | Maren Murphy    |
| 3:20 - 3:45  | HB 1220 summary         | Kevin Freibott  |

| July 23, 2025 - Plan Commission (90 minutes available) Hybrid |                                  |                 |
|---|----------------------------------|-----------------|
| Workshop  |                                  |                 |
| Time  | Item                             | Presenter       |
| 2:00 – 2:20   | Meeting Briefing                 | Plan Commission |
| 2:20 – 3:20   | PlanSpokane 2046: Chapter Review | Staff           |

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# Spokane Plan Commission - Draft Minutes

Wednesday, May 28, 2025

Hybrid Meeting in Council Briefing Center & Microsoft Teams Teleconference

Meeting Minutes: Plan Commission Workshop called to order at 2:02 pm by President Jesse Bank.

**Public Comment:** Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

- None

## **Attendance for Plan Commission Workshop:**

- Board Members Present: Jesse Bank, Ryan Patterson, David Edwards, Greg Francis, Carole Shook, Tim Williams, Jill Yotz
- Board Members Not Present: Amber Lenhart, Tyler Tamoush
- *Quorum Present:* Yes
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison)
- Non-Voting Members Not present: Kitty Klitzke (Council Member Liaison)
- Staff Members Present: Angie McCall, Spencer Gardner, Tirrell Black, Tim Fischer, Kevin Freibott, KayCee Downey, Brandon Whitmarsh

**Minutes:** Minutes from 5/14/2025 approved by majority of 4-0-2(abstentions for absences).

## **Briefing Session:**

- **Commission President Report - Jesse Bank**
  - No report.
- **Transportation Commission Liaison Report - Ryan Patterson**
  - There was an update given from STA (Spokane Transit Authority) regarding their six-year transit plan (ie. future routes, Wellesley high transit update). The entire presentation is available on the city Transportation Commission [website](#).
  - The annual report for the Transportation Benefit District was given and the funds that feed that are static at \$20 from vehicle tabs (and have been for several years).
  - Presentation was given from the Parking Services director, Luis Garcia.
  - There was a vote at the hearing for the Complete Streets Ordinance that passed with an amendment to be more inclusive, multimodal, and in line with city priorities.
- **City Council Liaison Report - Kitty Klitzke (Absent)**
  - No report due to absence.
- **Community Assembly Liaison Report - Mary Winkes**
  - No report.
- **Secretary Report - Spencer Gardner**
  - Spencer stated that there had been discussion about doing a joint meeting with City Council on June 5, 2025, however, council came back wanting to meet in September instead. They have two options that are available: Thursday, September 18, 2025, at 11:00am and the second is Thursday, September 25, 2025, at 11:00am. Spencer asked if there was a preference between either one of those dates. Consensus was that there was no preference. Spencer will get back to council with this information and solidify a date soon.
  - Spencer noted that he mentioned at the last Plan Commission meeting there was an emergency ordinance that was brought forth to fix a plat issue. He shared his screen with the

previous code and the changes made in the emergency ordinance regarding decision criteria. Council did not have any issues with the changes and adopted it unanimously.

- He reminded everyone that meeting #3 is next week of the Plan Commission Chapter Review Subcommittee. However, meeting #4 was inadvertently scheduled for June 19, 2025, which is the Juneteenth holiday. Therefore, it is currently being rescheduled and will be communicated as such as soon as possible.

**Current Agenda:** The current agenda was approved unanimously.

**Workshop(s):**

- PlanSpokane 2046: Growth Alternatives Goals
  - Presentation provided by staff member Tirrell Black and Lisa Grueter, BERK Consulting.
  - Questions asked and answered.
  - Discussion ensued.

Workshop Adjourned at 3:56 PM.

The next regularly scheduled Plan Commission meeting is scheduled for Wednesday, June 11, 2025.

