

Public Infrastructure, Environment, and Sustainability Committee
Meeting Agenda for
October 28, 2019
COUNCIL BRIEFING CENTER

The Spokane City Council's Public Infrastructure, Environment, and Sustainability Committee meeting will be held at **1:15 p.m. on October 28, 2019** in Council Briefing Center, Lower Level, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council. The Public Infrastructure, Environment and Sustainability Committee meeting is regularly held every 4th Monday of each month at 1:15 p.m. unless otherwise posted.

The meeting will be open to the public, with the possibility of moving or reconvening into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

REVISED
AGENDA

I. Call to Order

II. Approval of minutes from September 23, 2019

III. Discussion Items

A. Council Requests

1. Consent Items for Discussion
2. Fire Hydrant Security Resolution – Council Member Beggs
3. Resolution Lincoln Heights Neighborhood Council requesting Crosswalk Improvements – Council Member Beggs
4. Protecting Leaves and Adding New Trees (PLANT) Ordinance – Council Member Kinnear
5. Private/Public Development Coordination (i.e. Austin Road) – Council Member Mumm
6. Cataldo Vacation – Boone Bike Route Resolution – Council Member Beggs

B. Staff Requests

1. Walkability Action Project – Brandon Blankenagel (with SRTC, SRHD and SPS)
2. Student Designed Wastewater Access Cover Art Contest – Raylene Gennett
3. EVSE Grant, EV Market Outlook, Renewable Diesel Information – David Paine
4. 2019-2020 Warming Centers and Expanded Capacity – Tija Danzig

IV. Strategic Initiatives Session – Council Member Beggs and Scott Simmons

Priority Strategy 1: Rapidly Accelerating Street Pavement Maintenance Projects

- Status update: Unpaved local Streets within each Council District – Katherine Miller (10 minutes)

Priority Strategy 2: Repurposing Public Property and Assets to Stimulate Private Investment

- No report this meeting.

Priority Strategy 3: Sustainable City

- Report on Sustainability Action Subcommittee – Kara Odegard (10 minutes)

V. Consent Items

1. XO Communications Telecommunications for dial tone and long distance phone services
2. Network Hardware and Riverfront Park Infrastructure and Wireless
3. Department of Ecology Stormwater Capacity Grant
4. DWSRF and PWTF Loan Agreements for SIA Additional Reservoir
5. Purchase of Ice Kicker
6. Fish Lake Trail Connection Study
7. Master Security Services Contract for Citywide Security Services
8. Purchase a Tank truck for the Wastewater Maintenance
9. 37th Avenue Sidewalks – Manito Blvd. to Latawah St.
10. Special Budget Ordinance for Reprographics

Waste to Energy

11. Big Sky Industrial-Contract for Vacuum Support Services
12. Hydraulics Plus-Extension to Contract for Offsite Hydraulic and Pneumatic Cylinder Rebuilding
13. Online Cleaning-Contract for Boiler Blasting Services
14. WEMCO-Contract for Crane/Hoist/Trolley and Lifeline Preventative Maintenance/Inspections
15. WEMCO-Contract for Preventative Maintenance/Inspections of Bridge Cranes

VI. Executive Session

Executive Session may be held or reconvened during any Public Infrastructure, Environment, and Sustainability Committee meeting.

VII. Adjournment

Next Public Infrastructure, Environment, and Sustainability Committee Meeting

November 25, 2019 1:15 p.m. in the Council Briefing Center

STANDING COMMITTEE MINUTES
City of Spokane
Public Infrastructure, Environment, and Sustainability
September 23, 2019

Committee Members Present

Council Member Breean Beggs, Committee Chair
Council Member Mike Fagan, Vice Committee Chair
Council Member Kate Burke
Council Member Lori Kinnear
Council Member Candace Mumm
Council President Ben Stuckart

Committee Members Absent

Council Member Karen Stratton

Staff Present

Angela Albin-Moore, Hannahlee Allers, Chris Averyt, Brandon Blankenagel, Giacobbe Byrd, Eldon Brown, Steve Burns, Carly Cortwright, Kirstin Davis, Donna deBit, Anna Everano, Marlene Feist, Beryl Fredrickson, Raylene Gennett, Nathan Gohn, Clint Harris, Curtis Harris, Jake Hensley, Michelle Hughes, Garrett Jones, Dan Kegley, Adam McDaniel, Louis Meuler, Katherine Miller, Inga Note, Kara Odegard, Cadie Olsen, Mike Ormsby, Kyle Overbust, David Paine, Tami Palmquist, Erik Poulsen, Jim Sakamoto, Jason Sandobal, John Saywers, Elizabeth Schoedel, Mark Serbousek, Scott Simmons, Kyle Twohig, Kandace Watkins

Council Member Beggs called the meeting to order at 1:15 p.m.

Review and Approval of Minutes

Council Member Beggs asked for a motion to approve the minutes of the August 26, 2019 meeting.

- **Action Taken**
- Council Member Fagan moved to approve the minutes of the August 26, 2019 meeting as presented; the motion was seconded by Council Member Kinnear.

Discussion Items

A. Council Requests

1. Consent Items for Discussion

Item no. 1. Interlocal agreement between Spokane Transit Authority and the City of Spokane

Kris Becker discussed the agreement between STA and the City for the CCL stops and right of way. Discussion was had on the standard designs.

2. Marshal Creek Project

Council Member Beggs said he had received a few questions from citizens regarding the closure of Cedar. Tami Palmquist and Inga Note gave updates on

the proposed plats and the required traffic studies for the private projects. Inga spoke about the proposal to realign Cedar Road through the development and to Cheney-Spokane Road. The traffic study is not complete yet and the next steps would include approval by Council since it is an arterial. Inga spoke about the other transportation considerations such as Meadow Lane Road and increased traffic on Hwy 195. Tami discussed the water and sewer proposals for the developer to complete upgrades to the systems. Discussion was had on the current status of the projects and the upcoming community meetings.

3. Spokane Falls Boulevard Update

Council Member Beggs began the discussion on Spokane Falls Blvd. relating to the new building exit for the Library remodel project. Scott discussed the visual map of the plaza that was also discussed with Council in May 2019. Council President Stuckart discussed the possible need for a crosswalk mid-block. Council Member Mumm discussed the crosswalk ordinance and the previous discussions to evaluate the project for a mid-block crosswalk. Scott said that the traffic engineers have looked at the sight distances and are recommending to not include a mid-block crossing as it is designed currently. He said that could change depending on the libraries final design and plans for a building exit. The plaza is scheduled to open the third week in October.

4. Discussion on Responsible Bidding Requirements for Apprenticeship Certification

Council Member Beggs began the discussion on the utilization of apprenticeship certification and the questions about the types of apprenticeship being utilizes. There is a proposal to have the contractors that are required to have the apprenticeships to have a requirement that they demonstrate the capacity to have apprentices.

5. Discussion on Process for Adding New Arterial Projects

Council Member Mumm began the discussion on the Plan Commission's Transportation Subcommittees planning and recommendation of transportation projects. Council Member Mumm spoke about roads that don't fall within the matrix for priority but have a need for repair or replacement. She discussed a proposal to provide for the ability to add such projects as Strong Road and West Garland. Scott Simmons discussed the priority matrix process that informs the six-year plan as well as capacity to accomplish the projects within the year. Strong Road doesn't score well enough on the matrix to automatically schedule it into the six-year program because other projects score higher as a priority. Discussion on other areas that are in similar scoring that are not reaching the program due to capacity or funding. Discussion was had on Council's process to change the criteria or adjust the program without utilizing the matrix. Council Member Mumm suggested working with staff to come up with what the process would be able to identify projects in each district.

6. Short Term Rental Permit Update

Donna deBit gave a presentation on the current short term rental permit compliance monitoring. She reviewed the number of applications for the permits comparing to the active rentals captured through third party monitoring. Discussion

was had on the permits, violation fines, and the next steps to contract with a compliance software to monitor listings and permits.

7. Utility Credit for Emergency Homeless Shelters

Council Member Burke and Brian McClatchey briefed this item. The proposed Utility Credit for emergency homeless shelters is intended to stretchy the grant dollars that are going to this facilities by not charging for water, sewer or garbage collection. Brian discussed the details of the ordinance that includes a two year sunset for reevaluation of the credit program. Discussion was had on the utility revenues impacted and the need to include the utility tax, bringing the estimate to \$275,000. Council Member Burke discussed the benefit of requiring the agencies to be on the HRMS system of reporting for gathering information required for applying for more grants. Council Member Mumm proposed setting a maximum amount of the program, possibly based on previous year's utility billings.

8. Bicycle Lane Repair discussion

Scott Simmons discussed the standard for bicycle lanes during maintenance including grind and overlay. The standard is to include all forms of mobility the same and include bicycle lanes during grind/overlay projects. Council Member Mumm requested that the Bike/Ped coordinator engage with the library project proposals.

9. Resolution reaffirming the City of Spokane's support for anadromous fish reintroduction above Grand Coulee Dam

Discussion was had on the proposed resolution for reaffirming support for anadromous fish above Grand Coulee Dam.

B. Staff Requests

1. Demonstration of New CRM and Citizen Reporting Options

Carly Cortright reviewed the process of developing the new CRP and Citizen reporting webpage and the cell phone app. She demonstrated the app's ability to submit complaints or get information about all kinds of services for the city including garbage collect and parks information. Citizens can report and follow service requests for potholes, graffiti and other items of concerns. Soon parking and code complaints will be active on the app and website.

2. Discuss potential impacts of legislative

Marlene Feist discussed the potential impacts of the legislative \$30 car tab fees that is budgeted to arterial street repair and sidewalks. She distributed a briefing paper with an outline of the projects and the revenues received by the City through the state and federal grants.

3. Walk Bike Bus - Cincinnati Greenway: Inter-Agency Agreement

Brandon Blankenagel discussed the agreement with Department of Health to introduce citizens to new elements for alternative transportation in their areas.

4. Downtown Plan amendment Cataldo Avenue

Louis Meuler discussed the code update that will be going through Plan Commission to update during similar situations.

