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 September 23, 2019 meeting.

- Action Taken
- Council Member Fagan moved to approve the minutes of the September 23, 2019 meeting as presented; the motion was seconded by Council Member Kinnear.

Discussion Items
A. Council Requests
1. Consent Items for Discussion - Fish Lake Trail Connection Study

2. Fire Hydrant Security Resolution
Council Member Beggs gave a brief overview of the proposed fire hydrant security resolution. Scott Simmons and Dan Kegley discussed the work by the Water department to identify industry standards.

3. Resolution Lincoln Heights Neighborhood Council requesting Crosswalk Improvements
Council Member Beggs began the discussion on the resolution drafted by the Lincoln Heights Neighborhood Council requesting crosswalk improvements that were listed. Discussion was had by the committee on the crosswalks and restriping work each year.

4. Protecting Leaves and Adding New Trees (PLANT) Ordinance
   Council Member Kinnear, Giacobbe Byrd and Angel Spell discussed the draft ordinance and reviewed the information that will be used for communication with citizens and developers.

5. Private/Public Development Coordination (i.e. Austin Road)
   Council Member Mumm

6. Cataldo Vacation – Boone Bike Route Resolution
   Council Member Beggs introduced the resolution to encourage future planning for bicycle routes during development of the Sports Center on Cataldo and Boone.

7. University District property
   Charlie Wolff discussed the property sale in the University District and the challenges being faced by the prospective developer that include the underground rock outcroppings and building orientation. The next steps will be presented at the next Council legislative meeting.

B. Staff Requests
   1. Walkability Action Project
      Brandon Blankenagel along with SRTC, SRHD and SPS reviewed the Walkability Action project with the Committee. He discussed the elements of the program that orientates residents to the walkability and bicycling in their neighborhoods for short trips and commutes.

   2. Student Designed Wastewater Access Cover Art Contest
      Raylene Gennett discussed the art contest that happens every five years to choose a design for wastewater access covers that are installed or replaced.

   3. EVSE Grant, EV Market Outlook, Renewable Diesel Information
      David Paine and Nathan Groh discussed the research and feasibility study on the EV market and renewable diesel for use in City vehicles.

   4. 2019-2020 Warming Centers and Expanded Capacity
      Tija Danzig gave a brief update on the contracts for the warming centers that will be going to the next Council meeting.

Strategic Plan Session
A. Priority Strategy 1. Rapidly Accelerating Street Pavement Maintenance Projects
   • Status update: Unpaved local Streets within each Council District
Katherine Miller gave an overview powerpoint and discussed the coordination to compile the lists of unimproved streets in each district. The remaining lists will be sent in the next few days by council.

B. **Priority Strategy 2. Repurposing Public Property to Stimulate Private Investment**
C. **Priority Strategy 3. Sustainable City**
   - Report on Sustainability Action Subcommittee
     Due to remaining time during this meeting, this item was deferred to the next month.

**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

**Executive Session**
None.

**Adjournment**
The meeting adjourned at 3:25 p.m.

**Prepared by:**
Barbara Patrick, Administrative Specialist

[Signature]
Chair
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 Odegaard (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
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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

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**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinhofson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.
Briefing Papers
**Briefing Paper**  
**Public Infrastructure, Environment and Sustainability**

<table>
<thead>
<tr>
<th><strong>Division &amp; Department:</strong></th>
<th>City Council</th>
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</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Fire Hydrant Security Resolution</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>10/27/19</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Breean Beggs, <a href="mailto:bbeggs@spokanecity.org">bbeggs@spokanecity.org</a></td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td>Breean Beggs</td>
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<td><strong>Executive Sponsor:</strong></td>
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<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>PIES, Public Safety</td>
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<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>☐ Consent  ■ Discussion  ☐ Strategic Initiative</td>
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<tr>
<td><strong>Alignment:</strong></td>
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<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Will be filed for Council consideration after committee</td>
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<tr>
<td><strong>Deadline:</strong></td>
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<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
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**Background/History:** 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.

**Executive Summary:**
- Asks the Water Department to consider the following:
  - 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

**Budget Impact:**
- **TOTAL COST:**
  - 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:  |
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 hydrosed 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 11 day of September, 2019.

Carol Tomsic, Lincoln Heights Neighborhood Council Chair
### Briefing Paper

**Public Infrastructure, Environment, & Sustainability Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
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<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Protecting Leaves and Adding New Trees (PLANT) Ordinance</td>
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<tr>
<td><strong>Date:</strong></td>
<td>10/28/2019</td>
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<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Giacobbe Byrd (<a href="mailto:gbyrd@spokanecity.org">gbyrd@spokanecity.org</a>)</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td>Council Member Lori Kinnear</td>
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<td><strong>Executive Sponsor:</strong></td>
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<td>Strategic Plan</td>
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<td><strong>Strategic Initiative:</strong></td>
<td>Sustainable Resources: Smart use of Water Resources for Economic Growth; Cleaner River Faster</td>
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<td><strong>Deadline:</strong></td>
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**PLANT Ordinance seeks to help the City of Spokane achieve its goal of reaching 30% canopy coverage by 2030.**

**Background/History:**

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.