**BRIEFING PAPER**  
**City of Spokane**  
Plan Commission  
Workshop, June 11, 2025



Subject

This workshop will focus on status reports on several of the Plan Spokane work items. Current work items include:

- ✓ EIS draft alternative development
  - Review attached draft EIS Thresholds of Significance and Data Needs memo dated June 6, 2025
- ✓ Chapter review by Plan Commission subcommittee
- ✓ Housing required sub elements: Housing by Income Band, Racially Disparate Impacts reports
- ✓ Climate Planning

The summary of recent engagement is available at [PlanSpokane](https://www.planspokane.org). The City of Spokane’s statutory deadline for the periodic update to the Comprehensive Plan is December 31, 2026.

Background

The City of Spokane is commencing a periodic update to the City’s Comprehensive Plan as required by the Growth Management Act (GMA). A “periodic update” is the state’s term for a full review of a Comprehensive Plan to make sure it’s in conformance with any legislative changes to state law. The last periodic update was completed in 2017. Since the last periodic update, state law has added additional considerations especially around Climate Planning and Planning for Housing for all income levels that need to be added to the City’s plan.

Due in 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city. [The current Comprehensive Plan can be found here.](#) The periodic update will include robust community outreach and engagement around resiliency, housing, economic development, land use, and much more to show and ensure Better Starts Here now and into the future.

[PlanSpokane](#) webpage has all the documents created to date around this update work and climate work.

# Memo

**Date:** June 6, 2025

**To:** Tirrell Black, Deputy Director Planning, City of Spokane

**cc:** KayCee Downey, Planner II, City of Spokane; Taskina Tareen, Senior Associate, and Stefanie Hindmarch, Senior Associate, BERK

**From:** Lisa Grueter, AICP, Principal, BERK

**RE:** EIS Thresholds of Significance and Data Needs

The Periodic Update Environmental Impact Statement (EIS) is a “non-project” document, meaning the document will cover the potential impacts associated with a plan and address areawide conditions as opposed to site specific project level evaluations.

To help provide structure to the analysis and to help readers understand how the EIS authors will identify potential adverse impacts or mitigation measures the EIS team has identified “thresholds of significance.” These metrics would be used to compare the alternative growth strategies contained in the EIS alternatives. The metrics also rely on data. This memo provides two charts – one with thresholds of significance metrics and one with data needs.

## Thresholds of Significance

| Topic  | Thresholds  |
|--|---|
| Earth, water quality, <u>and water resources</u> | <ul style="list-style-type: none"><li>▶ Runoff Increases: Impervious surface expansions that would increase runoff flow volumes and durations to streams by magnitudes resulting in bank scour and erosion.</li><li>▶ Surface Water Quality: Increases in amount of pollution to receiving waters that would impair their designated uses (such as human contact and fish habitat).</li></ul> |

| Topic  | Thresholds  |
|--|---|
|  | <ul style="list-style-type: none"> <li>▶ Groundwater Recharge: Impervious surface expansions that would decrease groundwater recharge beyond designated limits.</li> <li>▶ Groundwater Quality: Increases in amount of pollution discharged to levels that would contaminate groundwater supplies.</li> <li>▶ Environmental Earth and Soil Hazards: Disturbances of existing contaminated areas to levels that could endanger human health or the environment.</li> </ul>   |
| Air quality and greenhouse gas emissions   | <ul style="list-style-type: none"> <li>▶ Unlikely to achieve 45% reduction in GHG emissions by 2030; 70% reduction in GHG emissions by 2040; Net Zero by 2025 (per GHG Inventory Results)<sup>1</sup></li> </ul>  |
| Plants and animals, <u>including critical areas and habitat</u>                    | <ul style="list-style-type: none"> <li>▶ An alternative would be inconsistent with or counter to best available science.</li> <li>▶ An alternative may have adverse effects to state or federally listed threatened or endangered species or their habitats that could not be sufficiently addressed through avoidance, minimization or mitigation measures and could potentially result in an up-listing or jeopardy determination.</li> <li>▶ An alternative would potentially have population-level adverse effects to a non-listed plant or wildlife species that would be perceptible and measurable within the surrounding region.</li> <li>▶ An alternative would potentially result in permanent habitat conversion or loss of habitat connectivity sufficient to compromise overall regional ecosystem function relative to current conditions.</li> </ul> |
| Land use patterns and urban form, <u>including historic and cultural resources</u> | <ul style="list-style-type: none"> <li>▶ Land use compatibility in intensity areas. Changes in use type between adjacent areas and any likely incompatibilities. Land use incompatibilities could be related to health and safety (such as noise levels), activity levels at various times of day/night, or conflicting movement patterns. <ul style="list-style-type: none"> <li>▫ Could also address Environmental Justice: Potential to increase households' exposure to air pollution, noise</li> </ul> </li> </ul>   |