5. Fleet Services Special Budget Ordinance

Scott Simmons discussed the Special Budget Ordinance for Fleet Services that will be submitted to the Council Agenda. The Fleet Services budget is an internal services fund that bills to other departments for the work performed. The departments that utilize the Fleet have grown their fleet vehicles and their utilizations. This is a budget neutral because it is recovered during department billings that are budgeted in the individual department budgets.

Strategic Plan Session

A. Priority Strategy 1. Rapidly Accelerating Street Pavement Maintenance Projects

B. Priority Strategy 2. Repurposing Public Property to Stimulate Private Investment

C. Priority Strategy 3. Sustainable City

- Innovative Infrastructure Strategic Initiatives progress
Council Member Beggs and Scott Simmons reviewed the progress on each of the Strategic Initiative items. The document is available on the sharepoint site.

Consent Items

1. Interlocal agreement between Spokane Transit Authority and the City of Spokane
2. Contract Increase for CSO 26 Project
3. Ecology Stormwater Grants Applications
4. AssetPoint, LLC 2-Year Maintenance Renewal
5. Purchase of Pit Launch Directional Drill for Water Department
6. Purchase and Install Upriver Powerhouse #1 Trash Rake
7. Value Blanket for Purchase of Boiler Tubes for Waste to Energy

Executive Session

None.

Adjournment

The meeting adjourned at 3:05 p.m.

Prepared by:

Barbara Patrick, Administrative Specialist

Approved by:

Chair

Briefing Paper

Public Infrastructure, Environment and Sustainability

Division & Department:	City Council
Subject:	Fire Hydrant Security Resolution
Date:	10/27/19
Contact (email & phone):	Breean Beggs, bbeggs@spokanecity.org
City Council Sponsor:	Breean Beggs
Executive Sponsor:	
Committee(s) Impacted:	PIES, Public Safety
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	Will be filed for Council consideration after committee
Outcome: (deliverables, delivery duties, milestones to meet)	
<p><u>Background/History:</u> Water contamination caused by a hydroseed vehicle accessing water via a City fire hydrant in July left some residents and businesses without potable water for a few days. Council Member Beggs would like to ask the Water Department to look into a few different ways that our hydrants could be secured from future issues of this type.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> Asks the Water Department to consider the following: <ul style="list-style-type: none"> Installation of hydrant security locks. Installation of hydrant port covers and locks. Installation of check valves Installation of 2-3 fill stations at strategic locations in the City to accommodate businesses currently using fire hydrants to access the water system and the potential for a pilot fill station for developers in the West Plains. Requests a report from City staff no later than the PIES committee meeting on Dec. 16, 2019 	
<p><u>Budget Impact:</u></p> <p>TOTAL COST:</p> <p>Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>If new, specify funding source:</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>Specify changes required:</p> <p>Known challenges/barriers:</p>	

RESOLUTION NO. 2019-_____

A Resolution related to the safety of the City of Spokane's water system as it relates to the security of area fire hydrants.

WHEREAS, the City of Spokane's water system was contaminated via the use of a City fire hydrant by a commercial hydroseed vehicle on July 26, 2019; and

WHEREAS, certain residents and businesses in Northeast Spokane were without potable water while the City cleared the system of contaminants and water restrictions were lifted on July 31, 2019; and

WHEREAS, the City has spent valuable resources to mitigate the water quality issues that resulted from improper hydrant use on July 26, including flushing the system of contaminants, alerting the public of the issue, and providing safe drinking water in the area; and

WHEREAS, the City of Spokane's water department has been serving residents with high-quality drinking water for over 135 years and is committed to ensuring that users can trust the water that comes from their taps; and

WHEREAS, there are currently over 7,500 hydrants with access to the City's water system; and

WHEREAS, the City has been making efforts to find and fix system loss issues within the water system, but does not have a good mechanism to know how much system loss is occurring through hydrant access; and

WHEREAS, a permit is required for commercial use of the water system through fire hydrants, but the City does not have accurate data to reflect how much water is used by permit holders and there are not proper measures in place to ensure that staff of permitted businesses are properly trained in accessing the system.

NOW, THEREFORE, BE IT RESOLVED that the Spokane City Council supports the implementation of security measures on fire hydrants in order to protect the safety of our drinking water and the Water Department's current efforts to look into mitigating future contamination events.

BE IT ALSO RESOLVED that the Council requests City staff look into which hydrants are highest-risk for water loss, contamination and other issues, and report back to Council on the efficacy, including fire response impacts, and the estimated costs associated with various security measures, including, but not limited to:

- Installation of hydrant security locks.
- Installation of hydrant port covers and locks.
- Installation of check valves

- Installation of 2-3 fill stations at strategic locations in the City to accommodate businesses currently using fire hydrants to access the water system and the potential for a pilot fill station for developers in the West Plains.

BE IT ALSO RESOLVED that the Council requests a report from City staff on the above items no later than at the Public Infrastructure, Environment and Sustainability Committee meeting scheduled for December 16, 2019.

Passed by the City Council this ____ day of _____, 2019.

City Clerk

Approved as to form:

Assistant City Attorney

A Resolution of the Lincoln Heights Neighborhood Council requesting crosswalk improvements at various locations.

WHEREAS, pedestrian infrastructure is a priority for the City of Spokane the Lincoln Heights Neighborhood; and

WHEREAS, residents of the Lincoln Heights Neighborhood have noted multiple issues with lack of signage and safety improvements that can be made at crosswalks in the neighborhood; and

WHEREAS, large block sizes along the neighborhood's main thoroughfares impede walkability and create longer and often less-convenient routes for pedestrians.

NOW, THEREFORE, BE IT RESOLVED that the Lincoln Heights Neighborhood Council requests that the City of Spokane implement crosswalk improvements outlined below at the locations listed below. This list has been created in order of priority for the Neighborhood Council.

- 29th and Rosauers – Re-painting of the faded crosswalk and future installation of a HAWK light.
- Intersection of 29th and Mt. Vernon – Re-painting of the faded crosswalk and crosswalk signage for motorists of 29th traveling in both directions.
- Intersection of 29th and Fiske – Re-painting of the faded crosswalk and crosswalk signage for motorists on 29th traveling in both directions.
- Intersection of 27th and Fiske - Re-painting of the faded crosswalk and crosswalk signage for motorists on 27th traveling in both directions.
- All intersections with crosswalks – Installation of "State Law: Stop for Pedestrians Within Crosswalk" signage similar to what is in Kendall Yards.

Passed by the Lincoln Heights Neighborhood Council at a regular meeting thereof, held this 17 day of September, 2019.



Carol Tomsic, Lincoln Heights Neighborhood Council Chair

Briefing Paper

Public Infrastructure, Environment, & Sustainability Committee

Division & Department:	City Council
Subject:	Protecting Leaves and Adding New Trees (PLANT) Ordinance
Date:	10/28/2019
Contact (email & phone):	Giacobbe Byrd (gbyrd@spokanecity.org)
City Council Sponsor:	Council Member Lori Kinnear
Executive Sponsor:	
Committee(s) Impacted:	P.I.E.S.
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	Sustainable Resources: Smart use of Water Resources for Economic Growth; Cleaner River Faster
Deadline:	N/A
Outcome: (deliverables, delivery duties, milestones to meet)	PLANT seeks to help the City of Spokane achieve its goal of reaching 30% canopy coverage by 2030.
<u>Background/History:</u> <p><i>Spokane's urban forest is a unique environmental asset to the City. Trees within the City limits produce oxygen and filter airborne pollutants, save energy costs, and reduce storm water runoff, among other benefits.</i></p> <p><i>With this in mind, the Spokane City Council passed a Title 12 Urban Forestry Ordinance in April of 2019 that committed the City of Spokane to three new urban forestry aspirational goals:</i></p> <ol style="list-style-type: none"> <i>1. Increase the canopy coverage (percentage of land surface area covered under a tree canopy) of all land within the City limits to 30% by the year 2030 (current canopy coverage estimated to be ~23%)</i> <i>2. Create new reforestation programs and maintain existing ones</i> <i>3. Update the Urban Forestry Plan once at least every five years</i> 	
<u>Executive Summary:</u> <p><i>The PLANT Ordinance, sponsored by Council Member Lori Kinnear, seeks to help the City achieve its goal of reaching 30% canopy coverage by 2030 by amending Title 17 of the Spokane Municipal Code to:</i></p> <ul style="list-style-type: none"> <i>• Remove exception for street tree planting requirements when constructing new single family and duplex dwelling units.</i> <i>• Require the installation of auto-irrigation systems (if not installed already) on properties undergoing new development.</i> <i>• Implement fees in lieu of planting street trees in limited circumstances.</i> <i>• Emphasize and clarify regulations to protect trees during construction activities from demolition and excavation to new and renovated buildings.</i> <i>• Emphasize and clarify regulations regarding the City's ability to undertake street tree maintenance work with the goal of making the regulations more apparent to the development community.</i> <i>• Create a new incentive-based tree retention City utility bill credit program.</i> 	
<u>Budget Impact:</u> <p>Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☐ Yes ☒ No ☐ N/A

Requires change in current operations/policy? ☒ Yes ☐ No ☐ N/A

Specify changes required:

Known challenges/barriers:

ORDINANCE NO. C-_____

An ordinance updating the construction and maintenance standards for street trees and associated planting areas in the City of Spokane; amending sections 17C.200.040, 17C.200.050, 17C.200.080, 17C.200.090, 17C.200.100, 17C.200.110, and 17G.010.210; enacting new sections 17C.200.120, 17C.200.130, 17C.200.140, and 17C.200.150; and enacting a new chapter 13.14 of the Spokane Municipal Code.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 17C.200.040 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.040 Site Planting Standards

Sites shall be planted in accordance with the following standards:

A. Street Frontages.

1. The type of plantings as specified below shall be provided inside the property lines:
 - a. along all commercial, light industrial, and planned industrial zoned properties except where buildings are built with no setback from the property line: a six-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050. Remaining setback areas shall be planted in L3.
 - b. along all downtown, CC1, CC2, CC4, and FBC zoned properties except where buildings are built with no setback from the property line, or along a Type 1 Street of the FBC: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050(~~(, Street Tree Requirements)~~). Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways.
 - c. in the heavy industrial zone, along a parking lot, outdoor sales, or outdoor display area that is across from a residential zone: a six-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050. Remaining setback areas shall be planted in L3.
 - d. in industrial zones, all uses in the commercial categories (see chapter 17C.190 SMC, Use Category Descriptions, Article III, Commercial Categories) are subject to the standards for uses in the general commercial (GC) zone.