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:

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%)**
2. **Create new reforestation programs and maintain existing ones**
3. **Update the Urban Forestry Plan once at least every five years**

**Executive Summary:**

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:

- **Remove exception for street tree planting requirements when constructing new single family and duplex dwelling units.**
- **Require the installation of auto-irrigation systems** (if not installed already) on properties undergoing new development.
- **Implement fees in lieu of planting street trees in limited circumstances.**
- **Emphasize and clarify regulations to protect trees during construction activities** from demolition and excavation to new and renovated buildings.
- 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.
- **Create a new incentive-based tree retention City utility bill credit program.**

**Budget Impact:**

- Approved in current year budget? ☒ Yes ☐ No ☐ N/A
- Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A
<table>
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<tr>
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<th>Other budget impacts: (revenue generating, match requirements, etc.)</th>
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<td>Operations Impact:</td>
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<td>Consistent with current operations/policy? ☐ Yes ☒ No ☐ N/A</td>
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<td></td>
<td>Requires change in current operations/policy? ☒ Yes ☐ No ☐ N/A</td>
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<td>Specify changes required:</td>
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<td>Known challenges/barriers:</td>
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ORDINANCE NO. C-___________


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 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 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 City Engineer may further limit the height of plantings, landscaping structures, and other site development features within 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 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. For example, instead of each property providing a five-foot wide planting strip, adjacent property owners could provide 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:
<table>
<thead>
<tr>
<th>SUBJECT PROPERTY ZONE (vertical)</th>
<th>ADJACENT PROPERTY ZONE (horizontal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA</td>
<td>RA</td>
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<tr>
<td>RSF</td>
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<td>CC, FBC</td>
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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.

   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>
<thead>
<tr>
<th>TABLE 17C.200.050-1</th>
<th>Tree Planting Dimensional Standards [1]</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONE</td>
<td>CONTINUOUS PLANTING STRIP (minimum width as measured from back of curb)</td>
</tr>
<tr>
<td>Zone</td>
<td>Minimum Width</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------</td>
</tr>
<tr>
<td>CC</td>
<td>5 ft.</td>
</tr>
<tr>
<td>Commercial</td>
<td>5 ft.</td>
</tr>
<tr>
<td>Industrial</td>
<td>6 ft.</td>
</tr>
<tr>
<td>RA, RSF, RTF</td>
<td>6 ft.</td>
</tr>
<tr>
<td>RMF, RHD</td>
<td>6 ft.</td>
</tr>
<tr>
<td>School/Church Loading Zone</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>For lots &lt; 0.5 acre, if tree is:</th>
<th>Then points received are:</th>
<th>For lot &gt; 0.5 acre, if tree is:</th>
<th>Then points received are:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-15&quot; diameter measured at 4 ½' above the ground</td>
<td>10</td>
<td>8-15&quot; diameter measured at 4 ½' above the ground</td>
<td>5</td>
</tr>
<tr>
<td>16&quot; + diameter measured at 4 ½' above the ground</td>
<td>20</td>
<td>16&quot; + diameter measured at 4 ½' above the ground</td>
<td>10</td>
</tr>
<tr>
<td>Ponderosa Pine bonus</td>
<td>5 per additional tree</td>
<td>Ponderosa Pine bonus</td>
<td>5 per additional tree</td>
</tr>
</tbody>
</table>

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.

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
   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 IIIIB 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 tree trimming) firm with a street tree permit may plant, prune, or remove trees in the public right-of-way 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 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 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
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
<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Public Works, 4310 Wastewater Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject:</td>
<td>Student Designed Wastewater Access Cover Art Contest</td>
</tr>
<tr>
<td>Date:</td>
<td>28 October 2019</td>
</tr>
<tr>
<td>Author (email &amp; phone):</td>
<td>Raylene Gennett, <a href="mailto:rgennett@spokanecity.org">rgennett@spokanecity.org</a>, ext. 7909</td>
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<tr>
<td>City Council Sponsor:</td>
<td>Scott Simmons, Director – Public Works</td>
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<tr>
<td>Committee(s) Impacted:</td>
<td>PIES</td>
</tr>
<tr>
<td>Type of Agenda item:</td>
<td>☐ Consent ☑ Discussion ☐ Strategic Initiative</td>
</tr>
<tr>
<td>Alignment:</td>
<td>(link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
</tr>
<tr>
<td>Strategic Initiative:</td>
<td>Urban Experience</td>
</tr>
<tr>
<td>Deadline:</td>
<td></td>
</tr>
<tr>
<td>Outcome:</td>
<td>(deliverables, delivery duties, milestones to meet)</td>
</tr>
</tbody>
</table>

**Background/History:** 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.

**Executive Summary:**
- 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

**Executive Summary:**
- 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

**Budget Impact:**
- Approved in current year budget? N/A
- Annual/Reoccurring expenditure? N/A
- If new, specify funding source: N/A
- Other budget impacts: N/A

**Operations Impact:**
- Consistent with current operations/policy? ☑ Yes ☐ No
- Requires change in current operations/policy? ☐ Yes ☑ No
- Specify changes required: None
- Known challenges/barriers: None
## Executive Summary:

- **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).**
- **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.**
- **The EVSEs could be used for City fleet charging after normal business hours (9am-5pm).**
- **The grant application is due November 7th, 2019.**
- **We are analyzing the possibility of applying for the funding of 6 EV charging stations for use at the Nelson Service Center.**

## Background/History:

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.
**Briefing Paper**  
**Public Infrastructure, Environment & Sustainability (PIES) Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Innovation and Technology Services Division</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>XO Communications telecommunications for dial tone and long distance phone services</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 14, 2019</td>
</tr>
<tr>
<td><strong>Author (email &amp; phone):</strong></td>
<td>Theresa Pellham, <a href="mailto:tpellham@spokanecity.org">tpellham@spokanecity.org</a>, 625-6948</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Eric Finch and Michael Sloon</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>Public Infrastructure, Environment &amp; Sustainability (PIES) Committee</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>![Consent] ![Discussion] ![Strategic Initiative]</td>
</tr>
<tr>
<td><strong>Alignment:</strong> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>ITSD – Telecommunications Carrier Services Utilizing Budget code: 5300-73200-18880-54301</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Sustainable Resources</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td>December 31, 2019</td>
</tr>
<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
<td>Apply 1-year renewal option to the existing contract for XO Communications phone services</td>
</tr>
</tbody>
</table>

**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:**

- 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? ![Yes] ![No]
- Annual/Reoccurring expenditure? ![Yes] ![No]

If new, specify funding source:

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

**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 & Sustainability (PIES) Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Innovation and Technology Services Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject:</td>
<td>Network hardware and Riverfront Park Infrastructure and Wireless</td>
</tr>
<tr>
<td>Date:</td>
<td>October 28, 2019</td>
</tr>
<tr>
<td>Author (email &amp; phone):</td>
<td>Theresa Pellham, <a href="mailto:tpellham@spokanecity.org">tpellham@spokanecity.org</a>, 625-6948</td>
</tr>
<tr>
<td>City Council Sponsor:</td>
<td>Eric Finch and Michael Sloon</td>
</tr>
<tr>
<td>Committee(s) Impacted:</td>
<td>Public Infrastructure, Environment &amp; Sustainability (PIES) Committee</td>
</tr>
<tr>
<td>Type of Agenda item:</td>
<td>![Consent] ![Discussion] ![Strategic Initiative]</td>
</tr>
<tr>
<td>Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>ITSD – Network infrastructure expansion and upgrades</td>
</tr>
<tr>
<td>Utilizing Budget code:</td>
<td>Various budget codes</td>
</tr>
<tr>
<td>Strategic Initiative:</td>
<td>Innovative Infrastructure</td>
</tr>
<tr>
<td>Deadline:</td>
<td>December 31, 2019</td>
</tr>
<tr>
<td>Outcome: (deliverables, delivery duties, milestones to meet)</td>
<td>Hardware purchase, licensing, maintenance and support</td>
</tr>
<tr>
<td>Background/History:</td>
<td></td>
</tr>
</tbody>
</table>
  - 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:**

- 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? ![Yes] ![No]  
- Annual/Reoccurring expenditure? ![Yes] ![No]  
- If new, specify funding source:  
- Other budget impacts: (revenue generating, match requirements, etc.)

**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**  
*(PIES)*

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Integrated Capital Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject:</td>
<td>Department of Ecology Stormwater Capacity Grant</td>
</tr>
<tr>
<td>Date:</td>
<td>October 28, 2019</td>
</tr>
<tr>
<td>Author (email &amp; phone):</td>
<td>Mark Papich (<a href="mailto:mpapich@spokanecity.org">mpapich@spokanecity.org</a>, 625-6310)</td>
</tr>
<tr>
<td>City Council Sponsor:</td>
<td></td>
</tr>
<tr>
<td>Executive Sponsor:</td>
<td></td>
</tr>
<tr>
<td>Committee(s) Impacted:</td>
<td>PIES</td>
</tr>
<tr>
<td>Strategic Initiative:</td>
<td></td>
</tr>
<tr>
<td>Deadline:</td>
<td></td>
</tr>
</tbody>
</table>

**Background/History:**
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.

**Executive Summary:**
- 2019-2021 Biennial Stormwater Capacity Grant
- The grant amount is $95,000 with no match.
- 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.).

**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 ☐
- Requires change in current operations? Yes ☑  No  n/a
- Specify operations change:

□ □ □ □
□ □
□ □
□ □
□ □
**Briefing Paper**  
*(PIES)*

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Integrated Capital Management</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>DWSRF and PWTF Loan Agreements for SIA Additional Reservoir</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 28, 2019</td>
</tr>
<tr>
<td><strong>Author (email &amp; phone):</strong></td>
<td>Mark Papich <em>(<a href="mailto:mpapich@spokanecity.org">mpapich@spokanecity.org</a>, 625-6310)</em></td>
</tr>
<tr>
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<tr>
<td><strong>Executive Sponsor:</strong></td>
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<tr>
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<td>PIES</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
</tbody>
</table>

**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)

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Purchase of Ice Kicker</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>10/28/2019</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td><a href="mailto:rhowerton@spokanecity.org">rhowerton@spokanecity.org</a> / 625-7741</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Scott Simmons</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td></td>
</tr>
<tr>
<td>x Consent</td>
<td>Discussion</td>
</tr>
<tr>
<td><strong>Alignment:</strong> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>Strategic Plan</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Infrastructure</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
<td></td>
</tr>
<tr>
<td><strong>Background/History:</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>

### Executive Summary:

- **Impact**
  - The total cost to the City is $139 per ton not to exceed $100,000 annually.