<sup>1</sup> Based on: Energy demand. Considering housing units by type (single family, multi family, etc.) and number of jobs under each alternative by 2046. Transportation: Daily or annual VMT under each alternative by 2046.



| Topic   | Thresholds  |
|---|---|
|   | <p>pollution, or environmental hazards in census tracts identified as having high environmental health disparities and with sensitive populations.</p> <ul style="list-style-type: none"> <li>▶ Urban form compatibility in mixed use/intensity areas (scale, transitions) – protected views/shadows.</li> <li>▶ Tree canopy/open space reduction</li> <li>▶ Loss, alteration, or damage of archaeological, cultural, and historical resources and sites due to growth allowed by alternatives.</li> </ul>  |
| Relationship to plans, policies, and regulations                              | <ul style="list-style-type: none"> <li>▶ Interferes with the Washington State Growth Management Act or Spokane County Countywide Planning Policies.</li> <li>▶ Inconsistency with adopted state, regional, county, or local plans and policies</li> </ul>   |
| Population, employment, and housing   | <ul style="list-style-type: none"> <li>▶ Inability to provide sufficient buildable land capacity for population and housing</li> <li>▶ Insufficient production of affordable units needed.</li> <li>▶ Supply, diversity, and affordability of market-rate housing</li> <li>▶ Supply of income-restricted housing</li> <li>▶ Residential displacement, especially in high displacement risk areas</li> <li>▶ Job types &amp; quantity and ability to advance City and regional economic development strategies</li> <li>▶ Jobs/Housing balance</li> <li>▶ Potential for job displacement</li> </ul>  |
| Transportation, <u>including multiple modes and city and state facilities</u> | <ul style="list-style-type: none"> <li>▶ <b>Active Transportation Network Completeness:</b> Bicycle Network Completeness / Sidewalk Network Completeness. <ul style="list-style-type: none"> <li>▫ If there is an inability to finish 100% of the proposed bicycle network established the previous Spokane Comprehensive Plan (TR 5) by 2037</li> <li>▫ If there are no pedestrian improvements in City Pedestrian Priority Zones.</li> </ul> </li> <li>▶ <b>Active Transportation Usage:</b> Bicyclists counted throughout Spokane / Bicycle commute mode share <ul style="list-style-type: none"> <li>▫ If less than 5% of trips within Spokane are taken on bicycle in 2037 – Source: 2017 Bicycle Master Plan, page 4</li> </ul> </li> </ul> |

| Topic | Thresholds  |
|-------|---|
|       | <ul style="list-style-type: none"> <li>▫ If bicycle ridership is not quadrupled between 2016 and 2036 – Source: 2017 Bicycle Master Plan, Table 1</li> <li>▫ If bike commute mode share between 2016 and 2036 (baseline of .9% in 2010-2014 ACS) is not tripled – Source: 2017 Bicycle Master Plan, Table 1</li> <li>▶ <b>Improve Safety:</b> Bicycle LTS / Traffic Safety (Injury rate/1000) <ul style="list-style-type: none"> <li>▫ If there is noncompliance with the City's Vision Zero resolution, adopted in late 2022, meaning there is a high risk of any single traffic death or injury on City streets by 2042.</li> </ul> </li> <li>▶ <b>Improve Transit Access:</b> Corridor/Intersection LOS / Active Transportation Connections to Transit. <ul style="list-style-type: none"> <li>▫ STA owns and operates transit facilities the City can support transit access through other metric evaluations. An impact can be defined if: <ul style="list-style-type: none"> <li>▪ There is an inability to meet roadway LOS standards</li> <li>▪ Or there is a decrease in the ability of the City to construct an active transportation network that connects to transit.</li> </ul> </li> </ul> </li> <li>▶ <b>Vehicle Network Performance:</b> Intersection LOS / Intersection delay / State facilities LOS <ul style="list-style-type: none"> <li>▫ According to the previous 2017 Spokane Comprehensive Plan Update, Intersection LOS at City-owned arterials (as shown in Map TR 12) for existing, future, and alternative years should not exceed: <ul style="list-style-type: none"> <li>▪ LOS F, not to exceed 120 seconds of intersection delay at all the following signalized arterial intersections: Within the Downtown and the area bound by and including the Spokane River, Maple Street, 5th Avenue and Sherman Street; and within zones that implement Centers and Corridor.</li> <li>▪ LOS E at all other signalized arterial intersections along Principal arterials, Minor arterials, or Collector arterials.</li> <li>▪ LOS E at all unsignalized intersections.</li> </ul> </li> <li>▫ WSDOT LOS standard for State Routes is LOS D</li> </ul> </li> </ul> |