- e. along all RA, RSF, RTF, RMF, and RHD zones(~~(, except for single-family residences and duplexes)~~): six feet of L3 open area landscaping(~~(, including)~~)and street trees as prescribed in SMC 17C.200.050 are required, except that for single-family residences and duplexes, only street trees are required. For residential development along principal and minor arterials, a six-foot high fence with shrubs and trees may be used for screening along street frontages. The fence and landscaping shall comply with the standards of SMC 17C.120.310 for the clear view triangle and must be placed no closer than twelve feet from the curb line. A minimum of fifty percent of the fence line shall include shrubs and trees. The landscaping is required to be placed on the exterior (street side) of the fence.
2. Within the clear view triangle (defined at SMC 17A.020.030) at street intersections on corner lots and at driveway entries to public streets, (~~(Plantings)~~)plantings may not exceed thirty-six inches in height or hang lower than ninety-six inches(~~(-within the clear view triangle at street intersections on corner lots and at driveway entries to public streets)~~). (~~(The clear view triangle is defined in SMC 17A.020.030.)~~) The (~~(director of engineering services)~~)City Engineer may further limit the height of plantings, landscaping structures, and other site development features within (~~(the)~~)a particular clear view triangle or may expand the size of the clear view triangle as conditions warrant in a particular case.



B. Other Property Perimeters.

A planting strip of five feet in width shall be provided along all other property lines except where buildings are built with no setback from the property line or where a parking lot adjoins another parking lot. In CC zoned (~~(subject)~~) properties, the planting strip shall be eight feet in width to enhance the screening between CC and Residential zoned properties. The type of planting in this strip varies depending upon the zone designation of the properties sharing the property line (with or without an intervening alley) as indicated in the matrix below. Where properties with dissimilar zones share a common boundary, the property with the more intense zone shall determine the required type of planting and the planting width. The owners of adjacent properties may agree to consolidate their perimeter plantings along shared boundaries. (~~(Therefore)~~)For example, instead of each property providing a five-foot wide planting strip, (~~(they together)~~)adjacent property owners could provide (~~(one)~~)a single, shared five-foot wide planting strip, so long as the required planting type, as indicated in the matrix below, is provided. Types of landscaping to be provided in planting strips alongside and rear property lines:

	ADJACENT PROPERTY ZONE (horizontal)												
SUBJECT PROPERTY ZONE (vertical)	RA	RSF	RTF	RMF	RHD	O, OR	NR, NMU	CB	GC	CC, FBC	LI, PI	HI	DT
RA	--	--	--	--	--	--	--	--	--	--	--	--	--
RSF	--	--	--	--	--	--	--	--	--	--	--	--	--
RTF	--	--	--	--	--	--	--	--	--	--	--	--	--
RMF	L2	L2	L2	L3	L2	L2	L2	L1	L1	L1	--	--	L1
RHD	L2	L2	L2	L2	L3	L2	L2	L2	L2	L2	--	--	L2
O, OR	L2	L2	L2	L2	L2	L3	L2	L2	L2	--	--	--	L2
NR, NMU	L2	L1	L2	L2	L2	L2	L3	L3	L2	--	--	--	L3
CB	L1	L1	L1	L1	L2	L2	L3	L3	L3	--	--	--	L3
GC	L1	L1	L1	L1	L2	L2	L2	L3	L3	--	--	--	L3
CC, <u>FBC</u>	L1	L1	L1	L1	L2	--	--	--	--	--	--	--	--
LI, PI [3]	L1	L1	L1	L1	L1	L1	L2	--	--	--	--	--	--
HI [3]	L1	L1	L1	L1	L1	L1	L1	--	--	--	--	--	--
DT	L1	L1	L1	L1	L1	L2	L2	L3	L3	--	--	--	--

Notes:

[1] In the industrial zones, all uses in the commercial categories (see chapter 17C.190 SMC, Use Category Descriptions, Article III, Commercial Categories) are subject to the standards for uses in the general commercial (GC) zone.

C. Planning Director Discretion.

The planning director shall have the discretion to waive or reduce the requirements of subsections (A)(1) and (B) of this section based on the following factors:

1. No useable space for landscaping exists between the proposed new structure and existing structures on adjoining lots or alleys because of inadequate sunlight or inadequate width.
2. The building setback provided in front of the new structure is less than six feet or is developed as a plaza with decorative paving/pavers, trees, planters, or other amenities.
3. Xeriscape landscaping is utilized in designated stormwater control areas.
4. When existing trees and other vegetation serves the same or similar function as the required landscaping, they may be substituted for the required landscaping if they are healthy and appropriate for the site at mature size. When existing trees are eight inches or more in diameter, they shall be equivalent to three required landscape trees. If necessary, supplemental landscaping shall be provided in areas where existing vegetation is utilized to accomplish the intent of this chapter.

D. Other Areas.

All other portions of a site not covered by structures, hard surfaces, or other prescribed landscaping shall be planted in L3 open area landscaping until the maximum landscape requirement threshold is reached (see SMC 17C.200.080).

E. Parking Lot Landscaping Design.

1. Purpose.

To reduce the visual impact of parking lots through landscaped areas, trellises, and/or other architectural features that complement the overall design and character of developments.

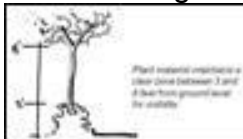


2. Parking Lot Landscaping Design Implementation.

This section is subject to the provisions of SMC 17C.120.015, Design Standards Administration.

3. The parking lot landscape shall reinforce pedestrian and vehicle circulation, especially parking lot entrances, ends of driving aisles, and pedestrian walkways leading through parking lots. (P)

4. Planted areas next to a pedestrian walkways and sidewalks shall be maintained or plant material chosen to maintain a clear zone between three and eight feet from ground level. (R)



5. Low walls and raised planters (a maximum height of three feet), trellises with vines, architectural features, or special interest landscape features shall be used to define entrances to parking areas. Where signs are placed on walls, they shall be integrated into the design and complement the architecture or character of other site features. (P)

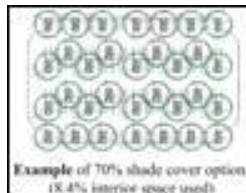
6. Landscape plant material size, variety, color, and texture within parking lots should be integrated with the overall site landscape design. (C)

F. Parking, Outdoor Sales, and Outdoor Display Areas.

1. In residential, commercial, center and corridor, and FBC zones, a six-foot wide planting area of L2 see-through buffer landscaping shall be provided between any parking lot, outdoor sales, outdoor display area, and a street right-of-way. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, raised masonry planters, or L1 visual screen landscaping shall be used to screen parking lots from adjacent streets and walkways (overall height including any plantings or structures shall not exceed three feet). Trees required as a part of the L2 landscape strip shall be located according

to the standards for street trees in SMC 17C.200.050, Street Tree Requirements.

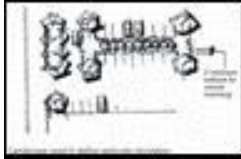
2. In residential, commercial, center and corridor, and FBC zones all parking stalls shall be within sixty feet of a planted area with L3 open area landscaping. All individual planting areas within parking lots shall be at least one hundred fifty square feet in size.
3. In residential, commercial, center and corridor, and FBC zones all paved parking areas on a site with more than fifty cumulative parking spaces shall have plantings that satisfies one of the following options:
 - a. Option 1.
Interior landscaping consisting of L3 open area landscaping, including trees amounting to at least ten percent of the total area of the paved parking area, excluding required perimeter and street frontage strips. A minimum of one interior tree shall be planted for every six parking spaces.
 - b. Option 2.
Tree plantings shall be spaced in order that tree canopies cover a minimum of seventy percent of the entire paved area of the parking lot within fifteen years of project completion. Canopy coverage shall be measured in plan view, and be based on projected mature size of the selected tree species. All individual planting areas within parking lots shall be a minimum of eight feet in width, be at least one hundred fifty square feet in size, and in addition to the required trees, shall be planted with a living groundcover. See the "Landscape Plants for the Inland Northwest" issued by the Washington State University cooperative extension and the U.S. department of agriculture, available from the City planning services department, for acceptable mature tree size to be used when calculating canopy size.



4. Where parking lots are located between the building and a street, the amount of required interior landscaped area shall be increased by fifty percent and the minimum amount of tree shade cover shall increase to eighty percent. Where parking lots are behind buildings, the amount of interior landscaping may be decreased by fifty percent of what the code requires and the minimum amount of tree shade cover shall decrease to fifty percent.
5. A planting strip of five feet in depth with L1 visual screen landscaping or site-obscuring decorative wood, iron, etc. fences or masonry walls at least six feet in height shall be installed along property lines where any

adjacent single-family residential zone would have views of parking or service areas.

6. A minimum of two-foot setback shall be provided for all trees and shrubs where vehicles overhang into planted areas.



7. In industrial zones, parking lots, outdoor sales, and outdoor display areas that are abutting or across the street from residential zones are subject to all of the requirements of subsections (E) and (F) of this section.
8. In industrial zones, all uses in the commercial categories (see chapter 17C.190 SMC, Use Category Descriptions, Article III, Commercial Categories) are subject to the standards for uses in the general commercial (GC) zones.
9. In downtown zones an applicant must demonstrate to the director that the following required elements meet the intent of the Downtown Design Guidelines. Key design elements for these features include integrating storm water facilities, improving the pedestrian environment, and adding public amenities next to surface parking; outdoor sales and outdoor display areas so that they help to define space and contribute to a more active street environment.
 - a. Surface Parking Lot Liner Walls in the Downtown Zones.