- **Action**
  - Approval of the contract

- **Funding**
  - Funding for this is included in the 2019/2020 Street Operation and Maintenance Budget.

### 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:**
**Briefing Paper**

**Public Infrastructure, Environment, and Sustainability Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Integrated Capital Management</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Fish Lake Trail Connection Study</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>10-28-19</td>
</tr>
<tr>
<td><strong>Author (email &amp; phone):</strong></td>
<td>Nathan Anunson (<a href="mailto:nanunson@spokanecity.org">nanunson@spokanecity.org</a>, 625-6894)</td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>Urban Experience; PIES</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>☒ Consent ☐ Discussion ☐ Strategic Initiative</td>
</tr>
<tr>
<td><strong>Alignment:</strong> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, 6-Year Street Program</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Urban Experience</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td>12/20/19</td>
</tr>
<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
<td>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.</td>
</tr>
</tbody>
</table>

**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:**
- 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? ☒ Yes ☐ No
- Annual/Reoccurring expenditure? ☐ Yes ☒ No
- If new, specify funding source: 
- Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impact:**
- Consistent with current operations/policy? ☐ Yes ☒ No
- Requires change in current operations/policy? ☐ Yes ☒ No
- Specify changes required:
- Known challenges/barriers:
### 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.

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.

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.

### Executive Summary
- 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

### Budget Impact
- Approved in current year budget? ☐ Yes ☑ No
- Annual/Reoccurring expenditure? ☑ Yes ☐ No
- Other budget impacts: (revenue generating, match requirements, etc.)
<table>
<thead>
<tr>
<th>Operations Impact:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Consistent with current operations/policy?</td>
<td>Yes ☐ No ☑</td>
</tr>
<tr>
<td>Requires change in current operations/policy?</td>
<td>Yes ☐ No ☑</td>
</tr>
<tr>
<td>Specify changes required:</td>
<td></td>
</tr>
<tr>
<td>Known challenges/barriers:</td>
<td></td>
</tr>
</tbody>
</table>
### Briefing Paper
**Public Infrastructure, Environment and Sustainability Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Public Works, Fleet Services</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Purchase of Tank Truck</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 28, 2019</td>
</tr>
<tr>
<td><strong>Author (email &amp; phone):</strong></td>
<td>Micaela Martinez <a href="mailto:mmartinez@spokanecity.org">mmartinez@spokanecity.org</a>  625-7823</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Scott Simmons</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>Public Infrastructure, Environment and Sustainability Committee</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td><img src="Consent" alt="Consent" /> <img src="Discussion" alt="Discussion" /> ![Strategic Initiative](Strategic Initiative)</td>
</tr>
<tr>
<td><strong>Alignment:</strong> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>Strategic Plan</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Innovative Infrastructure: Maintaining our fleet of support equipment</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
<td></td>
</tr>
<tr>
<td><strong>Background/History:</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>

### Executive Summary:

**Impact**
- The Tank Truck will replace a unit that has reached the end of its economic life.

**Action**
- We recommend approval for the purchase of the Tank Truck for the Wastewater Maintenance Department.

**Funding**
- Funding for this is included in the Wastewater Maintenance budget.

### Budget Impact:
- **Approved in current year budget?:** Yes [ ] No [ ]
- **Annual/Reoccurring expenditure?:** Yes [ ] No [ ]
- **If new, specify funding source:**
- **Other budget impacts:** (revenue generating, match requirements, etc.)

### 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, Environmental and Sustainability**

<table>
<thead>
<tr>
<th><strong>Division &amp; Department:</strong></th>
<th>Public Works, Engineering</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>37th Avenue Sidewalk – Manito Blvd. to Latawah St.</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 28, 2019</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Dan Buller (<a href="mailto:dbuller@spokanecity.org">dbuller@spokanecity.org</a>  625-6391)</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Scott Simmons, Director of Public works</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>PIES</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>☒ Consent    ☐ Discussion    ☐ Strategic Initiative</td>
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<tr>
<td><strong>Alignment:</strong></td>
<td>Sidewalk infill is consistent with the pedestrian master plan.</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Innovative Infrastructure</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Outcome:</strong></td>
<td>Approval of construction contract</td>
</tr>
</tbody>
</table>

### Background/History:

- 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:

- 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:

<table>
<thead>
<tr>
<th>Approved in current year budget?</th>
<th>☒ Yes</th>
<th>☐ No</th>
<th>☐ N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual/Reoccurring expenditure?</td>
<td>☐ Yes</td>
<td>☒ No</td>
<td>☐ N/A</td>
</tr>
</tbody>
</table>

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:
<table>
<thead>
<tr>
<th><strong>Briefing Paper</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PIES</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Division &amp; Department:</strong></th>
<th>Communications Department</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Reprographics Budget</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 28, 2019</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Marlene Feist (<a href="mailto:mfeist@spokanecity.org">mfeist@spokanecity.org</a>; 625-6505)</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Marlene Feist</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>Sustainable Resources</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>□ Consent □ Discussion □ Strategic Initiative</td>
</tr>
<tr>
<td><strong>Alignment:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>An SBO is coming forward to budget revenues from Reprographics Unappropriated Reserves to cover needed expenses through the end of the year.</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Outcome:</strong></td>
<td>(deliverables, delivery duties, milestones to meet)</td>
</tr>
</tbody>
</table>

**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:**
- 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:
  - A needed replacement computer for the press.
  - Paper and related supplies for print projects for various departments.