| Topic   | Thresholds  |
|---|---|
|   | <ul style="list-style-type: none"> <li>▫ WSDOT Segments LOS Link Level standard for State Routes is dependent on the existing year LOS, future year LOS, and the alternatives expected impact.               <ul style="list-style-type: none"> <li>▪ If the existing V/C ratio is 1.00 or more, the future year and future alternatives V/C ratio should either be less than 1.00</li> <li>▪ If the V/C ratio will be more than 1.00 in the future year, the future alternatives link V/C ratio should not increase by more than 0.05.</li> </ul> </li> <li>▶ <b>Environment:</b> Air Quality / Water Quality               <ul style="list-style-type: none"> <li>▫ Changes the ability to adhere to federal air quality standards</li> <li>▫ Inhibits ability to meet the City's Clean Water Plan</li> </ul> </li> </ul> |
| Public services: police, fire and emergency medical services, parks, schools, and libraries | <ul style="list-style-type: none"> <li>▶ Environmental Justice: Increases exposure of vulnerable populations to climate stressors or reduces adaptive capacity to respond. (Focus on emergency services and cultural facilities addressed in CRVA.)</li> <li>▶ Police/Fire/EMS – LOS standards degraded (e.g., response times).</li> <li>▶ Police/Fire/EMS – Increased demand for special emergency services.</li> <li>▶ Parks – Minimum park LOS not met, as defined in the Spokane Parks Master Plan.</li> <li>▶ Schools – Increased demand served on capital facilities or broadband.</li> <li>▶ Libraries – Recommended square feet per capita LOS not met, as defined in the City of Spokane Capital Facilities Plan</li> </ul>  |
| Utilities: power, water, wastewater, and stormwater   | <ul style="list-style-type: none"> <li>▶ Affect the ability of the City of Spokane to meet their LOS standards in maintaining a consistent level of water service throughout their water system.</li> <li>▶ Affect the ability of the City of Spokane to meet their LOS standards in maintaining a sustained level of sewer service throughout their sewer system.</li> <li>▶ Affect the ability of the City of Spokane to meet their LOS goals in maintaining a consistent level of stormwater drainage service throughout its stormwater drainage system.</li> </ul>  |

| Topic | Thresholds   |
|-------|--|
|       | <ul style="list-style-type: none"> <li>▶ Affect the ability of Avista to meet its LOS standard in maintaining a sustained power/electrical service throughout the city.</li> </ul> |