Surface parking lots must have a solid, decorative concrete or masonry wall adjacent to a complete street and behind a sidewalk. The wall must have a minimum height above the surface of the parking lot of two and one-half feet and a maximum height of three feet. The wall shall screen automobile headlights from surrounding properties. A wrought iron fence may be constructed on top of the wall for a combined wall and fence height of six feet. An area with a minimum width of two feet, measured from the property line, must be provided, landscaped and maintained on the exterior of the required wall. Such walls, fences, and landscaping shall not interfere with the clear view triangle. Pedestrian access through the perimeter wall shall be spaced to provide convenient access between the parking lot and the sidewalk. There shall be a pedestrian access break in the perimeter wall at least every one hundred fifty feet and a minimum of one for every street frontage. Any paving or repaving of a parking lot over one thousand square feet triggers

these requirements.



Parking liner walls with plantings contribute to an interesting pedestrian environment. The parking liner wall and screen pictured above is enhanced by larger wall sections near automobile crossing points and a change in sidewalk scoring pattern. Both give cues to pedestrians and drivers.

- b. Surface parking lots in the Downtown zones are subject to the interior parking lot landscaping standard sections (F)(2) through (F)(6).
- c. The exterior boundary of all surface parking lots adjacent to any public right-of-way must include trees spaced no more than twenty-five feet apart. The leaves of the trees or any other landscaping features at maturity shall not obscure vision into the parking lot from a height of between three and eight feet from the ground. The species of trees shall be selected from the city's street tree list. If street trees exist or are provided consistent with SMC 17C.200.050 then this landscaping strip may be omitted.
- d. Outdoor sales and display areas shall contribute to an interesting streetscape by providing the following:
 - i. Monument Features or Artistic Elements along the Street Edge between the Outdoor Display Area and the Sidewalk.
These shall be integrated with display area lighting and pedestrian amenities.
 - ii. Additional Streetscape Features in the Sidewalk Environment.
Items may include elements that improve the health of street trees and plantings, improve storm water management, or artistic features that improve the pedestrian environment. This may include items such as permeable pavers in the pedestrian buffer strip, increased soil volumes for street trees, suspended sidewalks around the street tree to increase the amount of un-compacted soils, and engineered soils to support larger and healthier trees.

Section 2. That section 17C.200.050 of the Spokane Municipal Code is amended to read as follows:

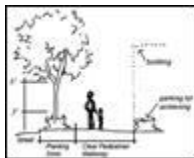
Section 17C.200.050 Street Tree Requirements

A. Purpose.

To provide consistent street frontage character within the street right-of-way. The street tree standards also maintain and add to Spokane's tree canopy and enhance the overall appearance of commercial and neighborhood development. Trees are an integral aspect of the Spokane landscape and add to the livability of Spokane. They provide aesthetic and economic value to property owners and the community at large.

B. Street Tree Implementation.

1. Street trees are required along all city streets in downtown, commercial, center and corridor, industrial ((zones)), residential ((zones)), and ((in)) FBC zones.
2. Street trees shall be planted between the curb and the walking path of the sidewalk.



3. Street trees and other landscaping shall be maintained and irrigated by the adjacent property owner. If the adjacent property owner fails to maintain the adjacent street trees and other landscaping, the City may perform the required tree and other landscaping work at the abutting property owner's expense as referenced in SMC 12.02.0210(B)(2).
4. If a street has a uniform planting of street trees or a distinctive species within the right-of-way, then new street trees should be of a similar form, character and planting pattern.
5. For a full list of approved trees in the city of Spokane, see the urban forestry program's approved street tree list. Species selection should be guided by individual site conditions including hydrology, soil, solar orientation, and physical constraints.

C. Planting Zones.

1. Provide continuous planting strips or individual planting areas per Table 17C.200.050-1, Tree Planting Dimensional Standards.

TABLE 17C.200.050-1 Tree Planting Dimensional Standards [1]		
ZONE	CONTINUOUS PLANTING STRIP (minimum width as measured from back of curb)	INDIVIDUAL PLANTING AREA (width as measured from back of curb)
Downtown	Individual Planting Areas (tree vaults) required [1]	4 ft. minimum 6 ft. maximum [2]

CC	5 ft.	4 ft. minimum 6 ft. maximum [2]
FBC	Individual Planting Areas (tree vaults) required [1]	5 ft [2]
Commercial	5 ft.	4 ft. minimum 6 ft. maximum [2]
Industrial	6 ft.	Continuous Planting Strip required [3]
RA, RSF, RTF	6 ft.	Continuous Planting Strip required [3]
RMF, RHD	6 ft.	Continuous Planting Strip required [3]
School/Church Loading Zone	Not Applicable	4 ft. minimum 6 ft. maximum [2, 4]

Notes:

[1] Individual Planting Areas (tree vaults) are the standard for the Downtown and FBC Zones. Proposals for Continuous Planting Strips may be evaluated on a case by case basis.

[2] Un-compacted soils are necessary for street trees. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of un-compacted soils per tree at a maximum depth of three feet. Refer to the Engineering Design Standards for examples of potential options in individual planting areas.

[3] Continuous Planting Strips are the standard for Industrial and Residential Zones. However, individual planting areas meeting the CC standard may be proposed and evaluated on a case by case basis in Industrial, RMF and RHD Zones.

[4] In all zones, within a school/church loading zone, street tree location may vary from the standard as long as street trees are located within the right-of-way.

[5] In all zones, when a continuous planting strip will double as a stormwater swale, the minimum width shall be 6.5 feet.

2. Continuous Planting Strips.

- a. Continuous planting strips may be planted with living ground cover or low plantings that are maintained at a height less than three (3) feet from ground level.
- b. When auto traffic is immediately adjacent to the curb, new street trees must be planted at least three (3) feet from the edge of the automobile travel way.



3. Individual Planting Areas.

- a. When an individual planting area is not symmetrical, the longer dimension shall run along the curb.
- b. Tree grates or plantings are acceptable. However, when there is on-street parking, a tree grate or a paved walk eighteen (18) inches wide behind the curb are encouraged to help avoid conflicts with car doors and foot traffic. The minimum clear pedestrian walking path as required for the zone shall be maintained.

Tree Grates



Street Trees with plantings up to 3 ft.



- c. Where tree grates are used, they shall be ADA accessible and have a similar size and material as tree grates found in adjacent developments. Where tree grates are used, tree guards are encouraged for tree protection.

Tree Grate with Tree Guard



- d. Un-compacted soils are necessary for street trees. A minimum of one hundred (100) cubic feet per tree at a maximum depth of three feet is required. See Engineering Design Standards for examples of potential options in individual planting areas and for retrofitting sidewalks.



E. Size Requirements for New Street Trees.

1. Street trees shall meet the most recent ANSI standards for a two-inch caliper tree at the time of planting
2. Larger shade trees with spreading canopies or branches are desirable where possible. Species of street trees within the public rights-of-way shall be approved by the City urban forester and reviewed by the director of engineering services.
3. If overhead power lines are present, street trees shall be limited to a mature height of twenty-five (25) feet to avoid conflict with utility lines and maintenance crews.

F. Spacing Requirements for Street Tree Spacing.

The objective, when planting and maintaining street trees, is to create and maintain in a healthy condition a continuous tree canopy over the sidewalk.

1. Continuous planting strips.
Average spacing shall be ~~((twenty five))~~ twenty-five (25) feet for small and columnar trees and thirty (30) feet for canopy trees. The planning director may allow increased spacing for exceptionally large trees or upon the recommendation of the urban forester.
2. Individual planting areas.
Average spacing for all tree sizes and types shall be twenty-five (25) feet. Trees planted adjacent to parallel parking stalls with meters may be spaced twenty (20) feet apart.
3. Street tree plantings shall consider the location of existing utilities, lighting, driveways, business entrances and existing and proposed signs. See the Engineering Design Standards for required dimensions.

G. Clear View Zone.

Landscaped areas between the curb and sidewalk, as well as landscaped areas within the clear view triangle as defined in SMC 17A.020.030 shall be maintained or plant material chosen to maintain a vertical clear view zone between three and eight feet from ground level.



Section 3. That section 17C.200.080 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.080 Maximum Landscaping Requirements

In no case shall these provisions require more than fifteen percent (15%) of the total site area to be landscaped.

Section 4. That section 17C.200.090 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.090 Completion and Bonding

- A. All required landscaping, shall be in place before certificates of occupancy are issued. If a landscape plan was required per 17C.200.020, the applicant shall provide a form signed by the project's landscape architect verifying that required landscaping has been installed in substantial conformance with the landscaping plans approved by the City. The City shall provide the form for documenting the assessment. If, due to weather conditions, it is not feasible to install required landscape improvements, a temporary certificate of occupancy may be issued after a performance bond or other device acceptable to the City has been posted in the amount of one hundred twenty-five percent (125%) of the value of the required improvements, including labor and materials. Upon completion of the landscape improvements, the bond or device is released and a permanent certificate of occupancy issued; except a bond or device representing twenty-five percent (25%) of the value of the landscaping covering a period of two (2) years shall be provided to assure the full establishment of the landscaped area as prescribed in subsection (B) of this section.
- B. A certificate of occupancy may be issued only after a performance bond or other device acceptable to the city has been posted in the amount of twenty-five percent (25%) of the value of the required landscaping. This bond or device shall be held for a period of two (2) years to assure the full establishment of all plantings. After two (2) years, if the plantings are fully established, the bond or device is released. If the plantings have not been fully established, the bond or device shall be held for one additional year, then released or used to re-establish the plantings, whichever is appropriate.

Section 5. That section 17C.200.100 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.100 Irrigation Requirement

The ((Property)) owners of the adjacent property shall keep and maintain all required planting areas and street trees in a healthy condition((, including the installation and maintenance of an automatic irrigation system)). For new construction, the installation and maintenance of automatic irrigation systems shall be required.

Section 6. That section 17C.200.110 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.110 Water Conservation Measures

- A. Landscape areas that are irrigated should be designed so that plants are grouped according to distinct hydrozones for irrigation of plants with similar water

needs at good efficiency.