**Budget Impact:**
- Approved in current year budget? □ Yes □ No □ N/A
- Annual/Reoccurring expenditure? □ Yes □ No □ N/A
- 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
- Known changes required:
- Known challenges/barriers:
## Executive Summary:
- 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.

## Background/History:
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.

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.

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.
## Briefing Paper

**Public Infrastructure, Environment and Sustainability Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Public Works Division; Solid Waste Disposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Extension to Contract for Offsite Hydraulic and Pneumatic Cylinder Rebuilding.</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 28, 2019</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Chris Averyt, <a href="mailto:caverty@spokanecity.org">caverty@spokanecity.org</a>, 625-6540</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Scott Simmons, Director, Public Works</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>Public Infrastructure, Environment and Sustainability Committee</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>☒ Consent ☐ Discussion ☐ Strategic Initiative</td>
</tr>
<tr>
<td><strong>Alignment:</strong></td>
<td>(link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Innovative Infrastructure-Sustainability of the WTE Operations</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Outcome:</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>

### Background/History:

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.

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.

### Executive Summary:

- Extension #3 of 4 for rebuilding of hydraulic and pneumatic cylinders at the WTE Facility.
- Repairs done off-site with OEM parts only.
- Annual cost of $100,000.00 including taxes.

### Budget Impact:

- Approved in current year budget? ☒ Yes ☐ No ☐ N/A
- Annual/Recurring 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:
**Subject:** Contract for Boiler Blasting Services at the WTE Facility

**Date:** October 28, 2019

**Contact (email & phone):** Chris Averyt, caveryt@spokanecity.org, 625-6540

**Type of Agenda Item:** Consent

**Background/History:**
Prior to maintenance outages, blasting with explosives is done in the boilers to facilitate more efficient cleaning and repairs.

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.

**Executive Summary:**
- 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? Yes
- Annual/Reoccurring expenditure? Yes
- Other budget impacts: (revenue generating, match requirements, etc.)
- Requires change in current operations/policy? Yes
- Known challenges/barriers: N/A

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<table>
<thead>
<tr>
<th>Alignment</th>
<th>Outcome</th>
<th>Strategic Initiative:</th>
<th>Outcome:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council approval of the extension for Boiler Blasting Services; without which the WTE facility would not be able to continue uninterrupted operations.</td>
<td>Sustainable Resources-Sustainable Practices; Innovative Infrastructure-Affordable Services</td>
<td>Sustainable Resources-Sustainable Practices; Innovative Infrastructure-Affordable Services</td>
<td>Council approval of the extension for Boiler Blasting Services; without which the WTE facility would not be able to continue uninterrupted operations.</td>
</tr>
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</table>
# Briefing Paper

**Public Infrastructure, Environment and Sustainability Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Public Works Division; Solid Waste Disposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Contract for Preventative Maintenance/Inspections on Bridge Cranes at the WTE</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>October 28, 2019</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Chris Averyt, <a href="mailto:caveryt@spokanecity.org">caveryt@spokanecity.org</a>, 625-6540</td>
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<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Scott Simmons, Director, Public Works</td>
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<tr>
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<td>Public Infrastructure, Environment and Sustainability Committee</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>☒ Consent  □ Discussion  □ Strategic Initiative</td>
</tr>
<tr>
<td><strong>Alignment:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Innovative Infrastructure-Sustainability of the WTE Operations</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Outcome:</strong></td>
<td>Council approval of the contract to ensure safe and continued uninterrupted operations.</td>
</tr>
</tbody>
</table>

**Background/History:**

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.

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.

**Executive Summary:**

- 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?  ☒ 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:
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:** ☑ Consent ☐ Discussion ☐ 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:
Presentations
CHECKING IN: Spokane Unpaved Streets
Quick review since July
Things to Consider:

- 547 of blocks of unpaved streets

- Est $125K per (300ft) block = 5.6 blocks a year = 97.7 years to complete

Assumptions to confirm with Council:

- This program needs to be built to last;
- The desire is to focus as much of the $700,000 into construction verses administration
  - Build a process that uses as little staff time as possible
Recommended Guidelines for Selection

- Strip pave 24’
- Minimal sloping (inc. driveway approaches)
- No structures/utilities
  - Needed or needing replacement
- Minimal tree removals or rock ex
- No drainage issues
- No private property encroachments

Safety
- Higher Potential for ADT
- Near a Center/Corridor, Park, School
Recommended Guidelines for Selection