## Data Needs

| Topic   | Data  |
|---|---|
| Earth, water quality, <u>and</u><br><u>water resources</u>                | <ul style="list-style-type: none"> <li>▶ GIS information to create the following affected environment figures (some we have from CRVA efforts): <ul style="list-style-type: none"> <li>▫ Landslide hazard areas</li> <li>▫ Steep slopes</li> <li>▫ Potential soil settlement areas</li> <li>▫ Surface water locations (rivers, streams, lakes, and their associated basin boundaries)</li> <li>▫ Surface water 303(d) water quality classifications</li> <li>▫ Shorelines</li> <li>▫ Groundwater (sole source aquifers, well head protection areas)</li> </ul> </li> <li>▶ Map of expected density distribution pattern for each alternative. (Part of Alternatives.)</li> <li>▶ Quantitative indicator of expected changes to hard surfaces (e.g. changes in housing units). (Part of Alternatives.)</li> <li>▶ Quantitative indicator of expected changes to pollutant loads (e.g. changes in daily single-occupancy vehicle trips).</li> </ul> |
| Air quality and greenhouse gas emissions                                  | <ul style="list-style-type: none"> <li>▶ Energy <ul style="list-style-type: none"> <li>▫ Number of housing units by type (single family, multi family, etc.) under each alternative by 2046</li> <li>▫ Number of jobs under each alternative by 2046</li> </ul> </li> <li>▶ Transportation <ul style="list-style-type: none"> <li>▫ Daily or annual VMT under each alternative by 2046</li> </ul> </li> </ul>   |
| Plants and animals, <u>including critical areas</u><br><u>and habitat</u> | <ul style="list-style-type: none"> <li>▶ Identified and mapped State priority habitats and species in Spokane.</li> <li>▶ Identified, mapped wildlife corridors in Spokane</li> </ul>   |

| Topic  | Data   |
|--|--|
|  | <ul style="list-style-type: none"> <li>▶ Federally listed species and critical habitat likely to be present in Spokane and surrounding vicinity (USFWS IPaC and NMFS habitat mapper)*</li> <li>▶ State-listed threatened, endangered, and otherwise sensitive species present in City of Spokane and surrounding vicinity (WA heritage program?)*</li> <li>▶ Mapped critical areas in the City of Spokane, especially those designated as fish and wildlife habitat and species conservation areas.</li> <li>▶ Bald and golden eagle nesting locations/activity in the Spokane vicinity, if available.</li> <li>▶ Spokane City/County noxious weed list.</li> <li>▶ Any ongoing or planned City efforts to designate additional habitat areas for protection, or noteworthy ongoing or proposed City-led habitat restoration projects.</li> </ul> <p><i>*denotes information that is readily available via desktop search and can be retrieved by Parametrix subject matter experts. Other information listed above may be accessible by publicly available desktop tools as well.</i></p> |
| Land use patterns and urban form, <u>including historic and cultural resources</u> | <ul style="list-style-type: none"> <li>▶ City Comprehensive Plan and Zoning (have GIS from scoping efforts)</li> <li>▶ Simplified Land Use Plan under development for alternatives</li> <li>▶ Cultural resources <ul style="list-style-type: none"> <li>▫ Listed properties: <a href="https://www.historicspokane.org/map">https://www.historicspokane.org/map</a></li> <li>▫ Archaeology risk assessment model: <a href="https://wisaard.dahp.wa.gov/Map">https://wisaard.dahp.wa.gov/Map</a></li> </ul> </li> </ul>  |
| Relationship to plans, policies, and regulations                                   | <ul style="list-style-type: none"> <li>▶ GMA goals and recent state laws (housing, TOD, etc.)</li> <li>▶ Countywide Planning Policies</li> <li>▶ Current Comprehensive Plan and adopted subarea plans. Have a list of key links from staff: <a href="#">Spokane Plans and Studies.docx</a></li> </ul>  |
| Population, employment, and housing  | <ul style="list-style-type: none"> <li>▶ HB 1220 analysis of current plan when ready and development of alternatives' housing mix.</li> </ul>  |
| Transportation, <u>including multiple modes and city and state facilities</u>      | <ul style="list-style-type: none"> <li>▶ Growth alternatives assumptions by TAZ (BERK to use SRTC and alter based on concepts)</li> </ul>  |

| Topic   | Data  |
|---|---|
|   | <ul style="list-style-type: none"> <li>▶ Confirmed intersections and approach following WSDOT consultation</li> </ul>   |
| Public services: police, fire and emergency medical services, parks, schools, and libraries | <ul style="list-style-type: none"> <li>▶ <a href="#">Levels of service</a> for police/fire/EMS, parks, schools, libraries</li> <li>▶ Vulnerable populations mapping (will use Climate work)</li> <li>▶ Air, noise, environmental hazards (will use national and state data)</li> <li>▶ Any GIS related to parks LOS analysis / gap mapping (we have gathered for CRVA)</li> <li>▶ Latest parks GIS file, acreages</li> <li>▶ Student generation assumptions (is there a school impact fee, and if so, how many students is it assuming per unit added?)</li> <li>▶ Any information about upcoming library expansion projects</li> </ul> |
| Utilities: power, water, wastewater, and stormwater   | <ul style="list-style-type: none"> <li>▶ None at this time</li> </ul>   |