- B. Newly landscaped areas should have soils be amended with either four (4) inches of appropriate organic material with the first two-inch layer tilled into existing soils, or as called for in a soil amendment plan for the landscape prepared by a state registered landscape architect or a professional agronomist.
- C. Newly landscaped areas, except turf, should be covered and maintained with at least two (2) inches of organic mulch to minimize evaporation.
- D. Irrigated turf strips that are less than five (5) feet in width are discouraged.
- E. Irrigated turf on slopes with finished grades in excess of thirty-three percent (33%) is discouraged.
- F. Retention of existing trees and associated understory vegetation is encouraged to reduce impacts to the stormwater system and to reduce water use. To provide an incentive for new development to retain existing trees and associated plantings, property owners proposing new development may apply for a credit against their future utility charges as provided in Chapter 13.14, SMC.

Section 7. That there is enacted a new section 17C.200.120 of the Spokane Municipal Code to read as follows:

Section 17C.200.120 Fees in Lieu of Planting Street Trees

The Planning Director, based upon a recommendation of the Urban Forester, may allow the payment of fees in lieu of street tree planting when site features and infrastructure prohibit adequate space for installation. When allowed, the owner of property which is adjacent to an area for which street trees are required may pay a fee of \$650 per tree in lieu of undertaking the planting of street trees.

Section 8. That there is enacted a new section 17C.200.130 of the Spokane Municipal Code to read as follows:

Section 17C.200.130 Guarding against Damage From Construction Work

Any person, firm or corporation engaged in or responsible for the excavation, demolition, or construction of any building, structure, street, or engaging in any utility work, and prior to the commencement of such work, shall sufficiently guard and protect street trees, public trees, and shrubs located within the limits of streets or alleys and near the location where such work is conducted so as to minimize potential injury to said trees and to maximize their chance for survival. When street and public trees are near the project, any construction permits issued by the City must be approved by the director, who may require protective measures as specified in the Arboricultural Manual.

Section 9. That there is enacted a new section 17C.200.140 of the Spokane Municipal Code to read as follows:

Section 17C.200.140 Unauthorized Removal; Damage or Destruction; Penalty

- A. No street tree shall be removed without the adjacent owner first obtaining a street tree permit obtained pursuant to SMC 12.02.960.
- B. No person shall intentionally cause or suffer to be caused to any street tree any act or effort to destroy, kill, injure, mutilate, or deface a street tree by any means.
- C. Any person responsible for a violation of SMC 17C.200.140(B) must pay the cost of repairing or replacing any tree or shrub damaged by the violation and may be subject to treble the amount of damages assessed in any enforcement action brought by the City, pursuant to RCW 64.12.030. The value of trees and shrubs is to be determined in accordance with the latest revision of the Guide for Plant Appraisals as published by the International Society of Arboriculture.
- D. In addition to the other remedies required by this section, violation of this section is a class 1 civil infraction. The director has the discretion to issue a warning for a first-time violation.

Section 10. That there is enacted a new section 17C.200.150 of the Spokane Municipal Code to read as follows:

Section 17C.200.150 Incentives

- A. Property owners who retain existing trees during new construction activities on their property may be eligible for additional reductions in their water service (for residential customers) or water meter (for commercial customers) charges based on the number of points accumulated according to Table 17C.200.150, under which each point is equal to a 1% reduction, up to a maximum point accumulation of 50 points.

Table 17C.200.150 – Tree Retention Incentives (new construction only)

For lots < 0.5 acre, if tree is:	Then points received are:	For lot > 0.5 acre, if tree is:	Then points received are:

<u>8-15" diameter measured at 4 ½' above the ground</u>	<u>10</u>	<u>8-15" diameter measured at 4 ½' above the ground</u>	<u>5</u>
<u>16" + diameter measured at 4 ½' above the ground</u>	<u>20</u>	<u>16" + diameter measured at 4 ½' above the ground</u>	<u>10</u>
<u>Ponderosa Pine bonus</u>	<u>5 per additional tree</u>	<u>Ponderosa Pine bonus</u>	<u>5 per additional tree</u>
<u>To determine additional discount available on water service or water meter charges, add the number of points received from this table. Each point equals a one percent (1%) reduction to the water service or water meter charge. For example, if a property owner retains one 16" diameter tree and two Ponderosa Pines that are both 8" in diameter on a lot > 0.5 acre during new construction, that property has accumulated 30 points and therefore receives a thirty percent (30%) discount on either the water service or water meter charge for that lot.</u>			

B. Additional Eligibility Criteria:

1. Applicant must show and describe tree protection zones ("TPZ") in development plans.
2. Applicant must maintain TPZs during the entire period of construction.
3. Species maintained must be non-invasive species in order to qualify for the incentive created by this section.
4. Retained tree(s) must be in fair condition or better.
5. All eligibility determinations may be subject to site inspections, upon reasonable notice to the property owner, and may be conducted before, during, and after construction activities.
6. Tree retention incentives as described in this section shall have a duration of one year for commercial customers and three years for residential customers.

Section 11. That section 17G.010.210 of the Spokane Municipal Code is amended to read as follows:

Section 17G.010.210 Application for Permits for Special Activities

A. **Blasting Permit.**

An applicant for a permit to conduct blasting operations on a particular job shall make written application to the engineering services department, on prescribed form, showing:

1. if there is a structure at the blasting site, its occupancy, whether its power source is electricity or something else, and the combustibility of its contents;

2. the name of the person to have immediate charge of the blasting operations;
3. that the named blaster has currently in force a license, bond, and insurance;
4. such other information as may be required.

B. Building Moving Permit.

1. An applicant for a permit required to move any building, structure, or part of a structure along, over, or across a public way in the City must pay the prescribed fee and submit a written application on prescribed forms to the department of building services which application:
 - a. gives the applicant's current state contractor registration number;
 - b. is accompanied by the required street obstruction permit;
 - c. states the address and legal description of the land onto which the structure is to be moved and, if such land is within the City, is accompanied by a building relocation permit, as provided in SMC 10.26.010.
 - d. is accompanied by a certificate issued by an insurance company qualified to do business in Washington covering the moving activity with a general liability policy with minimum limits of five hundred thousand dollars combined single limit or an approved alternate indemnity arrangement;
 - e. describes the structure to be moved;
 - f. states the address from which the structure is to be moved;
 - g. details the proposed route;
 - h. details the measures to be undertaken to sufficiently guard and protect street trees, public trees, and shrubs located within the limits of streets or alleys and along the proposed route so as to minimize potential injury to said trees and to maximize their chance for survival; and
 - ~~((h-))~~ i. states the date and time of the proposed move and estimates the time required to complete the move.

2. A building moving permit is a class IIIB license as provided in chapter 4.04 SMC.
3. No fee shall be charged for applications to move historic landmarks or buildings located within an historic district.

C. Sewer Permits.

1. A contractor or resident homeowner proposing to construct, reconstruct, extend, or repair a side sewer, private sewer, special side sewer, or private storm sewer, as defined in chapter 13.03 SMC, shall pay the prescribed fee and make application to the engineering services department for a permit, which application:

- a. gives the applicant's state contractor registration number, or contains a certificate that the applicant proposes to do work in connection with the residence owned by the applicant;
 - b. indicates the legal and street address description of the premises to be served and the type of occupancy;
 - c. subject to waiver by the city engineer, includes duplicate detailed plans of the work showing the entire course of the sewer from its terminus at the building(s) to the connection with the public sewer and, as may be required, detailing the structures and means for measuring, sampling, or otherwise determining the nature, quality, and quantity of sewage;
 - d. gives such further information as maybe required.
2. If the work to be done under the sewer permit requires the excavation or obstruction of a public way, the applicant must obtain a street obstruction permit.
 3. A separate tap permit, as provided in SMC 13.03.0606, is required for connection to the public sewer.

D. Street Obstruction Permit.

1. A person proposing to dig up, excavate, work in, occupy by person, equipment, structure, or material, or in any fashion obstruct, render less safe, or interfere with the free use of any public way must first make application to the engineering services department for a permit, which may be individual location under SMC 12.02.0706 or a master annual permit under SMC 12.02.0707.

2. Exemptions.

The following activities do not require a street obstruction permit:

- a. A commercial tree licensed firm with a street tree permit may plant, prune, or remove trees in the public right-of-way~~((, bonded, and insured tree trimming))~~~~((trim))~~~~(, provided the work is not on an arterial or within the central business district. Additionally, for all other areas, this exemption does not apply, and a permit is still required if the work:~~
 - i. ~~involves more than thirty minutes operations in the right-of-way (example: simply trimming branches and loading them in a truck), or~~
 - ii. ~~if the work involves tree removal, stump grinding or chipping))~~
if such firm has received an annual tree service obstruction permit issued by the Development Services Center in coordination with the Urban Forester or his or her designee, as provided in SMC 12.02.0707.

- b. A licensed, bonded, and insured sign company performing routine maintenance to existing signs, provided a traffic lane is not obstructed or the work is not within the central business district.
 - c. A licensed, bonded, and insured surveyor performing surveying work in the public way, provided the work is not on an arterial or within the central business district.
 - d. All persons, whether or not required to obtain a permit, shall notify the department of their activities.
- 3. The applicant shall:
 - a. by plat or map show the exact location of the work, structure, material, or activity when required by city engineer;
 - b. describe in detail the activity, the extent, and duration of the obstruction, and the precautions to be taken to protect the traveling public from the hazards occasioned, including, at least, lighting, barricading, and signing;
 - c. pay the permit fee;
 - d. if the activity is contracting work, demonstrate that the applicant has the appropriate license or registration certificate;
 - e. post a bond as provided in SMC 7.02.070.

Section 12. That there is enacted a new chapter 13.14 of the Spokane Municipal Code to read as follows:

Chapter 13.14 Credit for Private Tree Retention
Section 13.14.010 Findings, purpose, and applicability

- A. The City of Spokane finds that it is important for the City to help ensure that the City meets its goal of 30% of the land area of the City covered with tree canopy by 2030.
- B. In order to do so, the City intends to provide an incentive to owners of private property to retain trees on newly-developed property through intentional construction, design, protection and preservation, by providing a credit against the property owner's City ((utility bill))water service charge (for residential customers) or water meter charge (for commercial customers).