- Strip pave 24’
- Minimal sloping (inc. driveway approaches)
- No structures/utilities
  - Needed or needing replacement
- Minimal tree removals or rock ex
- No drainage issues
- No private property encroachments
- Safety
- Higher Potential for ADT
- Near a Center/Corridor, Park, School
Each District Received:

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>Street Name</th>
<th>From Street</th>
<th>To Street</th>
<th>1/2 mile School Buffer</th>
<th>1/2 mile Park Buffer</th>
<th>1/2 mile Centers Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hemlock St</td>
<td>Glass Ave</td>
<td>Courland Ave</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Providence Ave</td>
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<tr>
<td>Lindeke St</td>
<td>Garland Ave</td>
<td>Ave</td>
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<tr>
<td></td>
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<td>Montgomery Ave</td>
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<tr>
<td>Oak St</td>
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<tr>
<td>Sinto Ave</td>
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<td>G St</td>
<td>Euclid Ave</td>
<td>Fairview Ave</td>
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<td>Pine Ct</td>
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<td>Conestoga St</td>
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<tr>
<td>Hemlock St</td>
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<td>Timothy Pl</td>
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<td>Sutherland St</td>
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<td>Everett Pl</td>
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<td>No</td>
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</tbody>
</table>

2

Burchwood Ct | County Street | End | No | No | No

3

Austin Rd | Strong Rd | Quamish Dr | Yes | Yes

Hemlock St | Euclid Ave | Fairview Ave | Yes | No

Atlantic St | Courtland Ave | Gray Ct | Yes | Yes

4

Belt St | End | Fairview Ave | Yes | No

Bridge Ave | Maple St | Cedar St | Yes | Yes

Chestnut St | Sinto Ave | Sharp Ave | Yes | Yes

Chestnut St | Maxwell Ave | Sinto Ave | Yes | Yes

Bridge Ave | End | Lindeke St | Yes | Yes
District 1

August 21st email from Danny Cossey confirming District 1 list is good to go.

<table>
<thead>
<tr>
<th>Priority Ranking</th>
<th>Street Name</th>
<th>From Street</th>
<th>To Street</th>
<th>Water Pipe Ranking</th>
<th>Sewer Pipe Ranking</th>
<th>1/2 mile School Buffer</th>
<th>1/2 mile Park Buffer</th>
<th>1/2 mile Centers Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Napa St</td>
<td>Francis Ave</td>
<td>Decatur Ave</td>
<td>Low Ranking Pipe</td>
<td>No Sewer Pipe</td>
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<tr>
<td>Fairview Ave</td>
<td>Cincinnati St</td>
<td>Hamilton St</td>
<td>No Water Pipe</td>
<td>No Sewer Pipe</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</table>
Haven’t heard yet from District 2

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>Street Name</th>
<th>From Street</th>
<th>To Street</th>
<th>1/2 mile School Buffer</th>
<th>1/2 mile Park Buffer</th>
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<tr>
<td>3rd Ave</td>
<td>F St</td>
<td>E St</td>
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<td>Ralph St</td>
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<td>6th Ave</td>
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### October 14th email from Kandace Watkins submitting District 3’s prioritized list.

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>Street Name</th>
<th>From Street</th>
<th>To Street</th>
<th>1/2 mile School Buffer</th>
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<td>Bridge Ave</td>
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<td>Oak St</td>
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<td>Wall St</td>
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<tr>
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<td>Alameda Blvd</td>
<td>Driscoll Blvd</td>
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<tr>
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<td>Everett Pl</td>
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<td>Sutherland St</td>
<td>Yes</td>
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<td></td>
</tr>
</tbody>
</table>

**Comment a**
Next Steps-

- Looking for District 2’s prioritized list by November 2019
- ICM will be delivering a project Charter to Design in Nov for a 2020 Construction

- Districts 1 & 2 will each have a project to “catch up” with District 3’s Falls Avenue completed project. Costs not to exceed $400,000 to cover both District’s projects

- In addition, all three Districts will have one project with costs not to exceed $700,000 the For long term viability of this program, we may want to consider another process to provide oversight of the roadway selection

- A total of 5 projects not to exceed $1.3M
Next Steps continued-

- The first 3-5 prioritized projects from each District will be submitted to design. I.e. a total of 9-15 potential projects will be submitted for consideration.

- Out of the 9-15, final selection will be done by Design and will be based on the selection criteria.

- Design, during their report outs throughout the year, will keep Council up to date on the status of the projects. And ICM will report yearly on what’s been completed.
Recommended Guidelines for Selection

- Strip pave 24’
- Minimal sloping (inc. driveway approaches)
- No structures/utilities
  - Needed or needing replacement
- Minimal tree removals or rock ex
- No drainage issues
- No private property encroachments
- Safety
- Higher Potential for ADT
- **Near a Center/Corridor, Park, School**
Thank you!
SPOKANE WALKABILITY ACTION TEAM
THINK BIG!
WHAT WE AIM TO ACCOMPLISH

- Address the gaps in coordinating school redevelopment projects & city infrastructure
- Equitable outreach practices
- Maximize public health outcomes
HOW WE WILL DO IT