**BRIEFING PAPER**  
**City of Spokane**  
**Plan Commission Workshop**  
**Planning and Economic Development**  
**June 3, 2025**

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**Subject**

With recent changes to the City's zoning code to allow Middle Housing, there is increasing pressure for redevelopment of infill sites. In some cases, development proposals have occurred where there are not enough addresses available to assign an addresses to new development. The City has been able to navigate these situations through voluntary solutions, but City Council has indicated a desire to provide clear policy for these situations.

Predictable addressing is crucial for emergency services, who often have to find addresses without prior knowledge of a neighborhood. Before any proposal is finalized, Planning will be working with Police, Fire, and Spokane Regional Emergency Communications (SREC) to ensure the proposed changes are compliant with national standards and meet the needs of first responders.

**Impact**

Addressing problems in the future could pose a barrier to new infill housing. Having a defined, predictable set of standards will help everyone to deal with addressing issues expeditiously.

**Action**

No action is requested at this time. Additional workshop time and/or a request for a hearing will be scheduled once a proposal has been thoroughly vetted.

## Section 17D.050A.050 Roadways to Which Naming Requirements Apply

- A. New or unnamed existing roadways providing access to four (4) or more addressable parcels, structures, or units shall be named.
- B. Existing roadways for which renaming has been authorized by the City to promote the purpose of this chapter shall be renamed as provided for in the City Charter and the Spokane Municipal Code.
- C. Preapproved road names shall be identified on plat documents at the time of Final Plat submittal.
- D. Only traveled ways that qualify as roadways may be named; except that alleys in the downtown zones may be named.
- E. All roadways shall be named regardless of whether the ownership is public or private. Without limitation, this includes all roadways that are created within plats, short plats, binding site plans, PUDs and manufactured/mobile home parks.
- F. Driveways, access to parking areas, and other traveled surfaces that are not considered roadways may ~~((not))~~ be named~~((, but may have directions identified with the following method:))~~ at the discretion of the Administrator.  
  
~~((1. Arrow signs indicating building or address ranges within an apartment complex or campus may be placed at the entrances and along the non-roadway traveled ways to locate the buildings.))~~

## Section 17D.050A.100 Addressing Standards

- A. Each property owner who has addressable property and has not been assigned an address has a responsibility to apply to the Addressing Authority for a physical address.
- B. Application for each address assignment prior to the issuance of a building permit shall include, at a minimum: a site map showing any proposed or existing structures, driveways, and road approach locations and shall be accompanied by an application, as determined by the Addressing Authority.
- C. The numbering of addressable properties or structures along each roadway shall begin at the appropriate grid point of origin and continue in sequence. No address shall be out of sequence in relation to the adjacent addresses.



- D. Each block along a roadway may have up to one hundred address numbers. The hundred series shall change upon crossing a roadway intersection or in best possible alignment with the established address grid if applicable, with the exception of intersecting driveways and/or alleys. The hundred series along a public roadway shall not change upon crossing a private roadway, unless deemed necessary by the Addressing Authority. Private roadways wholly contained within plats shall be assigned hundred series as if they were public roadways.
- E. Addresses along a roadway shall have even numbers on one side of the roadway and odd numbers on the other side as defined in the addressing grid.
- F. Individual address numbers shall be assigned to fit within the block range of the roadway segment to which the address is assigned (e.g. a new address that is assigned to the 200 block of Main St., must be assigned a number between 200 and 299). Individual addresses should be assigned to be consistent with adjacent blocks of the same N-S or E-W orientation.
- ~~((G. Properties only accessible via a shared driveway shall be assigned an address based on the point of origin of the driveway from the connecting roadway and shall be sequential, with the following exceptions:))~~
- G. Addressable property or structures shall be assigned an address based upon the named travel way from which vehicular access to the property or structure is obtained, with the following exceptions:
1. Commercial and Public Facility structures may be assigned an address based upon the roadway the main entrance faces and not necessarily the access roadway.
  2. Residential structures on corner lots may be assigned an address based upon the roadway the main entrance faces and not necessarily the access roadway.
- H. Fractional addresses shall not be used (e.g., "100 ½ W. Main St.").
- I. Address numbers shall not contain any non-numeric characters (e.g., "118a" or "118b").