Section 13.14.020 Qualifications

- A. In order to qualify for the utility fee credit established by this chapter, an applicant must provide documentary evidence (in the form of photos or a site visit by the Urban Forester or his or her designee) of the existence, type, location, and number of trees located on the applicant's undeveloped property which is to be developed. The fee credit established by this chapter is available only for undeveloped property which is to be developed.
- B. Qualifying property owners may request that each qualifying property receive the credit established by this chapter by submitting a written request to the City of

Spokane, using the form prescribed and supplied by the City. A property owner must make this request through a duly authorized agent.

- C. If approved, the effective date for the credit shall be the month following the City's acceptance of an accurate, complete, and signed request. Any charges, along with any associated late penalties and interest that may have accrued for the property prior to the effective date of the credit will still be due, as previously billed, and subject to collection under to this chapter.
- D. If a property owner qualifying under this section become the owner of additional property(ies), the owner must submit a new request for a credit for each property pursuant to subsection B of this section.
- E. The property owner is responsible for reporting any change in the number of trees existing on the property that may affect qualification for the credit. If the property owner fails to report any such change, the City shall have the right to pursue the billing and collection of any additional fees (i.e., the credit provided, multiplied by the applicable number of months) that may be due to the City.
- F. Any property owner qualifying for the credit shall, as a condition of receiving the credit, agree to permit the Urban Forester, or his or her designee, to access the property upon seventy-two (72) hours' notice, to verify the existence, number, and type of trees located on the property.

Section 13.14.030 Periodic Review

The program created by this chapter shall expire on December 31, 2022. No later than June 30, 2022, administration staff shall provide a report on the program created by this chapter to the City Council and make a recommendation as to whether to extend this program beyond the expiration date provided for in this section.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

RESOLUTION NO. 2019-_____

A Resolution of the Spokane City Council requesting designation of Boone Avenue as a designated bicycle route and installation of increased bicycle and mobility infrastructure near the planned Sportsplex.

WHEREAS, the construction of the Sportsplex requires the vacation of Cataldo Avenue; and

WHEREAS, the vacation of Cataldo as a public street removes a potential safe through route for cyclists and other non-vehicle users (particularly those with mobility impairments) on the north side of Riverfront Park, but also offers opportunities to increase mobility infrastructure in the area; and

WHEREAS, Boone Avenue is currently on the Bicycle Master Plan as a medium trafficked street with shared cycling infrastructure but lacks bicycle lanes or other protections for cyclists, and also lacks some curb cuts for pedestrian and wheelchair travel; and

WHEREAS, Boone Avenue's traffic counts and current street width offers opportunities to provide bicycle lanes with adequate buffers from vehicles in order to increase safety and encourage increased transportation choices and connectivity between Gonzaga University and the Logan Neighborhood through the North Bank and the West Central Neighborhood; and

WHEREAS, connectivity between the Downtown, Riverfront Park, the Sportsplex, the University District and the Cincinnati Greenway is becoming increasingly important and a protected or buffered east-west route for non-automotive travel on the north side of the river and Riverfront Park is a vital aspect of this connectivity.

NOW, THEREFORE, BE IT RESOLVED that the Spokane City Council designates Boone Avenue from Howard Street to Atlantic Street to Sharp Avenue to Lidgerwood Street as a bicycle route (see attached Exhibit A).

BE IT FURTHER RESOLVED that prior to or concurrent with the closure of Cataldo Avenue to public use for construction of the Sportsplex, the City will establish reasonably safe protected or buffered bicycle lanes built in one eastbound and one westbound lane on both sides of the above route, and install ADA sidewalk ramps at all intersections along the route described above.

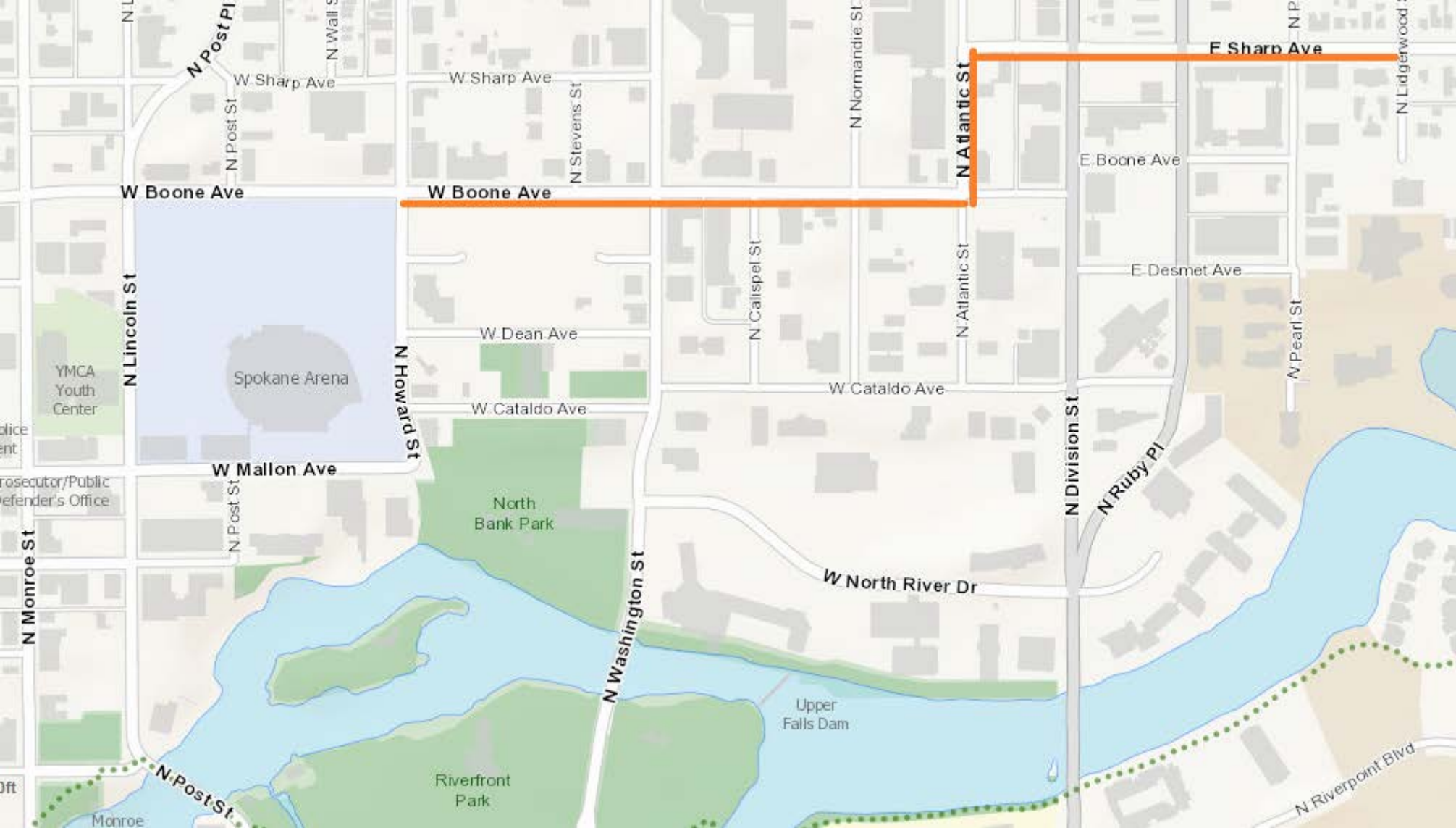
Passed by the City Council this ____ day of _____, 2019.

City Clerk

Approved as to form:

Assistant City Attorney

DRAFT



Briefing Paper

Public Infrastructure, Environment, & Sustainability

Division & Department:	Public Works, 4310 Wastewater Maintenance
Subject:	Student Designed Wastewater Access Cover Art Contest
Date:	28 October 2019
Author (email & phone):	Raylene Gennett, rgennett@spokanecity.org , ext. 7909
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director – Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Urban Experience
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	
<p><u>Background/History:</u> <i>In 2010, the City of Spokane Wastewater Management department partnered with the Spokane Arts Commission to recruit designs from local students for wastewater access covers, which were then produced and placed throughout the City. The project detailed explicit intent to ‘enhance the visual appearance of the City of Spokane access covers’ and called for designs to reflect “the environment, nature, water, water qualities, or landscape of the Pacific Northwest.” The project was such a success that it was repeated in 2015. In keeping with the five year trend, Wastewater is again partnering with Spokane Arts to bring this contest to the students of Spokane. Designs will be solicited this fall for submission either before schools depart for winter break or in early January. Spokane Arts will be reaching out to local media to advertise this contest. The evaluation committee will review designs in early spring and the winning design will be sourced for production in late spring 2020. Past winning designs are included below for reference.</i></p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> Wastewater Management is coordinating with the Spokane Arts Commission to host a contest for local students to design wastewater access covers This is the third time this contest has been held (previously in 2010 and 2015) Designs will be solicited this fall, with a winner chosen in spring of 2020 The winning design will be competed for production in 2020 	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? N/A</p> <p>Annual/Reoccurring expenditure? N/A</p> <p>If new, specify funding source: N/A</p> <p>Other budget impacts: N/A</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Specify changes required: None</p> <p>Known challenges/barriers: None</p>	

2010



2015



Briefing Paper

Public Infrastructure, Environment & Sustainability (PIES) Committee

Division & Department:	Public Works Division – Fleet Services
Subject:	EVSE Grant, EV Market Outlook, Renewable Diesel Information
Date:	October, 28 th , 2019
Author (email & phone):	David Paine, 509-625-7706, dpaine@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Infrastructure, Environment & Sustainability (PIES) Committee
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	“Innovative Infrastructure”, “Safe and Healthy”
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	
Background/History: <i>Starting June 30th, 2019, Fleet has been doing an analysis on Electric Vehicle (EV) market outlook and how the City can possibly adopt this technology into its operations. He is also examining all possibilities for sustainable/green fleet integration.</i>	
Executive Summary: <ul style="list-style-type: none"> <i>There are 81 battery-electric vehicles, 4 hybrid-diesel vehicles, 98 hybrid electric, and 46 plug in hybrid electric models currently on the market the City could pursue (not including high-end luxury models for auto cars).</i> <i>WA State Department of Commerce announced funding available to help State and local government agencies in Washington purchase and install light duty, electric vehicle supply equipment (EVSE) for workplace charging for employees.</i> <i>The EVSEs could be used for City fleet charging after normal business hours (9am-5pm).</i> <i>The grant application is due November 7th, 2019</i> <i>We are analyzing the possibility of applying for the funding of 6 EV charging stations for use at the Nelson Service Center.</i> 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment & Sustainability (PIES) Committee