Pilot assessment tools with Shaw Middle School Campus redevelopment

- Pedestrian Accessibility Measure (PAM)
- Health Impact Assessment (HIA)
- Walkability Audit

Share assessment results with Shaw Design Team

Opportunities for systematic implementation

Recommend funding solutions
MULTI-MODAL ASSESSMENT TOOL

Current practice focuses on vehicle travel

School busing outside a 1-mile radius

Pedestrian/bike accessibility

All day use/community campus
  • All ages and abilities
  • Daylight and starlight programming
WALKING TIME TO BRT STOP

school-age children, single direction access

Number of minutes walk to the nearest BRT stop, either direction of service
MULTI-MODAL ASSESSMENT OUTCOMES

- Barrier identification
  - Sidewalk gaps
  - Road crossings
  - Lack of bicycle infrastructure

- Safety Enhancements
  - Traffic calming
  - Enhanced crossings
  - Lighting

- Multi Modal Connectivity
  - Aligning with transit development plans
WHAT WILL THIS COST?

Spokane’s Strategy:

- Form a city safety plan around collision history
- Engage the school district and public regarding barriers/dangers
- Review schedule for school capital projects
- Prioritize treatments to address immediate needs and begin aligning infrastructure improvements with school developments
- Seek grant opportunities to leverage School Safety revenue
HEALTH IMPACT ASSESSMENT ADDRESSES A GAP IN DECISION MAKING
DEFINING HEALTH IMPACT ASSESSMENT

Determinants of Health
- School climate
- Safety
- Access to services
- Community engagement
- Healthy food
- Physical activity
- Traffic and roadways
- Air and noise quality

Recommendations for a HEALTHY COMMUNITY
SHAW CAMPUS HIA GOALS

- Inform community and transportation planning and development in Spokane
- Identify connections between school campus design features and health outcomes
- Engage and empower students and community members in policy analysis
- Demonstrate the utility of combining HIA with other types of assessments in Spokane
- Create new and strengthen existing relationships between agencies and community organizations
HIA PROGRESS TO DATE

Direct Outcomes
- Focus on community resources
- Increased engagement of families
- Sense of belonging and welcoming

Intermediate Outcomes
- Shared power and authority for policies
- Sense of equality and partnerships

Health Outcomes
- Improved student performance
- Better school climate
- Stronger sense of community involvement

Shawnee Campus Project

We don't believe in feeling hungry

Energy Enjoy Life Fun

Helping carry kids out of poverty

Get Outside Kids are Made to Move
WALKABILITY ACTION PROJECT GOALS

- Improve Siting & Redesign Policies
- Recommend assessment tools to inform multi-modal improvements
- Develop a model process to engage the community in process
NEXT STEPS

- Launching PAM and HIA assessments at Shaw
- Provide our recommendations re: Shaw
- Preparing a model framework for using assessment tools
  - Partner with other agencies to extend the use of this model
THANK YOU
PROTECTING LEAVES AND ADDING NEW TREES (PLANT) ORDINANCE

P.I.E.S. COMMITTEE PRESENTATION
OCTOBER 28, 2019
my.spokanecity.org/projects/protecting-leaves-and-adding-new-trees-plant-ordinance/
BACKGROUND

- Benefits of an Urban Canopy
- 30% by 2030
- Title 12 Amendments
- Next Step - Amendments to the City’s development codes and creating incentives for retaining trees
Why PLANT?

Let’s look at just a few benefits of trees and the tree canopy throughout the City of Spokane!
Why PLANT?
Trees by the Numbers:

Figures on your handout are for 76,533 street trees inventoried and analyzed for value and benefits in the City of Spokane in 2012.
Why PLANT?
Trees by the Numbers:

$714,302 is saved annually in reduced heating and cooling costs.
Why PLANT?
Trees by the Numbers:

$75,778 is saved annually in reduction of atmospheric CO2.
Why PLANT?
Trees by the Numbers:

$113,296 is saved annually in air quality improvements.
Why PLANT?
Trees by the Numbers:

$290,602 is saved annually in stormwater mitigation by rain interception and storage.
Why PLANT?
Trees by the Numbers:

Trees beautify Spokane, attracting more tourists, and businesses, lowering crime rates, increasing marketability and property values at a value of $2,850,251 annually.
30 BY 30 - ORD C35758

- Commits the City to aspirational goals regarding our urban tree canopy;
- Commits the city to updating the urban forestry plan every five years;
- Requires that the director of the urban forestry program coordinate with neighborhood and business services division; and,  
- Creates new reforestation programs and maintains existing programs.
PROPOSED AMENDMENTS

Proposed Amendments to 17C and new Section 13.14 are intended to:

- Advance the City’s 30% by 2030 goal in a meaningful and implementable manner;
- Align Spokane’s Street Tree requirements to those in neighboring and similar-sized cities;
- Include minor code clean up; and,
- Brings language from Chapter 12 into chapter 17.
Title 17 Amendments

Now let's review proposed changes to the Municipal Code.
RSF/Duplex Tree Requirement

17C.200.040 Site Planting Standards

- Site planting standards requires all residentially zoned street frontage to be developed with street trees.

- Existing code provides an exception for single family and duplex development.

- Proposed amendment holds residential single family and duplex development to the same basic standard as other forms of residential development.
RSF/Duplex Tree Requirement

- Liberty Lake
- Post Falls
- Coeur d’Alene
- Hayden
- Walla Walla
- Seattle
- Tacoma
- Kirkland
- Olympia
Street Tree Maintenance

17C.200.050 Street Tree Requirements

- Existing code states that street trees and other landscaping shall be maintained by the adjacent property owner.

- Proposed amendment will codify the City’s ability to undertake street tree and landscape maintenance work at the owners expense.
**Auto-Irrigation Systems**

17C.200.100 Irrigation Requirement

- Existing regulations refers to keeping planting areas and street trees in a healthy condition including the installation and maintenance of an irrigation system.

- Proposed amendment clarifies that an automatic irrigation system will be required for new construction.
Fees in Lieu of Planting Street Trees

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

- In limited circumstances amendment would provide a fee in lieu of planting street trees.
- Provides mechanism for retaining tree benefits when conflicts with utilities, curb cuts, or other site features prevent installation.
- Funds from in lieu fees will be used for planting trees at alternative locations.
ADDITIONAL TREE PROTECTIONS

- Emphasizes and clarifies regulations to protect trees during construction activities including, but not limited to:
  - Excavation;
  - Demolition;
  - Construction of any building, structure, street; and,
  - Utility work

- Codifies penalties for destroying, killing, injuring, mutilating, or defacing street trees - Class I Civil Infractions; and

- Proposed new section includes Director discretion to issue a warning for first-time violations.
INCENTIVES

- Protects existing canopy
- Incentivizes tree retention during new construction activities
  - Includes tree eligibility criteria
- Allows customers to accrue points per retained tree.
  - Points translate to a percent reduction (capped at 50%) on customer’s monthly water service charge (residential) or water meter charge (commercial)
- Incentive lasts 3 years for residential customers and 1 year for commercial customers
## Incentive Structure

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

<table>
<thead>
<tr>
<th>For lots &lt; 0.5 acre, if tree is:</th>
<th>Then points received are:</th>
<th>For lot &gt; 0.5 acre, if tree is:</th>
<th>Then points received are:</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-15” diameter measured at 4 ½’ above the ground</td>
<td>10</td>
<td>8-15” diameter measured at 4 ½’ above the ground</td>
<td>5</td>
</tr>
<tr>
<td>16” + diameter measured at 4 ½’ above the ground</td>
<td>20</td>
<td>16” + diameter measured at 4 ½’ above the ground</td>
<td>10</td>
</tr>
<tr>
<td>Ponderosa Pine bonus</td>
<td>5 per additional tree</td>
<td>Ponderosa Pine bonus</td>
<td>5 per additional tree</td>
</tr>
</tbody>
</table>
**Tree Retention Utility Incentive Forecast: CY2020 - CY2022**

**Average Residential Customer would save:**
$103 in year 1; $106 in year 2; and $109 in year 3. (for a total of $318 over 3 years)

**Average Commercial Customer would save:**
$260 in their 1 year of incentive eligibility

<table>
<thead>
<tr>
<th>Year</th>
<th>Residential Participants</th>
<th>Commercial Participants</th>
<th>Annual Points (Residential and Commercial)</th>
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<tbody>
<tr>
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<td>75</td>
<td>150</td>
<td>225</td>
</tr>
</tbody>
</table>

**Assumptions:** 30% of 250 residential properties and 30% of 100 commercial properties developed or redeveloped annually will save an average of 3 trees for 50 points; there is a $3.80 annual stormwater benefit per tree saved; utility rates will increase 2.9% annually; average commercial meter size will be 2 in over the 3 year period; and 7. Tree retention incentives as described in this section shall have a duration of one (1) year for commercial customers and three (3) years for residential customers.
OUTREACH

Outreach Events:

08/14/2019: Plan Commission Workshop #1
09/04/2019: Southgate Neighborhood Council Presentation
09/10/2019: West Central Community Center Open House
09/19/2019: Community Assembly Land Use Committee Presentation
09/21/2019: Lower South Hill Neighborhood Block Party Table
09/25/2019: Plan Commission Workshop #2
09/26/2019: South Hill Public Library Open House
10/28/2019: P.I.E.S. Committee Presentation
12/11/2019: Plan Commission Hearing
**OUTREACH**

**Other Outreach:**


Facebook posts promoting the webpage and the two open houses

Flyers distributed at outreach events and posted in City Hall notifying the public of open houses

Pamphlets describing the ordinance and its benefits distributed at outreach events

PLANT ordinance background, information, and outreach event reminders sent to representatives from:

- Land Use Community Assembly (Urban Forestry Subcommittee)
- Pedestrian Transportation and Traffic (PeTT)
- Spokane Journal of Business
- Avista
- Park Board Urban Forestry Tree Committee
- Spokane Home Builders Association (SHBA)
- Spokane Riverkeeper
- Spokane Conservation District
- Spokane Lands Council / Spokane Ponderosa
- AGC
- Neighborhood Council Representatives from Every Neighborhood Council
Visit the Project Page


Or, go to my.spokanecity.org/projects and scroll down to the PLANT page (all projects are in alphabetical order)