J. Addressing on Shared Driveways and Other Non-Roadways.

1. A road name may be assigned to shared driveways, access ways to parking areas, and other traveled surfaces that are not considered roadways at the discretion of the Administrator.

2. The requirements in SMC 17D.050A.120 Multiple Units may be used. The administrator may require arrow signs indicating building or address ranges within a grouping of buildings to be placed at entrances and along non-roadway traveled ways to aid in locating buildings.

K. New Addresses in Residential Infill Development.

Infill development in densely-built locations with pre-existing addressing may involve situations where there aren't enough open numbers within the existing addressing on a street. In such cases, the following options shall be considered:

1. The standards for multiple units in SMC 17D.050A.120 may be used to provide addresses.
2. Addressing for nearby parcels on the block face may be modified.
3. The Administrator shall determine which method to employ, with an emphasis on consistency and predictability for emergency service providers and other agencies.

## Section 17D.050A.160 Deviations from Literal Compliance

The Administrator may grant minor deviations from literal compliance with the requirements of this chapter ~~((, with the approval of the Spokane City Council))~~. Such deviations are intended to provide relief from literal compliance with specific provisions of this chapter in instances where there is an obvious practical problem with doing so, while still adequately addressing the property for location by emergency service providers and to promote the other purposes of this chapter.

**BRIEFING PAPER**  
**Spokane Plan Commission**  
**Division Street Transit Oriented Development Plan**  
**June 11, 2025**

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**SUBJECT:** This joint planning effort with the Spokane Transit Authority (STA), Spokane County and a consultant team led by MIG, Inc. seeks to establish a community-supported strategy for supporting the establishment of Transit Oriented Development, or TOD, along the Division Street Corridor. Key components of TOD under consideration in this project include:

- Mixed-use and infill development: Bringing more opportunities for a variety of employment, services, retail and residential development.
- Better mobility: Improving connections between neighborhoods, key destinations and high-frequency transit stations along Division Street.
- Better and safer public spaces: Improving sidewalks, mid-block connections, and crossings to allow people to get around safely and comfortably.

**BACKGROUND:** Funding through the Federal Transit Administration's Pilot Program for Transit Oriented Development allowed project partners to engage the consultant team led by MIG in project management, development of station area concepts, and delivery of regulatory recommendations. Kittelson & Associates leads the development of transportation assessments and recommendations, and Leland Consulting Group is assessing development potential and economic feasibility. To-date, the team has conducted existing conditions analysis, community visioning, and selection of key station locations for further analysis.

This project anticipates delivering a series of station-area concept plans around key transit "nodes," or roughly ¼-mile planning areas at selected high-frequency transit stations on Division Street. Station-area plans will include massing concepts, identification of potential development types, connectivity recommendations, and infrastructure recommendations. Based on these concepts, the project will ultimately deliver regulatory recommendations that can support the station-area concepts and assist in delivering on updates to the Comprehensive Plan made in the 2026 Periodic Update.

At the June 11 meeting of the Plan Commission, Planning Services staff will provide an overview presentation about the current phase of the study, including the results of public engagement and the existing conditions analysis, which resulted in the selection of three nodes within the City of Spokane for further concept development.

**NEXT STEPS:** Following this meeting, and over the next three months, the consultant team will develop and deliver draft station-area concepts for review by partner agencies and the community in late-summer and early-fall. The team will return to the Plan Commission for additional input on these draft concepts.

Based on feedback received at that time, the team will revise the station-area concepts and develop a series of regulatory recommendations necessary to deliver the planned concepts. These will be presented for agency, community and Plan Commission review and input prior to delivery of the final Division Street Transit-Oriented Development Plan at the end of 2025.