Division & Department:	Innovation and Technology Services Division
Subject:	XO Communications telecommunications for dial tone and long distance phone services
Date:	October 14, 2019
Author (email & phone):	Theresa Pellham, tpellham@spokanecity.org , 625-6948
City Council Sponsor:	
Executive Sponsor:	Eric Finch and Michael Sloon
Committee(s) Impacted:	Public Infrastructure, Environment & Sustainability (PIES) Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	ITSD – Telecommunications Carrier Services Utilizing Budget code: 5300-73200-18880-54301
Strategic Initiative:	Sustainable Resources
Deadline:	December 31, 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Apply 1-year renewal option to the existing contract for XO Communications phone services
Background/History: XO Communications was selected from the five respondents to RFP #4299-16 as a provider of Telecommunications Carrier Services providing ISDN-PRI services and miscellaneous Telecommunications Services to the City of Spokane. XO Communications had the most competitive pricing, account management, and the breadth of services that meet the City's requirements.	
Executive Summary: <ul style="list-style-type: none"> Authorization to apply final one-year renewal option as previously approved in the original contract OPR2012-0011 with XO Communications for Telecommunication Carrier Services. Estimated annual expense including fixed and variable charges for 2019 is \$125,000 plus tax. Term is January 1, 2019, to December 31, 2019 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment & Sustainability (PIES) Committee

Division & Department:	Innovation and Technology Services Division
Subject:	Network hardware and Riverfront Park Infrastructure and Wireless
Date:	October 28, 2019
Author (email & phone):	Theresa Pellham, tpellham@spokanecity.org , 625-6948
City Council Sponsor:	
Executive Sponsor:	Eric Finch and Michael Sloon
Committee(s) Impacted:	Public Infrastructure, Environment & Sustainability (PIES) Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	ITSD – Network infrastructure expansion and upgrades Utilizing Budget code: Various budget codes
Strategic Initiative:	Innovative Infrastructure
Deadline:	December 31, 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Hardware purchase, licensing, maintenance and support
Background/History: <ul style="list-style-type: none"> The CCB datacenter provides redundant UPS and generator power for continuity of operations; whereas, the City Hall datacenter does not. \$228,877 is requested for network hardware, maintenance and support, licensing, racks and power distribution units to buildout the CCB datacenter for mission critical IT services. For Parks infrastructure and wireless to support additional network attached devices and wireless access points, \$80,553 is requested for hardware, maintenance, support, and licensing. 	
Executive Summary: <ul style="list-style-type: none"> Hardware, maintenance, support and installation services; 5 years licensing and 1-year maintenance and support. Requesting \$309,431 including tax for the hardware purchase, licensing, annual maintenance and support from Compunet, Inc. Pricing is utilizing Washington State Contract Number: 01114 – NASPO Master Contract Number: AR233(14-19) Term is December 1, 2019, to November 30, 2020, for SmartNet maintenance and support Term is December 1, 2019, to November 30, 2024, for Cisco Digital Network Architecture (DNA) licensing 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Briefing Paper (PIES)

Division & Department:	Integrated Capital Management
Subject:	Department of Ecology Stormwater Capacity Grant
Date:	October 28, 2019
Author (email & phone):	Mark Papich (mpapich@spokanecity.org , 625-6310)
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	PIES
Strategic Initiative:	
Deadline:	
<u>Background/History:</u> <p>The City has been awarded a 2019-2021 Biennial Stormwater Capacity Grant from the department of Ecology. This is a non-competitive grant. The awarded amount is \$95,000 with no match. This grant will assist the City with funding activities associated with meeting the requirements of our Phase II Municipal Stormwater Permit. Historically, the City has utilized this funding source to assist with the purchase of vehicles and equipment (i.e. vactor trucks and street sweepers) that allow us to meet the maintenance component of the permit.</p>	
<u>Executive Summary:</u> <ul style="list-style-type: none"> <i>2019-2021 Biennial Stormwater Capacity Grant</i> <i>The grant amount is \$95,000 with no match.</i> <i>The grant will be utilized to offset costs associated with meeting requirements of the Phase II Municipal Stormwater Permit (equipment purchase, street sweeping, outreach, etc.).</i> 	
<u>Budget Impact:</u> Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify funding source: Utility Rates - IC	
<u>Operations Impact:</u> Consistent with current operations? <input type="checkbox"/> Yes <input type="checkbox"/> No n/a Requires change in current operations? <input type="checkbox"/> Yes <input type="checkbox"/> No n/a Specify operations change:	

Briefing Paper (PIES)

Division & Department:	Integrated Capital Management
Subject:	DWSRF and PWTF Loan Agreements for SIA Additional Reservoir
Date:	October 28, 2019
Author (email & phone):	Mark Papich (mpapich@spokanecity.org , 625-6310)
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	PIES
Strategic Initiative:	
Deadline:	

Background/History:

The City has been awarded two low-interest loans to fund the design and construction of a new water storage reservoir in the SIA Pressure zone with an estimated capital cost of approximately \$11,000,000. This reservoir will be located adjacent to the two existing reservoirs near the airport. This project is identified in the approved 2019-2024 Six Year Capital Improvement Program.

The funding sources of the two loans are the Drinking Water State Revolving Fund (DWSRF) and the Public Works Trust Fund (PWTF). The DWSRF loan is federal funding and the PWTF loan is state funding. Specific details of each of loan are identified below:

DWSRF Loan
 Loan Amount: \$3,030,000
 Interest Rate: 2.25%
 Loan Term: 20 years

PWTF Loan
 Loan Amount: \$8,000,000
 Interest Rate: 1.58%
 Loan Term: 20 years

Executive Summary:

- The two (2) loan agreements are for the SIA Additional Reservoir.
- The DWSRF loan amount is \$3,030,000, the PWTF loan amount is \$8,000,000.
- The term of each loan is 20 years with an interest rate of 2.25% (DWSRF) and 1.58% (PWTF).
- These revenues and expenses are budgeted and consistent with the 6-year Capital Plan.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No

Annual/Reoccurring expenditure? ☒ Yes ☐ No

Specify funding source: Utility Rates - IC

Operations Impact:

Consistent with current operations? ☐ Yes ☐ No n/a

Requires change in current operations? ☐ Yes ☐ No n/a

Specify operations change:

Briefing Paper (PIES)

Division & Department:	Street
Subject:	Purchase of Ice Kicker
Date:	10/28/2019
Contact (email & phone):	rhowerton@spokanecity.org / 625-7741
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	Infrastructure
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	
Background/History: <i>This salt-based product with anticorrosive inhibitors added is used by Street Department during the winter months for deicing. Used primarily in the CBD area. Is purchased off the state contract.</i>	
Executive Summary: <i>Impact</i> <ul style="list-style-type: none"> The total cost to the City is \$139 per ton not to exceed \$100,000 annually. <i>Action</i> <ul style="list-style-type: none"> Approval of the contract <i>Funding</i> <ul style="list-style-type: none"> Funding for this is included in the 2019/2020 Street Operation and Maintenance Budget. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment, and Sustainability Committee

Division & Department:	Integrated Capital Management
Subject:	Fish Lake Trail Connection Study
Date:	10-28-19
Author (email & phone):	Nathan Anunson (nanunson@spokanecity.org , 625-6894)
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Urban Experience; PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, 6-Year Street Program
Strategic Initiative:	Urban Experience
Deadline:	12/20/19
Outcome: (deliverables, delivery duties, milestones to meet)	Develop an actionable plan to connect two existing trail systems. Improve a sense of community, while promoting bicycle and pedestrian transit and recreation. Continued progress towards meeting the goals of the bicycle master plan.
Background/History: The City of Spokane is soliciting proposals from Firms interested in participating on a project to provide professional planning services: preliminary engineering; surveying; environmental permitting; and 60% design for the connection of Fish Lake Trail at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. The present routing is on-street and includes a hill with a grade in excess of 7%. This project will study route options for a multi-use path between these endpoints and then design the preferred option. The preferred route will include an enhanced trail crossing near Riverside Avenue/Clarke Avenue and a short connection through People's Park to the Sandifur Bridge. The path will also connect to the new Peaceful Valley Trail, which will head east from the Sandifur Bridge. Crosswalk improvements, transit access and neighborhood connectivity will be evaluated for each route.	
Executive Summary: <ul style="list-style-type: none"> Seeking a firm to provide planning services; preliminary engineering; survey; environmental permitting and 60% design Route to connect Fish Lake Trail to the Centennial Trail Via Sandifur Bridge Present routing is on-street and includes grades in excess of 7% Path will also connect to the new Peaceful Valley Trail Crosswalk improvements, transit access and neighborhood connectivity to be evaluated 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment & Sustainability (PIES) Committee

Division & Department:	Finance - Asset Management
Subject:	Master Security Services Contract for Citywide Security Services
Date:	October 3, 2019
Author (email & phone):	Dave Steele, dsteale@spokanecity.org 625-6064
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Finance, Environment & Sustainability (PIES) Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	November 4th, 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Approval of Master Contract
<p>Background/History: For decades, the City of Spokane has utilized private security services to provide security at a wide variety of locations. These locations range from City Hall to the Intermodal Facility, City operated landfills, occasional special events and parks patrols. Historically these have been completed as individual contracts, typically signed by individual departments, and completely uncoordinated. In May of 2019 the City of Spokane through the Purchasing Department published an RFP intended to extend the consolidation of these services under a master contract, providing a single multiyear contract. These services would be accessed by each department utilizing a task assignment process and their own budget account number.</p> <p>This consolidation provides one point of contact for security services for the City of Spokane, eliminates a variety of contracts that need to be tracked and renewed on a wide range of schedules, simplifies the retaining of security services for short term security needs, and will provide a single uniform appearance and standard of service for all City security needs.</p> <p>This master contract is intended to be for 3 years with (2) 1 year options for extension for a total of 5 years. It is anticipated that the total cost of the contract over the 5 year term will be set 'as a not to exceed' \$1,750,000. In the event that this limit is reached prior to the 5 year term expiring, council action would be required to add additional dollars to the contract.</p>	
<p>Executive Summary:</p> <ul style="list-style-type: none"> Multi year Master Contract for Citywide Security Services Not to exceed \$1,750,000 over the total 5 year term of the contract Each division or Department or Division utilizing the contract will establish task assignments and use their own budget 	
<p>Budget Impact:</p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If new, specify funding source:</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	

Operations Impact:

Consistent with current operations/policy?