**BRIEFING PAPER**  
**City of Spokane**  
**Plan Commission**  
**Workshop**  
**June 11, 2025**

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**Subject**

The City of Spokane is facilitating the 5<sup>th</sup> Avenue Community Plan to reflect the vision and desires of the community along and around East 5<sup>th</sup> Avenue in the East Central neighborhood. The Plan Commission workshop on June 11 will provide an update on the planning process, key themes emerging, and a preview of summer engagement. Background information is available on the City website: <https://my.spokanecity.org/projects/fifth-avenue-plan/>.

**Impact**

The 5<sup>th</sup> Avenue subarea planning process builds on the 5<sup>th</sup> Avenue Initiative and the community strategy that was adopted by City Council in February 2021 to revitalize East 5<sup>th</sup> Avenue between Liberty Park and Thor/Freya in the East Central neighborhood. The current planning effort is guided by principles of co-design and equitable development through an integrated land-use, transportation, housing and economic development approach. The process is rooted in robust and holistic engagement, integrating a co-design committee to guide the project outcomes and empower impacted community to be a part of the decision-making process. Recommendations around land use, zoning, and connectivity improvements will be made for consideration within the comprehensive plan process.

**Funding**

City Council passed Ordinance C36163 in December 2021 appropriating \$1 million of the ARPA funds solely for subarea planning to increase housing along transportation corridors in economically disadvantaged areas in Spokane. City Council passed Resolution 2024-0098 to initiate subarea planning. The final plan will be completed by December 31, 2026.

**Action:**

Plan Commission will be engaged throughout the process with project updates and final recommendations from the co-design committee.

**BRIEFING PAPER: Complete Streets Ordinance Final Draft**  
**City of Spokane**  
**Plan Commission**  
**6/11/2025**

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**Subject:**

Final draft of Complete Streets Ordinance update for hearing consideration.

**Background:**

The Complete Streets ordinance has not been updated since it was passed in 2011. 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.

An initial draft of the ordinance was presented at the joint Plan Commission, Transportation Commission meeting in April. Feedback from that meeting has been incorporated into the subsequent draft. Further feedback from the May 15 Plan Commission meeting was incorporated as well. The Transportation Commission had it's hearing on the draft May 21 and the ordinance was unanimously approved by the Transportation Commission.

**Relationship to Plans/Actions:**

Complete Streets supports the goals of the Comprehensive Plan, Chapter 4, Transportation.

**Timeline/ Further Action:**

The Plan Commission can take action to recommend this ordinance update at the hearing scheduled for June 11. If the ordinance is recommended to the Council, then the Council will consider the ordinance at their next PIES meeting on June 16.

## ORDINANCE NO. C - \_\_\_\_\_

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 to ensure all users are ((planned)) planned for in the construction of all City transportation improvement projects as outlined in the Comprehensive Plan and detailed in the adopted ((Bike)) Bicycle Master Plan, Bicycle Priority Network, and Pedestrian Master Plan, and the American with Disabilities Act (ADA) Transition Plan. ((In enacting this ordinance, the City of Spokane encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of residents in the City of Spokane by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.)) This ordinance creates a balanced transportation system by providing safe, accessible, and efficient connections between destinations, and at the same time, encourages healthy and active living, reduces traffic congestion, greenhouse gas emissions, tire particulate pollution and noise pollution, accommodates all users of roadways, and improves the safety and quality of life of City of Spokane residents by providing safe, accessible and efficient routes for walking, bicycling, and public transportation systems. The Complete Streets Program will improve street connectivity of all modes and better integrate land use and transportation planning.~~

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

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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.

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**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</p> |

|       |   |
|-------|---|
|       | 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 <del>City</del> Pedestrian <u>Master</u> Plan. Changes to existing signalization shall not trigger additional Complete Streets elements. |
| Users | "Users" mean individuals that use streets, including people walking, people using wheeled assisted mobility devices such 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.  |

**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.~~030-040~~ 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 can~~ 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). ~~not included in the 6 Year Street Plan; provided, e~~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**

~~A-~~ 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

DRAFT