☐

Yes

☐

No

Requires change in current operations/policy?

☐

Yes

☐

No

Specify changes required:

Known challenges/barriers:

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works, Fleet Services
Subject:	Purchase of Tank Truck
Date:	October 28, 2019
Author (email & phone):	Micaela Martinez mmartinez@spokanecity.org 625-7823
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	Innovative Infrastructure: Maintaining our fleet of support equipment
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	
Background/History: Fleet Services would like to purchase a Tank truck for the Wastewater Maintenance Department. The truck will be purchased from Kenworth Sales, Spokane, WA, for \$178,665.43 including tax. Purchase will be made using the Sourcewell Contract # 081716-KTC.	
Executive Summary: <u>Impact</u> <ul style="list-style-type: none"> The Tank Truck will replace a unit that has reached the end of its economic life. <u>Action</u> <ul style="list-style-type: none"> We recommend approval for the purchase of the Tank Truck for the Wastewater Maintenance Department. <u>Funding</u> <ul style="list-style-type: none"> Funding for this is included in the Wastewater Maintenance budget. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environmental and Sustainability

Division & Department:	Public Works, Engineering
Subject:	37 th Avenue Sidewalk – Manito Blvd. to Latawah St.
Date:	October 28, 2019
Contact (email & phone):	Dan Buller (dbuller@spokanecity.org 625-6391)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director of Public works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Sidewalk infill is consistent with the pedestrian master plan.
Strategic Initiative:	Innovative Infrastructure
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Approval of construction contract
Background/History: <ul style="list-style-type: none"> With a school at one end of the proposed sidewalk and a large ballfield at the other, the project alignment is a heavily used pedestrian corridor which currently has sidewalk on one side only (north side). 	
Executive Summary: <ul style="list-style-type: none"> The proposed project provides infill sidewalk on the south side of 37th Avenue directly south of Hart Field and just east of Jefferson Elementary. This sidewalk was prioritized by the TBD board which is providing approximately one third of the funding. The other two thirds of the project funding is provided by the state TIB. Construction is planned for summer 2020, when school is out. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	



Briefing Paper

PIES

Division & Department:	Communications Department
Subject:	Reprographics Budget
Date:	October 28, 2019
Contact (email & phone):	Marlene Feist (mfeist@spokanecity.org ; 625-6505)
City Council Sponsor:	
Executive Sponsor:	Marlene Feist
Committee(s) Impacted:	Sustainable Resources
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document)	
Strategic Initiative:	
Deadline:	An SBO is coming forward to budget revenues from Reprographics Unappropriated Reserves to cover needed expenses through the end of the year.
Outcome: (deliverables, delivery duties, milestones to meet)	
Background/History: Reprographics is seeking to budget \$26,340 from its unappropriated reserves to cover anticipated expenses through the end of the year.	
Executive Summary: <ul style="list-style-type: none"> Reprographics is seeking to transfer funds from the department's unappropriated reserves to cover anticipated expenses through the end of the year. The expenses include: <ul style="list-style-type: none"> A needed replacement computer for the press. Paper and related supplies for print projects for various departments. 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Contract for Vacuum Support Services at the WTE
Date:	October 28, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	Innovative Infrastructure-Sustainability of the WTE Operations
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of contract with Big Sky Industrial for vacuuming services that will allow maintenance work to be completed in a clean and environmentally conscious manner.
Background/History: <p>During maintenance outages at the WTE Facility, sandblasting is done throughout the boiler to clean the surface of the tubes. Vacuum support services are needed for vacuuming the sandblast sand and cleanup of various levels after sandblasting is complete.</p> <p>Also required is the vacuuming of sump and water jet transfer line in the ash house and vacuuming of the carbon room and overflow areas, as well as water wash of air cooled condensers. All work must be done with no vacuum exhaust being released outside the building. All vacuum materials will be disposed on site at the Waste to Energy facility.</p> <p>On September 30, 2019 bidding closed on PW ITB 5098-19 for these services and Big Sky Industrial of Spokane, WA was the only response received. The contract will span from January 1, 2020 through December 31, 2020 with the option of four (4) additional one-year extensions with an annual cost not to exceed \$110,000.00 including tax.</p>	
Executive Summary: <ul style="list-style-type: none"> Contract with Big Sky Industrial for Vacuum Support Services at the WTE per their response to PW ITB 5098-19. Includes vacuuming of sandblast material, sump and water jet transfer lines, overflow areas and water washing of air cooled condensers. Annual estimated cost of the renewal is \$110,000.00. Term of the extension will run from January 1, 2020 through December 31, 2020 with four (4) additional one-year extensions possible. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Extension to Contract for Offsite Hydraulic and Pneumatic Cylinder Rebuilding.
Date:	October 28, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Innovative Infrastructure-Sustainability of the WTE Operations
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval to extend the contract for cylinder rebuilding to allow the WTE Facility to continue uninterrupted operations at a lower cost than replacing the cylinders.
Background/History: <p>The WTE uses various hydraulic and pneumatic cylinders throughout the facility. Rebuilding these cylinders with OEM parts extends their life and is more cost effective than purchasing all new cylinders.</p> <p>In October of 26 RFP #4303-16 responses were received for these services and Hydrotech Generator Repair Plus, Inc., dba Hydraulics Plus, was awarded the contract. The initial term was one year with the option to extend for four (4) additional one-year periods. This will be the third of those extensions. The contract term will be from January 1, 2020 to December 31, 2020 with an annual cost of \$100,000.00 including taxes.</p>	
Executive Summary: <ul style="list-style-type: none"> • Extension #3 of 4 for rebuilding of hydraulic and pneumatic cylinders at the WTE Facility. • Repairs done off-site with OEM parts only. • Contract term from January 1, 2020 through December 31, 2020. • Annual cost of \$100,000.00 including taxes. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Contract for Boiler Blasting Services at the WTE Facility
Date:	October 28, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Sustainable Resources-Sustainable Practices; Innovative Infrastructure-Affordable Services
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the extension for Boiler Blasting Services; without which the WTE facility would not be able to continue uninterrupted operations.
Background/History: <p>Prior to maintenance outages, blasting with explosives is done in the boilers to facilitate more efficient cleaning and repairs.</p> <p>On September 30, 2019 bidding closed to PW ITB 5096-19 for these services and Online Cleaning Services of Marysville, CA was the only response received. The contract will run from January 1, 2020 through December 31, 2020 with the option of four (4) additional one-year extensions. The anticipated annual cost is \$300,000.00 including tax.</p>	
Executive Summary: <ul style="list-style-type: none"> Contract for boiler blasting services per PW ITB 5096-19 with Online Cleaning Services who was the only response received. Contract term to begin on January 1, 2020 and end on December 31, 2020 with the option of four (4) additional one-year extensions. Annual cost not expected to exceed \$300,000.00. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Contract for Preventative Maintenance/Inspections on Bridge Cranes at the WTE
Date:	October 28, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	Innovative Infrastructure-Sustainability of the WTE Operations
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the contract to ensure safe and continued uninterrupted operations.
Background/History: <p>The Waste to Energy Facility recently completed the installation of two new 9-ton, top-running, double-girder bridge cranes. These cranes are used for continuously loading refuse into the furnace for incineration. Even though the cranes are new, they will still require preventative maintenance and quarterly inspections to ensure they continue operating safely.</p> <p>On September 30, 2019 bidding closed on PW ITB 5105-19 for these services and WEMCO, Inc., of Spokane, WA was the only response received. The contract will run from January 1, 2020 through December 31, 2020 with four (4) additional one-year extensions possible. The annual cost should not exceed \$100,000.00 including tax.</p>	
Executive Summary: <ul style="list-style-type: none"> Contract for preventative maintenance/inspections of the bridge cranes at the WTE per PW ITB 5105-19. WEMCO, Inc. of Spokane, WA was the only response received. The contract will span from January 1, 2020 through December 31, 2020 with the option of four (4) additional one-year extensions The annual cost should not exceed \$100,000.00 including tax. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Contract for Crane/Hoist/Trolley and Lifeline Preventative Maintenance/Inspections at the WTE
Date:	October 28, 2019
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	Innovative Infrastructure-Sustainability of the WTE Operations
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the contract to ensure safe and continued uninterrupted operations.

Background/History:

The WTE Facility utilizes cranes in many different areas, including double girder top-riding cranes, in-house monorail cranes and two lifeline cranes in its operations. All of this equipment requires quarterly inspections and as-needed repairs by certified inspectors and technicians.

On September 30, 2019 bidding closed on PW ITB 5101-19 for these services on all of the cranes excluding the two new refuse-handling bridge cranes. WEMCO, Inc. of Spokane, WA was the only response received. The contract will span from January 1, 2020 through December 31, 2020 with the option of four (4) additional one-year extensions. The annual cost should not exceed \$60,000.00 including tax.

Executive Summary:

- Contract for Crane/Hoist/Trolley and Lifeline Preventative Maintenance at the WTE per PW ITB 5101-19.
- WEMCO, Inc. of Spokane, WA was the only response received.
- The contract will span from January 1, 2020 through December 31, 2020 with the option of four (4) additional one-year extensions
- The annual cost should not exceed \$60,000.00 including tax.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers: