

CITY COUNCIL MEETINGS RULES – PUBLIC DECORUM

Strict adherence to the following rules of decorum by the public will be observed and adhered to during City Council meetings, including open forum, public comment period on legislative items, and Council deliberations:

- 1. No Clapping!**
- 2. No Cheering!**
- 3. No Booing!**
- 4. No public outbursts!**
- 5. Three-minute time limit for comments made during open forum and public testimony on legislative items!**
- 6. No person shall be permitted to speak at open forum more often than once per month. In addition, please silence your cell phones when entering the Council Chambers!**

Further, keep the following City Council Rules in mind:

Rule 2.2 Open Forum

- D. The open forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the City. No person shall be permitted to speak regarding items on the current or advance agendas, pending hearing items, or initiatives or referenda in a pending election. Individuals speaking during the open forum shall address their comments to the Council President and shall not use profanity, engage in obscene speech, or make personal comment or verbal insults about any individual.
- E. To encourage wider participation in open forum and a broad array of public comment and varied points of view, no person shall be permitted to speak at open forum more often than once per month. However, there is no limit on the number of items on which a member of the public may testify, such as legislative items, special consideration items, hearing items, and other items before the City Council and requiring Council action that are not adjudicatory or administrative in nature, as specified in Rules 5.3 and 5.4.

Rule 5.4 Public Testimony Regarding Legislative Agenda Items – Time Limits

- A. 5.4.1 The City Council shall take public testimony on all matters included on its legislative agenda, with those exceptions stated in Rule 5.4(B). Public testimony shall be limited to the final Council action. Public testimony shall be limited to three (3) minutes per speaker, unless, at his or her discretion, the Chair determines that, because of the number of speakers signed up to testify, less time will need to be allocated per speaker in order to accommodate all of the speakers. The Chair may allow additional time if the speaker is asked to respond to questions from the Council.
- B. No public testimony shall be taken on consent agenda items, amendments to legislative agenda items, or procedural, parliamentary, or administrative matters of the Council.
- C. For legislative or hearing items that may affect an identifiable individual, association, or group, the following procedure may be implemented:
 1. Following an assessment by the Chair of factors such as complexity of the issue(s), the apparent number of people indicating a desire to testify, representation by designated spokespersons, etc., the Chair shall, in the absence of objection by the majority of the Council present, impose the following procedural time limitations for taking public testimony regarding legislative matters:
 - a. There shall be up to fifteen (15) minutes for staff, board, or commission presentation of background information, if any.
 - b. The designated representative of the proponents of the issue shall speak first and may include within his or her presentation the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. Up to thirty (30) minutes shall be granted for the proponent's presentation. If there be more than one designated representative, they shall allocate the 30 minutes between or among themselves.

- c. Three minutes shall be granted for any other person not associated with the designated representative who wishes to speak on behalf of the proponent's position.
 - d. The designated representative, if any, of the opponents of the issue shall speak following the presentation of the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. The designated representative(s) of the opponents shall have the same time allotted as provided for the proponents.
 - e. Three minutes shall be granted for any other person not associated with the designated representative who wishes to speak on behalf of the opponents' position.
 - f. Up to ten minutes of rebuttal time shall be granted to the designated representative for each side, the proponents speaking first, the opponents speaking second.
- 2. In the event the party or parties representing one side of an issue has a designated representative and the other side does not, the Chair shall publicly ask the unrepresented side if they wish to designate one or more persons to utilize the time allotted for the designated representative. If no such designation is made, each person wishing to speak on behalf of the unrepresented side shall be granted three minutes to present his/her position, and no additional compensating time shall be allowed due to the fact that the side has no designated representative.
 - 3. In the event there appears to be more than two groups wishing to advocate their distinct positions on a specific issue, the Chair may grant the same procedural and time allowances to each group or groups, as stated previously.
- D. The time taken for staff or Council member questions and responses thereto shall be in addition to the time allotted for any individual or designated representative's testimony.

THE CITY OF SPOKANE



ADVANCE COUNCIL AGENDA

MEETING OF MONDAY, JUNE 18, 2018

MISSION STATEMENT

**TO DELIVER EFFICIENT AND EFFECTIVE SERVICES
THAT FACILITATE ECONOMIC OPPORTUNITY
AND ENHANCE QUALITY OF LIFE.**

MAYOR DAVID A. CONDON

COUNCIL PRESIDENT BEN STUCKART

COUNCIL MEMBER BREEAN BEGGS

COUNCIL MEMBER MIKE FAGAN

COUNCIL MEMBER CANDACE MUMM

COUNCIL MEMBER KATE BURKE

COUNCIL MEMBER LORI KINNEAR

COUNCIL MEMBER KAREN STRATTON

**CITY COUNCIL CHAMBERS
CITY HALL**

**808 W. SPOKANE FALLS BLVD.
SPOKANE, WA 99201**

CITY COUNCIL BRIEFING SESSION

Council will adopt the Administrative Session Consent Agenda after they have had appropriate discussion. Items may be moved to the 6:00 p.m. Legislative Session for formal consideration by the Council at the request of any Council Member.

SPOKANE CITY COUNCIL BRIEFING SESSIONS (BEGINNING AT 3:30 P.M. EACH MONDAY) AND LEGISLATIVE SESSIONS (BEGINNING AT 6:00 P.M. EACH MONDAY) ARE BROADCAST LIVE ON CITY CABLE CHANNEL FIVE AND STREAMED LIVE ON THE CHANNEL FIVE WEBSITE. THE SESSIONS ARE REPLAYED ON CHANNEL FIVE ON THURSDAYS AT 6:00 P.M. AND FRIDAYS AT 10:00 A.M.

The Briefing Session is open to the public, but will be a workshop meeting. Discussion will be limited to Council Members and appropriate Staff and Counsel. There will be an opportunity for the expression of public views on any issue not relating to the Current or Advance Agendas during the Open Forum at the beginning and the conclusion of the Legislative Agenda.

ADDRESSING THE COUNCIL

- No one may speak without first being recognized for that purpose by the Chair. Except for named parties to an adjudicative hearing, a person may be required to sign a sign-up sheet as a condition of recognition.
- Each person speaking at the public microphone shall print his or her name and address on the sheet provided at the entrance and verbally identify him/herself by name, address and, if appropriate, representative capacity.
- If you are submitting letters or documents to the Council Members, please provide a minimum of ten copies via the City Clerk. The City Clerk is responsible for officially filing and distributing your submittal.
- In order that evidence and expressions of opinion be included in the record and that decorum befitting a deliberative process be maintained, modes of expression such as demonstration, banners, applause and the like will not be permitted.
- A speaker asserting a statement of fact may be asked to document and identify the source of the factual datum being asserted.

SPEAKING TIME LIMITS: Unless deemed otherwise by the Chair, each person addressing the Council shall be limited to a three-minute speaking time.

CITY COUNCIL AGENDA: The City Council Advance and Current Agendas may be obtained prior to Council Meetings from the Office of the City Clerk during regular business hours (8 a.m. - 5 p.m.). The Agenda may also be accessed on the City website at www.spokanecity.org. Agenda items are available for public review in the Office of the City Clerk during regular business hours.

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 Spokane City Council Chamber 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.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@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.

If you have questions, please call the Agenda Hotline at 625-6350.

BRIEFING SESSION

(3:30 p.m.)

(Council Chambers Lower Level of City Hall)
(No Public Testimony Taken)

Council Reports

Staff Reports

Committee Reports

Advance Agenda Review

Current Agenda Review

ADMINISTRATIVE SESSION

Roll Call of Council

CONSENT AGENDA

REPORTS, CONTRACTS AND CLAIMS

RECOMMENDATION

- | | | |
|---|---------|--------------------------------|
| 1. One-year Contract Extension with Public Safety Corporation, AOT (Lake Mary, FL) for continued joint administration of the False Alarm Program from July 1, 2018 through June 30, 2019—\$300,000 estimated revenue per year.
Justin Lundgren | Approve | OPR 2011-0535 |
| 2. Contract Extension with American Recycling Corporation (Spokane, WA) for recycling of metals collected from the Waste-to-Energy Facility's ash, and scrap metals from the tipping floor from July 1, 2018 through December 31, 2018—\$100,000.
David Paine | Approve | OPR 2015-0022
RFP 4071-14 |
| 3. Extension of Sole Source Contract with McCoy Power Consultants (Genoa, NV) to maintain compliance of National Electric Reliability Corporation/Federal Energy Regulatory Commission reliability standards for the Waste-to-Energy Facility—\$90,000.
David Paine | Approve | OPR 2016-0450
RES 2016-0055 |

- | | | |
|--|----------------------------------|---------------|
| 4. Recommendations to list the following on the Spokane Register of Historical Places: | Approve & Auth. Mgmt. Agreements | |
| a. Engelhorn Hotel/Apartments, 410 West 3rd Avenue. | | OPR 2018-0366 |
| b. McClintock-Trunkey Annex Building, 125 South Stevens Street | | OPR 2018-0367 |
| Megan Duvall | | |
| 5. Report of the Mayor of pending claims and payments of previously approved obligations, including those of Parks and Library, through _____, 2018, total \$_____, with Parks and Library claims approved by their respective boards. Warrants excluding Parks and Library total \$_____. | Approve & Authorize Payments | CPR 2018-0002 |
| 6. City Council Meeting Minutes: _____, 2018. | Approve All | CPR 2018-0013 |

EXECUTIVE SESSION

(Closed Session of Council)

(Executive Session may be held or reconvened during the 6:00 p.m. Legislative Session)

CITY COUNCIL SESSION

(May be held or reconvened following the 3:30 p.m. Administrative Session)

(Council Briefing Center)

This session may be held for the purpose of City Council meeting with Mayoral nominees to Boards and/or Commissions. The session is open to the public.

LEGISLATIVE SESSION

(6:00 P.M.)

(Council Reconvenes in Council Chamber)

WORDS OF INSPIRATION

PLEDGE OF ALLEGIANCE

ROLL CALL OF COUNCIL

ANNOUNCEMENTS

(Announcements regarding Changes to the City Council Agenda)

BOARDS AND COMMISSIONS APPOINTMENTS

(Includes Announcements of Boards and Commissions Vacancies)

APPOINTMENTS

CHHS Board: Two Appointments.

RECOMMENDATION

Confirm

CPR 2012-0033

ADMINISTRATIVE REPORT

Update on Riverfront Park project.

COUNCIL COMMITTEE REPORTS

(Committee Reports for Finance, Neighborhoods, Public Safety, Public Works, and Planning/Community and Economic Development Committees and other Boards and Commissions)

OPEN FORUM

This is an opportunity for citizens to discuss items of interest not relating to the Current or Advance Agendas nor relating to political campaigns/items on upcoming election ballots. This Forum shall be for a period of time not to exceed thirty minutes. After all the matters on the Agenda have been acted on, unless it is 10:00 p.m. or later, the open forum shall continue for a period of time not to exceed thirty minutes. Each speaker will be limited to three minutes, unless otherwise deemed by the Chair. If you wish to speak at the forum, please sign up on the sign-up sheet located in the Chase Gallery.

Note: No person shall be permitted to speak at Open Forum more often than once per month (Council Rule 2.2.E).

LEGISLATIVE AGENDA

SPECIAL BUDGET ORDINANCE

(Require Five Affirmative, Recorded Roll Call Votes)

Ordinance amending Ordinance No. C35565 passed by the City Council December 11, 2017, and entitled, "An Ordinance adopting the Annual Budget of the City of Spokane for 2018, making appropriations to the various funds, departments and programs of the City of Spokane government for the fiscal year ending December 31, 2018, and providing it shall take effect immediately upon passage, and declaring an emergency and appropriating funds in:

ORD C35636 **General Fund**
FROM: Unappropriated Reserves, \$160,000;
TO: Other Misc. Services, \$160,000.

(This action allows the appropriation of additional funds to support homeless outreach and encampment response programming.).

Kelly Keenan

NO EMERGENCY ORDINANCES

RESOLUTIONS & FINAL READING ORDINANCES

(Require Four Affirmative, Recorded Roll Call Votes)

RES 2018-0045 (To be considered under Hearings Item H1.)
RES 2018-0046 Permitting the use of unmanned aerial vehicles by the City's Public Works Department to enable enhanced inspection of City public works infrastructure and facilities.
Raylene Gennett

Resolutions relating to modifications of the City of Spokane's Retail Water Service Area to include:

RES 2018-0047 Parcel Number 35352.9061.
RES 2018-0048 Parcel Number 35352.0305.
RES 2018-0049 Parcel Number 35352.9111.
RES 2018-0050 Parcel Number 26231.9207.
RES 2018-0051 Parcel Numbers 26104.9010 & 26104.9011.
RES 2018-0052 Parcel Number 35021.9048.
RES 2018-0053 Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216.
Eldon Brown
ORD C35632 Relating to Urban Utility Installation Program; amending SMC section 8.10.230. (Deferred from June 11, 2018, Agenda.) (First Reading held on June 4, 2018.)
Teri Stripes
ORD C35634 Relating to budget controls; amending section 3.07.230; enacting new sections 3.07.340, 3.07.350, 3.07.360, and 3.07.370 of the Spokane Municipal Code. (Deferred from June 11, 2018, Agenda.) (First Reading held on June 4, 2018.)
Council Member Stratton

FIRST READING ORDINANCES

(No Public Testimony Will Be Taken)

- ORD C35623 (To be considered under Hearings Item H2.b.)
- ORD C35635 Relating to the electric fence security systems amending SMC 17C.130.310.
Melissa Owen
- ORD C35637 Exempting qualifying multiple-family housing projects from the requirement to provide off-street parking; enacting a new section 08.15.140 of the Spokane Municipal Code.
Council President Stuckart
- ORD C35638 Relating to business registrations for social purpose corporations and Certified B Corporations; amending sections 08.01.020, 08.01.190, and 08.02.0206.
Council President Stuckart

FURTHER ACTION DEFERRED

NO SPECIAL CONSIDERATIONS**HEARINGS**

(If there are items listed you wish to speak on, please sign your name on the sign-up sheets in the Chase Gallery.)

RECOMMENDATION

- | | | | |
|-----|--|-------------------------------|------------------------------|
| H1. | Resolution 2018-0045 adopting the Six-Year Comprehensive Street Program 2019-2024.
Brandon Blankenagel | Adopt Upon Roll Call Vote | RES 2018-0045
ENG 2018015 |
| H2. | a. Vacation of portions of 32nd Avenue and Napa Street right-of-ways as requested by Touchmark. | Approve Subject to Conditions | |
| | b. First Reading Ordinance C35623 vacating portions of 32nd Avenue and Napa Street right-of-ways.
(Deferred from May 21, 2018, Agenda.)
Eldon Brown | Further Action Deferred | ORD C35623 |

Motion to Approve Advance Agenda for June 18, 2018.
(per Council Rule 2.1.2)

OPEN FORUM (CONTINUED)

This is an opportunity for citizens to discuss items of interest not relating to the Current or Advance Agendas nor relating to political campaigns/items on upcoming election ballots. This Forum shall be for a period of time not to exceed thirty minutes. After all the matters on the Agenda have been acted on, unless it is 10:00 p.m. or later, the open forum shall continue for a period of time not to exceed thirty minutes. Each speaker will be limited to three minutes, unless otherwise deemed by the Chair. If you wish to speak at the forum, please sign up on the sign-up sheet located in the Chase Gallery.

Note: No person shall be permitted to speak at Open Forum more often than once per month (Council Rule 2.2.E).

ADJOURNMENT

The June 18, 2018, Regular Legislative Session of the City Council is adjourned to June 25, 2018.

NOTES

**Agenda Sheet for City Council Meeting of:**

06/18/2018

Date Rec'd

5/9/2018

Clerk's File #

OPR 2011-0535

Renews #Submitting Dept

POLICE

Cross Ref #Contact Name/PhoneJUSTIN C 625-4115
LUNDGRENProject #Contact E-Mail

JCLUNDGREN@SPOKANEPOLICE.ORG

Bid #Agenda Item Type

Contract Item

Requisition #Agenda Item Name

0680 - FALSE ALARM PROGRAM

Agenda Wording

One year contract extension with PUBLIC SAFETY CORPORATION - AOT (Lake Mary, FL) for continued joint administration of the False Alarm Program. Estimated revenue from the program is \$300,000.00 per year. Extension term is July 1, 2018 to June 30, 2019

Summary (Background)

Spokane PD has had a False Alarm contract with AOT since 2006. The Police Department responds to over 7,000 alarm calls annually. Approximately, 98% of these alarms are false, resulting in the commitment of over 8,000 man-hours in Police Department resources to those alarms. Currently SPD is evaluating the need to make some Spokane City Ordinance specification changes regarding the False Alarm Program. These changes will be incorporated in the formal request for quotes scheduled for 2019.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Revenue \$ 300,000.00

0680-11460-28100-34210-99999

Select \$

#

Select \$

#

Select \$

#

ApprovalsCouncil NotificationsDept Head

KING, KEVIN

Study SessionPSCHS Meeting
06/04/2018Division Director

MEIDL, CRAIG

OtherFinance

HUGHES, MICHELLE

Distribution ListLegal

ODLE, MARI

spdfinance

For the Mayor

DUNIVANT, TIMOTHY

jgriffin

Additional Approvals

jgoldman

Purchasing

cwahl

mdoval



City of Spokane

**CONTRACT EXTENSION
WITH COST**

Title: **ADMINISTRATION OF THE CITY'S
FALSE ALARM PROGRAM**

This Contract Extension including additional compensation is made and entered into by and between the **City of Spokane** as ("City"), a Washington municipal corporation, and **AOT Public Safety Corporation**, whose address is 1000 Business Center Dr., Lake Mary, FL 32746 as ("**PSC**"), individually hereafter referenced as a "party", and together as the "parties".

WHEREAS, the parties entered into a Contract wherein the PSC agreed to provide for the City a system and Program for the monitoring of False Alarms; and

WHEREAS, the original contract including Extensions has run its Term, but additional time is required, and thus the original Contract currently in place needs to be formally extended by this written document for one (1) additional year.

-- NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:

1. CONTRACT DOCUMENTS.

The Contract, dated May 23, 2011 and May 27, 2011, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

2. EFFECTIVE DATE.

This Contract Extension shall become effective on July 1, 2018.

3. EXTENSION.

The contract documents are hereby extended and shall run through June 30, 2019.

4. COMPENSATION.

The City shall receive an estimated annual revenue after compensation of the Program of **THREE HUNDRED THOUSAND AND NO/100 DOLLARS (\$300,000.00)** for everything furnished and done under this Contract Extension.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Contract Extension by having legally-binding representatives affix their signatures below.

AOT PUBLIC SAFETY CORPORATION

CITY OF SPOKANE

By BS 5/7/18
Signature Date

By _____
Signature Date

Brad Surminsky
Type or Print Name

Type or Print Name

CFD
Title

Title

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

18-083

Briefing Paper

PSCH Committee Meeting 6/4/18

Division & Department:	Spokane Police Department
Subject:	OPR 2011-0525 – SPD FARP Program
Date:	05/9/2018
Contact (email & phone):	Jody Goldman– jgoldman@spokanepolice.org 509-625-4456
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	06/30/2018
Outcome: (deliverables, delivery duties, milestones to meet)	<p>Action SPD FARP additional AOT/PSC contract extension - July 1, 2018 through June 30, 2019.</p> <p>Funding This is revenue to the general fund of approximately \$19,000 to \$35,000 a month.</p>
<p>Background/History: The current contract between AOT/PSC and the City of Spokane will expire on June 30, 2018. SPD received an additional one-year contract extension by Spokane City Legal. The additional one-year contract extension is necessary as SPD is evaluating to possibly make some specification changes and needs more time for that determination. The specifications are needed for the formal RFP for the vendors to bid for the Administration of the False Alarm Program.</p>	
<p>Executive Summary:</p> <p>Subject Contract extension with AOT/PSC for the administration of the False Alarm Program. The estimated revenue that impacts the general fund is approximately \$330,000 for the one-year term from July 1, 2018 through June 30, 2019.</p> <p>Impact The False Alarm Program has substantial revenue impacts on the general fund. The Police Department responds to over 7,000 alarm calls annually. Approximately, 98% of these alarms are false, resulting in the commitment of over 8,000 man-hours in Police Department resources to those alarms. This program will identify false alarm problems and hold alarm companies and their customers accountable through annual registration, education, and an assessment of cost recovery fees to reimburse the expense of responding to false alarms.</p>	

Budget Impact:

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

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

If new, specify funding source: Federal Funding – Department of Justice

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:

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	OPR 2015-0022
<u>Renews #</u>	

<u>Submitting Dept</u>	SOLID WASTE DISPOSAL	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	DAVID PAINE 625-6878	<u>Project #</u>	
<u>Contact E-Mail</u>	DPAINE@SPOKANECITY.ORG	<u>Bid #</u>	RFP #4071-14
<u>Agenda Item Type</u>	Contract Item	<u>Requisition #</u>	REVENUE
<u>Agenda Item Name</u>	4490- EXTENSION OF CONTRACT FOR RECYCLING METALS FROM WTE		

Agenda Wording

Contract extension with American Recycling Corporation for recycling of metals collected from the WTE Facility's ash, and scrap metals from the tipping floor. The extension will run from July 1, 2018 through December 31, 2018.

Summary (Background)

Metals are removed from incinerator ash prior to disposal to reduce the costs associated with disposal, increase recycling rates and generate revenue. In addition, large metal items are removed from the waste on the tipping floor for recycling prior to incineration as well. The City entered into a contract with American Recycling Corporation in response to the City's RFP #4071-14 in 2015 which was for one year and allowed for four (4) one-year extensions.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Revenue	\$ \$100,000.00	# 4490-44110-37079-36911
---------	-----------------	--------------------------

Select	\$	#
--------	----	---

Select	\$	#
--------	----	---

Select	\$	#
--------	----	---

<u>Approvals</u>	<u>Council Notifications</u>
------------------	------------------------------

<u>Dept Head</u>	CONKLIN, CHUCK	<u>Study Session</u>	UE 6/11/2018
------------------	----------------	----------------------	--------------

<u>Division Director</u>	SIMMONS, SCOTT M.	<u>Other</u>	
--------------------------	-------------------	--------------	--

<u>Finance</u>	ALBIN-MOORE, ANGELA	<u>Distribution List</u>	
----------------	---------------------	--------------------------	--

<u>Legal</u>	ODLE, MARI	mdorgan@spokanecity.org	
--------------	------------	-------------------------	--

<u>For the Mayor</u>	DUNIVANT, TIMOTHY	jsalstrom@spokanecity.org	
----------------------	-------------------	---------------------------	--

<u>Additional Approvals</u>	tprince@spokanecity.org		
-----------------------------	-------------------------	--	--

<u>Purchasing</u>	PRINCE, THEA		
-------------------	--------------	--	--

--	--	--	--

--	--	--	--

--	--	--	--



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

The original extension in 2018 was only for half of the year, with the intention of allowing time for another RFP to be put out for these services. Upon further investigation, it was discovered that the contract terms on the RFP was for five years, not three and that the contract would need amended to align with the RFP.

Summary (Background)

While the RFP allowed for a total of five (5) years of contract coverage, the initial contract was written to only allow for three (3) years. This amendment/extension is to correct the contract terms and align them with the original intent of the RFP and to execute the third of four possible one-year extensions.

Fiscal Impact

Select \$

Select \$

Budget Account

#

#

Distribution List

Briefing Paper Urban Experience

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Contract amendment/extension with American Recycling Corporation
Date:	June 11, 2018
Contact (email & phone):	David Paine, dpaine@spokanecity.org , 625-6878
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Urban Experience/ Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Sustainable Resources – Sustainable Practices - Recycling Metal
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval to continue sending metals ash and scrap metals to American Recycling, thereby allowing this material to be utilized for recycling instead of disposed in a landfill.
Background/History: <p>Metals are removed from ash prior to disposal at the Waste to Energy Facility. Also, large metal items are removed from the waste on the tipping floor for recycling prior to incineration. This not only reduces disposal costs but also generates revenue and increases recycling.</p> <p>In 2015, City entered into a contract with American Recycling Corporation in response to RFP #4071-14 for these recycling services. The RFP stipulated that the term of the agreement would be for one year and may be extended for four (4) additional one-year contract periods, not to exceed five (5) years. The initial contract was not written in alignment with the RFP and only allowed for a total of three (3) years. This amendment/extension is to correct the contract terms and align them with the original intent of the RFP, and to execute the three (3) of four (4) possible one-year extensions.</p>	
Executive Summary: <ul style="list-style-type: none"> • Contract Amendment/Extension #3 of 4 with American Recycling Corporation for the recycling of metals ash and scrap metal at the Waste to Energy Facility. • RFP #4071-14 for these services allowed for a five (5) year maximum period of performance. • Original contract allowed for a maximum period of performance of (3) years. • Amendment to align the period of performance with the intent of the RFP to five (5) years. • Amendment to carry 2018 contract out to 12/31/2018, as it was only done for six (6) months. • Additional revenue for the remainder of 2018 is approximately \$100,000.00 but is subject to market changes. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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:

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	OPR 2016-0450
<u>Renews #</u>	

<u>Submitting Dept</u>	SOLID WASTE DISPOSAL	<u>Cross Ref #</u>	RES 2016-0055
<u>Contact Name/Phone</u>	DAVID PAINE 625-6878	<u>Project #</u>	
<u>Contact E-Mail</u>	DPAINE@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Contract Item	<u>Requisition #</u>	CR 19420
<u>Agenda Item Name</u>	4490-EXTENSION OF SOLE SOURCE CONTRACT FOR NERC/FERC COMPLIANCE		

Agenda Wording

Extension of Sole Source Contract with McCoy Power Consultants of Genoa, NV, to maintain compliance of National Electric Reliability Corporation/Federal Energy Regulatory Commission (NERC/FERC) Reliability Standards for the WTE.

Summary (Background)

The WTE must be in compliance with the numerous standards that all energy producers are held to. Non-compliance with these standards can lead to very large fines. The City does not have the internal experience or resources to develop, implement or maintain the program necessary for compliance with these standards. McCoy Power Consultants created and has operated the program and procedures that have been in use at the WTE for many years.

<u>Fiscal Impact</u>		Grant related?	NO	<u>Budget Account</u>	
		Public Works?	YES		
Expense	\$ \$90,000.00			#	4490-44100-37148-54201
Select	\$			#	
Select	\$			#	
Select	\$			#	
<u>Approvals</u>			<u>Council Notifications</u>		
<u>Dept Head</u>		CONKLIN, CHUCK		<u>Study Session</u>	UE 6/11/2018
<u>Division Director</u>		SIMMONS, SCOTT M.		<u>Other</u>	
<u>Finance</u>		ALBIN-MOORE, ANGELA		<u>Distribution List</u>	
<u>Legal</u>		ODLE, MARI		mdorgan@spokanecity.org	
<u>For the Mayor</u>		DUNIVANT, TIMOTHY		jsalstrom@spokanecity.org	
Additional Approvals			tprince@spokanecity.org		
<u>Purchasing</u>				dmccoy@mccoypwr.com	
				smccoy@mccoypwr.com	



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

Contract extension term is July 1, 2018 through June 30, 2019 for a total additional cost of \$90,000.00. Payments will be made in monthly installments of \$6,875.00 plus any travel expenses incurred during the year.

Summary (Background)

Therefore, the City entered into a Sole Source contract with McCoy Power Consultants. The contract allows for three (3) one-year extensions. This is the second of those extensions. Extending this contract will allow the WTE to remain in compliance with the NERC/FERC Reliability Standards.

Fiscal Impact

Select \$

Select \$

Budget Account

#

#

Distribution List

Briefing Paper Urban Experience

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Extension of Sole Source Contract with McCoy Power Consultants
Date:	June 11, 2018
Contact (email & phone):	David Paine, dpaine@spokanecity.org , 625-6878
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Urbane Experience/Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Innovative Infrastructure – Resiliency; Sustainable Resources – 21 st Century Workplace
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval to extend the contract with McCoy Power Consultants and allow the Waste to Energy Facility to remain in compliance with the NERC/FERC Reliability Standards.
Background/History: <p>All power producers are required to be in compliance with the National Electric Reliability Corporation (NERC) and the Federal Energy Regulatory Commission (FERC) Reliability Standards. Non-compliance with these standards can lead to extensive fines, and the City does not have the internal experience to develop, implement and maintain the program necessary for compliance with these standards.</p> <p>In 2016, Sole Source resolution was issued to McCoy Power Consultants to provide services at the Waste to Energy Facility to ensure compliance with these standards. A contract was put in place that allowed for 3 one-year extensions. This will be the second of those extensions.</p>	
Executive Summary: <ul style="list-style-type: none"> Sole source contract extension #2 of 3 with McCoy Power Consultants to provide NERC/FERC Reliability Standards compliance services. Contract extension will begin on July 1, 2018 and run through June 30, 2019. Annual cost for these services is \$90,000.00. 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	

Operations Impact:

Consistent with current operations/policy?

☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy?

☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:



City of Spokane

**CONTRACT EXTENSION 2 OF 3
WITH COST**

Title: **COMPLIANCE MONITORING AND
REPORTING PROGRAM FOR CITY'S
WASTE TO ENERGY FACILITY (WTE)**

This Contract Extension including additional compensation is made and entered into by and between the **City of Spokane** as ("City"), a Washington municipal corporation, and **MCCOY POWER CONSULTANTS, INC.**, P.O. Box 530, Genoa, Nevada 89411 as ("**CONSULTANT**"), individually hereafter referenced as a "party", and together as the "parties".

*WHEREAS, the parties entered into a Contract wherein the **Consultant** agreed to provide for the City (**NERC/FERC**) **Compliance Monitoring and Reporting Program for the Waste to Energy (WTE) facility; and***

WHEREAS, additional time is required, and thus the Contract time for performance needs to be formally extended by this written document.

-- NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:

1. CONTRACT DOCUMENTS.

The original Contract, dated June 20, 2016, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

2. EFFECTIVE DATE.

This Contract Extension shall become effective on July 1, 2018.

3. EXTENSION.

The contract documents are hereby extended and shall run through June 30, 2019.

4. COMPENSATION.

The City shall pay an additional maximum amount not to exceed **NINETY THOUSAND AND NO/100 DOLLARS (\$90,000.00)** for everything furnished and done under this Contract Extension.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Contract Extension by having legally-binding representatives affix their signatures below.

MCCOY POWER CONSULTANTS, INC.

CITY OF SPOKANE

By _____
Signature Date

By _____
Signature Date

Type or Print Name

Type or Print Name

Title

Title

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Attachments that are part of this Contract Extension:

18-100

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	OPR 2018-0366
<u>Renews #</u>	

<u>Submitting Dept</u>	HISTORIC PRESERVATION	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	MEGAN 625-6543	<u>Project #</u>	
<u>Contact E-Mail</u>	MDUVALL@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Contract Item	<u>Requisition #</u>	
<u>Agenda Item Name</u>	0470 - ENGELHORN HOTEL/APARTMENTS - 410 W 3RD AVE		

Agenda Wording

Recommendation to list the Engelhorn Hotel/Apartments, 410 W 3rd Ave, on the Spokane Register of Historic Places.

Summary (Background)

SMC #17D.100.020 provides that the City/County Historic Landmark Commission can recommend to the City Council that certain properties be placed on the Spokane Register of Historic Places. The Engelhorn Hotel/Apt has been found to meet the criteria set forth for such designation and a management agreement has been signed by the owners.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	DUVALL, MEGAN	<u>Study Session</u>
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List
<u>Legal</u>	PICCOLO, MIKE	mduvall@spokanecity.org
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org
<u>Additional Approvals</u>		
<u>Purchasing</u>		

Findings of Fact and Decision for Council Review Nomination to the Spokane Register of Historic Places Engelhorn Hotel (Danmor Apartments) – 410 West Third Avenue

FINDINGS OF FACT

1. SMC 17D.040.090: "Generally a building, structure, object, site, or district which is more than fifty years old may be designated an historic landmark or historic district if it has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the city, county, state, or nation."

- Completed in 1907; the Engelhorn Hotel meets the age criteria for listing on the Spokane Register of Historic Places.

2. SMC 17D.040.090: The property must qualify under one or more categories for the Spokane Register (A, B, C, D).

- The 1907 Engelhorn/Danmor Apartment Building is eligible under Category A because it was constructed during the city's most significant period of growth, 1900 to 1910.
- As an early downtown residential hotel/apartment building, the Danmor is a variation of a multi-tenant residential property type in southeast downtown.
- The three-story brick and basalt building is also eligible under Category C, Architecture, as a good example in the downtown of a mid-block vernacular apartment building/residential hotel.
- Its basalt rubble and brick foundation, simply detailed brick façade, and segmental-arched window bays are typical of early 1900s residential buildings at the edge of the downtown business core.

3. SMC17D.040.090: "The property must also possess integrity of location, design, materials, workmanship, and association." From NPS Bulletin 15: "Integrity is the ability of a property to convey its significance...it is not necessary for a property to retain all its historic physical features...the property must retain, however, the essential physical features that enable it to convey its historic identity."

- Although the original wood 1:1 windows on the have been replaced with similar 1:1 vinyl windows, the building retains its fundamental character and is recognizable as described in the nomination: the entry steps and alcove, window arrangement and detailing, brick and belt course pattern are original building features. Likewise, the side and rear facades retain the essential character and detailing with which they were built.
- Interior alterations are within each unit, but the public corridors and stairways retain the essential quality of the original building.
- This is a good example of an early lodging hotel/apartment building, symmetrical in nature with no commercial spaces on the main floor. Although the window replacement with vinyl is not appropriate for the building, in staff's opinion, enough of the original fabric remains to convey the essential physical features of its historic identity.

4. Once listed, this property will be eligible to apply for incentives, including:

Special Valuation (property tax abatement), Spokane Register historical marker, and special code considerations.

RECOMMENDATION

The Spokane Historic Landmarks Commission evaluated the **Engelhorn/Danmor Apartment Building according to the appropriate criteria at a public hearing on 5/16/18** and recommends that the building be listed on the Spokane Register of Historic Places under Categories A & C.

After Recording Return to:
Office of the City Clerk
5th Floor Municipal Bldg.
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3333

NOTICE OF MANAGEMENT AGREEMENT

NOTICE IS HEREBY GIVEN that the property legally described as:

**LOT 9, BLOCK 31, RAILROAD ADDITION, ACCORDING TO PLAT RECORDED IN
VOLUME "D" OF PLATS, PAGE 82 IN THE CITY OF SPOKANE, SPOKANE COUNTY,
WASHINGTON.**

Parcel Number 35191.2908, is governed by a Management Agreement between the City of Spokane and the Owner(s), The SODO Commons, LLC, of the subject property.

The Management Agreement is intended to constitute a covenant that runs with the land and is entered into pursuant to Spokane Municipal Code Chapter 6.05. The Management Agreement requires the Owner of the property to abide by the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (36 CFR Part 67) and other standards promulgated by the Historic Landmarks Commission.

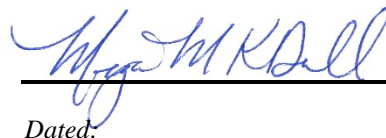
Said Management Agreement was approved by the Spokane City Council on _____. I certify that the original Management Agreement is on file in the Office of the City Clerk under File No. _____.

I certify that the above is true and correct.

Spokane City Clerk

Historic Preservation Officer

Dated: _____



Dated: _____

Spokane Register of Historic Places Nomination

*Spokane City/County Historic Preservation Office, City Hall, Third Floor
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

1. Name of Property

Historic Name: Engelhorn Hotel/Apartments

And/Or Common Name: Danmor Apartments (SODO Commons)

2. Location

Street & Number: 410 W. Third Avenue

City, State, Zip Code: Spokane, WA 99201

Parcel Number: 35191.2908

3. Classification

Category

☒ building

☐ site

☐ structure

☐ object

Ownership

☐ public ☐ both

☒ private

Public Acquisition

☐ in process

☐ being considered

Status

☐ occupied

☒ work in progress

Accessible

☒ yes, restricted

☐ yes, unrestricted

☐ no

Present Use

☐ agricultural

☐ commercial

☐ educational

☐ entertainment

☐ government

☐ industrial

☐ military

☐ museum

☐ park

☒ residential

☐ religious

☐ scientific

☐ transportation

☐ other

4. Owner of Property

Name: The SODO Commons LLC

Street & Number: 502 W. Riverside Avenue, Ste. 103

City, State, Zip Code: Spokane, WA 99201

Telephone Number/E-mail: Chris@RenCorpRealty.com

5. Location of Legal Description

Courthouse, Registry of Deeds

Street Number:

City, State, Zip Code:

County:

Spokane County Courthouse

1116 West Broadway

Spokane, WA 99260

Spokane

6. Representation in Existing Surveys

Title: Enter previous survey name if applicable

Date: Enter survey date if applicable

Depository for Survey Records:

☐ Federal ☐ State ☐ County ☐ Local

Spokane Historic Preservation Office

7. Description

Architectural Classification

Condition

- ☐ excellent
☒ good
☐ fair
☐ deteriorated
☐ ruins
☐ unexposed

Check One

- ☐ unaltered
☒ altered

Check One

- ☒ original site
☐ moved & date _____

Narrative statement of description is found on one or more continuation sheets.

8. Spokane Register Criteria and Statement of Significance

Applicable Spokane Register of Historic Places criteria: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory history.

Narrative statement of significance is found on one or more continuation sheets.

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property: less than 1
Verbal Boundary Description: RAILROAD ADD L9 B31
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Jim Kolva Enter your name and title
Organization: Jim Kolva Associates, LLC
Street, City, State, Zip Code: 115 South Adams Street, Suite 1
Telephone Number: 509-458-5517
E-mail Address: jim@jimkolvaassociates.com
Date Final Nomination Heard:

12. Additional Documentation

Additional documentation is found on one or more continuation sheets.

13. Signature of Owner(s)

14. For Official Use Only:

Date nomination application filed: _____

Date of Landmarks Commission Hearing: _____

Landmarks Commission decision: _____

Date of City Council/Board of County Commissioners' hearing: _____

I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.

Megan Duvall
City/County Historic Preservation Officer
City/County Historic Preservation Office
Third Floor – City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Date

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

SUMMARY STATEMENT

Rising from an elevated basalt rubble and brick basement, the Danmor is a three-story unreinforced brick apartment building. Built in 1907, as the Engelhorn Hotel, the building is midblock along the north side of Third Avenue between Stevens and Washington streets. The front façade is symmetrically-arranged and divided into three bays: a central first floor entry bay and flanking single window bays. The window bays of the second and third stories are aligned over the first floor bays. Horizontal rusticated brick courses divide the façade into four divisions: basement, first floor, second floor, and third floor. A relatively simple corbeled cornice with corner posts completes the building.

DESCRIPTION OF PROPERTY

The three-story front façade faces south toward Third Avenue. On the east side of the building is a one-story brick building (there is 5-foot gap between the front of the two buildings) and on the west side is an automobile sales lot with a small glass, masonry, and metal building on the lot's east edge. Sited on a 50-foot-wide by 142-foot-deep lot, the building extends north 130 feet from the sidewalk edge, and is 42 feet wide along the front. The building jogs in along the east side to a width of 34 feet along the rear. The building is set 8 feet from the retaining wall that creates the west boundary, and a gap of 12 feet is between the rear of the building and the rear boundary (alley).

Constructed of painted brick in common bond, the building is relatively plain. A daylight basement elevates the first floor. A centered entry bay projects slightly in two steps from the façade plane. About three times the width of the window bays, the flat portico extends from sidewalk grade to the second story belt course. A painted metal flashing caps the entryway and a flat sheet metal portico projects over the entry steps. Within the recessed entry bay, and approached by seven concrete steps and a concrete landing, is a single-door entry with glass panel sidelites. The sidelites and glass panel door are aluminum framed. A simple, flat wrought iron baluster rises along the wall of the entry alcove. Flanking the entry within the basement and first floor walls are window openings centered between the entry bay and building corners. Aligned above these window bays are windows on the second and third floors. The window sash is one-over-one-lite vinyl.

The window bays of the basement, first, and second floors are flat arched with brick voussoirs. The third floor window bays are within voussoired segmental arches. The basement bays have concrete sills at grade, and the sills of the first floor window bays are composed of a single course of rusticated brick headers that extend two bricks beyond the brick jambs. The second and third story sills are integrated into double-course rusticated brick stretchers that form belt courses and run from corner to corner. At the juncture of the basement and first floor level is a triple-course belt course, at the top of the second floor window voussoirs is a double-course belt course, and across the top of the third floor window voussoirs is a single-course belt course. This single belt course also forms the bottom of the corner piers and entablature.

The entablature detailing is minimal and consists of a plain brickfield, alternating dentils, and corbeled dentil brackets composed of rusticated brick. The brackets, composed of six stacked brick stretchers, support a slightly projecting double-course belt course that runs between projecting square brick corner posts. The corner posts extend about four courses above the parapet wall, and along with the wall segment, are capped with a painted metal coping.

West Façade

Set back about eight feet from a retaining wall along the west property line, the three-story west façade is divided by vertically-aligned window openings into ten bays. Additionally, between bays two and three (south to north), and between bays five and six, are two columns of smaller window bays. The window bays are defined by rusticated voussoired-brick segmental arches, and slightly projecting concrete-clad brick-header sills. The window sash is one-over-one-lite metal/vinyl. Other than the window bays, the façade is flat. The parapet wall steps down from front to rear (south to north), approximately 30 inches, in seven increments of 4 inches each. A sheet metal coping wraps the top of the wall, encompassing about four brick courses. The bricks are laid in common bond with header courses running every eighth course. The basement wall is exposed by a gap between the façade wall and a retaining wall along the west property boundary. In the southwest corner is an entry well with nine concrete steps leading down to a concrete landing and a door opening. North of the door well are seven windows within the basalt basement wall that extend to the rear (northwest) corner.

East Façade (obscured by a one-story building along the east side)

The east wall, from the southeast corner (front), extends 30 feet to the north (to rear), then jogs west 8 feet, and continues 100 feet to the rear. Within the flat brick wall of the front section is a column of three single segmental-arch window bays near the rear edge. The openings on the first, second, and third floors have voussoired arches and slightly projecting brick sills (similar to west façade). Within the recessed wall section are vertically-aligned bays, and a single small bay just south of the fifth bay north of the wall jog. From south to north there are four window bays, a single door bay, and another single window bay in the basalt basement wall.

Rear Façade.

The rear façade (north) consists of the exposed basalt basement wall and flat brick of the first through third floors. A square chimney in the northeast corner extends about eight feet above the parapet wall. A single segmental-arch door opening is in the basement wall, west of center. Centered and aligned vertically on each of floors one, two, and three, are single pedestrian doors that provide access to wrought iron fire escapes. On each floor are small flat-arch window openings, one on each side of the door. The windows are high with the top of the westerly bays at the same level as the door heads, and the easterly bays, about six inches above the door heads. The sills are composed of slightly projecting brick headers. The sash is double-hung, one-over-one-lite, vinyl/metal. As with the front and sides, a sheet metal coping wraps the parapet wall.

Interior

The building is in residential use and contains 32 apartment units that have just been refurbished, with some reconfigured. Prior to the renovation, the building contained 36 units, six in the basement and ten on each of the three upper floors. The original apartment rooms (42 units when the building was originally constructed) were refurbished with some walls removed to reconfigure the interior spaces, and to provide new bathrooms, kitchens, and finishes to the floors, walls, and ceilings. According to the Assessor's Field File, each apartment had two rooms (no bedrooms) and a bathroom with tub, toilet, and sink. The apartments were studios, each equipped with a murphy bed. Some of the bed alcoves have been retained and repurposed as closets for storage.

The front door opens to a small entry vestibule with a central hallway that provides access to the first floor apartment units, and along the east wall, a run of open stairs to the second floor.

Beneath these stairs is a straight run of stairs down to the basement with access by a door at the end of the stairwell. The walls and ceiling are lath and plaster and sheetrock. Flat base molding and chair rails, and crown moldings in the ceiling corners provide detail to the halls. The entry vestibule and hallways are carpeted. The stairs to the second floor run straight north to a landing, then turns west to access the central hall via two steps. The stair moldings are relatively simple with square newel posts and a square flat cap. This stairway and hallway configuration is typical of the three upper floors.

The basement consists of basalt rubble, concrete, brick and cement block walls, concrete floor and exposed joists. The basement is divided by a central hallway, similar to the upper floors, that provides access to apartments, and common and utility rooms.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

No photographs or plans of the original building are available. Other than replacement of windows, and the front entry over the years (1980 and 2017), the building's exterior is essentially the same as when it was built. It is possible that the building was originally built as a two-story structure and that a third story was added between 1907 and 1928. In any case, the three-story version is considered to be the original building.

According to a contract agreement between the owner, J. Cullen, and contractors, Scott & Salter, filed on 5/15/1906, the contractors were to build a "... two story brick rooming house of forty two rooms including toilets and bath rooms on lot number nine in block thirty one of railroad addition..."

The 1910 Sanborn Insurance Map indicated that the height of the building was two stories, 12 feet each (above the basement).

On 9/18/1922 a building permit for alterations was issued to J.A. Anderson with a value of \$400. This amount, however, does not seem sufficient to add an additional story to the building, but as shown on the 1928 Sanborn Insurance Map as it presently exists, the building is three stories in height.

The 1910 Sanborn Insurance Map, updated to 1928, indicated that the building was three stories in height, each story 12 feet high.

At the time the current renovation (2017-2018) was initiated, there were 36 apartment units, and each had a kitchen and a bathroom. Since there are no drawings available for the original floor plans of the building, it cannot be determined if the bathrooms were original or post-World War II additions. The 1948 building permit indicated the addition of six more units. This was likely the addition of units in the basement since no modifications of external walls have been made. Thus, the evidence suggests that between 1945-46 and 1950 the building was reconfigured internally by expanding the size of the apartment units and reducing the number from approximately 47 units to 36 units. In 1945, the building had been sold to S.G. and Stella M. Morin. The 1945-46 Polk Directory lists 47 individual numbered units. In 1947, the name of the Engelhorn was changed to the "Danmor Hotel," and later, the Danmor Apartments. The 1950 Polk Directory listed 32 individuals names and 36 numbered apartment units.

A building permit was issued on 2/4/1948 to S.G. Morin (contractor and owner) for alterations with a value of \$10,000. Work included “interior and front” with the addition of six more units. These additional units were added to the basement, likely in conjunction with reconfiguring the unit sizes on the upper floors.

New windows, doors, and electrical rewiring were permitted in October 1980 for a value of \$85,000 to S.G. Morin (contractor and owner). During the remodel the original window sash and doors were removed and replaced by natural aluminum one-over-one-lite sash.

The Morin family sold the property to the current owner in May 2016. Since that time the building has been cleaned up, and renovated. The 36 residential units in the Danmor since 1948, were reduced to 32 units by selective removal of demising walls. New bathrooms and kitchens were added, some rooms were enlarged, but most retain the same floor area as before renovation commenced. Other than repair, cleanup, and repainting, minimal work has been done on the exterior. During the current renovation and refitting of the Danmor, permits were issued for replacement of some 84 windows on 8/9/2017. The vinyl sash approximates the original one-over-one-lite double-hung wood sash that were removed in 1980.

SECTION 8: STATEMENT OF SIGNIFICANCE

Area of Significance:

A – Broad Patterns of Spokane History,

C - Architecture

Significant Dates: 1907

Period of Significance: 1907-1950

Architect: Unknown

Building Developer: J. Cullen

Building Contractor: W.U. Scott and J.B. Salter

Ca. 1948 Remodel - S.G. Morin

SUMMARY STATEMENT

Significant under Category A – Broad Patterns of Spokane History

The 1907 Engelhorn/Danmor Apartment Building is eligible under Category A because it was constructed during the city's most significant period of growth, 1900 to 1910. As an early downtown residential hotel/apartment building, the Danmor is a variation of a multi-tenant residential property type in southeast downtown. In the commercial vernacular style, the interior of the building has transitioned over the years in the number and type of living units. The living units were small rooms with both a kitchen and a bathroom. Originally, the building had a kitchen and dining hall in the basement. The floor plan and room configuration are characterized by a central, double-loaded corridor. Since 1907, the building has provided lodging for working class clientele in the growing downtown. The Engelhorn, then Danmor, operated continuously as a lower-to-middle income apartment building/hotel/boarding house from its construction in 1907 to ca. 2014, after which it was listed as vacant. The Danmor is one of many such hotels and apartment buildings that ran along Second and Third Avenues, and the intersecting side streets.

Although not included within the East Downtown National Register Historic District boundary, the Danmor Apartment Building meets the characteristics of the building types and use included and described within that district.

Significant under Category C – Architecture

The three-story brick and basalt building is a good example in the downtown of a mid-block vernacular apartment building/residential hotel. Its basalt rubble and brick foundation, simply detailed brick façade, and segmental-arched window bays are typical of early 1900s residential buildings at the edge of the downtown business core. Although functioning as an SRO, the building is at a transition point in the downtown. The typical SRO in the business core has street level business spaces with apartments on the upper one to three floors. At the fringe of the downtown, generally between Third Avenue and Fifth Avenue, the apartment buildings were just that, they did not have business uses at street level (most of these buildings were demolished to make way for the Interstate 90 corridor). As the apartment buildings step up the lower South Hill, they tend to be grander and stand out as substantial and attractive places in which to live. At the southern fringe of the business district, a couple other examples of single-purpose

apartment buildings include the Wall Street Apartments to the west (1908 at S. 225 Wall Street) and the Duquesne on Pacific to the east (31 West Pacific Avenue, 1904).

The Engelhorn/Danmor is essentially unaltered on its exterior. The entry steps and alcove, window arrangement and detailing, brick and belt course pattern are original building features. Likewise, the side and rear facades retain the essential character and detailing with which they were built. The changes that have occurred include a sheet metal coping atop the parapet wall and window sash (trim is intact), but they do not affect the overall character and feel of the building.

Interior alterations are within the rooms but the public corridors and stairways retain the essential quality of the original building. The typical residential apartment or living unit did not have a separate bedroom but some had bathrooms and kitchens. The units in the Engelhorn had Murphy beds that folded into a shallow closet which closed by double, wood panel doors. This feature has been retained in some of the units for use as closets.

Chronology of the Development of the Engelhorn Hotel/Apartment Building **Historical Context**

The historical context for Spokane has been included in several National and Spokane Register nominations, including the East Downtown National Historic District (Woo, 2003) and National Historic Register multiple-property listings: Single Room Occupancy Hotels in the Central Business District of Spokane, WA 1900-1910 (Holstine, 1993); thus the Spokane historic context discussion is abbreviated.

The Spokane River and its falls had long been a gathering place for Native American tribes. It also attracted white settlers, J.J. Downing and family, and S.R. Scranton who established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney would follow and purchase the claims of 160 acres and the sawmill from Downing and Scranton. Early industry would use the water power for milling and sawing lumber and to generate electrical power. The settlement would grow slowly until the railroad entered the city.

The Northern Pacific Railroad arrived in Spokane Falls in 1881, the year of Spokane's incorporation, and with the connection of the eastern and western branches in 1883, transcontinental service through Spokane Falls was established. Spokane continued to grow as a regional shipping and distribution center through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. Although suffering a set back by the fire of August 4, 1889, which destroyed approximately thirty-two blocks of the business district from the railroad tracks to the river and from Lincoln to Washington Streets, the city quickly rebounded as new brick buildings rose from the ashes. The devastation wrought by the fire resulted in a city ordinance to reduce fire hazard, leading to brick and terra cotta becoming the dominant building materials of the rebuilt downtown.

When Spokane businessmen rebuilt the downtown after the fire, the business district would spread east to Division Street and follow Monroe Street across the river. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a marked increase in the building of commercial buildings in the east downtown. Frame dwellings gave way to brick commercial buildings and street frontages began to solidify. Among the property types

and businesses that were prevalent were hotels, lodging houses, saloons, banks, drug stores, and restaurants. They were built to meet the needs of a rapidly growing population.

Generally, warehouses cropped up along the Northern Pacific rail corridor between the two alleys bracketing the tracks. In the blocks south of that warehouse district were shops and two-to-three-story apartment buildings and hotels. These apartment blocks ran along Second and Third avenues, and the cross streets including Post, Howard, Stevens, and Washington as they advanced up the lower South Hill.

According to Woo (2003), Spokane's population exploded from 36,848 to 104,402 between 1900 and 1910.

This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many people moving to Washington settled in the states three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings. As author John Fahey describes, Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909.

The economic boom and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000.

East Downtown National Historic District

The East Downtown National Register Historic District runs in an irregular pattern between Post Street and Division Street; it includes one property on Spokane Falls Boulevard at the corner of Division to the north and includes just three buildings on Second Avenue (the Metropole Apartments, the Plechner Building and the State Armory Building). The district does not extend as far south as Third Avenue.

Although not included within the East Downtown Historic District boundary, the Engelhorn meets the characteristics of the building types and use included and described within that district.

According to the nomination (Woo, 2003), the period of significance for the East Downtown Historic District begins in 1890 with the construction of the Northern Pacific Depot and ends in 1953, the fifty-year date set for eligibility for the National Register. Approximately two-thirds of the existing buildings in the district were built in the first

decade of the 20th century during Spokane's biggest era of economic and population growth. According to the nomination:

The East Downtown Historic District is located on the fringe of downtown. Building heights range from one-story to eight stories, with most averaging two or three stories in the industrial area adjacent to and south of the tracks. Most of the buildings in the district are commercial vernacular in style and clad in brick. Foundations are stone, brick, or concrete. Typically, the ground floor is occupied by small businesses while the upper floors are used for offices or hotels/residential apartments.

Buildings within the district vary in use but generally fall in the following categories: transportation; commercial; industrial; and single room occupancy hotels (SROs). The diversity of businesses allowed for a community to live and thrive in downtown.

The East Downtown Historic District contains many of the city's SROs, a specific type of working-class housing that was developed to house the itinerant workers who came to Spokane in great numbers. Mostly constructed between 1900 and 1910 to meet the housing demand the itinerant workers created, the SRO in Spokane was typically two to four stories in height with ground floor commercial/retail space and hotel rooms on the upper floors. The businesses on the ground floor catered to the residents of the hotel as well as the general population.

The Engelhorn did not include commercial uses on the ground floor, but it had small, undefined rooms (simple rooms that could be used as a living space or bedrooms), some with a kitchen area, and a small bathroom. In lieu of a defined bedroom, the typical room had a double-door closet in which a folding Murphy bed was housed. The Engelhorn had been advertised over the years in the Polk Directory as hotel, as lodgings, as rooms and board, and finally, as an apartment building. The building has also been modified over the years, changing from perhaps a configuration more akin to an SRO than an apartment building which it would later become. The late 1940s remodel reduced the number of rooms from 47 or 48 units to 36 units. In that transformation, the rooms had small bathrooms and a kitchen area as part of a larger room. There is no evidence that bathrooms were originally included in each room.

Craig Holstine in his National Register nomination, "Single Room Occupancy Hotels in the Central Business District of Spokane, WA 1900-1910," discussed general categories of working class housing in downtown Spokane: "**Lodging houses** provided minimal service and privacy, usually with sleeping quarters in dormitory barracks style with many individuals to a room." ... "Lodging houses served as temporary quarters for the poorest of itinerant workers, almost always men. Meals could be had in some establishments, but probably not at all. Neither lodging nor boarding houses appear to have contained commercial or retail space." **Boarding houses** offered rooms for rent with board, in private residences or occasionally in structures devoted exclusively to hostelry." ...

"Apartments and apartment houses served single men and women as well as couples and families for longer durations. Apartments were contained in buildings with

commercial space as their primary income-producing function, as well as in structure devoted primarily to residential use.”

As mentioned above, the residential units within the building, the number of units and room configurations, had been altered over the years. The 1906 construction agreement specified 42 rooms. As listed in the Polk Directory the Engelhorn was first listed as “Rooms and Board” and as “Hotel.” The 1910 U.S. Census used the term “Lodgers” to characterize 45 of the 50 residents (the other 5 residents were the Engelhorns), a mix of predominantly single men and women. Later, the building would be listed as the Engelhorn Hotel and listed under that category in Polk’s classified section, and eventually the term “Apartment” was used consistently. In the 1920 U.S. Census the living units were numbered and the mix of residents was similar to the residents enumerated in the 1910 U.S. Census. When the name was changed to the Danmor in 1947, it was listed as the “Danmor Hotel,” but soon thereafter, it was listed as the “Danmor Apartments.” The Polk Directory in this year listed about 48 residential units. Some of the nomenclature may have followed its transformation from a boarding house. A 1906 newspaper article that reported the intent to construct the building stated that a kitchen and dining room would be in the basement, indicative perhaps of a boarding house with lodgers.

The Engelhorn/Danmor plan features a central, street-level entry, small vestibule with immediate access to open ascending stairwell along the east wall (and beneath these stairs an enclosed stairway to the basement), and a slightly offset central double-loaded hallway (rooms on each side). This pattern is the same for the first, second, and third floors. Doors at the rear end (north) provide access to the fire escape on the rear of the building.

Development of the Engelhorn/Danmor Apartment Block

The first map depicting the site of the Engelhorn Apartments was the 1889 Sanborn Fire Insurance Map. Stevens Street bounded the west side of the block, Second Avenue, the north, Washington Street, the west, and the Third Avenue, the south. The site was vacant and the block occupied by only four wood frame dwellings with assorted sheds.

The 1890 Sanborn depicted the subject site as undeveloped, but also showed a transition in the character of the neighborhood. The lot in the southeast corner included a dwelling and shed as well as a one-story frame grocery on the corner. A three-story brick general merchandise/apartment building was on the northeast corner. Two-story frame lodgings were due north, fronting on Second Avenue (at that time E. 2nd). A dwelling occupied the northwest corner, and the southwest corner was developed with a Norwegian Church on the north end, a dwelling in the middle, and a two-story frame store building with furnished rooms above. A dwelling to its east filled out the corner.

In 1891, the block was much the same as the previous year and only a couple of small frame buildings were added.

The subject site remained undeveloped in 1902, but two new two-story brick buildings that bracketed the alley had been added to the Washington frontage. Both had stores on the ground floor and lodgings above. A new stone foundation was depicted at the northeast corner of the block.

The 1910 Sanborn shows the subject site occupied by the new 2-story, "12-12," brick apartment building with "heat: steam, and lights: elec." The Swedish M.E. Church was adjacent to the east of the new apartment building. The lot to the west had only a small frame shed that fronted on the alley. The southwest corner contained two churches and two 2-story frame "Lodgings" buildings. The Norwegian Church was now the Danish Norwegian Church, and the Calvary Baptist Church was new to the block. The northeast corner was vacant and the rest of the block remained the same.

By 1928, the Engelhorn Apartment Building was depicted as having three stories, "12-12-12." Either the 1910 map had been corrected, or a new story had been added to the original building. (The building contract executed between the owner, J. Cullen, and the contractors, W.U. Scott and J.B. Salter specified a two-story building, but no building permits are extant for a remodel of the building.) The Swedish Church on the east side was replaced by one-story brick buildings that filled in the frontages along Third Avenue and along Washington Street. A one-story brick garage had been constructed on the west side of the Engelhorn, and the wood frame lodgings and Danish Norwegian M.E. Church remained on the southwest corner and Stevens Street frontage. The northwest quadrant was occupied by a two-story garage, and one-story market and bakery. Two two-story frame shops were bracketed between the market and the northeast corner with its one-, two-, and three-story brick stores and lodgings.

The 1958 Sanborn showed the same buildings as 1928 with a major deletion and three minor additions. The Danish Norwegian Church and two "Lodgings" buildings had been removed and the west end of the south half of the block was vacant. A concrete block building was erected next to the southeast corner of the Danmor (name changed in 1947) that fronted on the alley. Likewise two small concrete block buildings were attached to two different buildings across the alley.

R.L. Polk Directory, U.S. Census, and Building Permits – 410 West Third Avenue

The property on which the Engelhorn was constructed, Lot 9, Block 31, (and lot 10) was purchased by Mary Cullen from the Northwestern and Pacific Hypotheek Bank for \$5,000. On the same day, April 17, 1906, Mary Cullen, a widow, transferred the property to Joseph Cullen, a single man, for \$1.00. Both transfers were by warranty deed.

An article in *The Evening Chronicle* of May 11, 1906 (3:4-5) reported: "**Will Build Hotel On Third Avenue.**"

The construction of a two story brick hotel, covering a ground space of 50x142 feet, and located on the north side of Third avenue, near Washington street, has been commenced by Mrs. A. L. Scott of Salt Lake. The hotel will cost \$20,000 and, it is stated, will be conducted as a strictly first class establishment. The walls and foundation are being made sufficiently strong so that it would be possible to add a third story at a later date, it not now being fully decided by Mrs. Scott whether the building shall be two or three stories. This addition of another story should it be decided to add it before the hotel is roofed, would mean the expenditure of about \$8000 additional.

An unusual feature of the proposed hotel is that the plans were supplied by Mrs. Scott and its construction will be personally superintended by her. According to the plans, the building will have a full basement with a depth of nine feet, in which will be located the kitchen and dining room.

The ground upon which the hotel is being built is owned by Joseph Cullen.

A month after he acquired the property, J. Cullen entered into an agreement to build an apartment building. According to a contract agreement filed on May 15, 1906, Cullen would pay contractors, Scott & Salter, "\$5885 00/xx." to build a "... two story brick rooming house of forty two rooms including toilets and bath rooms on lot number nine in block thirty one of railroad addition..." The two-page agreement provided specifications for the excavation, store, brick and carpenter work as evidenced by the following sampling:

"All brick work to be well bedded, tied every seventh course, and worked in a regular bond with full flushed joints." ... "Begin stone work at the point where excavation has been discontinued and build wall two feet thick and nine feet high length of same to be one hundred and twenty nine feet width to be forty two feet stone to be laid in good lime mortar well flushed and tied at reasonable distances to the satisfaction of the owner nothing but the best sand and mortar must be used on the stone or brick work, ..." "Floors to be four inch flooring" [sic] ... "All interior finish, including sash, doors, bases, frames casings, wainscoting, etc. to be strictly clear fir smooth and ready for oil finish." ... "All doors to be 5 cross panel."

J. Cullen made application for a permit to connect to the city water main on 9/8/1906.

The Engelhorn Hotel, an SRO apartment building, was listed at the address 410 West Third Avenue in the 1907 directory. Mrs. Emma A. Engelhorn was the proprietor for the building listed as "Rooms and Board."

A calling card for "The Engelhorn" touted it as "A Dependable Boarding Place" with "Emma A. Lenz" as proprietor (Lenz was the maiden name of Emma Engelhorn). Emma Engelhorn was the wife of Herman T, with whom she resided with two sons and three daughters. The family was "boarding" at 732 5th Avenue in the 1900 census. Herman and Emma had been born in Iowa in 1856, and 1857, respectfully. The sons and daughters were born in Montana in the 1880s and 1890s. Since daughter Ruth, born in Montana, was only three years old, they had been in Spokane only a couple of years. It could not be determined how the Engelhorn's got involved with the building, built by Mrs. A. L. Scott of Salt Lake, on land owned by Joseph Cullen of Spokane.

On 3/5/1909, J. Cullen transferred, by warranty deed, the property to George M. Colborn for an amount of \$30,000. Only lot 9 on which the building was sited was involved in the transaction. In the 1910 Polk Directory, the Engelhorn Hotel was listed under the category "Boarding Houses."

The 1910 census listed 410 West Third Avenue (Blaine Precinct, Enumeration District 164, Sheet 9B). Herman Engelhorn was listed as head of household, with his wife Emma, sons Wesley and Elmer, and daughter, Ruth. The remainder of the 45 residents were listed at "Lodgers," and lived in 40 individual units (four couples). Most residents were men--29 out of 45 lodgers. Only six were foreign-born: one Swiss and one British, two Germans, and two Canadians. A wide variety of vocations were represented: janitor, solicitor, bookkeeper, teacher, pastor, grocer, laborer, laundress, artist, student, saleslady, salesman, waitress, servant, dressmaker, dentist, cook, clerks, carpenter, plumber, railway engineer, railroad fireman, stenographer, and insurance.

In 1915, the Polk Directory listed the Engelhorn Hotel in both the white and the commercial pages under the category hotels.

The Engelhorns were no longer listed in the Polk Directory as residents of the building, or in Spokane for that matter, after 1918. In 1919, J.H. Powers was listed as the proprietor of the Engelhorn Apartments. Herman T. Engelhorn was residing at E. 1009 Altamont, but Emma was not listed.

The 1920 census listed 73 residents in 47 apartment units. Most of the residents were born in the United States, with one Dane, one Canadian, one Englishman, three Swedes, three Germans, two Norwegians, and two French. A wide variety of vocations were represented: deck hand (fishing boat), operator, vice president (auto association), dressmaker, press feeder, server, waitress, kitchen helper, railroad brakeman, cabinet maker, janitor, book keeper, icer (bakery), teacher, laborer, saleswoman, salesman, waitress, cashier, shipping clerk, carpenter, and chauffeur.

The 1930 Polk City Directory listed the Engelhorn Apartments with 45 residents and 47 numbered units.

On February 20, 1945, Marie E. Burns, Executrix of the Estate of W.E. Burns sold the Engelhorn and furnishings to S.G and Stella M. Morin for the sum of \$22,000. In the next year, 1/8/1946, S. G. Morin received a building permit with a value of \$10,000 to make alterations and repairs to the apartments. The 1945-1946 Polk Directory listed 48 units and tenants in the Engelhorn.

According to a brief history of Washington State contractors, Sylvester G. Morin, a brick mason, founded S.G. Morin General Contractors in Spokane. His company "...played a major role in the building of Spokane's downtown corridor." He later worked in mining, using slip cast forms to build silos for commodities storage, and bridges. Morin anticipated the need for housing for the men returning home after WWII and began investing in affordable housing by building and refurbishing apartments in downtown Spokane. (<https://www.djc.com>, 4/7/1918)

The 1947 Polk City Directory revealed a new name for the Engelhorn; the building was now called the Danmor Apartments. On 2/4/1948, Morin received a permit to make alterations to the interior and front, and to build six additional units with a value of \$10,000. In this remodel the new units were added to the basement, and apparently the units on the first, second, and third floors were reconfigured with the number of living units reduced to 36 total units.

Several permits were issued in the 1970s for electrical work, and the last major project under the Morin ownership was in 1981 in the amount of \$85,000 for new windows and doors, and floor covering. Electrical rewiring was also completed. In this project the original window sash and doors were removed and replaced.

BIBLIOGRAPHY

Bjerken, LeAnn. "Downtown structure renovated, renamed SoDo Commons." *Journal of Business* (www.spokanejournal.com). 1/18/2018.

Durham, Nelson W. History of the City of Spokane and Spokane County, Washington. "William J. Ballard." Vol. 2, pp. 604-608.

"Empire Hotel." Then and Now. 3/10/2014. www.spokesman.com/then-and-now/empire-hotel/.

Hylsop, Robert B. Spokane's Building Blocks. 1983.

Holstine, Craig, "Single Room Occupancy Hotels in the Central Business District of Spokane, Washington, 1900 to 1910." National Register of Historic Places Nomination. 1993.

Polk, R.L. Directory, City of Spokane. Various years 1910-2010.

Pratt, Orville Clyde. The Story of Spokane (unpub. MS). Spokane Public Library, Ned M. Barnes Northwest Room. 1948.

"S.G. Morin & Son – Founded 1906." Top Projects of the Century in Washington State. <https://www.djc.com>.

Sanborn Map Company. 1889, 1891, 1902, 1910, 1928, and 1950.

Sheridan, John B. A Survey of Spokane's Low Cost Residential Hotels and Apartments. July 1972.

Spokane County Assessor's Office. Field Files for 410 West Third Avenue.

Spokane County Clerk's Office, Deed Books.

Spokane City. Building Permit Records on Line. <https://my.spokanecity.org/permits/archive/>. Reviewed 7/10/2017.

Spokesman Review. Various articles 1906 to 1912.

--. "Some Apartment Houses Now Being Erected." 6/27/1909. Section IV. p1:1 (full page of photos)

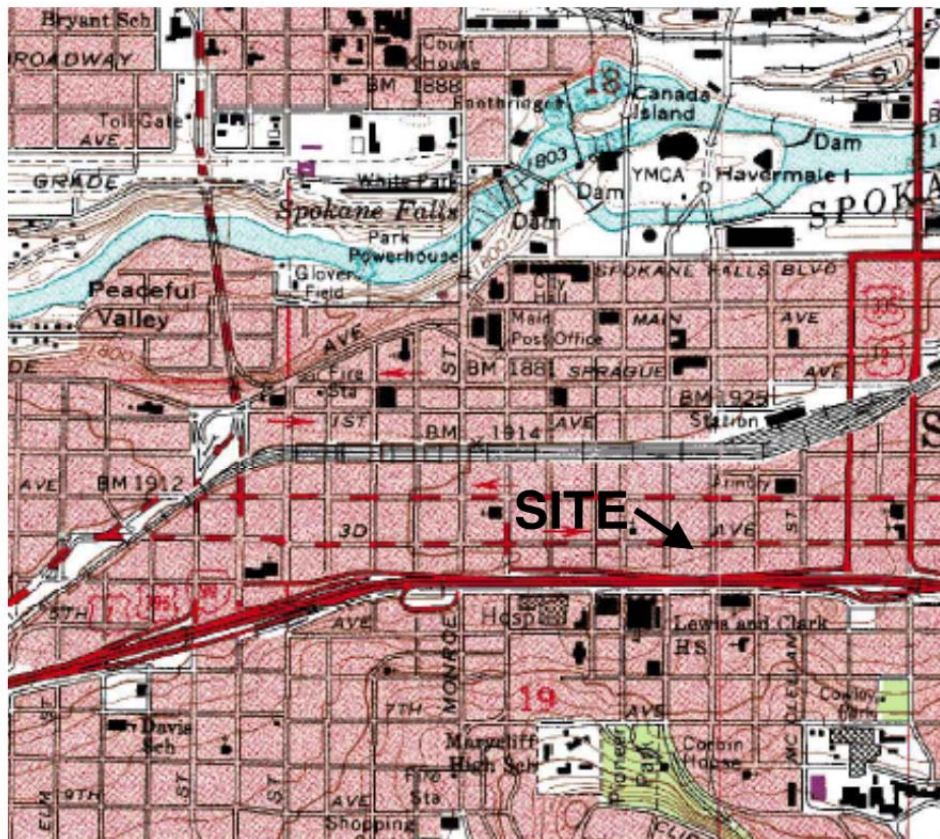
The Evening Chronicle. "Will Build Hotel On Third Avenue." 5/11/1906. p3:4-5.

U.S. Census Records on Microfilm. Spokane Public Library, Main Branch. 1920, 1930.

Wikipedia: "History of Spokane, Washington." Reviewed 2/1/2011.

Woo, Eugenia. Vermilion. East Downtown Historic District. National Register of Historic Places Nomination. 23 April 2003.

Maps, Drawings, and Photographs



USGS 7.5-Minute Quadrangle. Spokane NW, Wash. 1974. Photorevised 1986

DANMOR APARTMENTS
410 WEST THIRD AVENUE

↑
N
1' = 2000'



Spokane City Map – August 2017 Download

DANMOR APARTMENTS
410 WEST THIRD AVENUE

↑
N
No scale



Photo 1. 410 West Third Avenue - Context looking east along 3rd Avenue



Photo 2. 410 West Third Avenue - Contextual view along Third Avenue, looking northwest



Photo 3. Front Facade (South) looking north



Photo 4. Southwest Corner - looking northeast



Photo 5. West Facade - looking east



Photo 6. Rear Facade (north) - looking south



Photo 7. Front Entry to 410 West Third Avenue

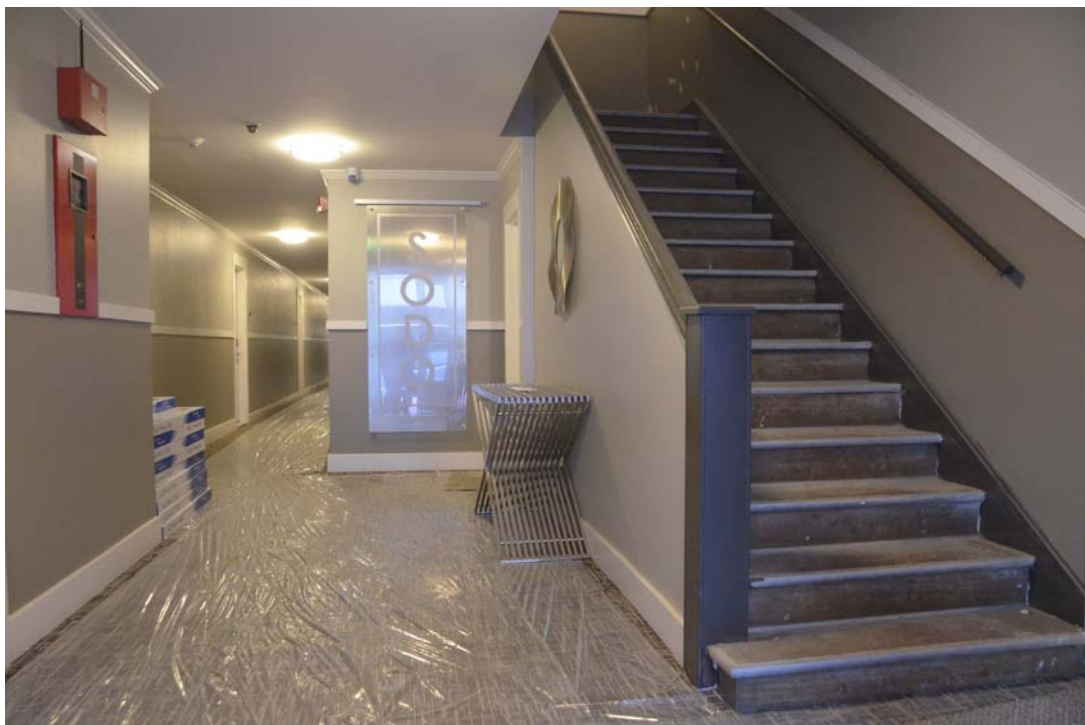


Photo 1 Front Entry Lobby looking north at stairs to 2nd floor and 1st floor central hallway



Photo 2. Front Entry Lobby - looking north along central hallway



Photo 3. Typical Single Room Apartment



Photo 4. Looking toward outside wall, one bedroom apartment

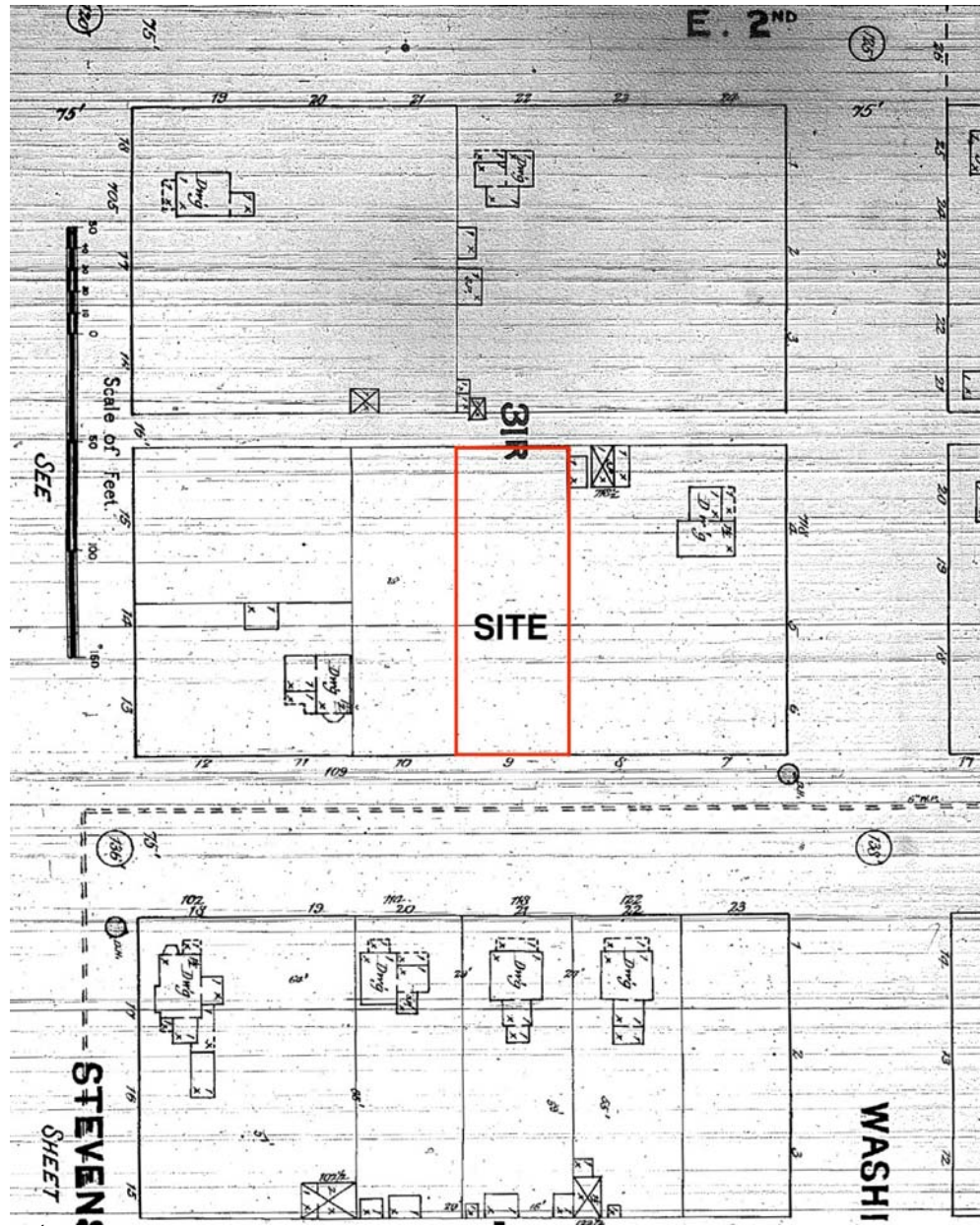


Photo 5. Typical kitchen



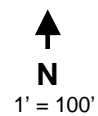
Photo 6. Typical Kitchen and Bathroom

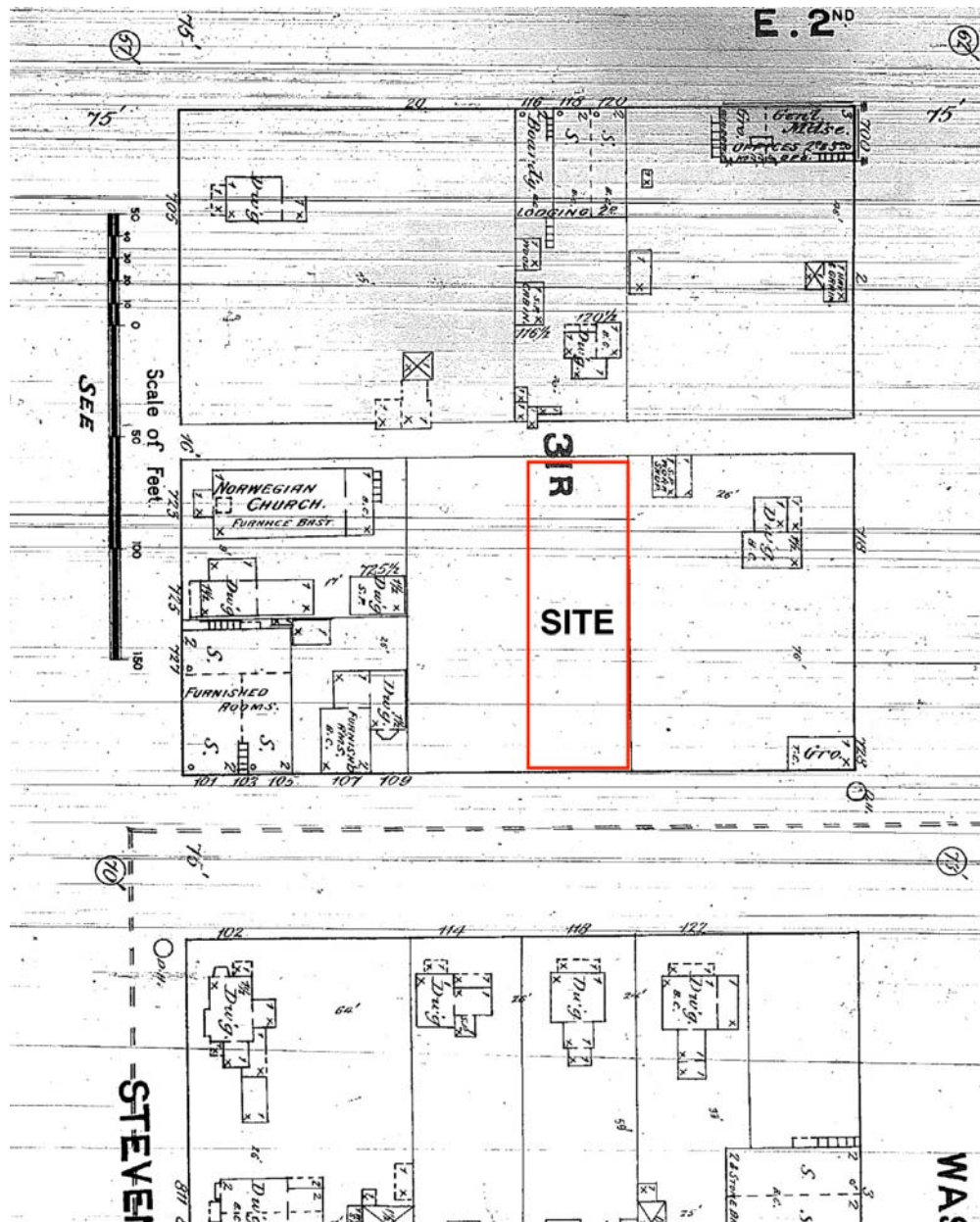
SANBORN INSURANCE MAPS



Sanborn Insurance Map – 1889 – page 16

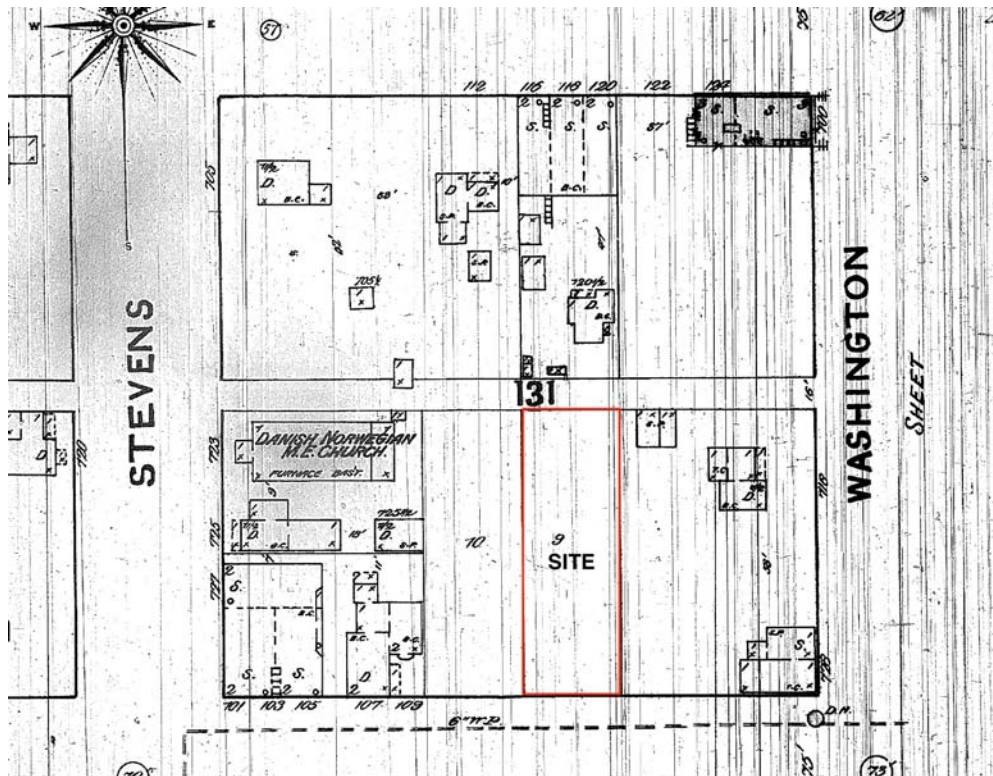
410 WEST 3RD AVENUE
1889 SANBORN MAP





410 WEST 3RD AVENUE
1890 SANBORN MAP

↑
N
1' = 100'



Sanborn Insurance Map – 1891 – page 16

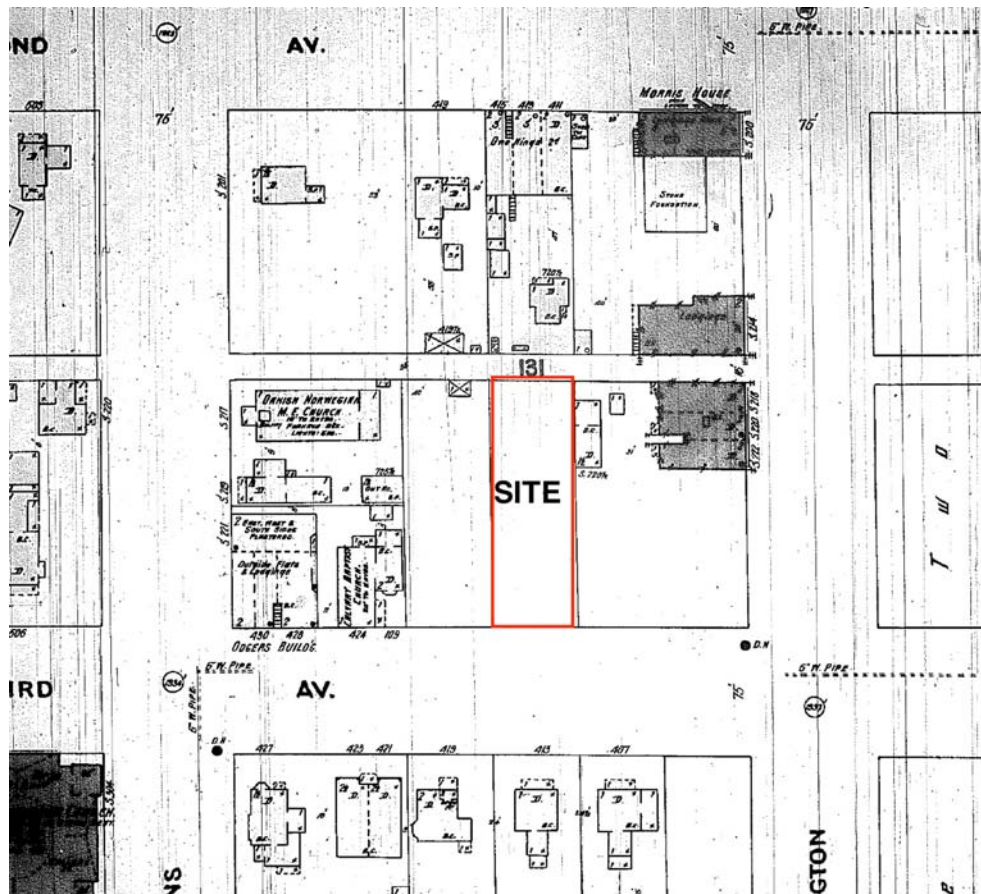


410 WEST 3RD AVENUE
1891 SANBORN MAP



N

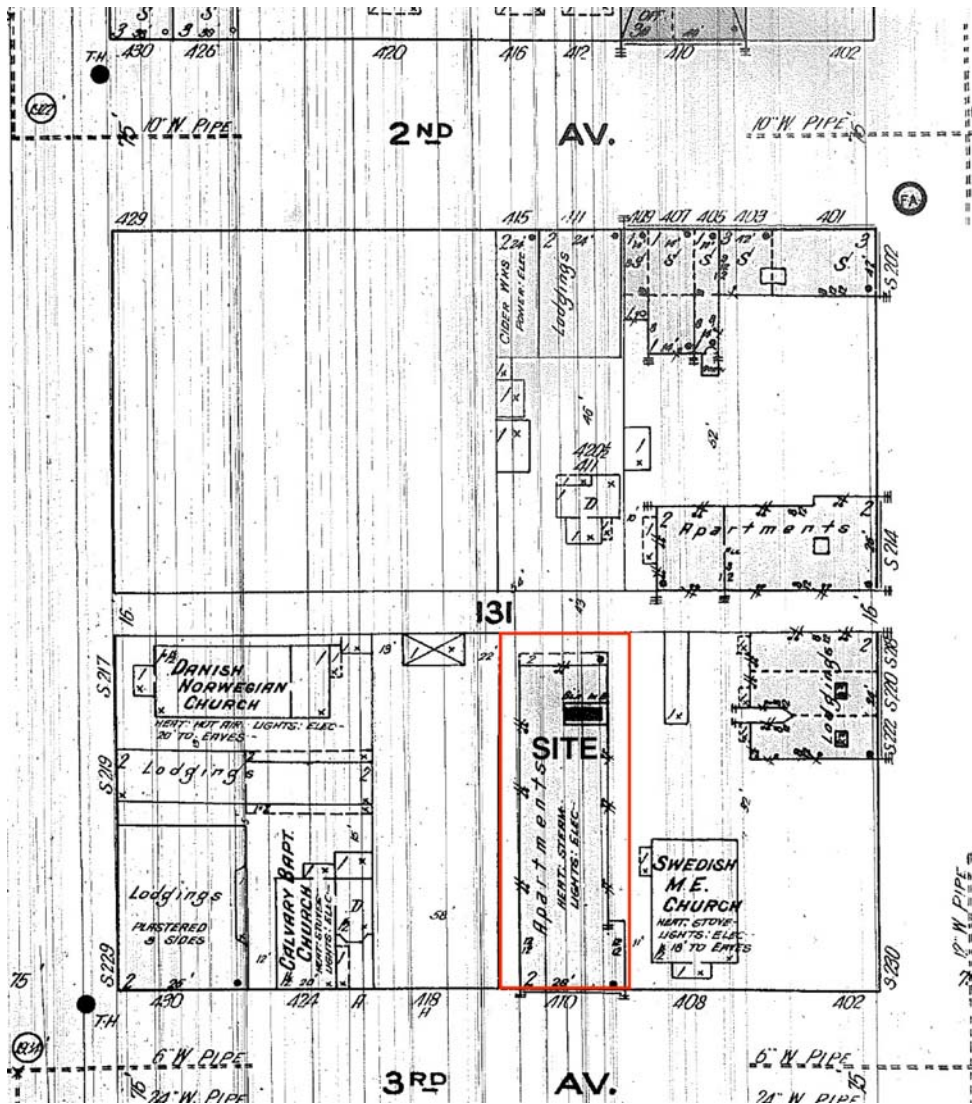
1' = 100'



Sanborn Insurance Map – 1902 – page 10

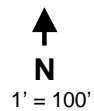
**410 WEST 3RD AVENUE
1902 SANBORN MAP**

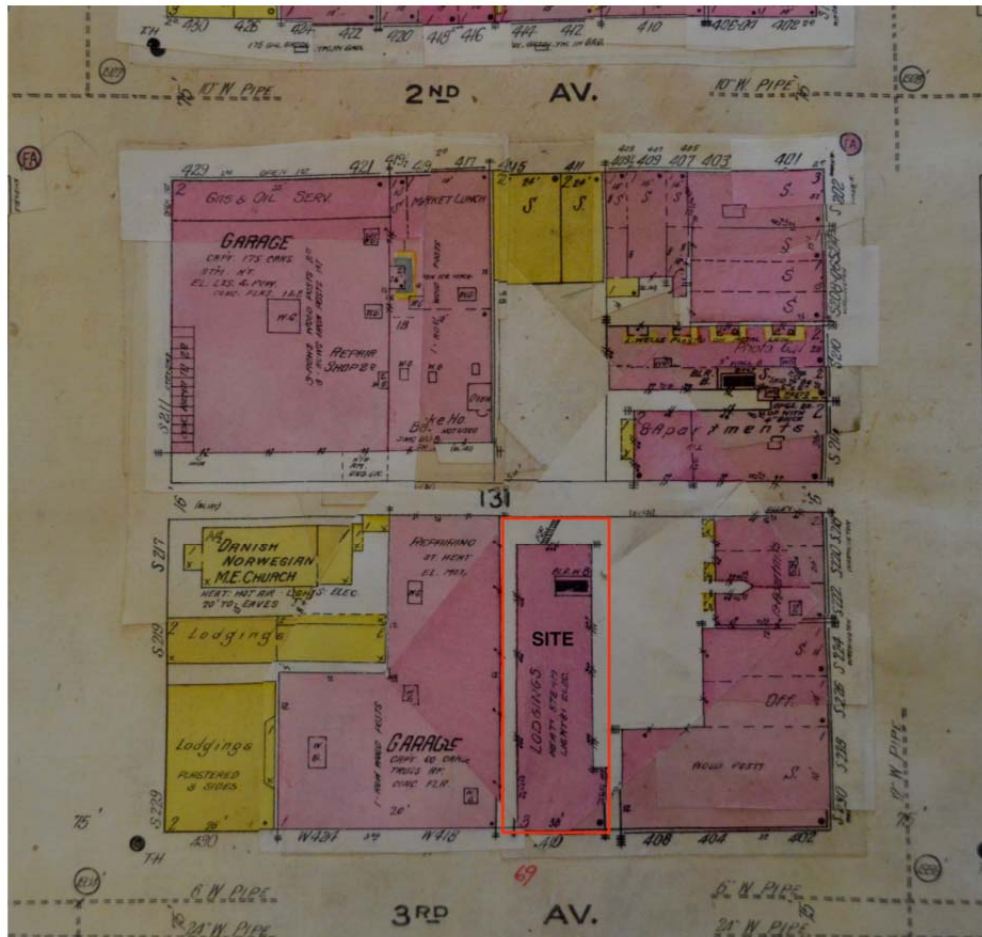
↑
N
1' = 100'



Sanborn Insurance Map – 1910 – page 450

410 WEST 3RD AVENUE
1910 SANBORN MAP

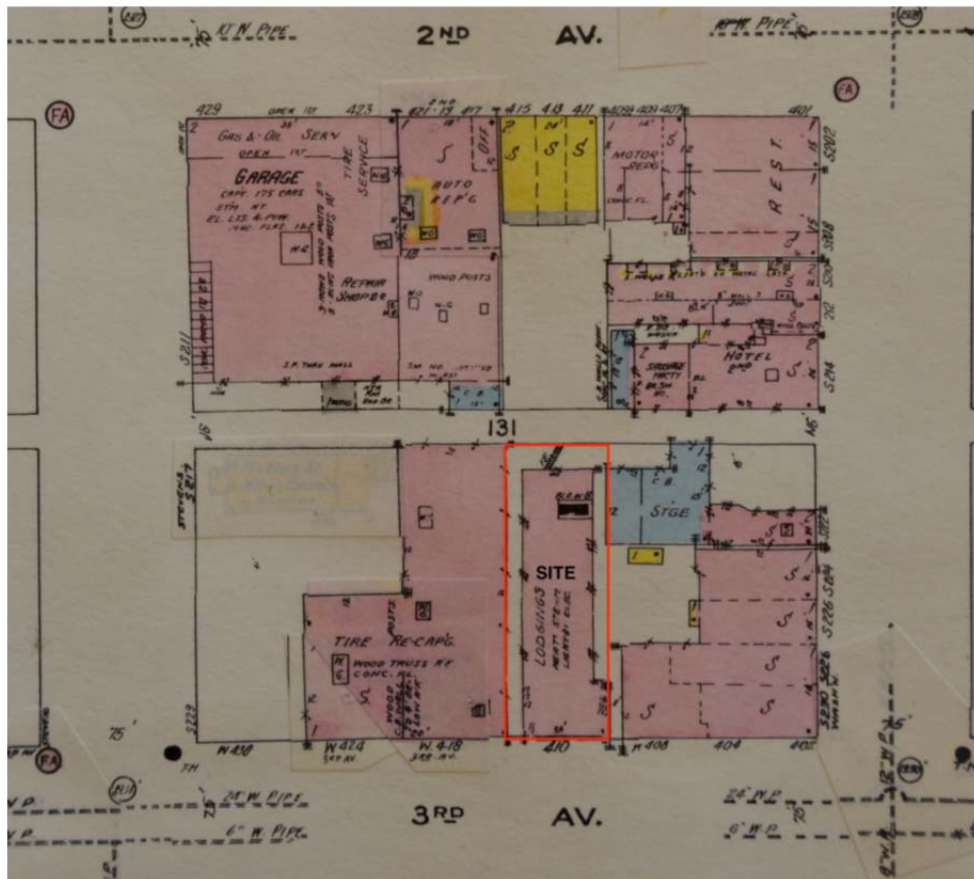




Sanborn Insurance Map – 1910 updated to 1928– page 450

410 WEST 3RD AVENUE
1910 SANBORN TO 1928

↑
N
1' = 100'



Sanborn Insurance Map –1958– page 449

410 WEST 3RD AVENUE
1958 SANBORN MAP

↑
N
1' = 100'

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	OPR 2018-0367
<u>Renews #</u>	

<u>Submitting Dept</u>	HISTORIC PRESERVATION	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	MEGAN 625-6543	<u>Project #</u>	
<u>Contact E-Mail</u>	MDUVALL@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Contract Item	<u>Requisition #</u>	
<u>Agenda Item Name</u>	0470 - MCCLINTOCK-TRUNKY ANNEX BUILDING - 125 S STEVENS AVE		

Agenda Wording

Recommendation to list the McClintock-Trunkay Annex Building, 125 S Stevens Ave, on the Spokane Register of Historic Places.

Summary (Background)

SMC #17D.100.020 provides that the City/County Historic Landmark Commission can recommend to the City Council that certain properties be placed on the Spokane Register of Historic Places. The McClintock-Trunkay Annex Building has been found to meet the criteria set forth for such designation and a management agreement has been signed by the owners.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	DUVALL, MEGAN	<u>Study Session</u>
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List
<u>Legal</u>	PICCOLO, MIKE	mduvall@spokanecity.org
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org
<u>Additional Approvals</u>		
<u>Purchasing</u>		

Findings of Fact and Decision for Council Review Nomination to the Spokane Register of Historic Places McClintock-Trunkey Annex Building – 125 S Stevens

FINDINGS OF FACT

1. SMC 17D.040.090: "Generally a building, structure, object, site, or district which is more than fifty years old may be designated an historic landmark or historic district if it has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the city, county, state, or nation."

- Completed in 1916; the McClintock-Trunkey Annex Building meets the age criteria for listing on the Spokane Register of Historic Places.

2. SMC 17D.040.090: The property must qualify under one or more categories for the Spokane Register (A, B, C, D).

- Historically significant under Category A as a contributing building to the East Downtown Historic District and was built as the new headquarters for the McClintock-Trunkey Co., wholesale grocers located next north, in 1916 at a cost of between \$70-75,000. It was designed by the prominent architectural firm of Whitehouse and Price and constructed by contractor Fred Phair.
- In 1951, Spokane Warehouse and Storage Co. acquired the entire McClintock-Trunkey complex and converted the original office and warehouse into a parking garage while maintaining the larger structure as office and warehouse space (those buildings have since been demolished and only the warehouse remains).
- This is one of the initial buildings built to directly take advantage of the new, elevated railroad as it travelled through downtown Spokane.
- The building is also significant under Category C as a good example of a brick commercial style warehouse with exposed concrete bearing columns. The building includes basketweave tapestry brick patterns as well as an iron fire escape with landings and ladders.
- The building is defined by the three-dimensional grid of the poured concrete infrastructure which creates a symmetrical façade of floors, columns and cross-beams.

3. SMC17D.040.090: "The property must also possess integrity of location, design, materials, workmanship, and association." From NPS Bulletin 15: "Integrity is the ability of a property to convey its significance...it is not necessary for a property to retain all its historic physical features...the property must retain, however, the essential physical features that enable it to convey its historic identity."

- Although the original steel sash windows on the front façade (west) have been replaced, the building retains its fundamental character and is recognizable as described in the nomination: concrete foundation, red brick walls, exposed poured concrete columns, monumental entryway, and the second story loading bays along the railroad lines. The original openings remain along the storefront with bulkheads and the glazing on floors 2-5 are within the original openings.
- The interior remains as open concept floors with diminishing sized columns as you proceed upward.
- This is a good example of a commercial vernacular brick warehouse building within the downtown – although the replacement of the steel sash windows with aluminum sash/internal vinyl grids is not an appropriate window type, it does not render the building completely ineligible. In staff's opinion, enough of the original fabric remains to convey the essential physical features of its historic identity.

4. Once listed, this property will be eligible to apply for incentives, including:

Special Valuation (property tax abatement), Spokane Register historical marker, and special code considerations.

RECOMMENDATION

The Spokane Historic Landmarks Commission evaluated the McClintock-Trunkey Annex according to the appropriate criteria at a public hearing on 5/16/18 and recommends that the building be listed on the Spokane Register of Historic Places under Category A.

After Recording Return to:
Office of the City Clerk
5th Floor Municipal Bldg.
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3333

NOTICE OF MANAGEMENT AGREEMENT

NOTICE IS HEREBY GIVEN that the property legally described as:

THAT PORTION OF THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY'S (FORMERLY NORTHERN PACIFIC RAILWAY COMPANY) STATION GROUND PROPERTY SITUATED IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 25 NORTH, RANGE 43 EAST, W.M., IN SPOKANE COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOW; BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF A 20 FOOT WIDE PUBLIC ALLEY IN BLOCK 12, RAILROAD ADDITION, ACCORDING TO PLAT RECORDED IN VOLUME "D" OF PLATS, PAGE 82, WITH THE EAST LINE OF STEVENS STREET, SAID POINT BEING 141.92 FEET SOUTH OF THE NORTHWEST CORNER OF SAID BLOCK 12; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID 20 FOOT WIDE ALLEY, ALONG A CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 1,804.38 FEET AN ARC DISTANCE OF 302.45 FEET TO A POINT ON THE WEST LINE OF WASHINGTON STREET DISTANT 106.37 FEET TO A POINT ON THE EAST LINE OF STEVENS STREET, 130.00 FEET SOUTH OF THE POINT OF BEGINNING; THENCE NORTH ALONG SAID EAST LINE OF STEVENS STREET 130.00 FEET TO THE POINT OF BEGINNING.

Parcel Number 35191.5511, is governed by a Management Agreement between the City of Spokane and the Owner(s), Evergreen Parking & Warehouse, LLC, of the subject property.

The Management Agreement is intended to constitute a covenant that runs with the land and is entered into pursuant to Spokane Municipal Code Chapter 6.05. The Management Agreement requires the Owner of the property to abide by the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (36 CFR Part 67) and other standards promulgated by the Historic Landmarks Commission.


Said Management Agreement was approved by the Spokane City Council on _____. I certify that the original Management Agreement is on file in the Office of the City Clerk under File No._____.

I certify that the above is true and correct.

Spokane City Clerk

Historic Preservation Officer

Dated: _____



Dated: _____

MANAGEMENT AGREEMENT

The Management Agreement is entered into this **16th** day of **May 2018**, by and between the City of Spokane (hereinafter "City"), acting through its Historic Landmarks Commission ("Commission"), and **Evergreen Parking & Warehouse, LLC** (hereinafter "Owner(s)"), the owner of the property located at **125 South Stevens Avenue** commonly known as the **McClintock-Trunkey Annex Building** in the City of Spokane.

WHEREAS, the City of Spokane has enacted Chapter 4.35 of the Spokane Municipal Code (SMC) and Spokane has enacted Chapter 1.48 of the Spokane County Code (SCC), both regarding the establishment of the Historic Landmarks Commission with specific duties to recognize, protect, enhance and preserve those buildings, districts, objects, sites and structures which serve as visible reminders of the historical, archaeological, architectural, educational and cultural heritage of the city and county is a public necessity and.

WHEREAS, both Ch. 17D.100 SMC and Ch. 1.48 SCC provide that the City/County Historic Landmarks Commission (hereinafter "Commission") is responsible for the stewardship of historic and architecturally significant properties in the City of Spokane and Spokane County; and

WHEREAS, the City has authority to contract with property owners to assure that any owner who directly benefits by action taken pursuant to City ordinance will bind her/his benefited property to mutually agreeable management standards assuring the property will retain those characteristics which make it architecturally or historically significant;

NOW THEREFORE, -- the City and the Owner(s), for mutual consideration hereby agree to the following covenants and conditions:

1. CONSIDERATION. The City agrees to designate the Owner's property an Historic Landmark on the Spokane Register of Historic Places, with all the rights, duties, and privileges attendant thereto. In return, the Owner(s) agrees to abide by the below referenced Management Standards for his/her property.

2. COVENANT. This Agreement shall be filed as a public record. The parties intend this Agreement to constitute a covenant that runs with the land, and that the land is bound by this Agreement. Owner intends his/her successors and assigns to be bound by this

instrument. This covenant benefits and burdens the property of both parties.

3. ALTERATION OR EXTINGUISHMENT. The covenant and servitude and all attendant rights and obligations created by this Agreement may be altered or extinguished by mutual agreement of the parties or their successors or assigns. In the event Owner(s) fails to comply with the Management Standards or any City ordinances governing historic landmarks, the Commission may revoke, after notice and an opportunity for a hearing, this Agreement.

4. PROMISE OF OWNERS. The Owner(s) agrees to and promises to fulfill the following Management Standards for his/her property which is the subject of the Agreement. Owner intends to bind his/her land and all successors and assigns. The Management Standards are: "THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION AND GUIDELINES FOR REHABILITATING HISTORIC BUILDINGS (36 CFR Part 67)." Compliance with the Management Standards shall be monitored by the Historic Landmarks Commission.

5. HISTORIC LANDMARKS COMMISSION. The Owner(s) must first obtain from the Commission a "Certificate of Appropriateness" for any action which would affect any of the following:

- (A) demolition;
- (B) relocation;
- (C) change in use;
- (D) any work that affects the exterior appearance of the historic landmark; or
- (E) any work affecting items described in Exhibit A.

6. In the case of an application for a "Certificate of Appropriateness" for the demolition of a landmark, the Owner(s) agrees to meet with the Commission to seek alternatives to demolition. These negotiations may last no longer than forty-five (45) days. If no alternative is found within that time, the Commission may take up to forty-five (45) additional days to attempt to develop alternatives, and/or to arrange for the salvage of architectural artifacts and structural recording. Additional and supplemental provisions are found in City ordinances governing historic landmarks.

This Agreement is entered into the year and date first above written.

Cody R. Coombs
Owner

Owner

CITY OF SPOKANE

HISTORIC PRESERVATION OFFICER

MAYOR

Megan M.K. Duvall
Megan M.K. Duvall

David A. Condon

ATTEST:

City Clerk

Approved as to form:

Assistant City Attorney

STATE OF WASHINGTON

County of Spokane

)
) ss
)

On this 16th day of May, 2018, before me, the undersigned, a Notary Public in and for the State of Washington, personally appeared

Cody R. Coombs, to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that (he) (he/she/they) signed the same as (his/her/their) free and voluntary act and deed, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 16th day of May, 2018.



Jacqueline R. Faught
Notary Public in and for the State
of Washington, residing at Spokane

My commission expires 10-10-2021

STATE OF WASHINGTON

County of Spokane

)
) ss.
)

On this _____ day of _____, 2018, before me, the undersigned, a Notary Public in and for the State of Washington, personally appeared DAVID A. CONDON, MAYOR and TERRI L. PFISTER, to me known to be the Mayor and the City Clerk, respectively, of the CITY OF SPOKANE, the municipal corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this _____ day of _____, 2018.

Notary Public in and for the State
of Washington, residing at Spokane

My commission expires _____

Attachment A

Secretary of The Interior's Standards

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color,

texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Spokane Register of Historic Places Nomination

*Spokane City/County Historic Preservation Office, City Hall, Third Floor
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

1. Name of Property

Historic Name: McClintock-Trunkey Annex Building
And/Or Common Name: Spokane Parking Center

2. Location

Street & Number: 125 S. Stevens Street
City, State, Zip Code: Spokane WA 99201
Parcel Number: 35191.5511

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> building	<input type="checkbox"/> public <input type="checkbox"/> both	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural <input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure			<input type="checkbox"/> educational <input type="checkbox"/> residential
<input type="checkbox"/> object	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes, restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other

4. Owner of Property

Name: Evergreen Parking & Warehouse, LLC
Street & Number: 1325 W. 1st Avenue #210
City, State, Zip Code: Spokane WA 99201
Telephone Number/E-mail: codyc14@hotmail.com

5. Location of Legal Description

Courthouse, Registry of Deeds	Spokane County Courthouse
Street Number:	1116 West Broadway
City, State, Zip Code:	Spokane, WA 99260
County:	Spokane

6. Representation in Existing Surveys

Title: Enter previous survey name if applicable
Date: Enter survey date if applicable ☐ Federal ☒ State ☐ County ☐ Local
Depository for Survey Records: Spokane Historic Preservation Office

7. Description

Architectural Classification**Condition**

- ☐ excellent
☒ good
☐ fair
☐ deteriorated
☐ ruins
☐ unexposed

Check One

- ☐ unaltered
☒ altered

Check One

- ☒ original site
☐ moved & date _____

8. Spokane Register Criteria and Statement of Significance

Applicable Spokane Register of Historic Places criteria: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory history.
- ☐ E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

Narrative statement of significance is found on one or more continuation sheets.

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property:

< one

Verbal Boundary Description:

(Includes all three buildings in complex) N.P. RY CO SUB OF R/W (19-25-43) PTN OF LTS 1-6 BLK "a" AND RR R/W DAF:BEG AT THE PT OF INTERS OF SLY R/W OF 20FT WIDE PUBLIC ALLEY IN BLK 12 OF RAILROAD ADD WITH E R/W STEVENS ST SD PT BEING 141.92FT S OF NW COR SD BLK 12 THE ELY ALG SLY LN OF SD 20FT ALLEY ALG A CURVE CONCAVE NLY WITH RAD OF 1804.38FT AN ARC DIST OF 302.45FT TO A PT ON W R/W OF WASHINGTON ST 106.37FT S OF NE COR OF SD BLK 12 TH S ALG W R/W OF WASHINGTON ST 90FT TH SWLY 309.37FT TO A PT ON E R/W STEVENS ST 130FT S OF POB TH N ALG SD E R/W SEVENS ST 130FT TO POB

Verbal Boundary Justification:

Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Stephen Emerson, Director

Organization: Archisto Enterprises

Street, City, State, Zip Code: 212 W. Dawn Avenue, Spokane WA 99218

Telephone Number: 509-466-8654

E-mail Address: semerson@ewu.edu

Date Final Nomination Heard: May 16, 2018

12. Additional Documentation

Additional documentation is found on one or more continuation sheets.

13. Signature of Owner(s)

14. For Official Use Only:

Date nomination application filed: _____

Date of Landmarks Commission Hearing: _____

Landmarks Commission decision: _____

Date of City Council/Board of County Commissioners' hearing: _____

I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.

Megan Duvall
City/County Historic Preservation Officer
City/County Historic Preservation Office
Third Floor – City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Date

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

SUMMARY STATEMENT

The McClintock-Trunkey Annex Building, at 125 N. Stevens Street, constitutes the remaining portion of a complex of buildings constructed between 1907 and 1917. The Annex occupies the southwest corner of the former complex. It is a 5-story building with concrete superstructure and brick infill that was built to service the elevated railroad viaduct. It is characterized by massive concrete columns that support the weight above them. The windows of the front (west) elevation are symmetrically placed and contain metal sash panes of fixed and casement glass, with vinyl muntins within the double glass panes. The style is a cross between brick commercial and concrete bunker.

DESCRIPTION OF PROPERTY

The McClintock-Trunkey Annex Building was formerly part of a building complex consisting of three separate but contiguous structures. The subject of this nomination is situated in the southwest corner of the former complex and was the last to be built, in 1916 (see HISTORIC CONTEXT, below). It is a poured reinforced concrete and brick structure with a nearly rectangular plan, canted on the south side to conform to the route of the adjacent railroad tracks. It has five stories and a basement, and abutted the original McClintock-Trunkey Building, to the north, and parking garage extension of that building, on the east. The superstructure of the building is poured concrete with non-weight-bearing walls built of brick.

Like the superstructure, the McClintock-Trunkey Annex Building foundation is poured reinforced concrete. The roof is nearly flat with a built-up surface. It has straight brick parapets with metal flashing. The square poured concrete penthouse contains the elevator machinery and an access door for service, as well as a multi-pane metal sash window. Near the northwest corner of the penthouse, abutting the parapet, a brick chimney emerges that once served a boiler in the basement. Another poured concrete structure on the roof is the triangular shaped access to stairs leading to the fifth floor. It is accessed

by a heavy metal door. The roof of the building is not quite flat, with slight depressions that collect rain water that is drained into interior pipes. Also on the roof are a number of upright ventilation pipes. Air is drawn into them by ingenious rotating catch basins that have metal fins that act as rudders to turn the basins to face the direction of the oncoming wind. These still-functional vents allow fresh air to circulate throughout the building keeping it ventilated and dry. Small metal plaques at the top of these pipes identify the manufacturer: THE SWARTWOUT BALL BEARING VENTILATIONS, THE OHIO BLOWER COMPANY, CLEVELAND, OHIO. The company was founded in 1901 by Denton Swartwout, and later branched into a manufacturer of automobile bodies. It declared bankruptcy in 1928, but remained in one form or another for several more decades, eventually being absorbed by other concerns.

The cornices just below the parapets are a simple line of poured concrete modillion blocks. The front (west) elevation is divided into vertical 5-story bays by the poured concrete superstructure. On the four upper levels, the bays are filled in with brick and large aluminum sash windows with concrete sills. The windows are separated into multiple panes by vinyl muntins placed between two layers of glass. These windows are recent replacements, taking the place of former metal sash multiple-pane units. Although new, they were selected to mimic the appearance of the original windows.

The brick panels separating the windows feature brick basket-weave tapestry-work. In the second bay from the left is an iron fire escape system with four landings with railings and ladders. The main entry is located at the far left side of the street level. To its right are four panels containing large metal sash display windows with transoms and vinyl muntins. As above, these panels are separated by the poured concrete of the superstructure. The windows are set within brick surrounds.

The front entry is the most ornamental part of the building. It is recessed into a brick surround crowned by a poured concrete entablature. Concrete appliques at the upper corners of the brick surround proclaim pertinent dates: "ESTABLISHED A.D. 1897" on

the left and “ERECTED A.D. 1916” on the right. Directly above the entablature is an electric sign that reads “SPOKANE WAREHOUSE & STORAGE COMPANY.” This sign likely covers an earlier sign reading “McClintock-Trunkey Co.” (see below). The recessed entry has a brick segmental arch above and is protected by swinging wrought iron gates. The recessed area in front of the doors has a floor of reddish brown tiles. The front entry contains a double set of steel frame and glass doors, with transom and side lights. The transom directly above the doors is engraved with “125 S. Stevens.”

The north elevation and east elevations were once partially obscured by adjacent 3-story buildings that have been removed. The north elevation is mostly brick, but contains several door and window openings that have been filled in with brick or concrete blocks.

The east elevation is divided into three panels separated by the poured concrete superstructure. These panels contain a variety of metal sash multiple-pane window with brick surrounds, as well as a number of former windows that have been filled in with brick. The south elevation, facing the railroad tracks, is divided into seven panels separated by the poured concrete superstructure. The upper levels of the panels contain featureless brick infill. The lower level of each panel contains metal sash multiple pane windows that have replaced steel roll-up cargo doors. The former poured concrete loading docks, situated at the level of the grade of the raised railroad bed, have been removed.

The interior of the McClintock-Trunkey Annex Building is defined by the three-dimensional grid of the poured concrete infrastructure, which creates a symmetrical structure of floors, vertical columns, and cross-beams. The size and shape of the vertical columns is dictated by the weight above them. The lower columns are large and octagonal. With each increase in the height of the level, the columns are reduced in width, narrowing and becoming square towards the top. Non-load-bearing walls are made of brick. The upper four floors are mostly wide open spaces among the columns. Exceptions to this are the enclosed poured concrete stair well, near the northeast corner,

the poured concrete freight elevator shaft, and a few enclosed rooms. The elevator shaft contains an operable enclosed car that is raised and lowered by a system of pulleys and steel cables operated by a motor in the penthouse space at the top of the shaft, on the roof. The motor and pulleys are mounted and embossed with the words "Jones and Loughlin." That is the name of the company that manufactured the metal components of the elevator. It was founded in 1852, in Pittsburg. Initially producing only iron, it started making steel in 1886. A number of historically significant bridges were manufactured with the company's steel.

The poured concrete floors and ceilings are flat, except for the uppermost ceiling, which reflects the depressions on the roof which facilitate drawing water into the interior drainage system. Throughout the interior are networks of ventilation pipes, drainage pipes, and fire prevention sprinkler systems. The basement level is similar to the upper four, with the widest columns of all.

The most complex area in the interior was once in the west portion of the first floor. It is entered through two pairs of recently installed steel and glass doors accessing an entry vestibule. Until recently, this area was divided into a series of small enclosed office spaces. These were semi-enclosed, cubicle-like rooms with wood frames, glass windows, and wood panel and glass doors with transoms. The enclosures of these rooms have been removed, leaving open spaces delineated only by the interior columns of the concrete superstructure. It is currently being converted to use as a bar and lounge.

At the south end of this former office space is a built-in, walk-in safe with a heavy steel door. Presumably the walls are concrete. On the door is written "DIEBOLD SAFE & LOCK CO. CANTON, O." That company was founded in 1859, in Cincinnati. It evolved into Diebold Nizdorf, a financial self-service and security company that today is the largest manufacturer of ATMs in the world. The rest of the first floor is mostly open space and columns similar to those of the upper levels.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

The formidable and durable nature of the concrete and brick structure made it somewhat immune to alterations over the years. The poured concrete superstructure and the brick infill are literally the brick and mortar that holds the building together and are almost entirely intact. Likewise most of the sparse interior spaces are intact as well, basically large spaces with concrete floors and ceilings, with concrete columns that bear the weight of upper floors, decreasing in size as the load lessens in higher stories. Some more recent partitioning has occurred but at this time is quite limited. Further modifications of the interior are anticipated, as the building will be renovated for multiple uses by future tenants.

Some window and door spaces have been filled in, but most fenestration openings are intact, including the ground-level storefront windows and the front entry, although the more recent sign above it likely obscures an earlier sign, incised into the concrete. Beside the scars left by the removal of previous adjacent buildings and the brick in-fill of former windows, the most noticeable alterations of the exterior are the wholesale replacement of original multiple pane metal sash windows. To mitigate this replacement of original construction materials, the new windows selected are metal sash multiple pane with vinyl muntins. These units retain much of the appearance of the older windows.

Section 8: STATEMENT OF SIGNIFICANCE

Area of Significance: Commerce, Architecture

Period of Significance: 1916-1954

Built Date: 1916-17

Architect: Harold C. Whitehouse (original 1916) construction)

Whitehouse came to Spokane in 1907, and was so inspired by the plans for the Cathedral of St. John that he returned to school, studying architecture at Cornell University. Back in Spokane, he partnered with Ernest V. Price, creating a firm that would last until 1964. Their best-known achievement was the Cathedral of St. John, but Spokane contains many examples of their designs.

Building Contractor: Fred Phair (original 1916 construction)

Phair was one of the most prolific builders in early 20th Century Spokane, specializing in concrete and various types of masonry. As with Whitehouse, his greatest achievement was probably the Cathedral of St. John.

Architect: E.J. Peterson (1951 alterations)

Edwin Peterson practiced architecture in Spokane, and becoming known for his application of a modern aesthetic of clean lines and use of modern materials. A pilot, in 1951 he was recalled into the Air Force. Although maintaining a home in Spokane, his later architectural efforts were pursued on a global basis.

Building Contractor: Peter J. Young & Son (1951 alterations)

HISTORIC CONTEXT

The origins of Spokane can be traced to two ambitious settlers named J.J. Downing and S.R. Scranton, who arrived in the vicinity in the early 1870s. Recognizing the energy potential of the powerful falls of the Spokane River, they built a saw mill near a channel of the river west of Havermale Island. In 1874 they sold their holdings to a partnership that included James N. Glover, who would in time be hailed as the “Father of Spokane.” Glover profited from the mill and other enterprises, as did other early entrepreneurs such as Fredrick Post, who built the first flourmill, A.M. Cannon, who started the first bank in

town, J.J. Browne, who helped develop a new residential neighborhood west of downtown, and Francis Cook, who printed the first local newspaper in Spokane Falls. The Falls part of the name was later dropped. Another important early resident was Henry T. Cowley. Using logs from Glover's mill, he and carpenter William Pool, built the first school in town, an enterprise that eventually led to the establishment of elementary and high school education in the area.

The town grew rapidly during the 1880s, reaching a population of 2,000 by 1886. Prosperous businesses were amassing bank capital, attracting more investments and commercial enterprise. The construction of railroads through the area turned Spokane into a transportation and commerce hub. The Northern Pacific was the first intercontinental railroad to pass through Spokane, followed by the Great Northern, the Union Pacific and, later the Chicago, Milwaukee, and St. Paul. Smaller rail lines that connected with Spokane included the Spokane and Palouse, which was built into the rich wheat fields to the south, the Spokane Falls and Idaho, which reached toward Coeur d'Alene Lake and the nearby mining districts, and the Spokane Falls and Northern, which connected with Colville and Canada to the north. All of these lines brought further wealth into Spokane, spurring growth of both the economy and the population.

Into this scene of bustling prosperity, the threat of fire was occasionally interjected. The danger was great because the majority of structures within the rapidly growing community were built of wood, the cheapest and most easily acquired building material. Several early conflagrations had prompted the establishment of a volunteer fire department in 1884, but neither the volunteers nor the inadequate water supply system could stop flames that raced through downtown on August 4, 1889. As illustrated in a map produced by R.B. Hyslop, between the Northern Pacific tracks to the south and the Spokane River to the north, the fire cut a swath through the center of the main business district. In all, about 300 buildings were destroyed, only about thirty of which were brick or stone. The community rebounded quickly, conducting business on the streets from tents for a time. Several lessons were learned; a professional fire department was created

and builders determined that future construction in downtown Spokane would be of masonry - brick, stone and, later, glazed terra cotta.

Among the first to suffer from the Panic of 1893 in Spokane was pioneer A.M. Cannon, who had overextended his investments, some of which subsequently failed. When he was denied funding from local banks to recoup, the bank that Cannon had founded, the Bank of Spokane Falls, closed its doors on June 5, 1893, insolvent. Within just days, a chain reaction of panic closed other major banks and people's savings were snuffed out. Before things leveled out, many formerly rich men had lost their fortunes. But by 1896, the economy was well on its way to recovering. In that year, N.W. Durham wrote: "Spokane stands on the threshold of a new career. It is not a boast to say that the outlook, as we stand in the dawn of a new year, is better than ever for further progress and substantial development. With the planning here of national government interests, the establishment of new productive industries, and the rapid growth of mining interests, Spokane's future is assured."

The history of the Northern Pacific Railroad corridor through downtown Spokane and the complex of buildings that the McClintock-Trunkey Annex Building are part of are intimately linked, associated with the process of Spokane emerging as a hub of transportation of goods. It was the location of the railroad, constructed in 1881, that dictated the location of the buildings, which would operate as a shipping center.

The 2-story portion of the complex was built in 1907 to house the Booth-McClintock Company, which would become the McClintock-Trunkey Company, wholesale grocers, in 1908. Robert Hyslop, in his *Spokane Building Blocks*, relates the complex story of how the company evolved:

Robert O. McClintock had been in the wholesale general merchandise business with his wife's brother, Harry D. Trunkey, in Marianna, Arkansas, from 1889 to 1897, when they moved to Spokane and bought an interest in the Booth-Powell Company, then in the Powell Building at 918-920 Riverside, which had been formed in 1896 from E.L.

Powell's wholesale and retail grocery there since 1900. Powell pulled out in 1900 and formed a competing business, Powell, Roberts & Finley, changed in 1904 to Powell-Sanders. Booth-Powell moved to the southeast corner of Post and Railroad, the Electro-Kold building. In 1903 Booth-Powell became Booth-McClintock. In 1906 it moved to Bernard and Pacific, and in 1907 to this building, where it became McClintock-Trunkey in 1908.

This building, the northwestern portion of the complex, is not the building being nominated. It is the first constructed and where the business was first located. An extension to the south was constructed in 1915, when the Northern Pacific railroad grade separation project was accomplished. This raised the level of the rails so that they would not obstruct traffic flow through the downtown area. The extension to the tracks made the building L-shaped. Soon afterwards the extension to the east was built (also not part of this nomination).

McClintock-Trunkey distributed the Juno Brand of canned vegetables and fruits, as well as packaged goods. It is uncertain if the brand was national or local, but it was not likely local, as it was offered in a variety of grocery outlets. The fact that it was delivered directly to the warehouse by rail suggests a wide distributorship. It has long since been replaced by more familiar brands. The logo, a red and gold embossed label with a cameo-like head of Juno, a Greek mythological figure, was prominently displayed at local grocery stores.

The 5-story McClintock-Trunkey Annex Building, the subject of this nomination, was constructed in 1916-1917, forming the southwest corner of the building complex. Although Hyslop writes that the building was constructed for the Spokane Warehouse & Storage Company, an historic photo clearly shows the name "McClintock-Trunkey Co." incised into the concrete entablature above the front entry. Above the name is a cameo bust of Juno, the company's logo. The photograph is undated but the numerous automobiles in front are clearly black Ford Model-Ts, dating to the 1920s. The neon sign proclaiming "Spokane Warehouse & Storage Co." above the entry is mounted on top of

the earlier sign, which would probably be revealed if the electric sign was removed. With construction of the McClintock-Trunkey Annex Building the company had immediate freight access to the raised bed of the Northern Pacific Railroad tracks.

Through most of the 1920s and 1930s, Robert O. McClintock was listed as president of the company, Harvey D. Trunkey was listed as vice president and treasurer, and Sidney S. McClintock as secretary. By 1947, Harvey D. Trunkey was listed as president, Richard S. McClintock as vice president, and Franklin F. Trunkey as secretary and treasurer. A full-page ad in the 1947 issue of the Polk City Directory for Spokane proclaims that the McClintock-Trunkey Company described itself as “Wholesale Grocers, Paper Dealers and Beer Distributors.” By 1950, Thomas C. Alban had joined the company as secretary and assistant treasurer. By 1953, the original McClintock-Trunkey Building, to the north, was occupied by the Washington-Stevens Garage and converted to automobile parking and storage. Building permits indicate that in 1951 the original building was converted to use as a parking garage and storage. The architect is listed as E.J. Peterson and the contractor/builder as Peter J. Young & Son.

The McClintock-Trunkey Company had relocated to E. 1212 Front Avenue. By 1954, both buildings were listed as the Parking Center, with numerous small businesses occupying the lower floors. By 1977 the combined building complex was listed as the Spokane Parking Center and, by 1984, as the Evergreen Parking Company. A variety of small businesses continued to rent space in the offices and cubicles of the lower floors. Meanwhile the McClintock-Trunkey Company had vanished from directory listings. In 1998, the Spokane Parking Office and Store was the listed occupant of the S. 125 Stevens Street building.

ELIGIBILITY STATEMENT

The McClintock-Trunkey Annex is eligible for listing on the Spokane Register of Historic Places under Criterion A as one of the most durable structures that are associated with two of the biggest themes in the history of the downtown vicinity. First, the

building was one of the primary focuses of the shipment of goods by the railroad. The smooth transport of goods was assured in 1915, when the grade separation project raised the bed of the Northern Pacific railroad through the city center. The McClintock – Trunkey Annex took advantage of the situation with multiple freight doors that were immediately accessible to the rail cars, thus eliminating the middle-man necessary to take the goods from the railroad yard to the warehouse. Due to this efficient system of supply and storage, McClintock-Trunkey emerged as arguably the most successful wholesale grocery concern in Spokane.

Despite the replacement of original windows, this building should be considered eligible, under Criterion C, as one of the foremost examples of massive poured concrete construction in Spokane. As noted above, the imposing durability of the building ensures that it maintains its integrity of historic appearance and original construction materials for a long time. It clearly illustrates the aim of the designers of this and other similar structures, which was to create a grid work of sturdy construction meant for the storage and transfer of large quantities of goods. The most noticeable components of such architecture are the massive concrete columns that support the weight above them. Engineered to accommodate more weight according to how many floors above that it had to support, few buildings illustrate the method as well. As an example of the method it is rivaled by few in Spokane, of which the City Hall/Montgomery Ward Building and the Holley-Mason Building are among the best.

BIBLIOGRAPHY

Compau, Nancy, et al.

1992 *Spokane Skyline: A Century of Architecture*. Eastern Washington Historical Society.

Eugenia Woo

2003 East Downtown Historic District. Nomination to the National Register of Historic Places.

Emerson, Stephen

2008 *An Historic Property Inventory of Selected Properties Within the Cannon Hill Park Addition, Spokane County, WA 2008*. Survey Project Report, submitted to the Spokane City/County Historic Preservation Office.

Houser, Michael

2018 Department of Archaeology and Historic Preservation.
<http://dahp.wa.gov/historic-preservation>. Accessed May 9, 2018.

Hyslop, Robert B.

1983 *Spokane Building Blocks*. Standard Blue Print Co. Inc. Spokane.

R.L. Polk and Co.

Various years Polk City Directories for the City of Spokane

Theobald, Mark

2004 <http://www.coachbuilt.com>. Accessed May 9, 2018.

Washington State University History Department

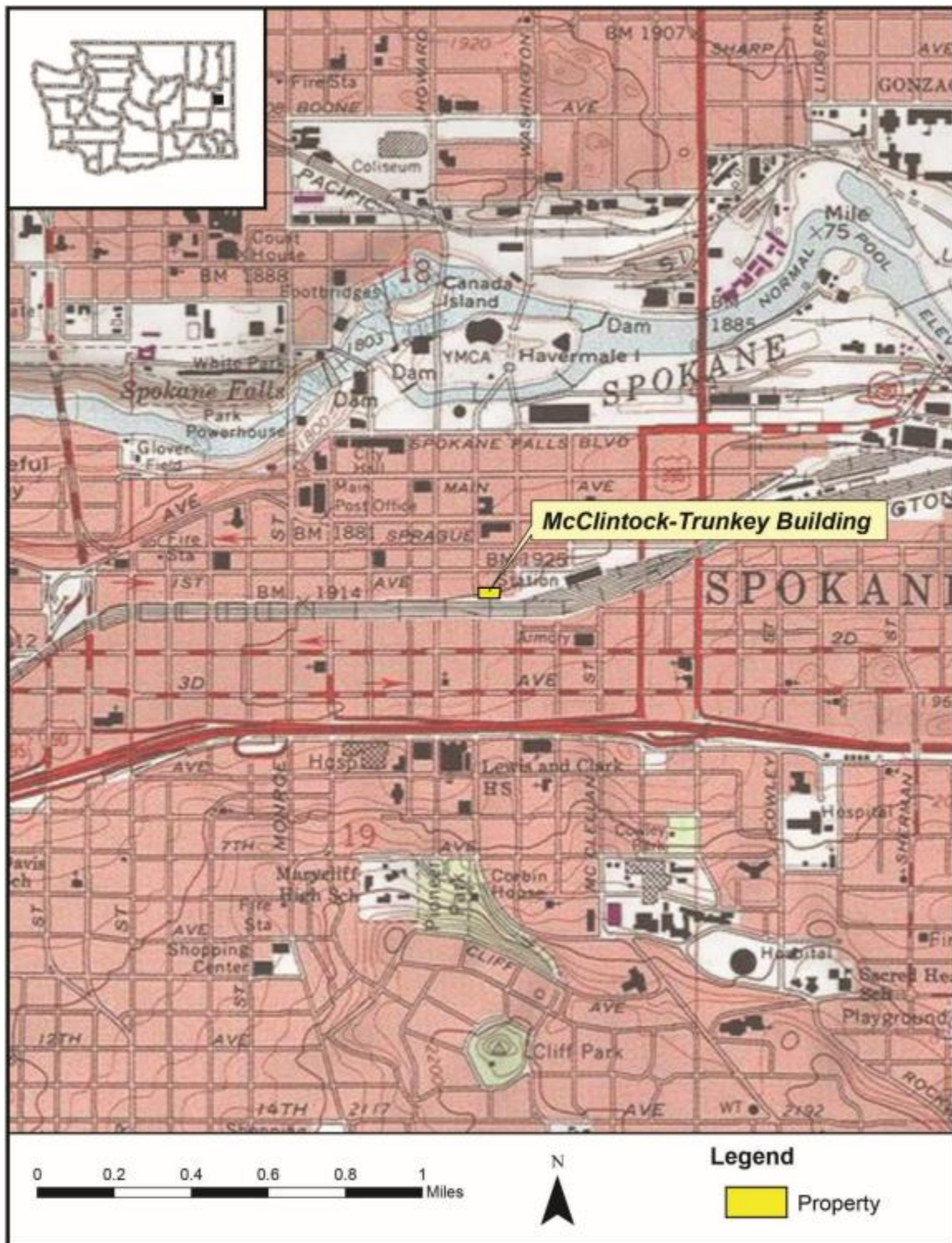
1979 West Downtown Historic Transportation Corridor, National Register of Historic Places District Nomination.

Wikipedia

2018 https://en.wikipedia.org/wiki/Diebold_Nixdorf. Accessed May 9, 2018.

Wollman, David H. and Donald R. Inman

1999 *Portraits in Steel: An Illustrated History of Jones & Laughlin Steel Corporation*. Kent State University Press, Kent, Ohio.



McClintock-Trunkey Annex Building, 125 N. Stevens Street



MT-1 West (front) elevation, view to the east.



MT-2 West (front) elevation, view to the east, prior to window replacement.



MT-3 East and north elevations, top floor, in background, view to the southwest, prior to removal of adjacent buildings, McClintock-Trunkey building at center background.



MT-4 West (front) elevation, street front level, view to the northeast.



MT-5 West (front) elevation, ground floor widow detail, view to the east.



MT-6 West (front) elevation, main entry, view to the east.



MT-7 West (front) elevation, plaque at upper right of entry, view to the east.



MT-8 West (front) entry, plaque at upper left of entry, view to the north.



MT-9 West (front) and north elevations, view to the southeast.



MT-10 North elevation, view to the south.



MT-11 East and north elevations, view to the southwest.



MT-12 East elevation, view to the west.



MT-13 South and east elevations, view to the northwest.



MT-14 South elevation, lower level window detail, view to the northeast



MT-15 West (front) elevation, upper windows, view to the northeast.



MT-16 First floor, recessed main entry, view to the northwest.



MT-17 First floor, concrete columns, former cubical area, view to the southwest.



MT-18 First floor, safe door, view to the southeast.



MT-19 First floor, interior of safe, view to the northeast.



MT-20 First floor, rear freight door, view to the east.



MT-21 first floor, concrete column, new baseboard partition, view to the northeast.



MT-22 Concrete stairs from first floor to second level, view to the west.



MT-23 Second floor, concrete columns, view to the southeast.



MT-24, Second floor windows, view to the southwest.



MT-25 Third floor, freight elevator door, view to the northwest.



MT-26 Third floor, multi-pane windows replacing freight doors, view to the southwest.



MT-27 Third floor, concrete columns, view to the southwest.



MT-28 Fourth floor, concrete columns, view to the southeast.



MT-29 Fourth floor, top of freight elevator shaft, view to the northwest.



MT-30 Fifth floor, stairs to roof, view to the northwest.



MT-31 Roof, elevator penthouse and stairs exit, view to the northwest.



MT-32 Roof, elevator penthouse and stairs exit, view to the northwest.



MT-33 Roof, detail of ventilation intakes, view to the north.



MT-34 Basement, columns and ceiling grid, view to the northeast.



MT-35 Historic photograph, unknown photographer, ca. 1920s

**Agenda Sheet for City Council Meeting of:**

06/18/2018

Date Rec'd

6/6/2018

Clerk's File #

CPR 2012-0033

Renews #**Submitting Dept**

MAYOR

Cross Ref #**Contact Name/Phone**

BRANDY COTE 625-6774

Project #**Contact E-Mail**

BCOTE@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Boards and Commissions

Requisition #**Agenda Item Name**

0520 CHHS BOARD APPOINTMENTS

Agenda Wording

Appointment of Gordon Graves and Douglas Durham to the CHHS Board for a term of 1/1/18 - 12/31/20.

Summary (Background)

Appointment of Gordon Graves and Douglas Durham to the CHHS Board for a term of 1/1/18 - 12/31/20.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Select

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Council Notifications****Dept Head**

COTE, BRANDY

Study Session**Division Director****Other****Finance****Distribution List****Legal**

bcote@spokanecity.org

For the Mayor

DUNIVANT, TIMOTHY

kkeen@spokanecity.org

Additional Approvals

cbrown@spokanecity.org

Purchasing

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	4/19/2018
<u>Clerk's File #</u>	CPR 2016-0037
<u>Renews #</u>	

<u>Submitting Dept</u>	PARKS & RECREATION	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	GARRETT 363-5462	<u>Project #</u>	
<u>Contact E-Mail</u>	GJONES@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	City Administration Report	<u>Requisition #</u>	
<u>Agenda Item Name</u>	1400 - RIVERFRONT PARK PAVILION/PROMENADE UPDATE		

Agenda Wording

Update on the Riverfront Park project, with an emphasis on the Pavilion and Promenade design development, timeline and budget.

Summary (Background)

Riverfront Park redevelopment is funded by a bond that didn't raise taxes and promised citizens five elements, including: 1) design of public spaces and grounds; 2) new recreational ice rink and SkyRide facility; 3) new home of the Looff Carrousel; 4) destination regional playground, and 5) revitalized Pavilion/shelters.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	CONLEY, JASON K.	<u>Study Session</u>
<u>Division Director</u>	EADIE, LEROY	<u>Other</u>
<u>Finance</u>	BUENING, MARK	<u>Distribution List</u>
<u>Legal</u>	DALTON, PAT	leadie@spokanecity.org
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	fdickson@spokanecity.org
<u>Additional Approvals</u>		bellison@spokanecity.org
<u>Purchasing</u>		



Riverfront Park Redevelopment Update

Leroy Eadie, Parks & Recreation Director

Garrett Jones, Parks Planning Manager

Berry Ellison, Program Manager

Jo-Lynn Brown, Program Coordinator

Jon Moog, Riverfront Director

Fianna Dickson, Communications Manager

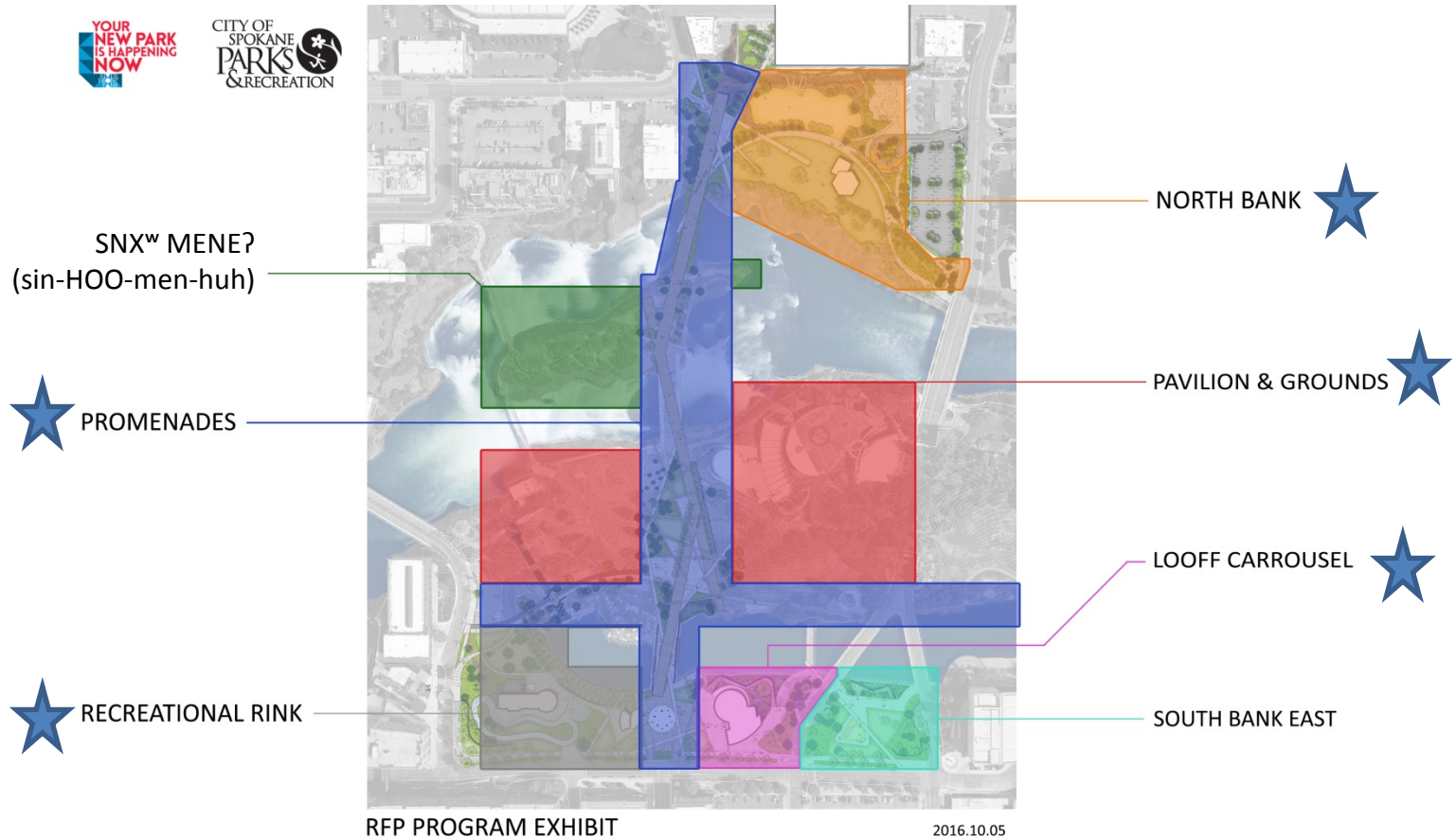
RIVERFRONTPARK**NOW.COM**

Building on the Master Plan



Voters approved a \$64 million bond for redevelopment that didn't raise taxes

Overview

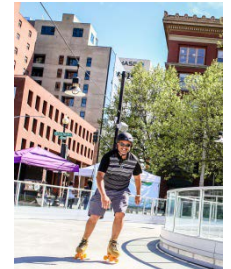
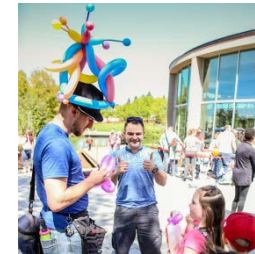


★ The 5 bond projects

RIVERFRONT**PARK****NOW.COM**

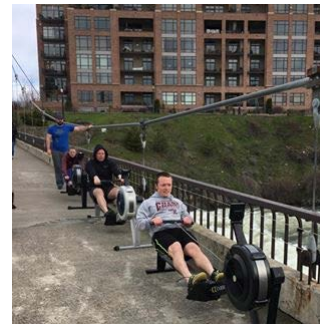
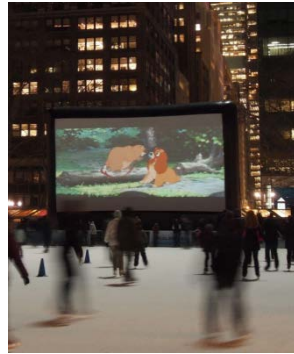
Looff Carousel & South Gateway

Recent Grand Opening



RIVERFRONTPARK**NOW.COM**

Programming the South Bank



RIVERFRONT PARK NOW.COM

Regional Playground



Great Floods-themed destination playground for all abilities.

This summer, doing RFQ for playground designer.

Construction: 2019

Pavilion & Central/North Promenades

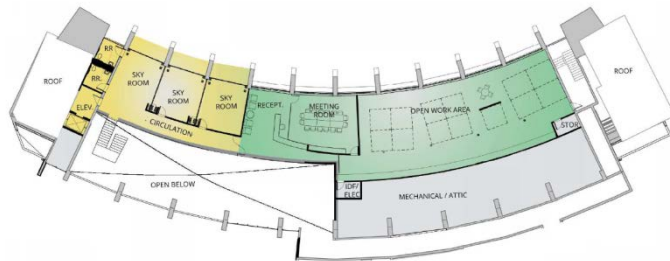
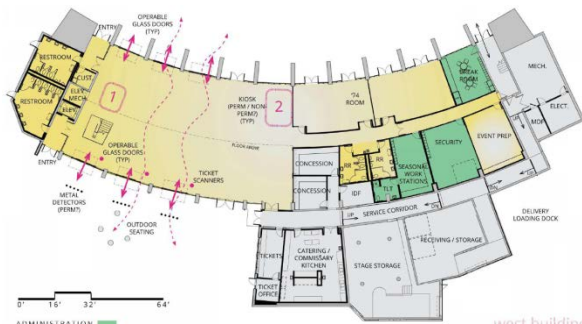
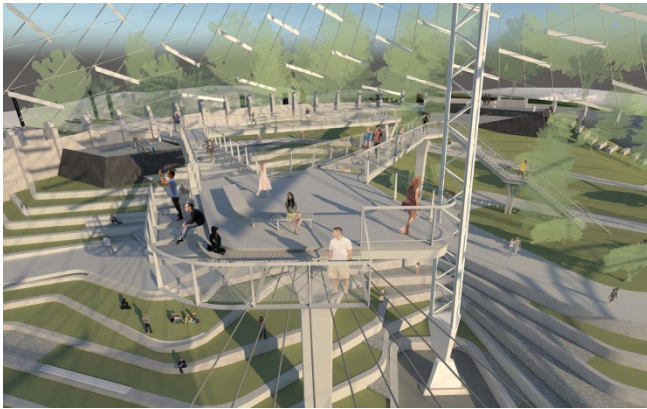


Demolition of non-Expo features at the Pavilion (ice palace roof, science building, IMAX).

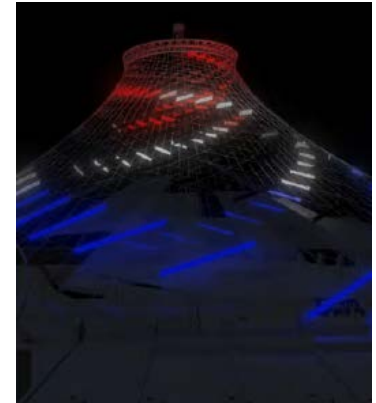
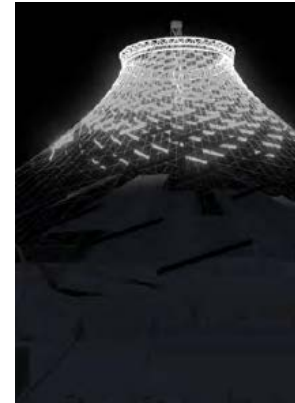
North Promenade: Fall 2018

Central Promenade & Pavilion: Fall 2019

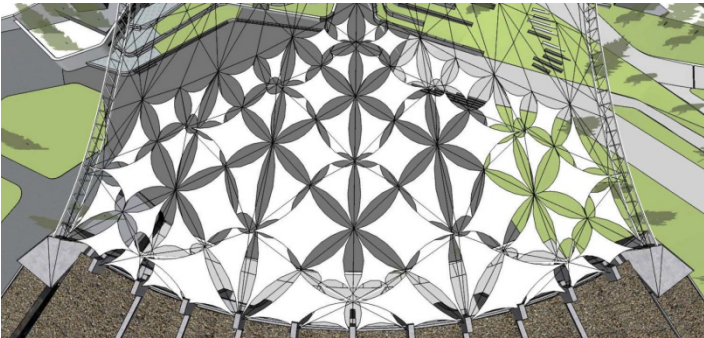
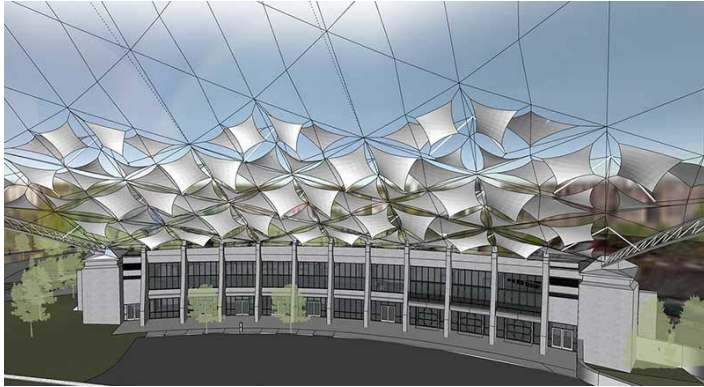
Elevation & Admin Building



Light



Shade



SHADOW STUDY
HOOPFEST WEEKEND • 9 AM



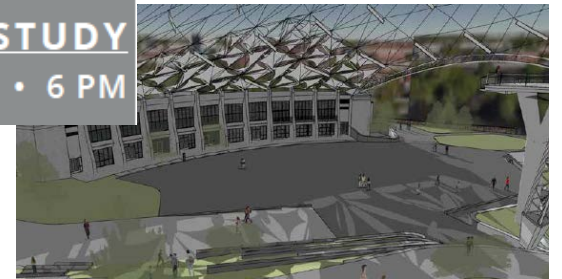
SHADOW STUDY
HOOPFEST WEEKEND • 12 PM



SHADOW STUDY
HOOPFEST WEEKEND • 3 PM



SHADOW STUDY
HOOPFEST WEEKEND • 6 PM



Promenades



Tree Protections & Removals



The Master Plan was designed to ensure trees of the highest significance and value remained.

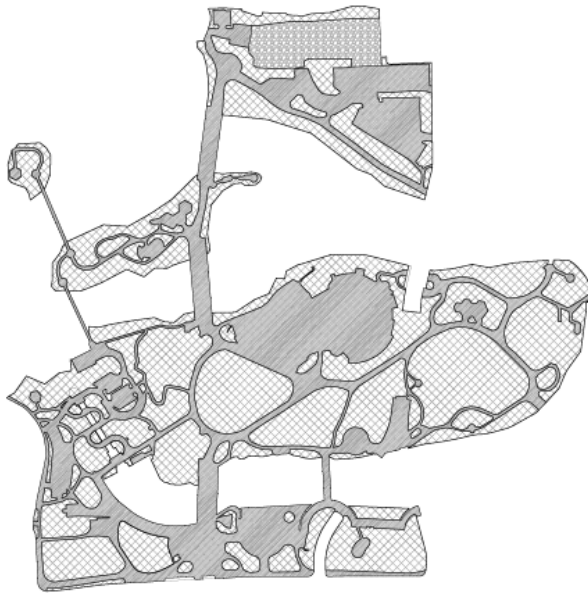
2-for-1 replacement policy

The tree work for the Promenade and Pavilion project involves the removal of 128 trees, resulting in the planting of 256 new trees throughout the park system.

Tree Protections & Removals

RIVERFRONT PARK

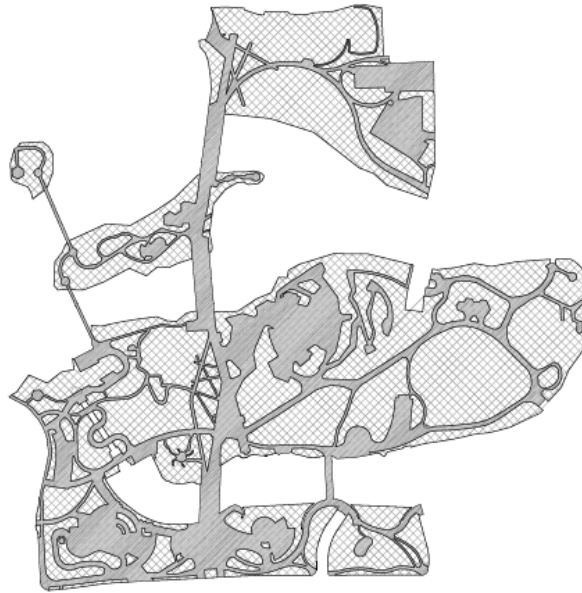
LAND USE TAKEOFF



EXISTING (PRE-RENOVATION) LAYOUT

TAKEOFF QUANTITIES

HARDSCAPE: 696,087 SF
SOFTSCAPE: 1,050,164 SF
GRAVEL PARKING (NORTH BANK): 64,050 SF
TOTAL AREA: 1,810,301 SF



PROPOSED LAYOUT

TAKEOFF QUANTITIES

HARDSCAPE: 640,668 SF
SOFTSCAPE: 1,171,959 SF
TOTAL AREA: 1,812,627 SF

Based on current design, the new park will gain 2.75 more acres of softscape than it had prior to renovations.

Softscape will make up about 65% of the new park. (Previously, it was about 58%.)

A Cleaner Park



An additional deliverable to the citizens is a cleaner park.
Updated environmental standards since Expo '74.
Three EPA Brownfield grants totaling \$600,000.

Riverfront Spokane

Notice: Construction has started in Riverfront Park and may impact some bicycle and pedestrian routes. Before you visit, please see the latest [construction map](#) for the best routes around redevelopment zones. Some attractions are currently unavailable due to redevelopment.

A Cleaner Park

The redevelopment of Riverfront Park provides us with a fresh opportunity to bring the park up to a higher standard of environmentalism and sustainability, setting the former site of the first ever environmentally-themed Worlds Fair. The journey to a cleaner park starts from the ground up, or in this case, below the ground, where help from EPA grants is allowing us to remove or safely encapsulate hundreds of tons of contaminated soil left from years of industry in the park prior to Expo '74.

EPA Brownfield Cleanup Grants for Riverfront Park Information

EPA has selected the City of Spokane for three brownfield cleanup grants totaling \$600,000. These hazardous substances grant funds will be used to clean up contaminated soils at Heavemile Island, Canada Island, and the North Bank Development Area - three sites in Riverfront Park, 100 acres of land and water in the heart of downtown Spokane and the location of the 1974 Worlds Fair.

Mayor: "We are growing Spokane's economic vitality one park, one employer, one job at a time," said Spokane Mayor David Condon. "Much of our strategic plan is built on partnerships, reinvestment and creative reuse of important neighborhood and community assets. The working relationship we have with the EPA is bringing that vision to life through the cleanup grants and past assistance in assessments, planning and technical guidance the agency has brought to the table for Spokane to further leverage the investments our citizens are making."

Chris Wright, Park Board: "These three cleanup grants are a great tool in our efforts to revitalize Riverfront Park and the downtown core," said Chris Wright, Park Board president for the City of Spokane. "With these grants we can spend fewer local tax dollars on environmental cleanup and more toward infrastructure and attractions in the new park - like a great flood-themed playground."

What is a brownfield?

- A property wherein its expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.
- These often abandoned sites can create safety and health risks to surrounding residents, increase unemployment, and are frequently tax delinquent.
- Brownfields include those sites once used for gas stations, dry cleaners, factories, warehouses, railroad switching yards, landfills, parking lots, etc.
- It is estimated that there are more than 480,000 brownfields in the U.S. and more than 2,200 in Washington.

Is the park safe?

The cleanup and redevelopment of Riverfront Park will ensure that the park is safe for all to enjoy.

Parks and Recreation

- Parks
- Recreation
- Our
- Urban Forestry

Join our mailing list

Enter your email address below to receive redevelopment news and updates.

Email Address *

A valid email address is required.

Subscribe



RIVERFRONT PARK NOW.COM

Stepwell



Joint Art Committee recommended, and Park Board approved, signature art piece Stepwell. Geotech surveys underway at approved site on Havermale Island.

Next steps: construction documents, accessibility, maintenance & operation plan.

Art Plan for the park also approved.

Construction: Fall 2018 – Spring 2019

Working Budget

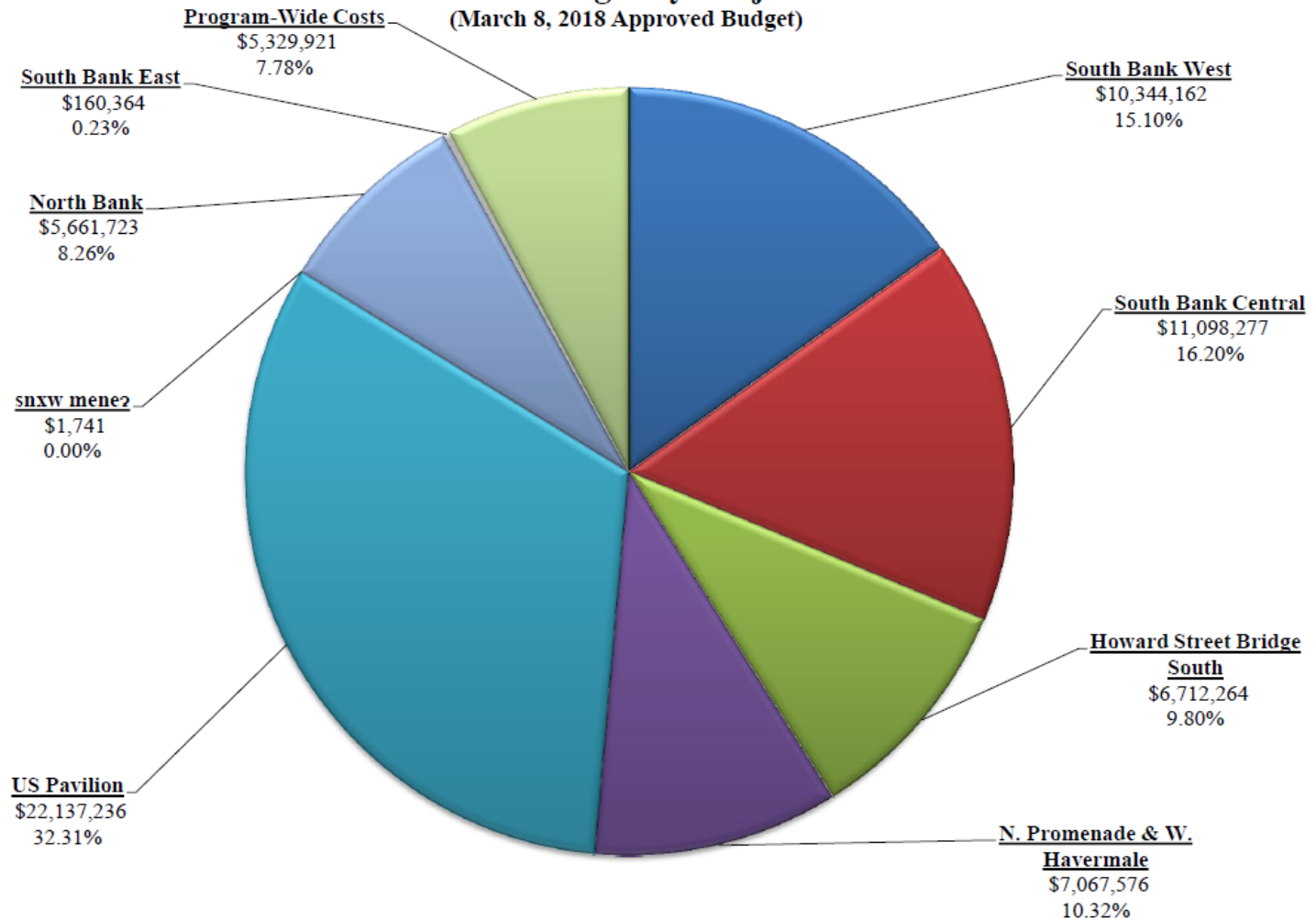
Project	Budget
Ice Ribbon and SkyRide Facility	\$ 10,344,162
Looff Carrousel	\$ 11,098,277
Howard Street Bridge South (South Promenade)	\$ 6,712,264
North and Central Promenades	\$ 4,892,499
West Havermale Island	\$ 2,175,077
U.S. Pavilion	\$22,137,236
snx ^w mene? (formerly known as Canada Island)*	\$ 1,741
Regional Playground / North Bank	\$ 5,661,723
Red Wagon Meadow / South Bank East*	\$ 160,364
Program Level Owner Costs	\$ 5,329,921
Non-Bond Funds	\$ 2,845,133
Total	\$71,358,397 <i>Includes total bond amount of \$64.3m plus anticipated interest earned, grants, Utility reimbursements, and other reimbursables.</i>

*Not one of the five promised bond projects.

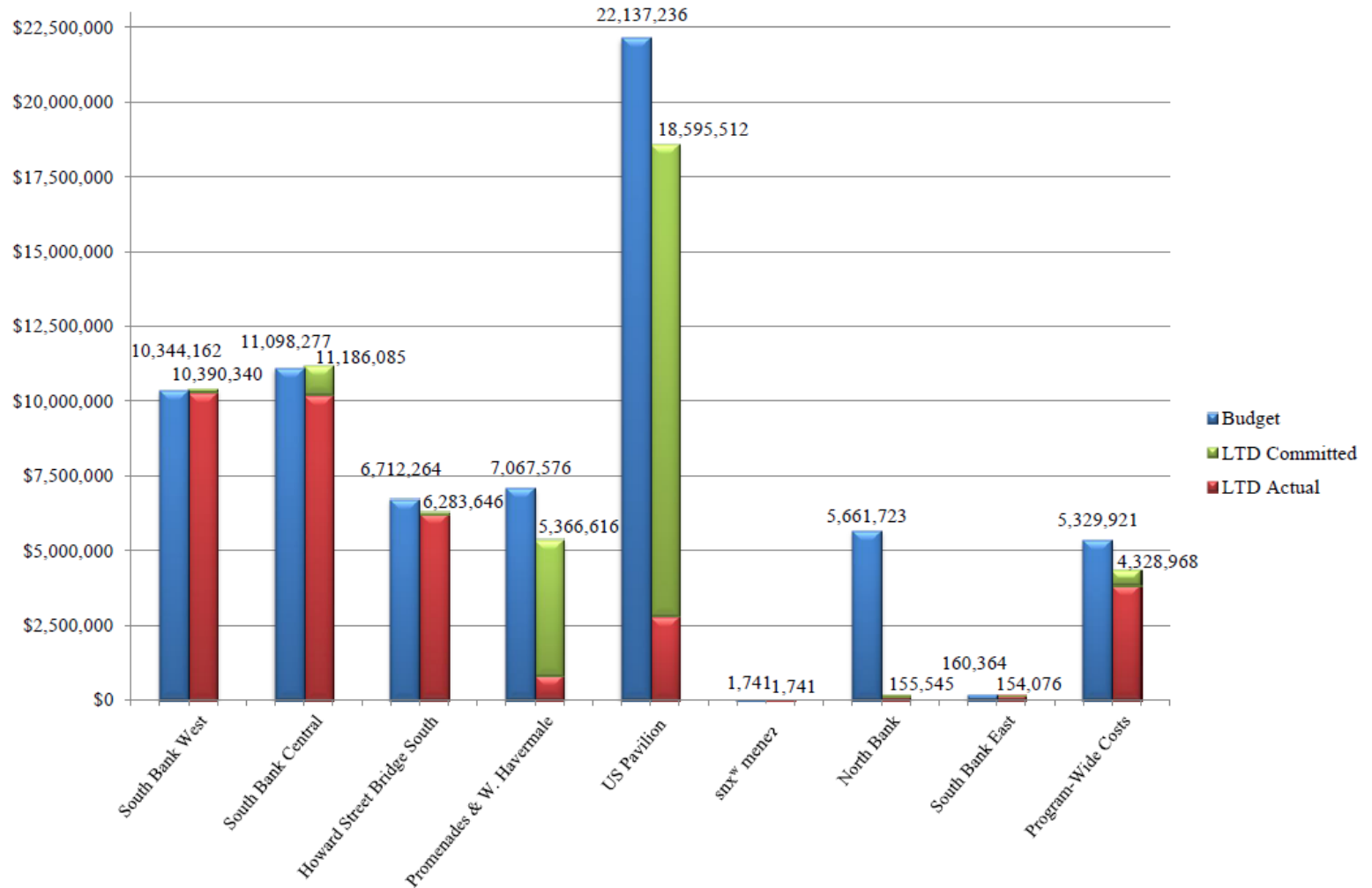


RIVERFRONTPARKNOW.COM

Bond Budget by Project (March 8, 2018 Approved Budget)



Comparison of Approved Bond Budget to Actual & Committed Expenditures May 2018



Timeline

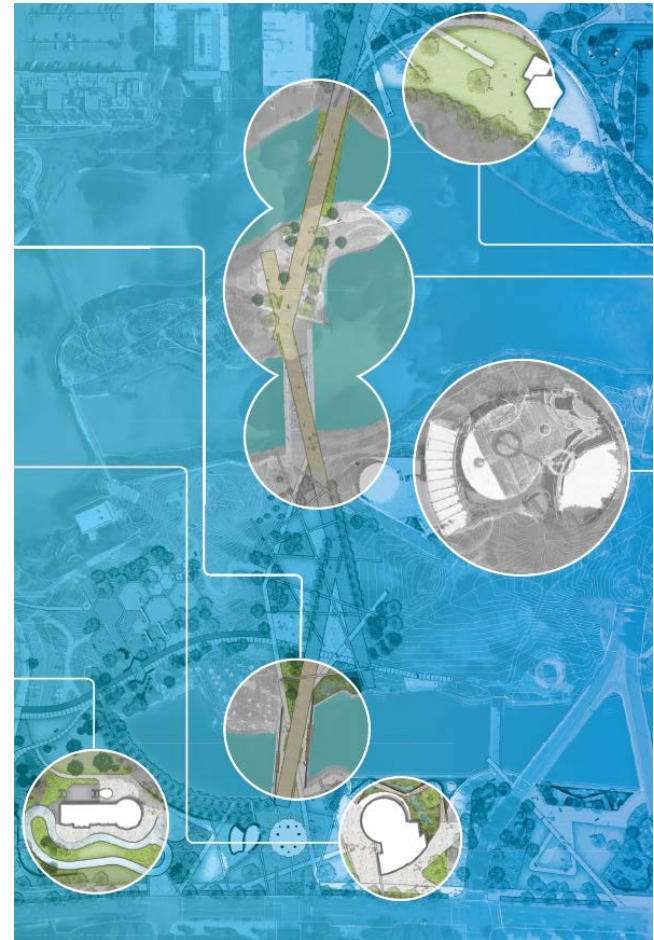
Recreational Ice Ribbon & SkyRide Facility
Completed December 2017

Looff Carrousel
Completed Spring 2018

U.S. Pavilion
Late 2017 – Fall 2019

Promenades
Summer 2016 – Fall 2019

Regional Playground
2019





RIVERFRONTPARKNOW.COM

Collaboration

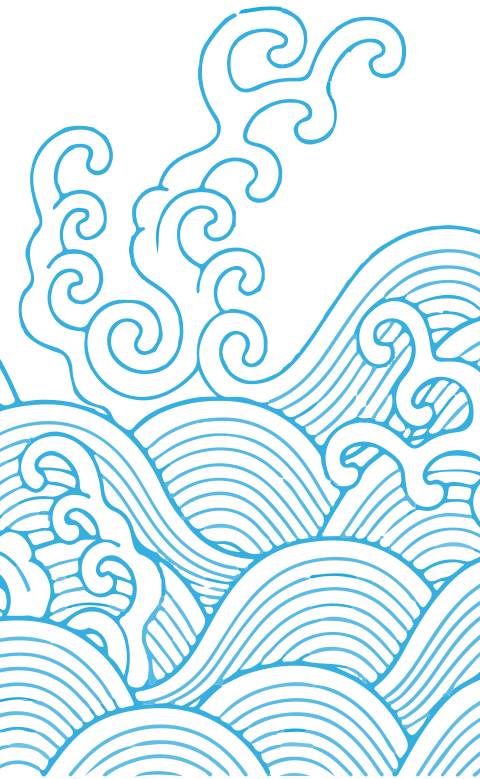
City Departments

- Utilities
- Information Technology
- Streets
- Engineering
- Integrated Capital
- Finance
- Legal
- Purchasing
- Communications

Community & Leadership

- Executive Team
- Park Board
- Design Steering
- Citizen Advisory





YOUR NEW PARK IS HAPPENING NOW

RIVER
FRONT
PARK

Questions / Comments
Thank you

**Agenda Sheet for City Council Meeting of:**

06/18/2018

Date Rec'd

5/30/2018

Clerk's File #

ORD C35636

Renews #Submitting Dept

HOUSING & HUMAN SERVICES

Contact Name/Phone

KELLY KEENAN 625-6056

Contact E-Mail

KKEENAN@SPOKANECITY.ORG

Agenda Item Type

Special Budget Ordinance

Agenda Item Name

1680 - SBO HOMELESS OUTREACH SERVICES & ENCAMPMENT RESPONSE

Cross Ref #Project #Bid #Requisition #Agenda Wording

CHHS is requesting \$160,000 to strengthen outreach and encampment response in the community. These funds will provide programming through the remainder of 2018 and will be provided to partner agencies as amendments to existing grant agreements.

Summary (Background)

The City's current investment in homeless outreach services supports 2 part time positions. These part time positions are responsible for true outreach activities (relationship building, assessment, and engagement) as well as encampment response. With approximately 6 encampment responses per week, outreach staff have little capacity to engage in true outreach that generates positive housing outcomes. Increased support is needed for true homeless outreach service in the community.

Fiscal Impact

Grant related? YES

Public Works? NO

Budget Account

Expense \$ 160,000.00

0100-99999-99999- Unappropriated Reserves

Revenue \$ 160,000.00

0300-53010-65410-54999-99999

Select \$

#

Select \$

#

ApprovalsCouncil NotificationsDept Head

KEENAN, KELLY

Study Session

4/30/2018

Division Director

KINDER, DAWN

Other

PS & CH 5/7/2018

Finance

HUGHES, MICHELLE

Distribution ListLegal

DALTON, PAT

kkeenan

For the Mayor

DUNIVANT, TIMOTHY

cbrown

Additional Approvals

sbrown

Purchasing

tdanzig

CITY COUNCIL

MCDANIEL, ADAM

GRANTS &

BROWN, SKYLER

ORDINANCE NO _____

An ordinance amending Ordinance No. C-35565, passed by the City Council December 11, 2017, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2018, making appropriations to the various funds, departments, and programs of the City of Spokane government for the fiscal year ending December 31, 2018, and providing it shall take effect immediately upon passage", and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2018 budget Ordinance No. C-35565, as above entitled, and which passed the City Council December 11, 2017, it is necessary to make changes in the appropriations of the General Fund, which changes could not have been anticipated or known at the time of making such budget ordinance; and

WHEREAS, this ordinance has been on file in the City Clerk's Office for five days; - Now, Therefore,

The City of Spokane does ordain:

Section 1. That in the budget of the General Fund, and the budget annexed thereto with reference to the General Fund, the following changes be made:

FROM:	0100-99999	General Fund	
	99999-	Unappropriated Reserves	<u>\$ 160,000</u>
TO:	0300-53010	General Fund	
	65410-54999	Other Misc Services	<u>\$ 160,000</u>

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from the need to appropriate additional funds to support homeless outreach and encampment response programming, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage..

Passed the City Council _____

Council President

Attest: _____
City Clerk

Approved as to form: _____
Assistant City Attorney

Mayor

Date

Effective Date

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	5/21/2018
<u>Clerk's File #</u>	RES 2018-0046
<u>Renews #</u>	

<u>Submitting Dept</u>	PUBLIC WORKS	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	DAN KEGLEY 625-7821	<u>Project #</u>	
<u>Contact E-Mail</u>	DKEGLEY@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	AS NEEDED
<u>Agenda Item Name</u>	5200 - UNMANNED AIRCRAFT SYSTEMS PROGRAM		

Agenda Wording

Resolution permitting the use of Unmanned Aircraft Systems by the City's Public Works Department to enable enhanced inspection of City infrastructure and facilities. Start up costs: \$15,000.00 or less

Summary (Background)

Unmanned Aircraft Systems (UAS) have evolved to allow inspection of water, sewer, streets, and solid waste infrastructure more quickly, safely, and efficiently than by direct City personnel access. UAS will be operated only by trained personnel to supplement or replace current inspections and may allow inspections that are not currently feasible. Public Works' operation of UASs are governed by Chapter 18.04 SMC, which have been reviewed to establish the protocols attached.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	

Expense	\$ 15,000.00	# Various
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	SIMMONS, SCOTT M.	<u>Study Session</u>	
<u>Division Director</u>	SIMMONS, SCOTT M.	<u>Other</u>	PIES 5/21/2018
<u>Finance</u>	ALBIN-MOORE, ANGELA	<u>Distribution List</u>	
<u>Legal</u>	DALTON, PAT	SMSIMMONS@SPOKANECITY.ORG	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	DKEGLEY@SPOKANECITY.ORG	
<u>Additional Approvals</u>		SJOHNSON@SPOKANECITY.ORG	
<u>Purchasing</u>			
<u>CITY COUNCIL</u>	MCDANIEL, ADAM		

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	Public Works Division
Subject:	Unmanned Aircraft Systems Program for enhanced inspection of City of Spokane public works infrastructure.
Date:	May 28, 2018
Contact (email & phone):	Dan Kegley, dkegley@spokanecity.org , 625-7821
City Council Sponsor:	Lori Kinnear
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	An Unmanned Aircraft Systems Program supports Innovative Infrastructure regarding “Optimize Public Assets.”
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	An Unmanned Aircraft Systems Program will provide a safer and more efficient inspection tool for several elements of City Public Works infrastructure.

Background/History:

The City operates and maintains a vast amount of Public Works infrastructure that require monthly or more frequent inspection. Unmanned Aircraft System (UAS) technology has evolved to allow these devices to be used to inspect many municipal assets operated by Water, Sewer, Streets, and Solid Waste. Public Works recommends implementing a UAS Program to facilitate inspections/checks of many of their assets more quickly and safely than with direct personnel access.

Anticipated benefits are faster and timelier inspections, fewer personnel injuries (especially in winter conditions and in difficult locations), reduced confined space entry risks, and less scaffolding and other access procedures. Utilizing UAS for inspection reduces the risk of physical damage to facilities such as bridges, water tanks, and CSO tanks. The technology provides photographic and other forms of documentation that would be more suitable and that current in-pipe cannot. Use of UAS will inform maintenance schedules and asset management to reduce capital expense.

UAS would be operated by trained personnel and would supplement and/or replace current inspections, as applicable, and may enable new inspections that are not currently feasible. By enhancing current inspection tasks, such as of outfall pipes, tanks and reservoirs, bridges, etc., the City seeks to achieve greater value with current staff, optimize personnel to operate and maintain infrastructure, and allow for quicker assessment of problems, such as a plugged pipe.

Operation of UAS is governed and certified by the Federal Aviation Administration. Certification involves specific FAA training, available in-house through the Spokane Fire Department, which already has a UAS Program. Training requires about 24 hours of class time, after which employees would take the FAA certification exam. Certificates are valid for two years, after which a re-certification class and exam are required. The Spokane Fire Department is qualified and available to provide UAS training. Start-up costs are estimated to be under \$15,000 for four UAS, including training and certification for employees, as follows: about \$5,000 for training, \$2,000 for certification, and \$5,000 for equipment

and software. This cost may vary, depending on the scale and nature of its inspections. Whenever possible equipment will be shared with all departments.

The service life of an unmanned aircraft is about five years. UAS teams of trained, certified employees, and clear policies and procedures, are established by each Department.

Funds to establish this Program will be from the 2018 operation budget. Program operation and maintenance will be funded within each Department's operating budget. Funding is available from Utility rates for Water/Wastewater, Solid Waste Collection and Solid Waste Disposal.

Non-technical aspects, such as additional insurance beyond the City's self-insured amounts, will be addressed with Legal and the Risk Management Departments. Human Resources, Civil Service, and the affected bargaining units have been engaged.

Timeline: Training in April 2018 and purchase of equipment soon after.

Executive Summary:

- Inspection/checking of infrastructure and facilities is a critical and time-consuming City function i.e. monthly inspection/checking of outfalls, reservoirs and other city facilities.
- Unmanned Aircraft Systems (UAS) technology can enhance such inspections.
- A UAS Program enables many inspections to be done faster and easier at less cost.
- Possibility of fewer injuries to personnel, especially in the winter and in difficult locations.
- Using UAS reduces the risk of physical damage to infrastructure and facilities.
- Training and FAA Certification is required; training available through the Fire Department.
- Estimated startup cost is under \$15,000.
- UAS Program is to be funded from 2018 operating budget.
- Risk Management, Legal, HR, and Bargaining Units are all involved in establishing the Program.
- UAS Program provides the opportunity to achieve greater value with current personnel.

Budget Impact:

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

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

If new, specify funding source: 2018 department budgets

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: Policies and Procedures have been developed by each Department

Known challenges: Have been addressed.

RESOLUTION 2018 -0046

A Resolution permitting the use of unmanned aerial vehicles by the City's Public Works Department to enable enhanced inspection of City public works infrastructure and facilities.

WHEREAS, the City Public Works Department is required to inspect a vast amount of public works infrastructure and facilities on a monthly or more frequent basis; and

WHEREAS, Unmanned Aircraft Systems (UAS) have evolved sufficiently and can be used effectively to inspect water, sewer, streets and solid waste assets, facilities and infrastructure more quickly, safely, and efficiently than by direct City personnel access; and

WHEREAS, the use of UAS allow for better asset management and will help reduce future capital and operational expenses; and

WHEREAS, the use of UAS allow faster and timelier inspections, reduce employee injuries, reduce risk for confined-space entry, less use of scaffolding and other access procedures; and

WHEREAS, utilizing UAS technology for inspection reduces the risk of physical damage to facilities such as bridges, water tanks, and CSO tanks and provides photographic documentation that would not otherwise be available; and

WHEREAS, UAS will be operated only by trained personnel to supplement or replace current inspections and may allow inspections that are not currently feasible, which will result in greater value using current staff, optimize personnel to operate and maintain infrastructure, and allow for a quicker assessment of problems; and

WHEREAS, UAS operation will be governed and certified by the FAA, including specific FAA training through the SFD; and

WHEREAS, Public Works' operation of UASs are governed by Chapter 18.04 SMC, including prohibitions on the use of information obtained from Public Works' UASs for any type of surveillance activity beyond inspection of public works assets, facilities and infrastructure; and

WHEREAS, Public Works has reviewed the Council's directives in Chapter 18.04 SMC and has produced Protocols for Use of UASs by Public Works, which Protocols are attached.

NOW, THEREFORE, be it Resolved that the City Public Works Department is authorized to purchase and use Unmanned Aircraft Systems to assist the Public Works Department in the inspection and checking of City assets, infrastructure and facilities.

ADOPTED by the City Council this _____ day of _____, 2018.

City Clerk

Approved as to form:

Assistant City Attorney

UNMANNED AIRCRAFT SYSTEMS PROTOCOL

CITY OF SPOKANE PUBLIC WORKS DEPARTMENT

PURPOSE

Unmanned Aircraft Systems will only be used under the authority of a Public Works Department Director and only as needed for planned or unplanned inspection of City public works assets.

PROCEDURE

UASs will be deployed by Public Works Department Director-level personnel where their capability has the potential to improve the safety, timeliness, or quality of inspections of City public works assets.

- ✓ UASs will be safely stored and will be flown by qualified pilot(s) and observer(s).
- ✓ UASs will not be affixed to a building or structure.
- ✓ The Department Director will approve the management of the required FAA Program for use of UASs.
- ✓ Pilots will be selected by the Department Director with the desired priority of maintaining, at a minimum, six qualified pilots available to Public Works.
- ✓ Pilots will receive initial and ongoing training through an agreement with the Spokane Fire Department.

PUBLIC RECORD

- ✓ All UAS recorded footage will be archived and retained pursuant to the State Records Retention statute and regulations.
- ✓ Requests for copies of recorded footage will go through the City's GovQA portal.

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0047
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - ANSETT1		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 35352.9061.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
<u>Additional Approvals</u>		kbecker@spokanecity.org	
<u>Purchasing</u>			
<u>CITY COUNCIL</u>	MCDANIEL, ADAM		

RESOLUTION 2018-0047

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 35352.9061 .

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas, retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Number 35352.9061 have requested water service from the City of Spokane for purposes of developing the 8.29 site into residential housing in Spokane County zoned low density residential; and

WHEREAS, the Parcel is located inside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the property is located within the City's Future Water Service Area, but is located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the Water Department has infrastructure, i.e. a 12-inch water main in 29th Avenue located approximately 2100 feet from the property which provides water services to neighboring parcels; and

WHEREAS, the City's water infrastructure has available water rights and capacity to provide water service to the referenced parcel; and

WHEREAS, the property owners have agreed to pay all costs associated with the extension of the water infrastructure and to comply with the City's design and construction requirements, including signing an annexation covenant; and

WHEREAS, the City Council of the City of Spokane after careful consideration of the specific facts associated with the property, finds modification of the Retail Water Service Area to include Parcel Number 35352.9061 to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Number 35352.9061.

2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Number 35352.9061 consistent with this resolution and City code.

3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018.

City Clerk

Approved as to Form:

Assistant City Attorney

ANTICIPATED
DEVELOPMENT AREAS
WITHIN WATER
SERVICE AREA

Printed by: jtaylor Print date: 5/17/2018

Legend

County Streets

26104.9010/.9011

36353.0212...0216

35021.9048

26231.9207

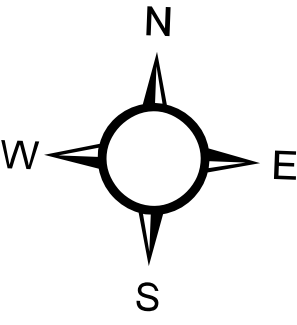
35352.9061/0305/9111

City Limits

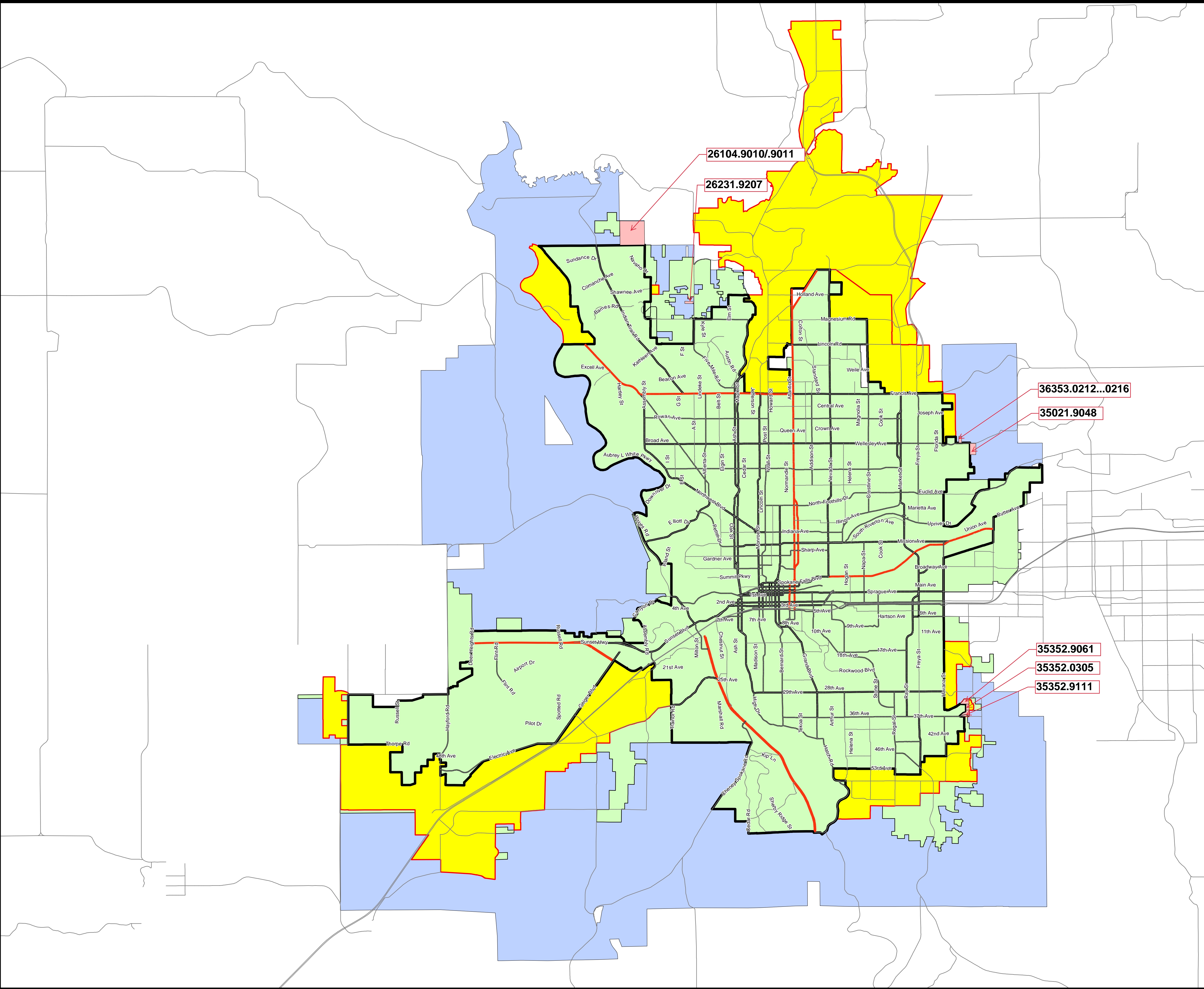
UGA

Existing/Retail Service Area

Future Service Area



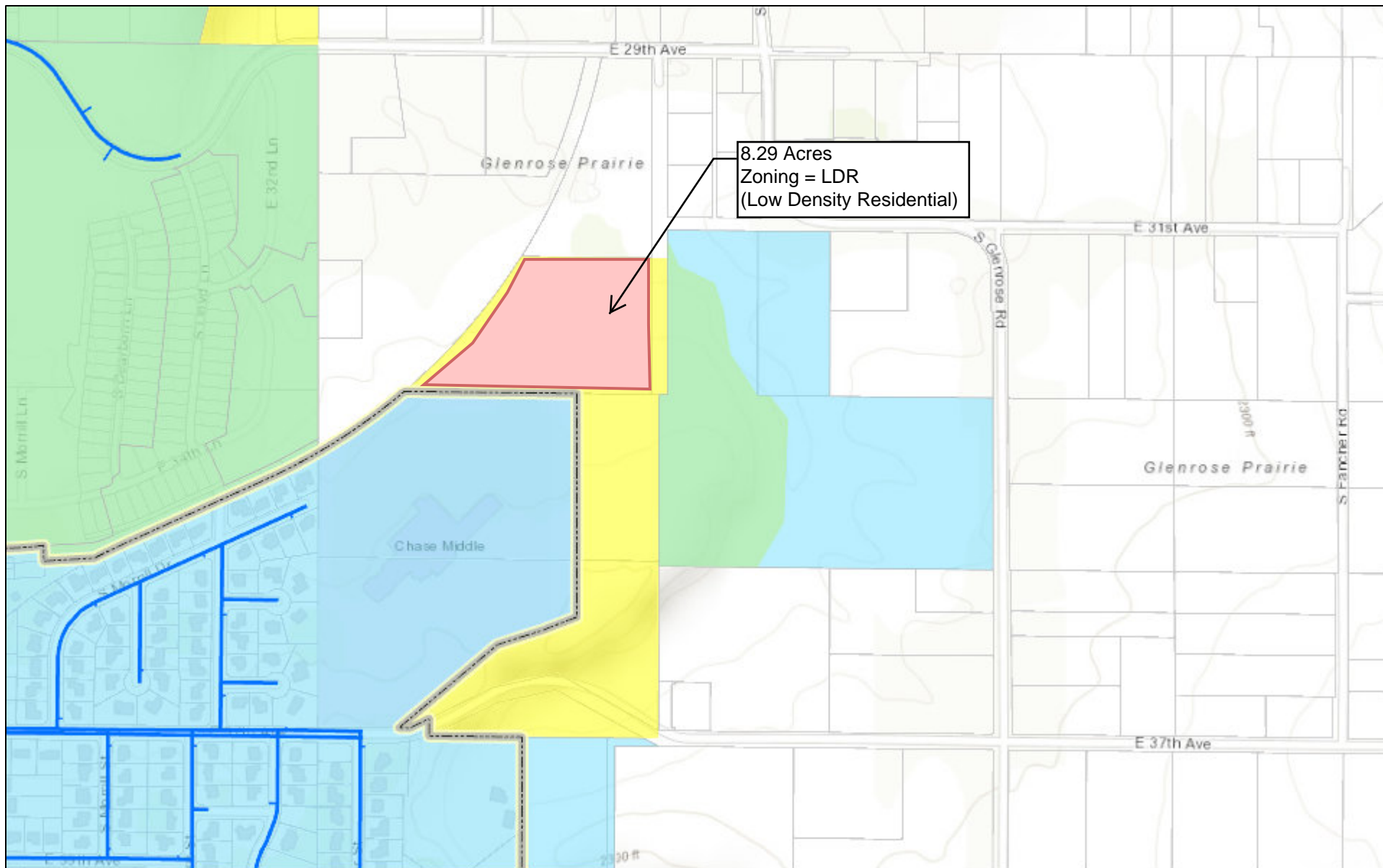
THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
Background/History: Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
Executive Summary: <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	



April 11, 2018

Areas

- Override 1
- City of Spokane Boundary
- Storage Facility

Water Main

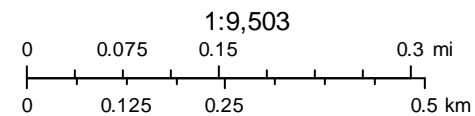
- Distribution Main
- Hydrant Lead
- Transmission Main

Urban Growth Area

- Joint Planning Area
- Urban Growth Area

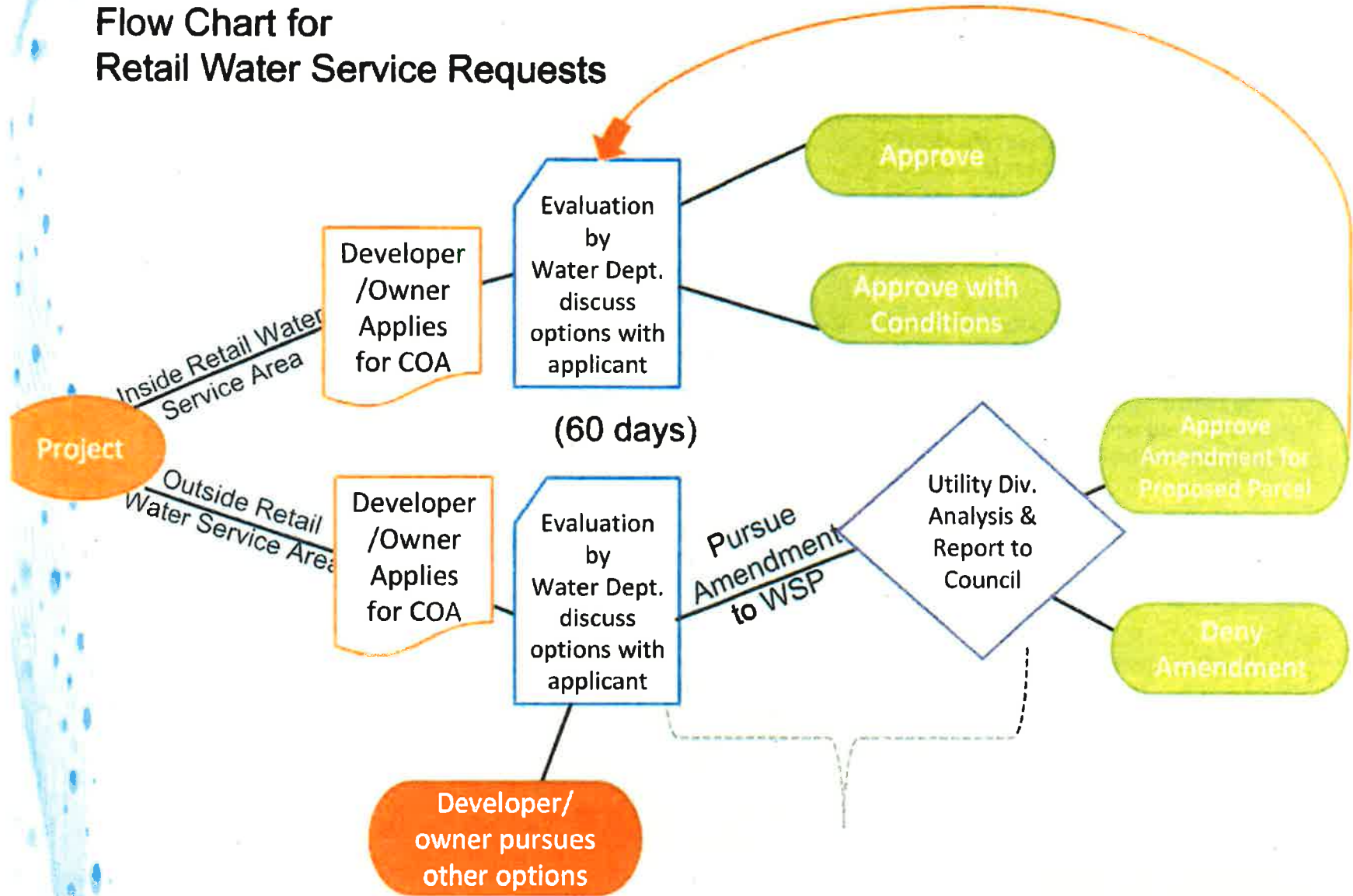
Parcel

- Parcel



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

Flow Chart for Retail Water Service Requests




MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: April 2, 2018

TO: Eldon Brown, P.E., Principal Engineer – Developer Services

FROM: James Sakamoto, P.E., Principal Engineer – Water Department 

SUBJ: Water Utility Consistency Review of the Ansett Application-1 for Retail Service Area Amendment, Parcel #35352.9061

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The subject application dated March 21, 2018, is located in the City of Spokane Future Service Area and the UGA boundary but outside the current City of Spokane Retail Service Area. The subject parcel is approximately 8.29 acres located in south east Spokane in the Glenrose Prairie.

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA***. The submitted application is a request by the property owner for consideration of the subject property for inclusion in an amendment of the RSA boundary to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC. The following is a review of the subject property for consistency with these requirements for water service.

Duty to Serve Requirement: (WSP, Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: The Subject property is located in the future High Pressure Zone. Sufficient capacity exists in the pressure zone to serve the proposed lot.

Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of the RSA boundary to include the property into the RSA. The subject parcel is located within the current UGA Boundary however In order to provide water service to the subject parcel a water main extension outside of the UGA would be likely be required. Approximately 2100 lineal feet of water main would be required outside of the UGA boundary to serve the subject parcel located within the UGA boundary. In accordance with CFU 3.6, Section B, Subsection 2. (f.) any water infrastructure extended outside the UGA after May 31, 2001 shall be for the overall operational benefit and such extensions shall be for transmission purposes only with no connections except as allowed in the remaining exceptions of Section B. Therefore the only connection allowed to the main extension would be the subject parcel in the UGA boundary.

Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

2. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: A water main extension from would be capable of providing water service to the proposed subject parcel. Currently there are no projects in the current Capital 6-Year Water Plan that would extend the water main to provide service to the subject parcel. The property owner would need to construct the water main extension at their cost to provide water service to the subject parcel and construction shall meet all applicable rules and regulations and be consistent with all development regulations.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed.

- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.

Additional Considerations/Circumstances:

No additional considerations for the subject application.

If there are any questions or if you require additional information, documentation or clarification of the consistency review please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal
Dan Kegley, Director – Water & Wastewater Collections

Encl:

City of Spokane

Planning Services
Department



Application to Expand the Retail Water Service Area

New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle.

Date of Application: _____

Deadline for 120 day Response from Date of Application: _____

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

Lot _____ Block _____
Addition _____

Legal Attached: Yes No

PARCEL 35352.9061

PROPERTY OWNER: (Please Print)

Name: TIM + LESLIE ANSETT
Address: 4527 S. PITTSBURG
SPokane, WA Zip 99223
Daytime Phone: 509-385-7835
Email Address: tlansett@msn.com

T.A [Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

T.A [Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.

Tim Ansett

3/21/18

Signature of Owner or Owner's Authorized Representative

Date

TIM ANSETT

OWNER

509-385-7835

Printed Name

Relationship to Owner

Phone Contact #

tlansett@msn.com

e-mail Address

PARCEL LEGAL DESCRIPTION FOR PARCEL # 35352.9061:

A PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 25 NORTH, RANGE 43 EAST, W.M., SPOKANE COUNTY, WASHINGTON, LYING EASTERLY OF THE CENTERLINE OF ABANDONED GREAT NORTHERN RAILWAY COMPANY RIGHT-OF-WAY; EXCEPT THE NORTH 799 FEET THEREOF; ALSO EXCEPT EXISTING RIGHTS OF WAY FOR ROADS AND STREETS.

OTHER INFORMATION/JUSTIFICATION FOR INCLUSION:

This parcel is located in the Moran/Glenrose UGA - JPA and is zoned LDR – Low Density Residential.

This parcel was included in the City of Spokane's UGA at a City Council meeting on May 21, 2001 when Ordinances C32843 and C32847 were adopted. (. (See LAND USE PLAN MAP, a memorandum from Dick Raymond of the City of Spokane's Public Works and Utilities Department, and an UGA Review map from 11/23/2010 showing the parcel, all attached).

It was subsequently included in Spokane County's UGA adopted by the Board of County Commissioners on November 5, 2001, and again on March 25, 2003.

Water will be used for future development of the property according to current zoning of LDR. As an adjacent parcel we own (35351.9127) has already been included in the Retail Water Service Area, we believe that this parcel should also be included as it is in the UGA and is between parcel 35351.9127 and the current Retail Water Service Area.

Land Use Plan Map

Map LU 1

Legend

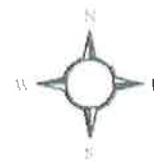
	Agriculture		Neighborhood Retail
	Conservation Open Space		Mining
	Potential Open Space		General Commercial
	Open Space		Downtown
	Residential 4-10		Light Industrial
	Residential 10-20		Heavy Industrial
	Residential 15-30		Institutional
	Residential 15+		Reserve Area
	Office		
	Mini Centers		
	Neighborhood Center		Arterials
	Employment Center		Proposed Arterials/Freeway
	District Center or Corridor		Interstate Highway
	City of Spokane Urban Growth Area		Trails
	City Limits		Proposed Light Rail
	County Boundary		Rivers

**AREA
OF
PARCEL**

0 1 2 Miles

Source: GIS

Date: 05/21/2001



This map is a representation of the land use plan for the City of Spokane. It is not a legal document and should not be used for legal purposes. The map is subject to change without notice. The City of Spokane is not responsible for any errors or omissions on this map.

MEMORANDUM

PUBLIC WORKS AND UTILITIES – CAPITAL PROGRAMS/GIS

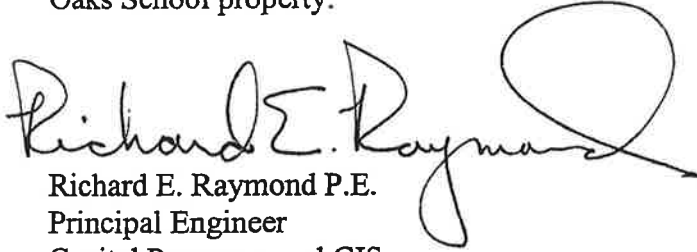
DATE: May 25, 2001
TO: Tim Ansett
FROM: Dick Raymond
SUBJ: Oaks School/UGA boundary

The purpose of this memorandum is to express the understanding and intent of the City regarding inclusion of a portion of your property within the proposed UGA. Specifically, it is the intent that the portion of the your property (parcels 35352.9111; 35352.0305; 35352.9061; 35351.9127) lying westerly of the east line of a sewer easement the City wishes to obtain for the City's Glennaire Lagoon Elimination bypass sewer shall be included within the proposed UGA. This property will then become the site for the proposed Oaks School.

It is intended by the City that the sewer easement will be located inside the 100-year floodway of the segment of the existing drainage channel that meanders through the area westerly of Glenrose Road, between 37th Avenue and 29th Avenue. Once the required easement area has been established, it is the City's understanding that you intend to segregate and aggregate your properties such that no parcel straddles the UGA boundary.

As part of its current Glennaire Lagoon Elimination Project (Engineering Services File No. 2000205), the City will be performing hydrologic analyses to identify the 100-year floodway, thus facilitating the identification and definition of the required sewer route. The City will then survey and record with the County the final alignment of the sewer, together with the requisite easements, to include supplemental access easements where needed. It is intended that only the easement specifically required for placement of the proposed sewer, currently expected to be a 60-foot wide strip of land centered on the proposed sewer, be considered in describing the proposed UGA boundary.

Once the alignment and resulting easement have been identified, it is the City's understanding that you will segregate any parcels subsequently divided by the route, the easterly line of the sewer easement describing and becoming the dividing line for segregating the properties. This results in the easement being a portion of the westerly segregation, which will then become the Oaks School property.

A handwritten signature in black ink, reading "Richard E. Raymond". The signature is fluid and cursive, with a large loop at the end of the last name.

Richard E. Raymond P.E.
Principal Engineer
Capital Programs and GIS

copy: Engineering Services file
Eldon Brown – Developer Services
John Mercer – Planning and Zoning
Dick Raymond



**Urban Growth Area Review : South Glenrose Study Area
(70 acres)**

Comprehensive Plan

Map Produced 11/23/2010

1 inch = 0.2 miles



**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0048
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - ANSETT2		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 35352.0305.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
<u>Additional Approvals</u>		kbecker@spokanecity.org	
<u>Purchasing</u>		smsimmons@spokanecity.org	

RESOLUTION 2018-0048

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 35352.0305 .

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas, retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Number 35352.0305 have requested water service from the City of Spokane for purposes of developing the 4.28 acre site into residential housing in Spokane County zoned low density residential; and

WHEREAS, the Parcel is located inside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the property is located within the City's Future Water Service Area, but is located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the Water Department has infrastructure, i.e. 12-inch water mains in 29th Avenue and 37th Avenue, respectively, located approximately 2100 feet and 1200 feet from the site, which provide water services to neighboring parcels; and

WHEREAS, the City's water infrastructure has available water rights and capacity to provide water service to the referenced parcel; and

WHEREAS, the property owners have agreed to pay all costs associated with the extension of the water infrastructure and to comply with the City's design and construction requirements, including signing an annexation covenant; and

WHEREAS, the City Council of the City of Spokane after careful consideration of the specific facts associated with the property, finds modification of the Retail Water Service Area to include Parcel Number 35352.0305 to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Number 35352.0305.

2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Number 35352.0305 consistent with this resolution and City code.

3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018.

City Clerk

Approved as to Form:

Assistant City Attorney

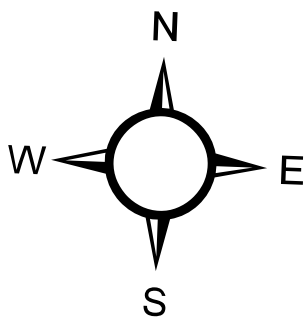
ANTICIPATED
DEVELOPMENT AREAS
WITHIN WATER
SERVICE AREA

Printed by: jtaylor

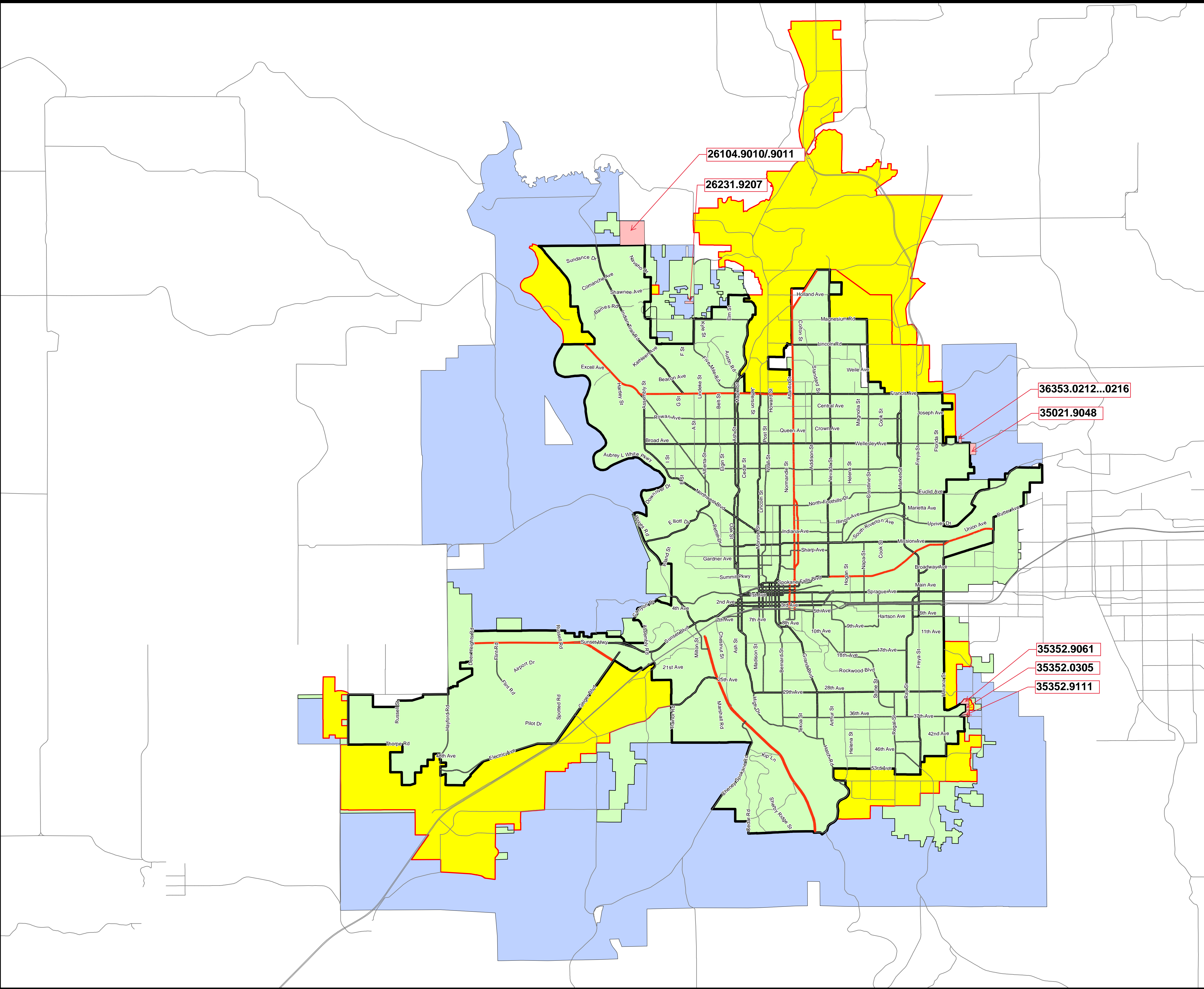
Print date: 5/17/2018

Legend

- County Streets
- 26104.9010/.9011
- 36353.0212...0216
- 35021.9048
- 26231.9207
- 35352.9061/0305/9111
- City Limits
- UGA
- Existing/Retail Service Area
- Future Service Area



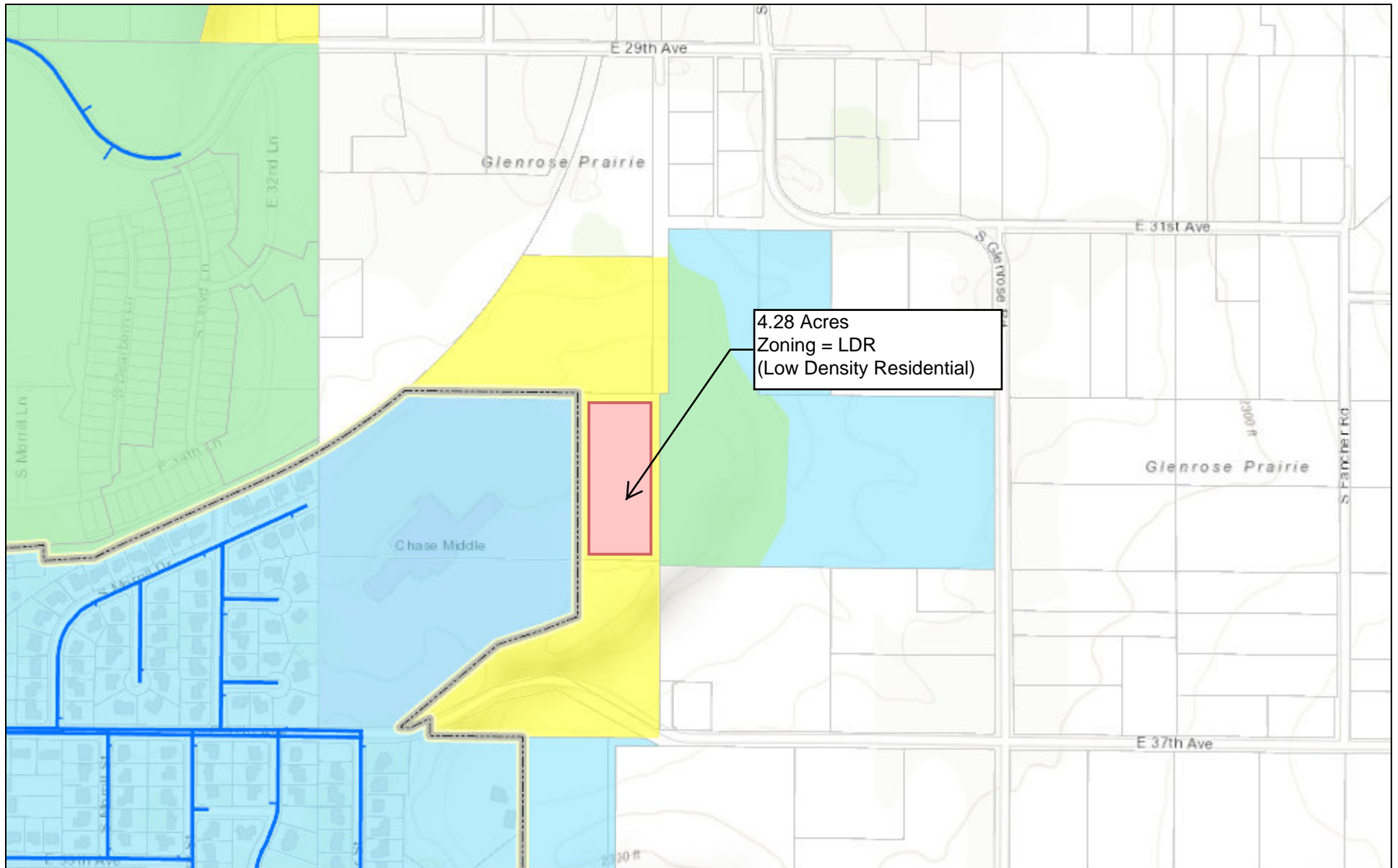
THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from
various sources and is subject to constant revision.
Information shown on this map should not be used to
determine the location of facilities in relationship
to property lines, section lines, streets, etc.



Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
Background/History: Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
Executive Summary: <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	



April 11, 2018

Areas

- Override 1
- City of Spokane Boundary
- Storage Facility

Water Main

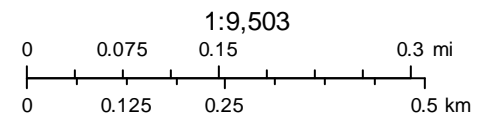
- Distribution Main
- Hydrant Lead
- Transmission Main

Urban Growth Area

- Joint Planning Area
- Urban Growth Area

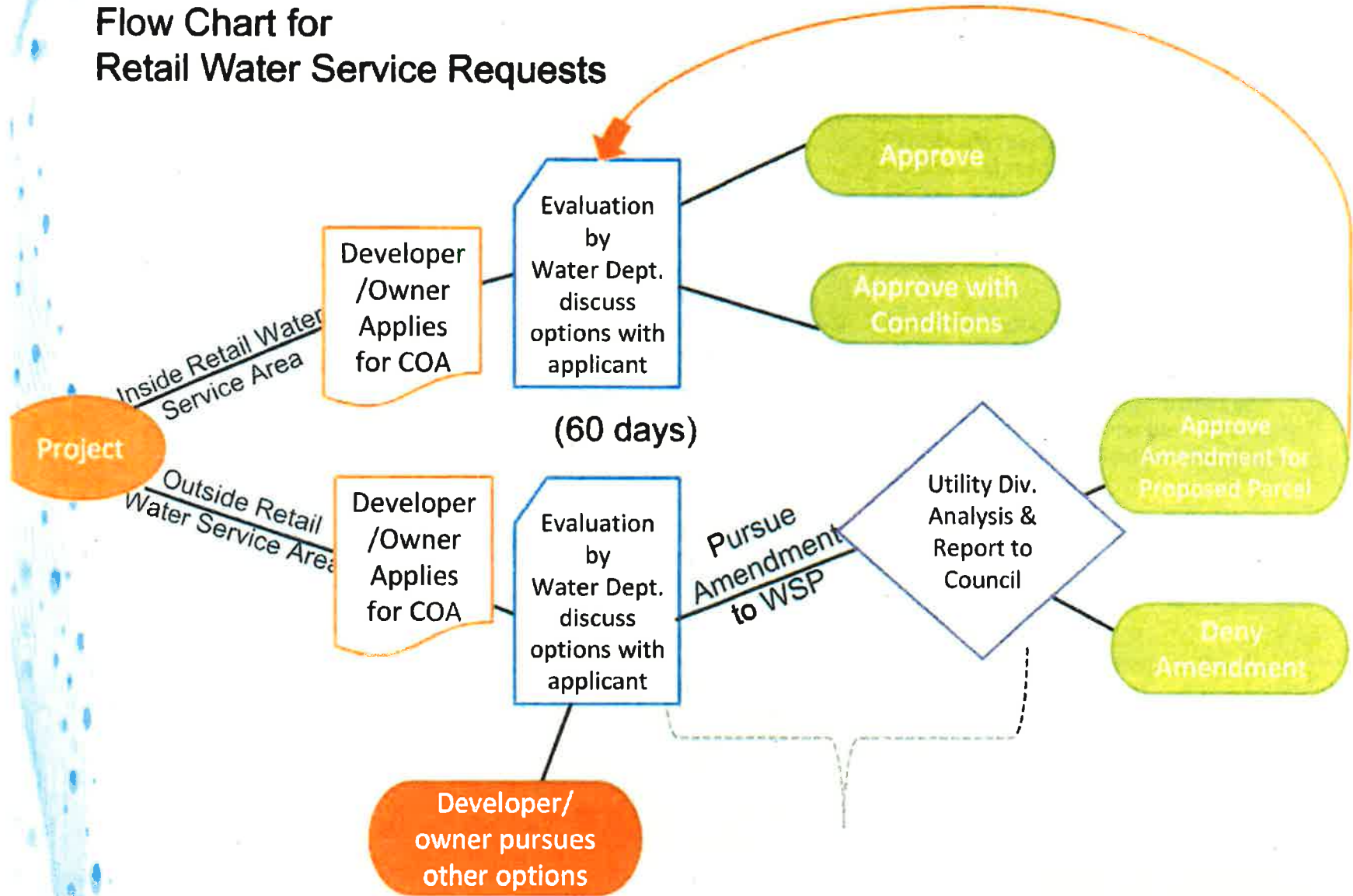
Parcel

- Parcel



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

Flow Chart for Retail Water Service Requests




MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: April 3, 2018

TO: Eldon Brown, P.E., Principal Engineer – Developer Services

FROM: James Sakamoto, P.E., Principal Engineer – Water Department 

SUBJ: Water Utility Consistency Review of the Ansett Application-2 for Retail Service Area Amendment, Parcel #35352.0305

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The subject application dated March 21, 2018, is located in the City of Spokane Future Service Area and the UGA boundary but outside the current City of Spokane Retail Service Area. The subject parcel is approximately 4.28 acres located in south east Spokane in the Glenrose Prairie.

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA***. The submitted application is a request by the property owner for consideration of the subject property for inclusion in an amendment of the RSA boundary to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC. The following is a review of the subject property for consistency with these requirements for water service.

Duty to Serve Requirement: (WSP, Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: The Subject property is located along the boundary of the future High and Top Pressure Zones. Sufficient capacity exists in either pressure zone to serve

the proposed lot, however service provided from the Top Pressure Zone would likely require a pressure reducing valve.

Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of the RSA boundary to include the property into the RSA. The subject parcel is located within the current UGA Boundary however In order to provide water service to the subject parcel from the High Pressure Zone a water main extension outside of the UGA would be likely be required. Approximately 2100 lineal feet of water main would be required outside of the UGA boundary to serve the subject parcel located within the UGA boundary. In accordance with CFU 3.6, Section B, Subsection 2. (f.) any water infrastructure extended outside the UGA after May 31, 2001 shall be for the overall operational benefit and such extensions shall be for transmission purposes only with no connections except as allowed in the remaining exceptions of Section B. Therefore the only connection allowed to this main extension would be the parcels in the UGA boundary. If service is provided from the Top Pressure Zone the approximately 1200 lineal feet water main extension would be along 37th Avenue which is located in the UGA boundary and therefore not subject to the requirements of CFU 3.6 but the water service would be a long service crossing Parcel #35352.9111 which is identified as Ansett Application-3 for concurrency review.

Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

2. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: A water main extension from either the High Pressure Zone or the Top Pressure Zone would be capable of providing water service to the proposed subject parcel. Currently there are no projects in the current Capital 6-Year Water Plan that would extend either of the water mains to provide service to the subject

parcel. The property owner would need to construct the water main extension at their cost to provide water service to the subject parcel and construction shall meet all applicable rules and regulations and be consistent with all development regulations.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed.
- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.

Additional Considerations/Circumstances:

No additional considerations for the subject application.

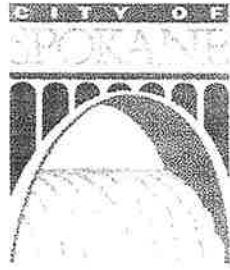
If there are any questions or if you require additional information, documentation or clarification of the consistency review please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal
Dan Kegley, Director – Water & Wastewater Collections

Encl:

City of Spokane

Planning Services
Department



New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle.

Date of Application: _____

Deadline for 120 day Response from Date of Application: _____

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

Lot _____ Block _____
Addition _____

Legal Attached: ☒ Yes ☐ No

PARCEL 35352.0305

PROPERTY OWNER: (Please Print)

Name: TIM + LESLIE ANSETT
Address: 4527 S. PITTSBURG
SPOKANE, WA Zip 99223
Daytime Phone: 509-385-7835
Email Address: tlansett@msn.com

T.A. [Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

T.A. [Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.

Tim Ansett

3/21/18

Signature of Owner or Owner's Authorized Representative

Date

TIM ANSETT

OWNER

509-385-7835

Printed Name

Relationship to Owner

Phone Contact #

tlansett@msn.com

e-mail Address

PARCEL LEGAL DESCRIPTION FOR PARCEL # 35352.0305:

TRACT 1, ADAMS FIVE ACRE TRACTS NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME J OF PLATS, SPOKANE COUNTY WASHINGTON.

OTHER INFORMATION/JUSTIFICATION FOR INCLUSION:

This parcel is located in the Moran/Glenrose UGA - JPA and is zoned LDR – Low Density Residential.

This parcel was included in the City of Spokane's UGA at a City Council meeting on May 21, 2001 when Ordinances C32843 and C32847 were adopted. (See LAND USE PLAN MAP, a memorandum from Dick Raymond of the City of Spokane's Public Works and Utilities Department, and an UGA Review map from 11/23/2010 showing the parcel, all attached).

It was subsequently included in Spokane County's UGA adopted by the Board of County Commissioners on November 5, 2001, and again on March 25, 2003.

Water will be used for future development of the property according to current zoning of LDR. As an adjacent parcel we own (35351.9127) has already been included in the Retail Water Service Area, we believe that this parcel should also be included as it is in the UGA and is between parcel 35351.9127 and the current Retail Water Service Area.

Land Use Plan Map

Map LU 1

Legend

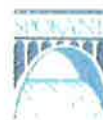
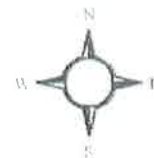
	Agriculture		Neighborhood Retail
	Conservation Open Space		Mining
	Potential Open Space		General Commercial
	Open Space		Downtown
	Residential 4-10		Light Industrial
	Residential 10-20		Heavy Industrial
	Residential 15-40		Institutional
	Residential 15+		Reserve Area
	Office		
	Mini Center		
	Neighborhood Center		Arterials
	Employment Center		Proposed Arterials/Freeway
	District Center or Corridor		Interstate Highway
	City of Spokane Urban Growth Area		Trails
	City Limits		Proposed Light Rail
	County Boundary		Rivers

**AREA
OF
PARCEL**

0 1 2 Miles

Source: GIS

Date: 05/21/2001



SPokane, WA 99201-1000
The information shown on this map is compiled from various maps, plans, and other sources. The City of Spokane is not responsible for any errors or omissions. The City of Spokane is not responsible for any damages or losses resulting from the use of this map. The City of Spokane is not responsible for any damages or losses resulting from the use of this map.

MEMORANDUM

PUBLIC WORKS AND UTILITIES – CAPITAL PROGRAMS/GIS

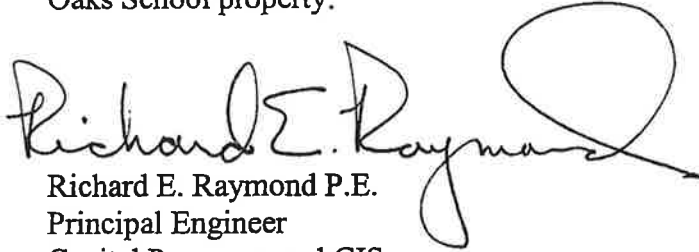
DATE: May 25, 2001
TO: **Tim Ansett**
FROM: **Dick Raymond**
SUBJ: Oaks School/UGA boundary

The purpose of this memorandum is to express the understanding and intent of the City regarding inclusion of a portion of your property within the proposed UGA. Specifically, it is the intent that the portion of the your property (parcels 35352.9111; 35352.0305; 35352.9061; 35351.9127) lying westerly of the east line of a sewer easement the City wishes to obtain for the City's Glennaire Lagoon Elimination bypass sewer shall be included within the proposed UGA. This property will then become the site for the proposed Oaks School.

It is intended by the City that the sewer easement will be located inside the 100-year floodway of the segment of the existing drainage channel that meanders through the area westerly of Glenrose Road, between 37th Avenue and 29th Avenue. Once the required easement area has been established, it is the City's understanding that you intend to segregate and aggregate your properties such that no parcel straddles the UGA boundary.

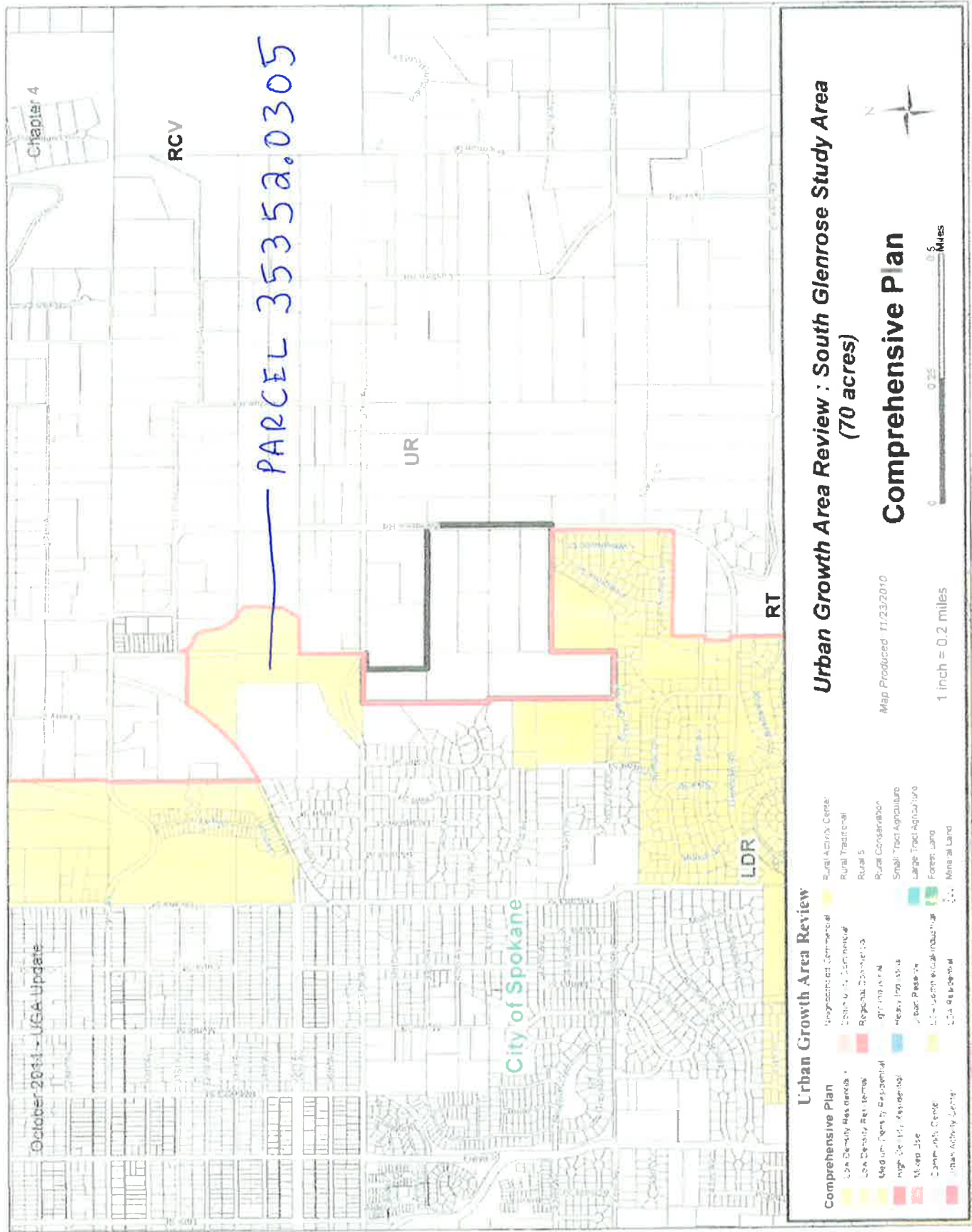
As part of its current Glennaire Lagoon Elimination Project (Engineering Services File No. 2000205), the City will be performing hydrologic analyses to identify the 100-year floodway, thus facilitating the identification and definition of the required sewer route. The City will then survey and record with the County the final alignment of the sewer, together with the requisite easements, to include supplemental access easements where needed. It is intended that only the easement specifically required for placement of the proposed sewer, currently expected to be a 60-foot wide strip of land centered on the proposed sewer, be considered in describing the proposed UGA boundary.

Once the alignment and resulting easement have been identified, it is the City's understanding that you will segregate any parcels subsequently divided by the route, the easterly line of the sewer easement describing and becoming the dividing line for segregating the properties. This results in the easement being a portion of the westerly segregation, which will then become the Oaks School property.

A handwritten signature in black ink, reading "Richard E. Raymond". The signature is fluid and cursive, with a large loop at the end of the last name.

Richard E. Raymond P.E.
Principal Engineer
Capital Programs and GIS

copy: Engineering Services file
Eldon Brown – Developer Services
John Mercer – Planning and Zoning
Dick Raymond



**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0049
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - ANSETT3		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 35352.9111.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
<u>Additional Approvals</u>		kbecker@spokanecity.org	
<u>Purchasing</u>		smsimmons@spokanecity.org	

RESOLUTION 2018-0049

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 35352.9111.

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas, retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Number 35352.9111 have requested water service from the City of Spokane for purposes of developing the 8.05 acre site into residential housing in Spokane County zoned low density residential; and

WHEREAS, the Parcel is located inside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the property is located within the City's Future Water Service Area, but is located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the Water Department has infrastructure, i.e. a 12-inch water main in 37th Avenue located approximately 275 feet from the site, which provide water services to neighboring and surrounding parcels; and

WHEREAS, the City's water infrastructure has available water rights and capacity to provide water service to the referenced parcel; and

WHEREAS, the property owners have agreed to pay all costs associated with the extension of the water infrastructure and to comply with the City's design and construction requirements, including signing an annexation covenant; and

WHEREAS, the City Council of the City of Spokane after careful consideration of the specific facts associated with the property, finds modification of the Retail Water Service Area to include Parcel Number 35352.9111 to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Number 35352.9111.

2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Number 35352.9111 consistent with this resolution and City code.

3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018.

City Clerk

Approved as to Form:

Assistant City Attorney

ANTICIPATED
DEVELOPMENT AREAS
WITHIN WATER
SERVICE AREA

Printed by: jtaylor Print date: 5/17/2018

Legend

County Streets

26104.9010/.9011

36353.0212...0216

35021.9048

26231.9207

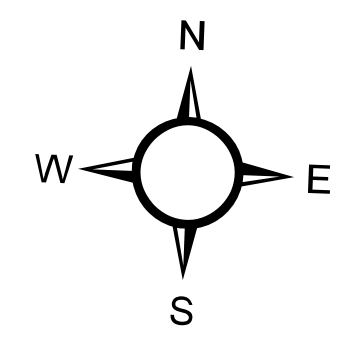
35352.9061/0305/9111

City Limits

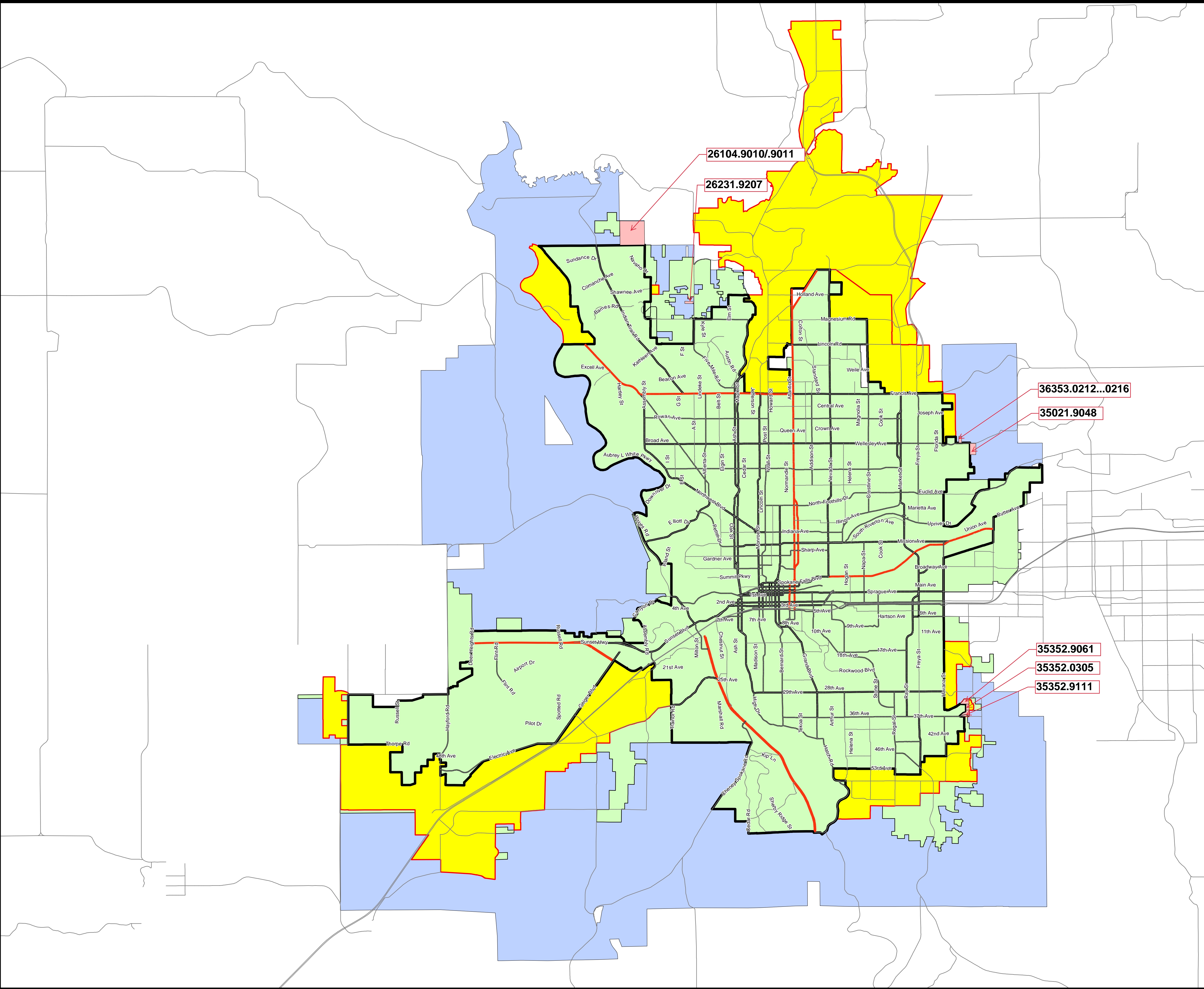
UGA

Existing/Retail Service Area

Future Service Area



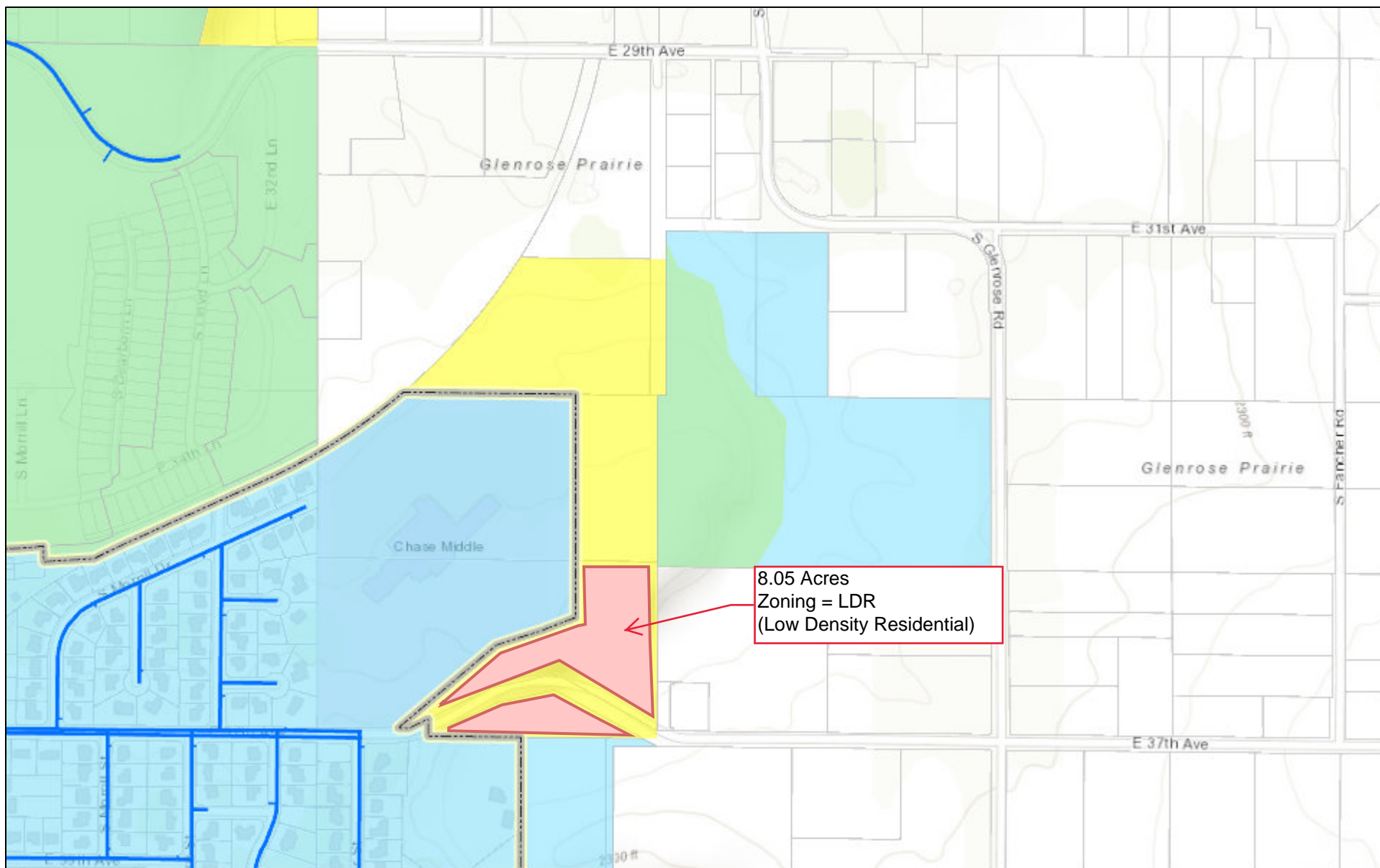
THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
Background/History: Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
Executive Summary: <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). <p>Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18</p>	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	



April 11, 2018

Areas

- Override 1
- City of Spokane Boundary
- Storage Facility

Water Main

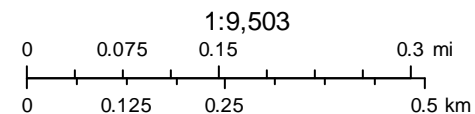
- Distribution Main
- Hydrant Lead
- Transmission Main

Urban Growth Area

- Joint Planning Area
- Urban Growth Area

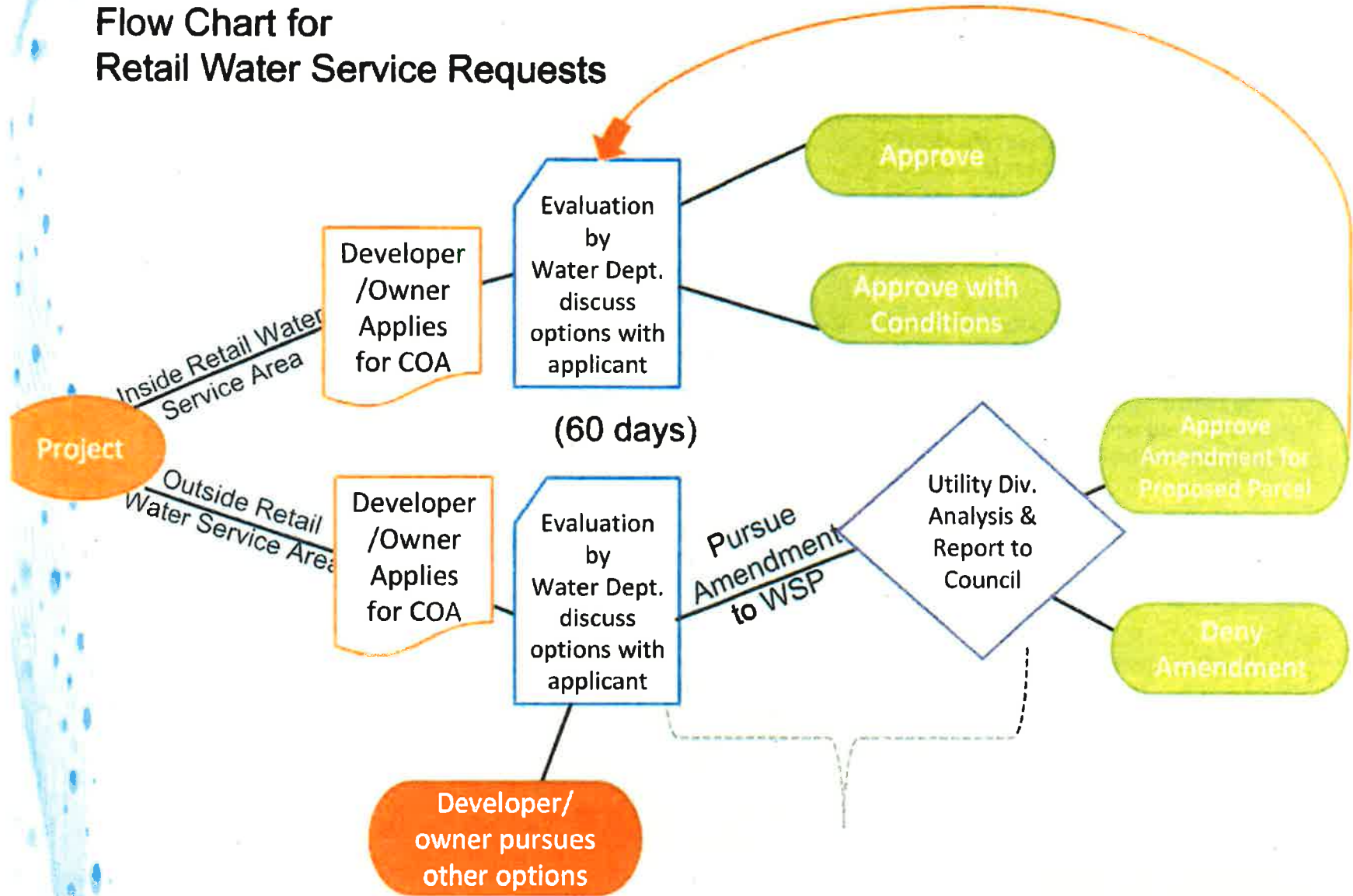
Parcel

- Parcel



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

Flow Chart for Retail Water Service Requests




MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: April 3, 2018

TO: Eldon Brown, P.E., Principal Engineer – Developer Services

FROM: James Sakamoto, P.E., Principal Engineer – Water Department 

SUBJ: Water Utility Consistency Review of the Ansett Application-3 for Retail Service Area Amendment, Parcel #35352.9111

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The subject application dated March 21, 2018, is located in the City of Spokane Future Service Area and the UGA boundary but outside the current City of Spokane Retail Service Area. The subject parcel is approximately 8.05 acres located in south east Spokane in the Glenrose Prairie.

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA.*** The submitted application is a request by the property owner for consideration of the subject property for inclusion in an amendment of the RSA boundary to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC. The following is a review of the subject property for consistency with these requirements for water service.

Duty to Serve Requirement: (WSP, Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: The Subject property is located in the future Top Pressure Zone. Sufficient capacity exists in the pressure zone to serve the proposed lot.

Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of the RSA boundary to include the property into the RSA. The subject parcel is located in the current UGA Boundary and the water main extension along 37th would also be within the current UGA Boundary but outside of the current Retail Service Area. Amending the Retail Service Area Boundary to include the subject parcel appears consistent with the City of Spokane's Comprehensive Plan.

Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

2. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: Water service to the subject parcel would require the extension of approximately 320 lineal feet of water main along 37th Avenue . Currently there are no projects in the current Capital 6-Year Water Plan that would extend the water mains to provide service to the subject parcel. The property owner would need to construct the water main extension at their cost to provide water service to the subject parcel and construction shall meet all applicable rules and regulations and be consistent with all development regulations.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed.
- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.

Additional Considerations/Circumstances:

No additional considerations for the subject application.

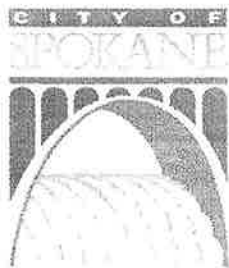
If there are any questions or if you require additional information, documentation or clarification of the consistency review please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal
Dan Kegley, Director – Water & Wastewater Collections

Encl:

City of Spokane

Planning Services
Department



Application to Expand the
Retail Water Service Area

New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle.

Date of Application: _____

Deadline for 120 day Response from Date of Application: _____

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

Lot _____ Block _____
Addition _____

Legal Attached: ☒ Yes / ☐ No

PARCEL 35352.9111

PROPERTY OWNER: (Please Print)

Name: TIM + LESLIE ANSETT
Address: 4527 S. PITTSBURG
SPOKANE, WA Zip 99223
Daytime Phone: 509-385-7835
Email Address: tlansett@msn.com

TA[Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

TA[Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.

Tim Ansett 3/21/18
Signature of Owner or Owner's Authorized Representative Date

TIM ANSETT OWNED 509-385-7835
Printed Name Relationship to Owner Phone Contact #

tlansett@msn.com
e-mail Address

PARCEL LEGAL DESCRIPTION FOR PARCEL # 35352.9111:

A PORTION OF THE SOUTH HALF OF THE NORTHWEST QUARTE OF SECTION 35, TOWNSHIP 25 NORTH, RANGE 43 EAST, W.M., SPOKANE COUNTY, WASHINGTON, LYING EAST OF THE FOLLOWING DESCRIBED LINE;
COMMENCING AT A POINT 313.15 EAST OF THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER;
THENCE NORTH 49 DEGREES 17 MINUTES 00 SECONDS EAST 496.19 FEET;
THENCE NORTH 71 DEGREES 28 MINUTES 12 SECONDS EAST 188.84 FEET;
THENCE NORTH 68 DEGREES 24 MINUTES 30 SECONDS EAST 137.05 FEET;
THENCE NORTH TO THE SOUTH LINE OF ADAMS 5 ACRE TRACTS NO. 1, AND THE TERMINUS OF SAID LINE;
EXCEPT PLATTED PORTION, IF ANY AND EXCEPT EXISTING RIGHTS OF WAY FOR ROADS AND STREETS.

OTHER INFORMATION/JUSTIFICATION FOR INCLUSION:

This parcel is located in the Moran/Glenrose UGA - JPA and is zoned LDR – Low Density Residential.

The majority of this parcel was included in the City of Spokane's UGA at a City Council meeting on May 21, 2001 when Ordinances C32843 and C32847 were adopted. (See LAND USE PLAN MAP, a memorandum from Dick Raymond of the City of Spokane's Public Works and Utilities Department, and an UGA Review map from 11/23/2010 showing the parcel, all attached).

The entire parcel was subsequently included in Spokane County's UGA adopted by the Board of County Commissioners on November 5, 2001, and again on March 25, 2003.

Water will be used for future development of the property according to current zoning of LDR. As an adjacent parcel we own (35351.9127) has already been included in the Retail Water Service Area, we believe that this parcel should also be included as it is in the UGA and is between parcel 35351.9127 and the current Retail Water Service Area.

Land Use Plan Map

Map LU 1

Legend

- | | |
|-----------------------------------|----------------------------|
| Agriculture | Neighborhood Retail |
| Conservation Open Space | Mining |
| Potential Open Space | General Commercial |
| Open Space | Downtown |
| Residential 4-10 | Light Industrial |
| Residential 10-20 | Heavy Industrial |
| Residential 15-30 | Institutional |
| Residential 15-30 | Reserve Area |
| Office | |
| Mini Center | |
| Neighborhood Center | Arterials |
| Employment Center | Proposed Arterials/Freeway |
| District Center or Corridor | Interstate Highway |
| City of Spokane Urban Growth Area | Trails |
| City Limits | Proposed Light Rail |
| County Boundary | Rivers |

**AREA
OF
PARCEL**

0 1 2 Miles

Source: GIS

Date: 05/21/2001



SPokane Planning Department
The information shown on this map is considered preliminary and is subject to change. It is not intended to be used for legal purposes. For more information, contact the Spokane Planning Department at (509) 343-2200.

MEMORANDUM

PUBLIC WORKS AND UTILITIES – CAPITAL PROGRAMS/GIS

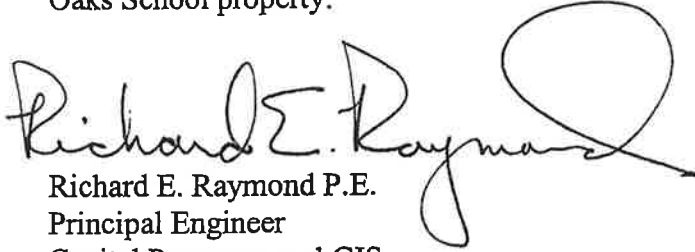
DATE: May 25, 2001
TO: Tim Ansett
FROM: Dick Raymond
SUBJ: Oaks School/UGA boundary

The purpose of this memorandum is to express the understanding and intent of the City regarding inclusion of a portion of your property within the proposed UGA. Specifically, it is the intent that the portion of the your property (parcels 35352.9111; 35352.0305; 35352.9061; 35351.9127) lying westerly of the east line of a sewer easement the City wishes to obtain for the City's Glennaire Lagoon Elimination bypass sewer shall be included within the proposed UGA. This property will then become the site for the proposed Oaks School.

It is intended by the City that the sewer easement will be located inside the 100-year floodway of the segment of the existing drainage channel that meanders through the area westerly of Glenrose Road, between 37th Avenue and 29th Avenue. Once the required easement area has been established, it is the City's understanding that you intend to segregate and aggregate your properties such that no parcel straddles the UGA boundary.

As part of its current Glennaire Lagoon Elimination Project (Engineering Services File No. 2000205), the City will be performing hydrologic analyses to identify the 100-year floodway, thus facilitating the identification and definition of the required sewer route. The City will then survey and record with the County the final alignment of the sewer, together with the requisite easements, to include supplemental access easements where needed. It is intended that only the easement specifically required for placement of the proposed sewer, currently expected to be a 60-foot wide strip of land centered on the proposed sewer, be considered in describing the proposed UGA boundary.

Once the alignment and resulting easement have been identified, it is the City's understanding that you will segregate any parcels subsequently divided by the route, the easterly line of the sewer easement describing and becoming the dividing line for segregating the properties. This results in the easement being a portion of the westerly segregation, which will then become the Oaks School property.

A handwritten signature in black ink, reading "Richard E. Raymond". The signature is fluid and cursive, with a large loop at the end of the last name.

Richard E. Raymond P.E.
Principal Engineer
Capital Programs and GIS

copy: Engineering Services file
Eldon Brown – Developer Services
John Mercer – Planning and Zoning
Dick Raymond



**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0050
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - BEADLE APPLICATION		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 26231.9207.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Select	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
<u>Additional Approvals</u>		kbecker@spokanecity.org	
<u>Purchasing</u>		smsimmons@spokanecity.org	
<u>CITY COUNCIL</u>	MCDANIEL, ADAM		

RESOLUTION 2018-0050

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 26231.9207.

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas, retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Number 26231.9207 have requested water service from the City of Spokane for purposes of serving one (1) home on 5.21 acres in Spokane County, zoned urban reserve; and

WHEREAS, the Parcel is located outside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the Parcel is located within the City's Future Water Service Area, but is located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the Water Department has infrastructure, i.e. a 24-inch water main in Five Mile Road, adjacent the Parcel, which provides water service to neighboring and surrounding parcels; and

WHEREAS, the City's water infrastructure has available water rights and capacity to provide water service to the Parcel; and

WHEREAS, Policy CFU 3.6 of the City's Comprehensive Plan, Section B. City of Spokane Water Service, Subsection 1. Water Service Connections, states "**Service connections outside an UGA may be allowed only under the following conditions:**

b. Connections may be allowed to parcels directly adjacent to a main if the parcel existed and the main was installed prior to May 31, 2001, or the main is located along an UGA boundary." The 24-inch water main, adjacent to Parcel Number 26231.9207, was built in June of 2000 and the Parcel is located adjacent to an UGA boundary; thus, it is in compliance with either of these conditions; and

WHEREAS, the property owners have agreed to pay all costs associated with the extension of a water service to connect to the existing water main and to comply with the City's design and construction requirements, including signing an annexation covenant; and

WHEREAS, the City Council of the City of Spokane after careful consideration of the specific facts associated with the Parcel, finds modification of the Retail Water Service Area to include Parcel Number 26231.9207 to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Number 26231.9207.

2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Number 26231.9207 consistent with this resolution and City code.

3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018.

City Clerk

Approved as to Form:

Assistant City Attorney

ANTICIPATED
DEVELOPMENT AREAS
WITHIN WATER
SERVICE AREA

Printed by: jtaylor Print date: 5/17/2018

Legend

County Streets

26104.9010/.9011

36353.0212...0216

35021.9048

26231.9207

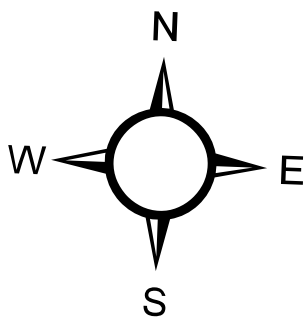
35352.9061/0305/9111

City Limits

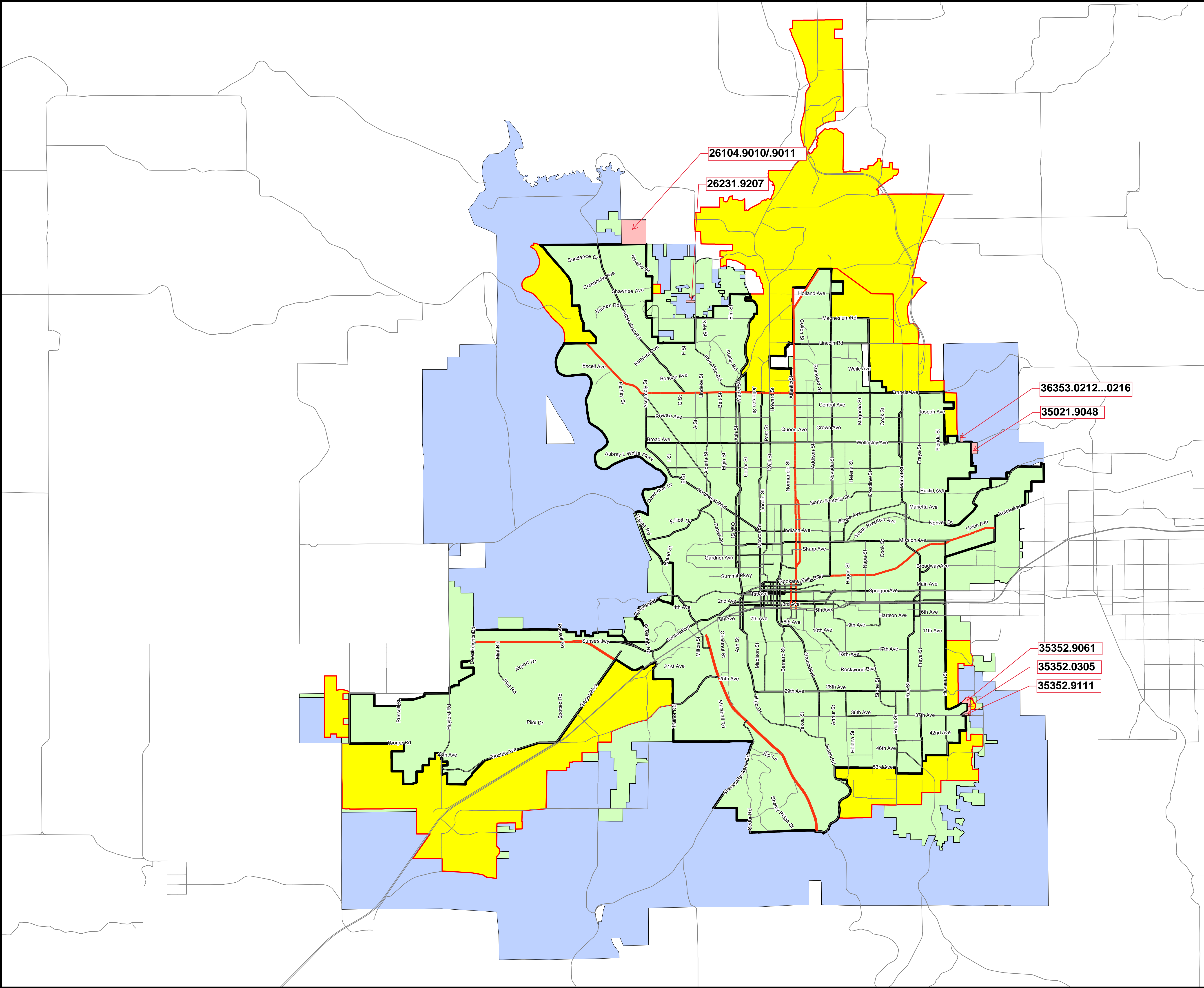
UGA

Existing/Retail Service Area

Future Service Area



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

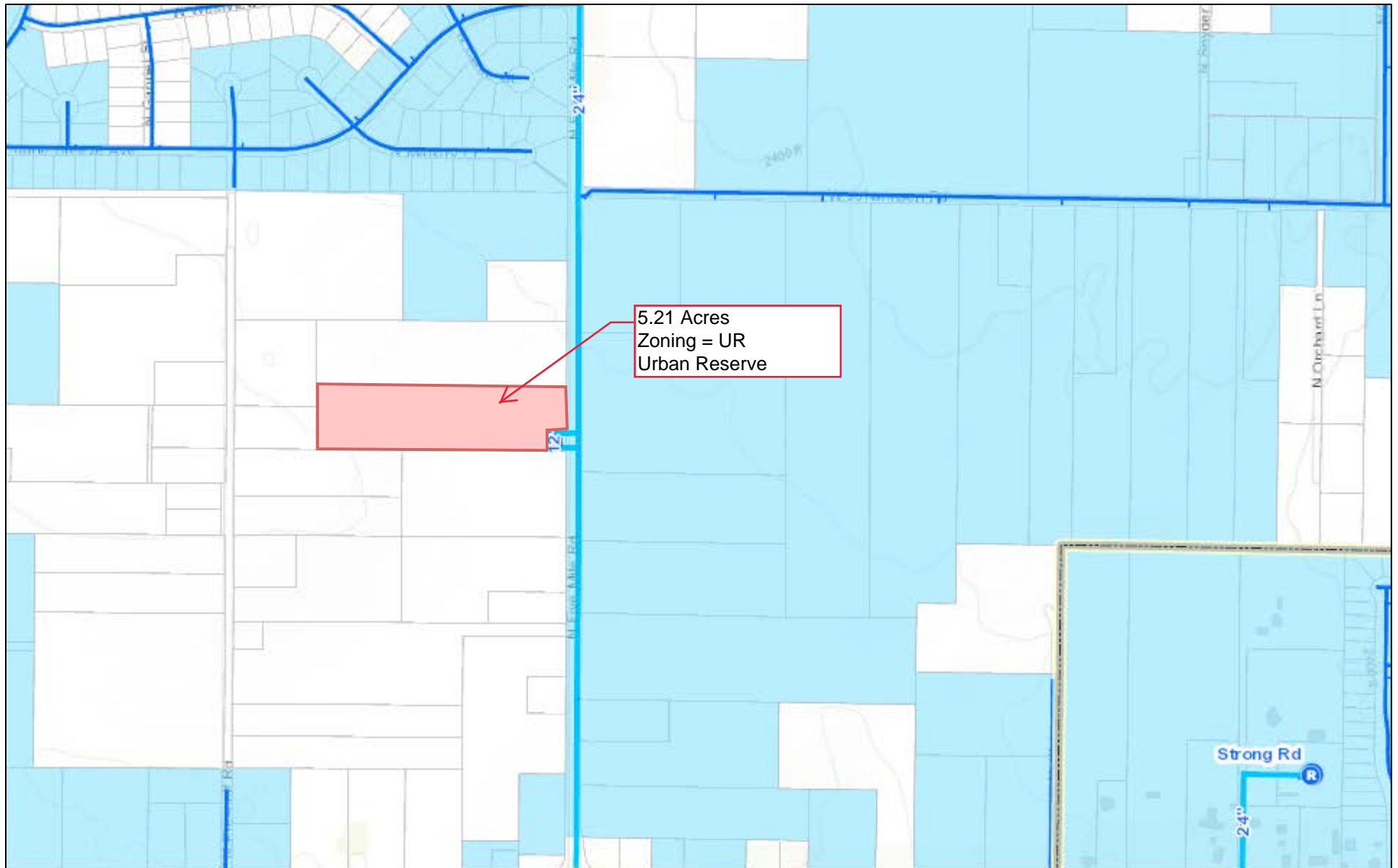


Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

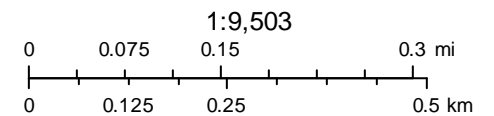
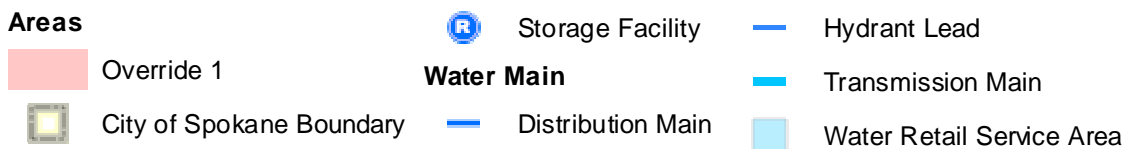
Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
Background/History: Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
Executive Summary: <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Virginia Beadle - 26231.9207



April 11, 2018

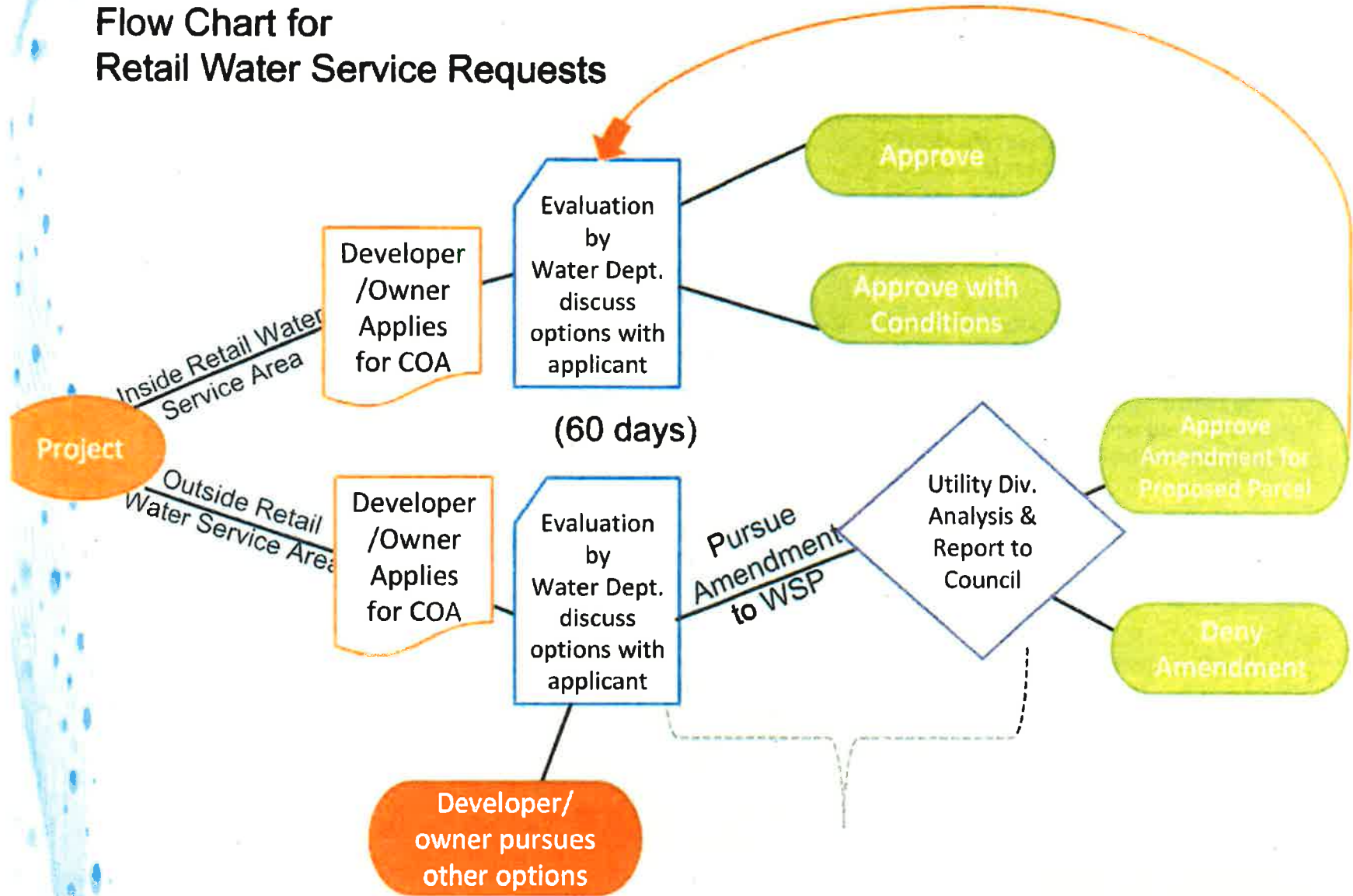
Areas



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

City of Spokane GIS
City of Spokane GIS

Flow Chart for Retail Water Service Requests

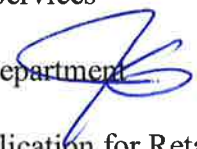


MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: April 2, 2018

TO: Eldon Brown, P.E., Principal Engineer – Developer Services

FROM: James Sakamoto, P.E., Principal Engineer – Water Department 

SUBJ: Water Utility Consistency Review of the Beadle Application for Retail Service Area Amendment, Parcel #26231.9207

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The subject application dated March 30, 2018, is located in the City of Spokane Future Service Area but outside of the UGA boundary and the current City of Spokane Retail Service Area. The subject parcel is approximately 5.21 acres located in North Spokane in the Five Mile Area.

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA***. The submitted application is a request by the property owner for consideration of the subject property for inclusion in an amendment of the RSA boundary to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC. The following is a review of the subject property for consistency with these requirements for water service.

Duty to Serve Requirement: (WSP, Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: The Subject property is located in the Kemp Pressure Zone. Sufficient Capacity exists in the system to serve the proposed lot.

Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of RSA to include the property into the RSA. Additionally to extend service outside of the UGA the proposal must fall within the limitations to provide service outside of the urban growth areas outlined in CFU 3.6 of the City of Spokane Comprehensive Plan. The parcel is adjacent to the water main located in North Five Mile Road where water is available. No main extension would be required and water service would need to meet the limitations outlined in CFU 3.6 Section B. The water main in North Five Mile Road directly adjacent to the subject parcel was installed in June 2000 which does appear to meet the limitations outlined in CFU 3.6, Section B where connection may be allowed to parcels directly adjacent to a water main if the Main was installed prior to May 31, 2001.

Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

2. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: A water service from the North Five Mile Road water main would be capable of providing water service to the proposed subject parcel which is directly adjacent water main. The property owner would need to construct the service at their cost to provide water service to the subject parcel and construction shall meet all applicable rules and regulations and be consistent with all development regulations.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed.

- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.

Additional Considerations/Circumstances:

No additional considerations for the subject application.

If there are any questions or if you require additional information, documentation or clarification of the consistency review please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal
Dan Kegley, Director – Water & Wastewater Collections

Encl:

City of
Spokane

Planning Services
Department



Application to Expand the Retail Water Service Area

New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle.

Date of Application: Mar. 30, 2018

Deadline for 120 day Response from Date of Application: _____

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

26231.9207
Lot _____ Block _____
Addition _____

Legal Attached: Yes/No

23-26-42 S 1/2 of Folg. Desc. Prop. S 495 Ft. of N 990 Ft. of NE 1/4
of NE 1/4 Exc. W 330 Ft. & Exc Rd & Exc S. 80 ft of E 80 ft.

PROPERTY OWNER: (Please Print)

Name: Virginia (Ginny) Beadle
Address: 8704 N. Kensington Dr.
Spokane, Wa. Zip 99208
Daytime Phone: 509-994-9775
Email Address: gbeadle_21@hotmail.com

SB [Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

SB [Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.

Virginia (Ginny) M. Beadle 03.30.18
Signature of Owner or Owner's Authorized Representative Date

Virginia M. Beadle (Mother to Catherine Beadle) 509-994-9775
Printed Name Relationship to Owner Phone Contact #

gbeadle_21@hotmail.com
e-mail Address

Support for Water Service from City of Spokane

I am requesting water for parcel 26231.9207.
My property is adjacent to a water main on
Five Mile Rd.

In 2005 My Mom and I sold a piece of property
80' x 80' to the city of Spokane for a booster
station to make water available for others.
Mr. Nesbitt and I talked about water access to
my property on Five Mile Rd.

At the time I sold the property, ^{I understood that} I would be
able to return and apply for water.

Please consider my request for water for
parcel 26231.9207.

Thank You!

Mining Beadle

8704 N. Kensington Dr.

Spokane, Wa. 99208

509-994-9775



Application to Expand the Retail Water Service Area

New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle.

Date of Application: Mar. 30, 2018

Deadline for 120 day Response from Date of Application: _____

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

26231.9207
Lot _____ Block _____
Addition _____

Legal Attached: Yes/No

23-26-42 S 1/2 of Folg. Desc. Prop. S 495 Ft. of N 990 Ft. of NE 1/4
of NE 1/4 Exc. W 330 Ft. & Exc Rd & Exc S. 80 ft of E 80 ft.

PROPERTY OWNER: (Please Print)

Name: Virginia (Minnie) Beadle
Address: 8704 N. Kensington Dr.
Spokane, Wa. Zip 99208
Daytime Phone: 509-994-9775
Email Address: gbeadle_21@hotmail.com

SB [Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

SB [Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.

Virginia (Minnie) M. Beadle 03.30.18
Signature of Owner or Owner's Authorized Representative Date

Virginia M. Beadle (Mother to Catherine Beadle) 509-994-9775
Printed Name Relationship to Owner Phone Contact #

gbeadle_21@hotmail.com
e-mail Address

Support for Water Service from City of Spokane

I am requesting water for parcel 26231.9207.
My property is adjacent to a water main on
Five Mile Rd.

In 2005 My Mom and I sold a piece of property
80' x 80' to the city of Spokane for a booster
station to make water available for others.
Mr. Nesbitt and I talked about water access to
my property on Five Mile Rd.

At the time I sold the property, ^{I understood that} I would be
able to return and apply for water.

Please consider my request for water for
parcel 26231.9207.

Thank You!

Mining Beadle

8704 N. Kensington Dr.

Spokane, Wa. 99208

509-994-9775

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0051
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - BLAKE APPLICATION		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 26104.9010 & 26104.9011.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
<u>Additional Approvals</u>		kbecker@spokanecity.org	
<u>Purchasing</u>		smsimmons@spokanecity.org	



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

per gallon, for a total three-year contract cost of \$738,172.50 plus sales tax for the period August 1, 2018 to July 31, 2021. Total cost including 8.8% Sales tax \$803,131.68. (\$267,710.56 per year).

Summary (Background)

This is a three-year contract tentatively scheduled to begin on August 1, 2018 and to end on July 31, 2021. The contract may be extended for two (2) additional one-year contract periods with the total contract period not to exceed five (5) years.

Fiscal Impact		Budget Account	
Select	\$		#
Select	\$		#

Distribution List

RESOLUTION 2018-0051

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 26104.9010 and 26104.9011.

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas, retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Numbers 26104.9010 and 26104.9011 have requested water service from the City of Spokane for purposes of serving two (2) homes, one (1) each on 5-acre parcels to be split from the referenced Parcels located in Spokane County, zoned urban reserve, in accordance with Spokane County land-use requirements; and

WHEREAS, the Parcels are located outside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the Parcels are located within the City's Future Water Service Area, but are located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the Water Department has infrastructure, i.e. an existing 12-inch water main located in Indian Trail Road, approximately 2600 feet west of the west property line of the Parcels, which provides water service to neighboring and adjacent parcels; and

WHEREAS, the City's water infrastructure has available water rights and capacity to provide water service to the proposed 5-acre parcels; and

WHEREAS, Policy CFU 3.6 of the City's Comprehensive Plan provides that expansion of the City's water service outside the UGA may be allowed when such services are financially supportable at rural densities and do not permit urban development; and

WHEREAS, the property owners have agreed to pay all costs associated with the extension of the water infrastructure and to comply with the City's design and construction requirements, including signing an annexation covenant; and

WHEREAS, the City Council of the City of Spokane after careful consideration of the specific facts associated with the property, finds modification of the Retail Water Service Area to include Parcel Numbers 26104.9010 and 26104.9011 for the purposes of serving two (2) homes, one (1) each on 5-acre parcels to be split from the referenced Parcels, to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Numbers 26104.9010 and 26104.9011 for the purpose of serving two (2) homes, one (1) each on 5-acre parcels to be split from the referenced Parcels.

2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Numbers 26104.9010 and 26104.9011 consistent with this resolution and City code.

3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018.

City Clerk

Approved as to Form:

Assistant City Attorney

Print date: 5/17/2018

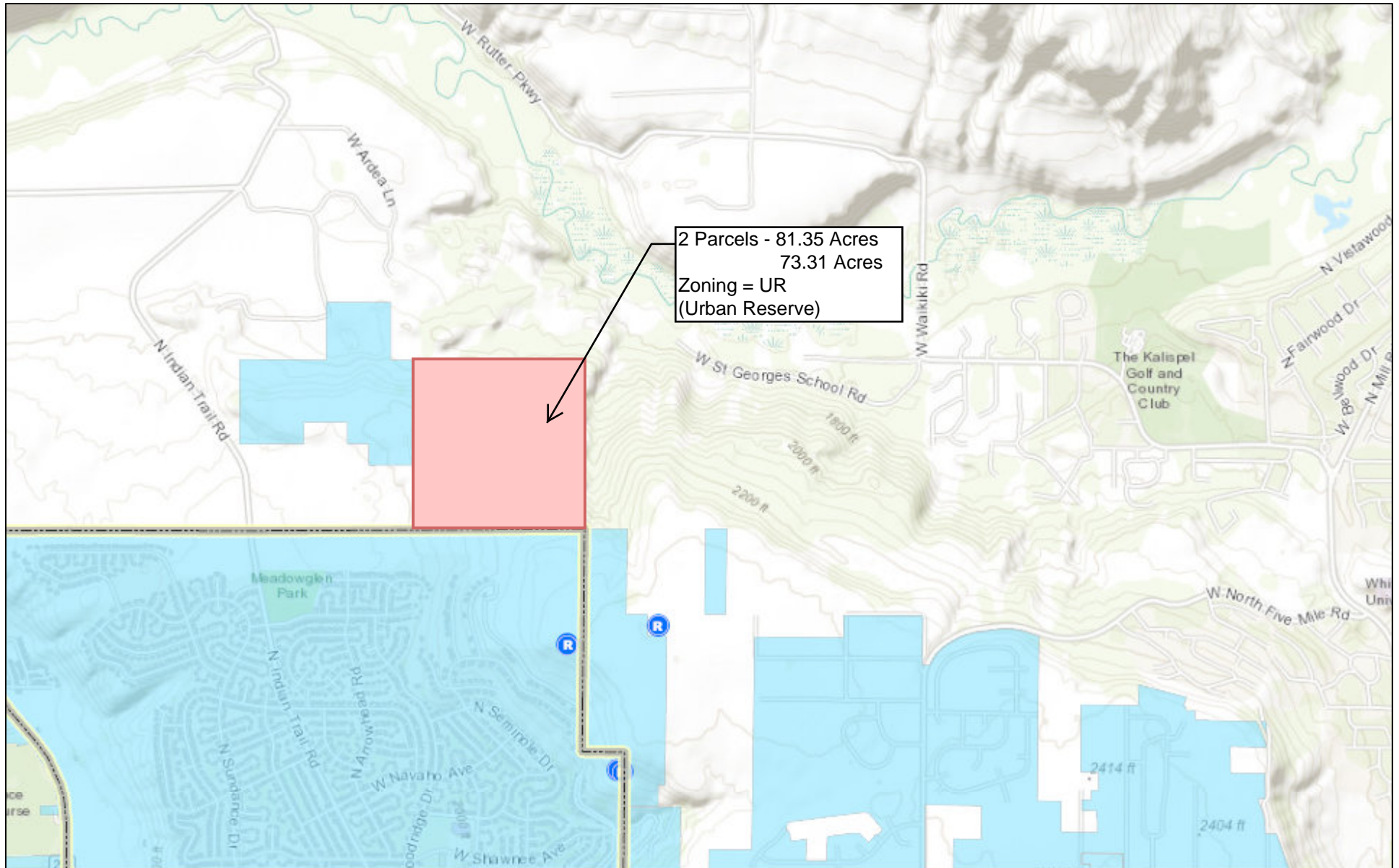
THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
<u>Background/History:</u> Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
<u>Executive Summary:</u> <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). <p>Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18</p>	
<u>Budget Impact:</u> Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
<u>Operations Impact:</u> Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

John Blake - 26104.9010/.9011



April 11, 2018

Areas

Override 1



City of Spokane Boundary



Storage Facility

Water Main



Distribution Main



Hydrant Lead

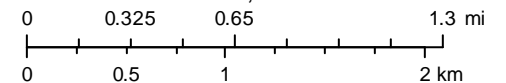


Transmission Main



Water Retail Service Area

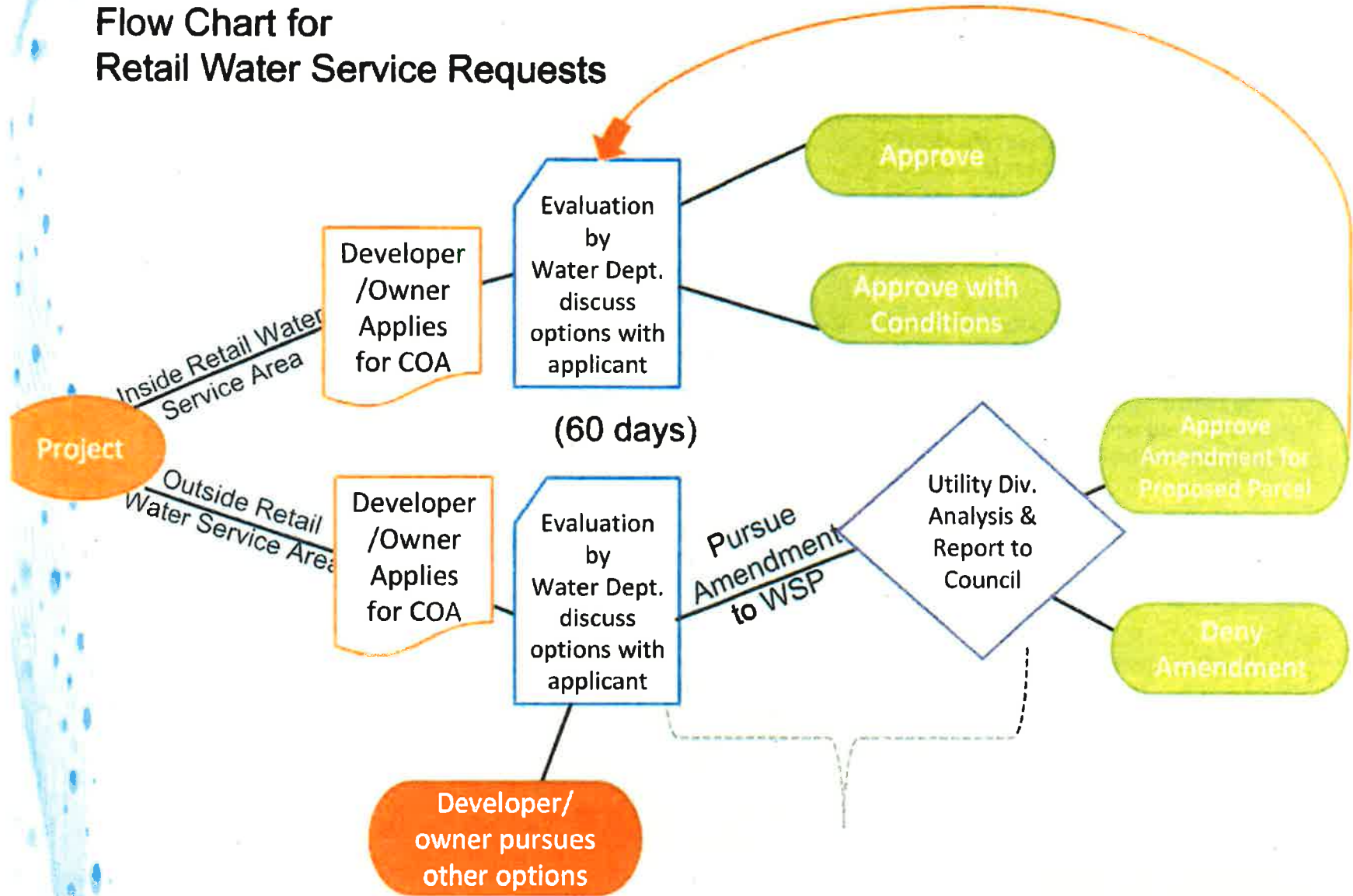
1:38,012



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

City of Spokane GIS
City of Spokane GIS

Flow Chart for Retail Water Service Requests



MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: April 11, 2018

TO: Eldon Brown, P.E., Principal Engineer – Developer Services

FROM: James Sakamoto, P.E., Principal Engineer – Water Department

SUBJ: Water Utility Consistency Review of the Blake Application for Retail Service Area Amendment, Parcels #26104.9010 & #26104.9011

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The subject unsigned application is dated April, 11, 2018 and references two parcels for consideration. It is unclear if the applicant is the owner or an authorized representative since all the pertinent information and the signature block is left blank on the application submitted for review. The two subject parcels are located in the City of Spokane Future Service Area but outside the UGA boundary and outside the current City of Spokane Retail Service Area. The first subject parcel, #26104.9010, is approximately 81.35 acres and the second Parcel, #26104.9011, is approximately 73.21 acres for a total area of 154.56 acres. The subject parcels are adjacent to each other and are located in North Spokane in the area east of Indian Trail Road and North of the Corporate Limits of the City of Spokane.

The application for the subject parcels state the purpose for which the water will be used is for domestic use at 2 individual homes that will be developed on 5 acre parcels. However the application map and parcels included in the application implies the consideration of the complete parcels for inclusion into the RSA and does not delineate the five area parcels only showing the total 154.56 acres for consideration. To provide a more complete consistency review of the future 5 acre parcels, if that is the intent, the proposed future parcel locations should be delineated from the parent parcels. Further the application should state the final intent and scope of the RSA amendment request, either requesting the consideration of the entire 154.56 acres for inclusion into the RSA or requesting only the two 5 acre future parcels for consideration. For the purposes of this water utility consistency review it shall be assumed that the water service is only for two future 5 acre parcels with an single individual homes on each parcel.

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA***. The submitted application is a request for consideration of the subject property for inclusion in an amendment of the RSA boundary to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC. The following is a review of the subject property for consistency with these requirements for water service.

Duty to Serve Requirement: (WSP, Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: The Subject properties are located in the future Woodridge Pressure Zone and the Future North Hill Pressure Zones.

Approximately 90% of Parcel #26104.9010 lies within an elevation that could be served by the North Hill Zone. There is sufficient capacity in the North Hill Pressure Zone to provide service to a single residence lying within the elevation that could be served by this pressure zone. Service from the North Hill Pressure Zone to this Parcel would likely be through the Blue Heron Subdivision preliminary plat, however in the Blue Heron Subdivision Preliminary plat is a private water system with a master meter providing service to the cluster development. Since serving public water from a private system is not allowed any services served from the Blue Heron Subdivision water system would need to be part of that Homeowners Association (HOA) with water service from the Blue Heron Subdivision HOA. A document provided with the application, titled Ex H, states that an easement has been granted through Blue Heron Estates. Blue Heron Estates, Preliminary Plat PN-1837-97, includes the subject parcels but document Ex H erroneously states that the subject parcels are adjacent to Blue Heron Estates. Further it appears that the Blue Heron Estates preliminary plat was denied and is therefore not an approved preliminary plat. Document Ex H, the Blake Agreement should reference Blue Heron Subdivision the approved preliminary plat that is currently under construction. If an easement was granted through Blue Heron Subdivision (PN 1986-06), which is adjacent to the subject parcels, a public water service could be provided from the public water main in Indian Trail Road.

Parcel #26104.9011 and the remainder of Parcel #26104.9010 lies within the Woodridge Pressure Zone. There is sufficient capacity in the Woodridge Pressure Zone to provide service to a single residence lying within the elevation that could be served by this pressure zone.

Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of the RSA boundary to include the property into the RSA. Additionally to extend service outside of the UGA the proposal must fall within the limitations to provide service outside of the urban growth areas outlined in CFU 3.6 of the City of Spokane Comprehensive Plan. Documents Ex A, Ex C, Ex D, Ex E, EX G and Ex Map provide reference preliminary plat Blue Heron Estates, PN-1837-97 and would appear to include the subject parcels implying vested water service falling under Section B, 2. (b) of CFU 3.6. However it appears that the Blue Heron Estates preliminary plat PN 1837-97 application was denied by the Spokane County Hearing Examiner and is not an approved preliminary plat and would not have vested rights for water service and therefore does not appear to meet the requirement for allowing extension of water service outside of the UGA under CFU 3.6. The Blue Heron Estates should not be confused with the Blue Heron Subdivision (PN 1986-06) Preliminary plat which is an approved preliminary plat for a rural cluster development and does have vested water service until it is either completed or expired. The subject parcels are not included in the Blue Heron Subdivision Rural Cluster Development (PN 1986-06) and therefore does not have vested rights through that preliminary plat.

Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

2. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: A water service extension from Indian Trail Road would be capable of providing public water service to a single residence within subject Parcel #26104.9010. A service from the adjacent cluster development could also provide service if the parcel was included in the Homeowners Association to allow service from that private system. The property owner would be responsible to construct the either water service extension at their cost and secure any required easements

to provide water service to the subject parcel and construction shall meet all applicable rules and regulations and be consistent with all development regulations.

A water service extension from the Woodridge Pressure Zone located to the south would be capable of providing public water service to subject Parcel #26104.9011. The nearest connection point into the Woodridge Pressure Zone to the parcel boundary is approximately 830 feet. Since the location of the future 5 acre parcel is not known it is difficult to determine the approximate total length of service required. The property owner would be responsible to construct the water service extension at their cost and secure any required easements to provide water service to the subject parcel and construction shall meet all applicable rules and regulations and be consistent with all development regulations.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed.
- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.

Additional Considerations/Circumstances:

Supplemental documentation was provided for consideration. The following briefly discusses the additional circumstances outlined by these additional documents.

Many of the supplemental documents reference the Blue Heron Estates Preliminary Plat, PN 1837-97 and correspondence relating to this preliminary plat. The applicant provided these documents in an effort to show a prior commitment existed for the subject parcels since the subject parcels were included within the boundaries of the Blue Heron Estates Preliminary Plat. The Blue Heron Estates Preliminary Plat Application PN 1837-97 was denied by the Spokane County Hearing Examiner and was not an approved preliminary plat and would therefore not be vested water service rights. There does not appear to be a commitment that is currently valid for vested water service rights to the subject parcels.

Additional supplemental documentation is discussed and referenced in the body of the water utility consistency review where pertinent to the discussion and review.

If there are any questions or if you require additional information, documentation or clarification of the consistency review please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal
Dan Kegley, Director – Water & Wastewater Collections

Encl:

**Water Service from the City of Spokane to Blake Property Adjacent to
Blue Heron Subdivision in the Urban Reserve of Spokane County**

Landowners John & Kristianne Blake requests the City of Spokane to include parcels 26104.9010 and 26104.9011 in the City of Spokane Retail Water Service Area. The request involves water service to two building sites. The 160 acre site was part of the 1997 Blue Heron plat application. Subsequent to the application the Blake's acquired the property and donated the development rights, except two, to a nonprofit organization. The City of Spokane has approved the extension of water service to the approved Blue Heron plat. The Blue Heron plat is now developed and water service is located at the property border. The well logs in the area are not indicative of the availability of suitable water.

Background/History:

In January 1996, Pete Rayner, secured an option from Mr. Rod Plese (Exhibit G) to both purchase and include the subject property (now owned and referred to as, "Blake's Property" or "Blake's"). as part of a Plat/PUD for Blue Heron Estates. The Spokane County Planning File for this project is PN-1837-97. All documents included herein are contained in the files associated with PN-1837-97.

The Blue Heron project was to be serviced by a combination of private wells in the NW ¼. City of Spokane water service was committed for the S ½ of the section. In particular, Phases 2 and 3 were to be serviced by some combination of water main coming down Indian Trail Road and a water reservoir tank in the planning phase. This arrangement is affirmed in the attached Exhibits. (Exhibit Map)

In a letter dated July 28, 1998 Rayner to Pedersen (Spokane County Planning File PN-1837-97 Exhibit A:

"...In the early fall of 1996, the city agreed to provide us water, a letter to that effect is in the file. At the present time, we are negotiating with the developer of Woodridge 7th Addition as they are conditioned to construct a reservoir at approximate elevation 2471+/- . This elevation will supply this development with a more than adequate water supply. Using City water in some manner has always been constant throughout the entire application process...

*... Based upon the new information presented by the City and F.D. No. 9, we are now moving forward coordinating with the City and the developers of Woodridge 7th. Therefore, with the larger tank in Woodridge 7th, the additional lots now re-proposed in the SE 1/4 will be better served by City water than through a Class "B" water system. **Since these discoveries and modifications to the original plan, we have had several***

discussions with both the City hydro and F.D. No. 9 and they are on line with the tie in location and how we propose to server the new upper zone...

This testimony is consistent with the signed statement of George Miller, City of Spokane Water Department (Retired), restating the commitment he made on behalf of the City Water Department. (Exhibit B)

Spokane County Planning File PN-1837-97 in both the staff report and the decision the SPOKANE HEALTH DISTRICT states as follows: Exhibit C:

“...5. Water service shall be by an existing public water supply...”

“...13. The dedicatory language on the plat shall state: “The use of private wells and water systems is prohibited.”

“...14. The final plat dedication shall contain the following statement: “The public water system ... shall provide for the individual domestic water service...”

In the letter Blegen to Rayner August 14, 1997, Spokane Planning File PN-1837-97 Exhibit D:

“...the City will agree to provide water service only to your referenced project on the following conditions:

- 1) the project will have to satisfy all pre-existing requirements, which includes your development meeting proper County vesting requirements, the submission of all water plans for City approval, payment for all water extensions, and compliance with all public health regulations enforced by the City or other governmental agencies;...”*

Again in letter Blegen to Pedersen, Spokane Planning File PN-1837-97 Exhibit E:

“...The City of Spokane, Department of Water & Hydroelectric Services has no objection to the extension of time for the above referenced project.

The above referenced project is located in the City of Spokane water service area, and water is available with the appropriate water main extensions. The costs associated with the water main extensions are the responsibility of the project proponent/developer.

A water plan must be submitted to the City of Spokane Water Department for review and approval prior to receiving water service. The water plan must address and provide domestic, fire and irrigation requirements for the project. Design standards for the City of Spokane must be followed. All water mains must be placed in public right-of-ways...

Discussion

This request is consistent with, and meets all published procedures of the City of Spokane Comprehensive Plan as detailed in Chapter 5: Capital Facilities and Utilities, Section CFU 3.6; B.(Attached as Exhibit F):

“B. City of Spokane Water Service. Expansion of City of Spokane water service outside a UGA may be allowed in the following limited cases:

1. Water Service Connections. Service connections outside a UGA may be allowed only under the following conditions:

a. Connections required under 2.(a), (b), (c), and (d) below;...

... 2. Water Main Extensions

...b. A written commitment for service to a vested development was made by the City of Spokane prior to the adoption of the City of Spokane's Comprehensive Plan under RCW 36.70A....”

Parcel 26104.9010 and Parcel 26104.9011 were part of Spokane County Planning File PN-1837-97 as Phase 3, prior to the adoption of the City of Spokane's Comprehensive Plan under RCW 36.70A;

The City of Spokane made prior written commitment to the developer, Pete Rayner and Spokane County to provide water to Parcel 26104.9010 and Parcel 26104.9011;

The City of Spokane has previously acknowledged its prior written commitment to provide access to its retail water service area to the Blue Heron plat based upon the exact same criteria.

Whereas, the landowner seeks 2 (two) city water hook ups to an existing city water system that is adjacent to Parcel 26104.9010 and Parcel 26104.9011;

The City of Spokane should honor its prior written commitment and allow Parcel 26104.9010 and Parcel 26104.9011 to be included into the Retail Water Service Area.

It is clear upon review of the PN-1837-97 Spokane County Planning File, that the City of Spokane made a commitment to provide water to the Blake's Property. Inclusion of the Property into the Retail Water Service Area is also consistent with the Comprehensive Plan of the City of Spokane.

The City of Spokane Comprehensive Plan States:

“...It is appropriate for the City of Spokane to extend or expand water and sewer services outside UGAs in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development...”

Providing these services is consistent with the intent of the GMA, UGA and the comprehensive plan. These services were promised as part of a commitment to the PN-1837-97 Preliminary Plat.



Application to Expand the Retail Water Service Area

New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle.

Date of Application: April 11, 2018

Deadline for 120 day Response from Date of Application: August 9, 2018

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

Spokane County Parcels 26104.9010, 26104.9011

Lot _____ Block _____

Addition _____

Legal Attached: Yes

26104.9010:

42-26-10: NW1/4 SE1/4 TOG/W N1/2 N1/2 SW1/4 SE1/4 ALSO TOG/W NE1/4 SE1/4 EXC: S
175FT AKA PARCEL A ROS (AFN 6667730)

26104.9011:

42-26-10: SE1/4 SE1/4 TOG/W S 175FT NE1/4 SE1/4 ALSO TOG/W SW1/4 SE1/4 EXC N1/2
N1/2 SW1/4 SE1/4 AKA PARCEL B ROS (AFN 6667730)

PROPERTY OWNER: (Please Print)

Name: BLAKE, JOHN C & KRISTIANNE

Address: 12605 N EAGLE BLUFF LN, SPOKANE, WA

Zip 99201

Daytime Phone: _____

Email Address: _____

☒ [Int.] I understand that extension of existing water main or new lateral will be at
developer's expense per current design standards, standard plans and Water Department
Rules & Regulations. Contact Developer Services for further information.

☒ [Int.] I understand that I, the Applicant, am required to comply and follow all applicable
provisions for City water service as provided for in Chapter 13.04 of the Spokane
Municipal Code.

*The undersigned owner or owner authorized representative agrees to comply with all rules
and regulations of the City of Spokane Water and Hydroelectric Department relating to this
application to expand the retail water service boundary to the property identified. If I am a
representative of the owner, I certify that I am authorized by the owner to sign this Water
Service Application and Agreement on the owner's behalf.*


Signature of Owner or Owner's Authorized Representative

4-10-16
Date

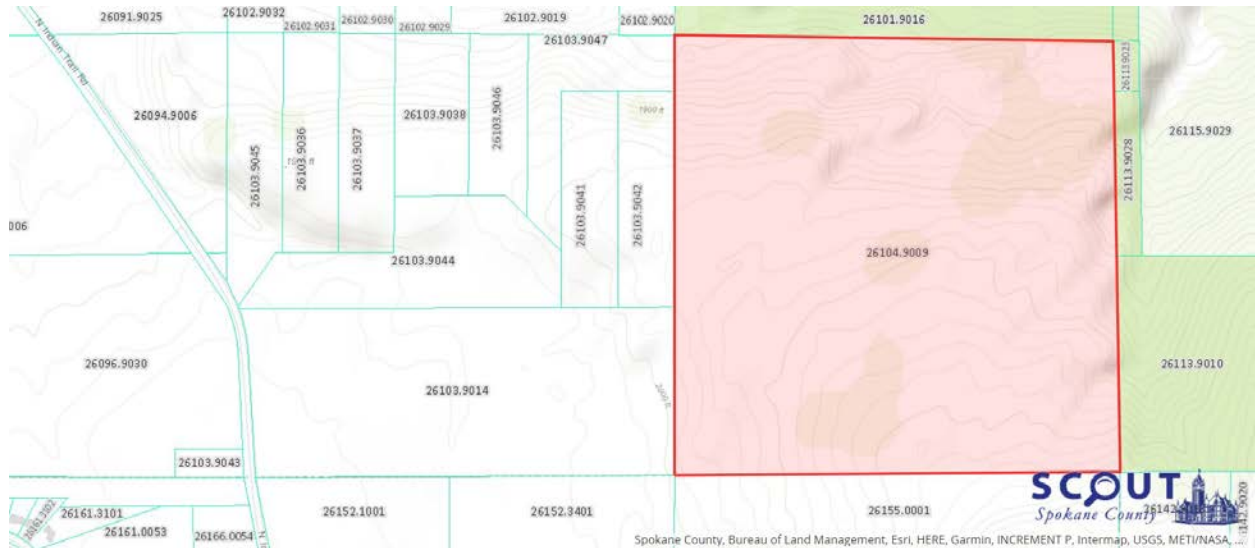
Pete Rayner Agent
Printed Name Relationship to Owner

509-263-4848
Phone Contact #

pete@beaowhillevent.com
Email Address

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- **Furnish a legal description and map of the area under consideration.**



- **State fully the purpose for which water is to be used with your application.**

The water will be used for domestic household purposes for two (2) individual homes. The owners previously donated the development rights to the 160 parcel to a 501C3 entity. The donation reserved the right to develop 2, five acre parcels, into residential sites. The request for water is to serve the two parcels domestic needs.

- **Provide justification for expansion of the Retail Water Service Area with your application.**

Please attached Justification.

- **Payment of all charges for the new service connection.**

Agreed

- **Verify that any outstanding combined utility charges are paid in full.**

Agreed

- **Pay for and provide all engineering, accepted plans and permits upon request.**

Agreed

- **Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.**

Agreed

- **Sign an Annexation Covenant.**

Agreed

AUDITOR'S CERTIFICATE

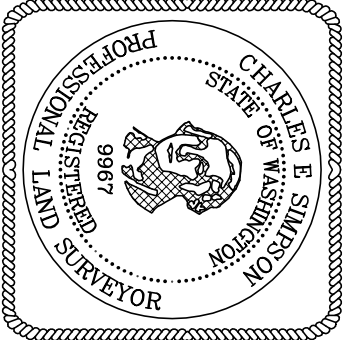
Filed for record this _____ day of _____, 2017,
at _____ M. in Book _____ of Plats on Page _____
at the request of _____

Spokane County Auditor _____

SURVEYOR'S CERTIFICATE

This map correctly represents a survey made by me or under my direction in conformance with the requirements of the Spokane County Subdivision Ordinance.

Charles E. Simpson P.E. & P.L.S. #9967
Professional Engineer and Land Surveyor



Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
909 N. ARGONNE ROAD, SPOKANE VALLEY WA, 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323



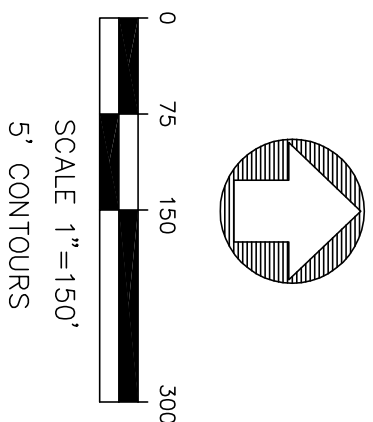
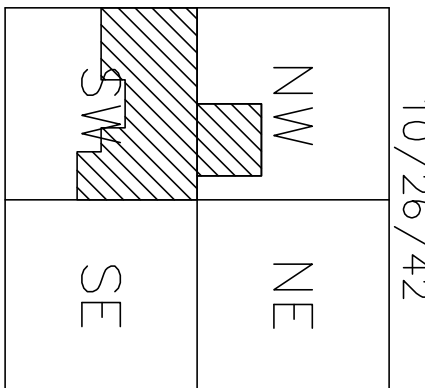
VICINITY MAP
1" = 200'

LINE	LENGTH	BEARING
L1	9.91	S80°45'16"W

CURVE	BE-TA	TRAB	LENGTH	TANGENT	CHORD
C1	52°45.4"	200.00	158.00	147.58	144.26
C2	42°16.46"	200.00	147.58	77.33	144.26
C3	60°14.43"	200.00	210.30	116.04	200.74
C4	37°18.24"	200.00	133.48	69.20	131.14
C5	28°10.29"	200.00	87.88	44.66	87.17
C6	50°59.96"	200.00	178.02	95.39	172.20
C7	23°23.94"	200.00	87.88	44.66	87.17
C8	42°27.44"	200.00	147.58	77.33	144.26
C9	42°27.46"	500.00	38.97	19.50	38.96
C10	17°50.24"	500.00	155.68	78.64	155.06
C11	17°29.43"	500.00	186.83	95.55	187.71
C12	21°38.16"	500.00	63.26	31.90	63.00
C13	18°07.26"	200.00	63.26	31.90	63.00
C14	38°41.02"	200.00	127.24	64.92	127.50
C15	58°46.33"	200.00	177.24	94.92	177.50

LOT	BK	AREA
1	1	3,340.50±
2	1	74.61±
3	1	74.61±
4	1	37.48±
5	1	21.63±
6	1	33,089.50±
7	1	32,930.50±
8	1	33,089.50±
9	1	33,248.50±
10	1	33,414.50±
11	1	32,651.50±
12	1	33,383.50±
13	1	33,563.50±
14	1	34,914.50±
15	1	36,200.50±
16	1	37,445.50±
17	1	37,000.50±
18	1	37,000.50±
19	1	35,745.50±

TRACT	AREA
A	7.82 ACRES
B	13.82 ACRES
C	33.08 ACRES
D	15.61 ACRES
E	13.82 ACRES
ROAD	4.61 ACRES



BLUE HERON 1ST ADDITION

PN-1986-06
A PLAT IN A PORTION OF
THE NE 1/4 OF SW 1/4 OF SECTION 10, T.26N., R.42 E.W.M.
SPOKANE COUNTY, WASHINGTON
SHEET 2 OF 2

Pete Rayner
12626 N. Indian Trail Road
Spokane, WA 99260
Phone @ 509-466-1616

July 28, 1998
W.O. No. 98374

Spokane County Planning Dept.
1026 W. Broadway
Spokane, WA 99260

RECEIVED
SPOKANE COUNTY

AUG 5 1998

Attn: Mr. John Pederson, Planner III

DIVISION OF BUILDING AND PLANNING
BY:

Re: **Changes in land Use Application/Consistency for Re-Submittal for Technical Complete Status for the Preliminary Plat known as Blue Heron PN-1837-97, ZN-11-97 and PUDN-4-97**

Dear Mr. Pederson,

As you know, during this process, I have changed engineering companies and during that change have finally received input from them in preparing my preliminary plat that was never discussed with me by my previous engineers or volunteered by County staff. I recognize that the enclosed information and revised preliminary plat may appear to be "changed", **I tell you it is not.** Therefore, following is a narrative of the facts and history of this application substantiating why I do not feel the application is in anyway "changed". That the modifications proposed are consistent with the preliminary plat process in use by Spokane County at the time of application. That the Spokane County Planning Department methods of practice and planning staff guidance given when the original application was filed did not in anyway indicate that changes would require a new application. Therefore, the following is my summary of why we believe the enclosed final submittal of the preliminary plat for this proposed land use action is substantially the same as the original vested application. This is discussed in the following narrative.

Background.

In 1993, when I finished assembling the real estate that was described in the original application, the entire parcel had been approved by the Boundary Review Board (BRB) for annexation into the City of Spokane. Based upon this annexation ruling from the BRB, we immediately poured all of our financial resources into designing a conventional residential golf course and mixed use housing community at typical urban densities of between UR3.5 and SRR1/2 and secured the required signatures to complete the annexation process. It was during this initial attempt that the project was thwarted by an erroneous legal opinion from the City Attorney. Although this opinion was subsequently overturned by the Court of Appeals we were losing precious time, energy and not to say the least money during that process. It was after the erroneous opinion from the City Attorney, that we modified the entire proposal to meet Spokane County guidelines and rushed to submit the original City proposal to the County under the requirements of the County at that time. Therefore, by the time I submitted the original application to the County, we had been working on this project for three to four full years and I was paying dearly for the options and hard land costs during this

time. You must remember, back then I had originally intended to be in my second or third phase by now. It was during the aborted or denied annexation attempt and preparation of this application that my option/purchase agreement on a portion of the application begin to expire. Due to the lengthy application process to date and the erroneous error caused by the City's Attorney, I was placed in a financial situation that I could not remedy and which required me to let a portion of the proposal go. This change in land area, however, does not change the intent of the original submittal of a residential golf community. It only changes the total area included and does not change the transition nature of the proposal from urban to suburban densities. Although considerable time has passed, Blue Heron still remains a very viable and exciting project that has buyers chomping at the bit.

Land Use.

This submittal does not alter the Land Use designations as shown in the original submittal. Some lot count modifications have been made to use the land at it's highest and best use while continuing to provide all of the amenities detailed in the original presentation. Additionally, the proposed modifications continue to be nonintrusive into the existing environment and will not cause any more unmitigated impact to the existing area than was documented in the original presentation as is required under SEPA.

Land Area.

Although the land area of the submittal has been reduced by approximately 25 acres this in no way substantially alters this proposal. The land alterations were due to matters beyond the control of myself as the Sponsor, and the time it has taken for this project to become technically complete. It is unfortunate but the situation could not have been remedied to a point where the land could remain in the proposal. This was an injunctive removal and was caused by matters of contracts and law and not choice. It is important to note that I believe that the proposed lot number changes proposed would have been made to the those areas as shown, whether the total land area was reduced or not. We feel that there is evidence in the form of approved preliminary plats within Spokane County Planning files to indicate that under the practices and ordinances of the County at the time the original application was submitted, that the reduction in land area and modification to the number of lots to maximize highest and best use within existing and proposed land zones had been permitted and was common practice.

This practice was especially prevalent, when during the submittal review process new comments or evidence came to light which would require a modification to the proposed preliminary plat. This was especially true during the discovery process, which Spokane County's Preliminary Plat Applications and Technically Complete venue is, one large review and discovery phase of the applications. This discovery phase is in place allowing for modifications to the proposed development in question to insure that the public's health, safety and welfare are being cared for appropriately in accordance with RCW 58.17. Lastly, without being Technically Complete, I do not believe that you can require a new application as long as the original application was in the process of being perfected to the point of acceptance.

For this reason alone the application process would have to be considered to be dynamic until it receives a technically complete status, at which point the application stops evolving and becomes static as it moves toward hearing. Therefore, after being finally deemed technically complete all projects become static in nature, wherein after all agency comments have been received any changes to the proposal cause significant notification and review problems which caused the application to lose its technically complete status and become "not" technically complete until the review periods are again complete. Generally, this results in a movement of the previously set hearing date. I believe, the SEPA process, which requires a closer look at the application and where modifications to the application may be substantial, to minimize impacts, allows for these modifications to insure compliance. Additionally, SEPA modifications, no matter how substantial, do not require a new application to deal with any modifications or mitigations imposed, and it is important to note that during SEPA, no application is deemed technically complete until done with SEPA. As a reference point for consideration, it is a fact that within Spokane County, SEPA modifications have resulted in revised densities and lot counts (both up and down) without new applications being required. For this reason alone, we feel that the modifications proposed are the results of mitigatory requirements imposed by the City and F.D. No. 9 and therefore should allow us to modify our proposal.

Water.

As you know all projects need water. Blue Heron technically is in the Spokane Rathdrum Aquifer. Along those lines, we investigated the option of developing a private Class "B" water system as the golf course will become a rather large user when it comes on line. However, since June of 1993 the Department of Ecology (DOE) has not issued any new water rights in this area and is not expected to until approximately 2001. Following our annexation attempts we requested water from the city of Spokane. At the time of the original application this project was shown in the City's priority service area and therefore eligible to receive potable water from them. While developing the application several contacts were made with City Staff and we were told that they could and would serve the Blue Heron development. However, as a matter of record they needed to have the Indian Trail Moratorium completed. Please keep in mind that this moratorium was for traffic, not other City services as evidenced by the new 4 million gallon reservoir on Strong Road that was just recently completed. In the early fall of 1996, the city agreed to provide us water, a letter to that effect is in the file. At the present time, we are negotiating with the developer of Woodridge 7th Addition as they are conditioned to construct a reservoir at approximate elevation 2471+/- . This elevation will supply this development with a more than adequate water supply. Using City water in some manner has always been constant throughout the entire application process.

As a sidelight to this issue, much of the original layout and planning for water service was to come from a 12-inch water main extension up Indian Trail Road. The pressures associated with this line although high, precluded using all of the land to its best use. However, when the upper zone in Woodridge 7th became available, this allowed both water service and fire protection needs to be met for land further up the hill. Thus, through additional discovery an alternative water hook up source was located allowing better use of the property in question. Additional details and narrative can be found in the "Planning Department" section of this document.

Sewer.

Consistent with the original applications, the City still has limited capacity in the Indian Trail sewer line and they still are unable to provide sewer service to Blue Heron at this time. Therefore, consistent with the original application onsite septic tanks and drain fields have been and still are being proposed.

Traffic.

Just prior to the City's Indian Trail Moratorium, the City hired SRTC to perform the now infamous Indian Trail Transportation Study, wherein, the City and SRTC, contacted vacant land owners and incorporated all developable land into the study for analysis. All land submitted that was undeveloped was input as either proposed or at it's highest and best use. As Blue Heron had originally intended to be annexed into the City the number of vehicle trips associated with this development also anticipated an urban level development, and this fact was relayed to SRTC for their planning effort. Therefore, although the development is now suburban, the only effect of this modification remains a reduction in the total number of trips used by SRTC in the study. Therefore, the city completed the Indian Trail Traffic Study based upon a higher number of projected residences for our property than can actually be attained. So the new Indian Trail street design and recent updates have actually over designed by incorporating the higher densities into their data. Many of the elements of the plat itself were designed under that higher number thereby having no impacts, and therefore consistent with the original application.

Parks, Fish & Wildlife.

Our property has always had abutting property to the Little Spokane River. As currently proposed, the Blue Heron development will have over 1.5 miles of common border with the Little Spokane River Natural Area Park. To that end from the beginning we have designed the project with their input and sensitivity acknowledging their importance within this area. To that end this portion of the overall application has remained consistent throughout the application process.

Planning Department.

Beginning in September of 1995 I started meeting with members of the Spokane County Planning Department to secure their input into a plan that would successfully transition from the City of Spokane city limits and urban atmosphere to the rural, almost spartan Riverside State Park and undevelopable AG (rural) land to the North and East of Blue Heron. As the plan was for Blue Heron to become a suburban transition zone between these two zones, the original plan met with considerable favor with planning staff. The plan presented in 1996 and as currently modified is totally consistent with the guidance received from your department and keeps what is considered suburban densities throughout. The only difference truly is that land that we originally thought could not be served by water due to the transmission line being in Indian Trail Road, can now be served by the upper pressure zone found in Woodridge 7th.

Again, the original submittal was highlighted by more bad information from both the City Hydro department and Fire District No. 9. The city water department preferred that I not extend the water mains either over the steep bank located midway through the property but rather all the way around

Indian Trail Road to the Rutter Parkway intersection. Therefore, due to this cost, we investigated the use of a private water system, thus in the file you will find reference to a Class "B" water system. We proceeded down this avenue going so far as to do conceptual plans and having Fire District 9 sign off on the plan for a Class "B" water system for the lots in the SRR 5 portion of our property. However, in January 1998 while discussing plat issues with Skip Chilberg of Fire District 9, I "discovered" that we had to meet fire flow requirements for the lots in the Class "B" systems. Well, this meant that without huge water storage tanks at great expense this could not be accomplished. Therefore we redoubled our efforts to find water and that's when we discovered the upper Woodridge water zone. Therefore, you can clearly see that due to requirements from the reviewing agencies under SEPA we had to revise our proposal once more. Since the design and number of lots proposed within the SRR 5 property was severely limited by the limitations of the Class "B" water system originally proposed, we were going to try to leave ourselves an out in case more water was made available. We were originally proposing to leave large tracts labeled as "Future Uses to be Determined" to allow us to develop that land when additional water pressure and volume were available. Therefore, it should be simple to see that with the failure of the Class "B" system and the extension of city water to the SRR 5 land we put back the number of lots intended in the first place.

How the water system confusion and misinformation came to be is that in the original application no lots were shown above a certain elevation because I was told by Mr. Miller of the City Hydro Department that I could not use constant pressure booster pumps to provide adequate pressure to homes above that level and that my only recourse was through the use of transmission and distribution lines running to and from water storage tanks. As you can imagine, this was a great disappointment to us for several reasons:

1. This higher ground was adjacent to the city limits. Transitional zoning dictated that it have the highest density.
2. This property had the best views of any of the property and are most desired by consumers.
3. The property had the least impact upon the park, and; Was closest to city services.

While visiting with Mr. Miller re: the Class "B" problem we discussed the higher lots. Mr. Miller informed me that I only had a couple of options, listed below. Therefore, I had to either.....

- A. Install a booster pump station and pump directly to a new reservoir constructed in Blue Heron to serve the higher ground.....or.....
- B. Participate with the new tank being installed jointly by the city of Spokane and the owner/developers of Woodridge 7th Addition.

Based upon the new information presented by the City and F.D. No. 9, we are now moving forward coordinating with the City and the developers of Woodridge 7th. Therefore, with the larger tank in Woodridge 7th, the additional lots now re-proposed in the SE 1/4 will be better served by City water than through a Class "B" water system. Since these discoveries and modifications to the original plan, we have had several discussions with both the City hydro and F.D. No. 9 and they are on line

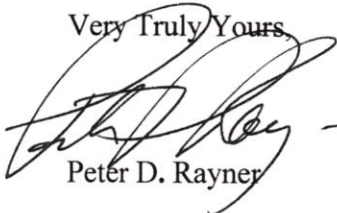
with the tie in location and how we propose to server the new upper zone.

Summary.

The original application had always proposed to be a suburban golf course and housing community designed to transition from the City's Urban category to the less dense County AG/Rural ground to the North. With all of the changes primarily dealing with water, and the fact that we can now adequately serve all of the lots that we had originally intended and planned for when the original annexation issues were discussed in 1993. Therefore, we believe, that since no additional Land Use designations are requested and only lot modifications due to infrastructure hindrances are now all cleared up that you will indeed find that the current version is a refinement of the original application which better carries out the intention of all parties. Had I been privy to correct data from the beginning I could have made the appropriate decisions from the outset we would have submitted the lot layout now being submitted for technical complete status.

I believe, that you will find that the revisions indicated are consistent with previous County actions, wherein, you will find that the revisions are in fact consistent in all instances with the intent of the original application. After your review, we are anxiously awaiting a hearing date. Should you have any questions or wish a further explanation on any of the subjects listed in this letter please do not hesitate to call me either at my home office 466-1616 or 482-0622. Additionally, should you have any technical questions pertaining to information contained herein, please do not hesitate to call either Steve Stamatoplos or Todd Whipple at Inland Pacific Engineering at 458-6840.

Very Truly Yours,



Peter D. Rayner

PDR/pr/tw
enclosure - Submittal for Technically Complete Status

cc: Todd Whipple, Inland Pacific Engineering
file

Eldon Brown,
City of Spokane
Developer Services

September 3, 2017

Mr. Brown

My occupation during the years of 1964 until 2001 was as an engineer with the City of Spokane Water Department and, during my latter years until my retirement, was in the position officially titled: Design Engineer, City of Spokane, Water Department. I retired from the city in 2001.

During my time at the City of Spokane Water Department, my role was to provide as well as oversee the engineering and planning of the City's Water System towards assuring that the water system infrastructure was properly designed and maintained so as to provide safe and reliable water service to the Department's customers. This included water for fire protection. My job included working with developers as part of the platting and development process. Specifically, this included dealing with requests for water service from the City of Spokane Water Department on projects located within the City of Spokane's priority water service area. In most cases the proposals were for property inside of the City limits of Spokane. Frequently, however, requests were for property outside of the city but within the City's water service area. During my employment with the City Water Department, the department policy was to extend water service to areas within the City's water service area resulting in an increase in the number of water service customers while ensuring each project would feasibly work within the City's water system. In other words, I saw my job as to provide water to customers whenever and wherever we could do so legally and feasibly. The Growth Management Act came into existence during my tenure at the City sometime in the mid 1990's. Subsequent to the GMA, the City modified its policies in an attempt to comply with the GMA.

I can affirm that I worked with Pete Rayner, Developer, on the Blue Heron project, Attachment "A" (Map). During that process the water department determined that the Blue Heron project was both in our service area and the proposed extension of necessary infrastructure to provide the Blue Heron project water service from the existing water system made City Water Service feasible from both capacity and water pressure criteria. The City's standard practice at that time was to provide water service so long as the engineering demonstrated that the standards for reliable and safe potable water service, including water for fire protection, were met. Our initial meetings with the developer would have included a preliminary feasibility study of the elevations

to support water service. My directive from the City at that time was to find a way to provide water to these possible customers in the original Blue Heron Plat.

I have reviewed the attached exhibits dealing with the position of the City on this project and agree with the facts and conclusions stated therein.

Specifically we determined that it was worthwhile and feasible to provide water to the southern portion of the Blue Heron Plat. By southern portion I am referring to Phase 2 and Phase 3. The northern portion of the request included larger lots, had well service available to it and would have required the construction of an extension of the water main all of the way to Rutter Parkway. We decided not to provide water to the Phase 1 portion of the proposed plat.

No water service plan or water service engineering would exist for this project since the commitment from the City of Spokane to provide water would have been made in the most preliminary stages of engineering design. Detailed engineering would come to follow once the plat was approved.

I can affirm, unequivocally, that I:

Was aware of the Blue Heron Project during its conception and initial platting process,

Worked directly with Pete Rayner on providing City of Spokane Water Service to Phase 2 & 3 of the Plat,

Determined that it was possible to provide water to the Plat and supported the department decision to commit water to Phase 2 & 3 of the plat.

My home address is 5207 North Argonne Lane #2, Spokane, Washington 99212.

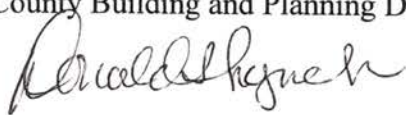
George W. Miller



DIVISION OF BUILDING AND PLANNING
BY:

DATE: January 19, 1999

TO: John Pederson, Senior Planner, Spokane County Building and Planning Division

FROM: Donald T. Lynch, EHS II - EHD, SRHD 

SUBJECT: Proposed Preliminary Plat & Zone Change: PN-1837-97 Blue Heron, ZN-11-97 & PUD (Revised)

1. References:

- a) Map of subject, scale 1" = 200', by Applicant, dated January 24, 1996, received by this office February 20, 1997.
- b) Groundwater Resources and Related Geology North-Central Spokane and Southeastern Stevens Counties of Washington, Department of Water Resources, State of Washington, 1969.
- c) Soil Survey, Spokane County, Washington, Soil Conservation Service, U.S.D.A., March, 1968.
- d) Spokane County, Washington, Engineering Interpretations, Soil Conservation Service, U.S.D.A., August, 1974.
- e) Spokane County Rules and Regulations for Sewage Disposal Systems, January 19, 1995.
- f) Spokane Regional Health District procedural implementation of Section 52 of Substitute House Bill 2929 (RCW 58.17.110, as amended).
- g) Logs of water wells in Range 42E, Township 26N, Sections 3, 9, 10, 11, and 15.
- h) Map: Dartford Quadrangle, U.S.G.S., 1973, and Spokane N.E., U.S.G.S., 1973.

2. Findings:

- a) This project lies over the Spokane-Rathdrum Aquifer.
- b) The project is within Critical Water Supply Service Area #1 and within the service area of the City of Spokane. Water supply will be a public system.
- c) The project is inside the Spokane County Comprehensive Wastewater Management Area, inside the General Sewer Service Area, but outside the Priority Sewer Service Area recommended in the '201' Study. The method of sewage disposal is subject to approval of the Director of Utilities, the City of Spokane, pursuant to County Resolution 80.0418 adopted March 24, 1980. The topography and soils in the area are generally suitable for use of individual on-site sewage disposal systems. The lots are not of the proper dimensions to permit the use of both individual wells and sewage systems.

- d) The project lies in a relatively steep to flat area east of Indian Trail Road and south of Rutter Parkway. Local drainageways are significant.
- e) Surface soils are classed by the U.S. Soil Conservation Service as Springdale Gravelly Sandy Loam, Springdale Cobbly Sandy Loam, Spokane Extremely Rocky Complex, Hardesty Silt Loam, Marble Loamy Coarse Sand, Marble Sandy Loam, Bernhill Very Rocky Complex and Bernhill Very Stony Silt Loam with 0% to 70% slopes. They have a septic tank filter field limitation of slight to severe with the majority classed as slight. There is also possible contamination of groundwater. This soil would be classified as a Type IV. PRIOR TO FINALIZING THE PLAT, THE SPOKANE REGIONAL HEALTH DISTRICT WILL EVALUATE SOILS WITHIN THE PROPOSED PLAT TO DETERMINE SPECIFIC SOIL TYPES FOR EACH LOT. THIS DETERMINATION MAY ALTER SEWAGE LOADING RATES, CHANGE PLAT DENSITIES, AND THE METHODS OF SEWAGE DISPOSAL.
- f) Geologically, the soils are Glaciofluvial and Granitic Rock deposits. These geological structures generally yield small to very large amounts of water. Data from wells in the area referenced in section 1g shows they are from 80' to 420' deep and have static water levels varying from 20' to 42' below the surface. The City of Spokane has indicated that it can supply domestic use water for the project upon completion of agreements with the proponent.

3. Required (mandatory) Conditions If Approved:

- a) The final plat shall be designed as indicated on the preliminary plat of record and/or any attached sheets as noted.
- b) Appropriate utility easements shall be indicated on copies of the preliminary plat of record for distribution by the Planning Department to the utility companies, Spokane County Engineer, and the Spokane Regional Health District. Written approval of the easements by the utility companies shall be received prior to the submittal of the final plat.
- c) Sewage disposal method shall be as authorized by the City of Spokane Public Works.
- d) Water service shall be coordinated through the City of Spokane Public Works.
- e) Water service shall be by an existing public water supply when approved by the Regional Engineer (Spokane), State Department of Health.
- f) Prior to filing the final plat, the sponsor shall demonstrate to the satisfaction of the Spokane Regional Health District that an adequate and potable water supply is available to each lot of the plat.
- g) Prior to filing the final plat, the sponsor shall present evidence that the plat lies within the recorded service area of the water system proposed to serve the plat.
- h) Prior to filing the final plat, the sponsor shall demonstrate to the satisfaction of the Spokane Regional Health District that suitable sites for on-site sewage disposal systems are available on all lots.
- i) Subject to specific application approval and issuance of permits by the Health Officer, the use of individual on-site sewage disposal systems may be authorized.

4. Recommended Conditions of Approval:

- a) The dedicatory language of the plat will state: "Subject to specific application approval and issuance of permits by the Health Officer, the use of individual on-site sewage disposal systems may be authorized."
- b) The dedicatory language on the plat shall state: "Use of private wells is prohibited."
- c) The final plat dedication shall contain the following statement: "The public water system, pursuant to the Water Plan approved by county and state health authorities, the local fire protection district, County Building and Safety Department and water purveyor, shall be installed within this subdivision and the applicant shall provide for individual domestic water service as well as fire protection to each lot prior to sale of each lot and prior to issuance of a building permit for each lot."

c: Director of Utilities, Spokane County
c: Sponsor: PETE RAYNER
4848 E WELLESLEY
SPOKANE WA 99207

August 14, 1997



HYDROELECTRIC SERVICES
914 E. NORTH FOOTHILLS DRIVE
SPOKANE, WASHINGTON 99207-2794
(509) 625-7800
FAX 625-7816

Mr. Pete Rayner
4848 East Wellesley Avenue
Spokane, WA 99217

**SUBJECT: Water Utility Extension/GMA/IUGA
Blue Heron Plat PN-1837-97**

Dear Mr. Rayner:

We appreciate the opportunity to meet with you on August 12, 1997, relative your needs for City water service to your proposed development. Based on past commitments, the City will agree to provide water service only to your referenced project on the following conditions:

- 1) the project will have to satisfy all pre-existing requirements, which includes your development meeting proper County vesting requirements, the submission of all water plans for City approval, payment for all water extensions, and compliance with all public health regulations enforced by the City or other governmental agencies;
- 2) you provide to the City Annexation Covenants for the land being developed.

This agreement is limited to just this project. All other projects will be reviewed on a case-by-case basis. If you agree with these conditions, please sign in the space provided and return one copy to me. Thank you for working with us on the issues created by GMA and please give me a call if you have any questions.

Regards,

Brad W. Blegen
Director - Water & Hydroelectric Services

Concurrence

Pete Rayner

Date: _____

pc: Mayor Jack Geraghty
Members of the Spokane City Council
Bill Pupo, City Manager
Phil Williams, Director Plan & Engr. Svcs.
Charlie Dotson, Planning Director

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0052
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - BLESSING		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 35021.9048.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>	<u>Council Notifications</u>
------------------	------------------------------

<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
------------------	--------------	----------------------	--

<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
--------------------------	--------------	--------------	------------------

<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
----------------	-------------	--------------------------	--

<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
--------------	---------------------	------------------------	--

<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
----------------------	-------------------	-------------------------	--

<u>Additional Approvals</u>	kbecker@spokanecity.org		
-----------------------------	-------------------------	--	--

<u>Purchasing</u>	smsimmons@spokanecity.org		
-------------------	---------------------------	--	--



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

per gallon, for a total three-year contract cost of \$738,172.50 plus sales tax for the period August 1, 2018 to July 31, 2021. Total cost including 8.8% Sales tax \$803,131.68. (\$267,710.56 per year).

Summary (Background)

This is a three-year contract tentatively scheduled to begin on August 1, 2018 and to end on July 31, 2021. The contract may be extended for two (2) additional one-year contract periods with the total contract period not to exceed five (5) years.

Fiscal Impact		Budget Account	
Select	\$		#
Select	\$		#

Distribution List

RESOLUTION 2018-0052

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Number 35021.9048.

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas, retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Number 35021.9048 have requested water service from the City of Spokane for purposes of providing a new water tank site on 1 acre and developing the remaining 15.8 acres, zoned urban reserve, in accordance with Spokane County land-use requirements; and

WHEREAS, the Parcel is located outside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the Parcel is located within the City's Future Water Service Area, but is located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the City does not have facilities within the current system to serve the Parcel and would require substantial system improvements to accommodate this request; and

WHEREAS, the Water Department has infrastructure, i.e. a water tank / water main located along the north side of Valley Springs Road approximately 1900 feet west and downhill of the Parcel. To provide the required water pressure to serve the Parcel,

a water booster station and 2 new water tanks must be constructed uphill from the existing tank, one tank to be located on the Parcel; and

WHEREAS, staff would recommend expansion of the Retail Water Service Area to include the Parcel only after completion by the developer of appropriate water infrastructure, to include a booster station consistent with the prior decisions from the Hearing Examiner and City Council; and

WHEREAS, the City Council of the City of Spokane, after careful consideration of the specific facts associated with the Parcel, finds modification of the Retail Water Service Area to include Parcel Number 35021.9048 to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

- (1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Number 35021.9048.
- (2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Number 35021.9048 consistent with this resolution and City code.
- (3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018

City Clerk

Approved as to Form:

Assistant City Attorney

Resolution Modifying RSA Map

Page 2 of 2

ANTICIPATED
DEVELOPMENT AREAS
WITHIN WATER
SERVICE AREA

Printed by: jtaylor Print date: 5/17/2018

Legend

County Streets

26104.9010/.9011

36353.0212...0216

35021.9048

26231.9207

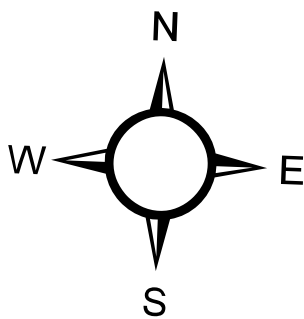
35352.9061/0305/9111

City Limits

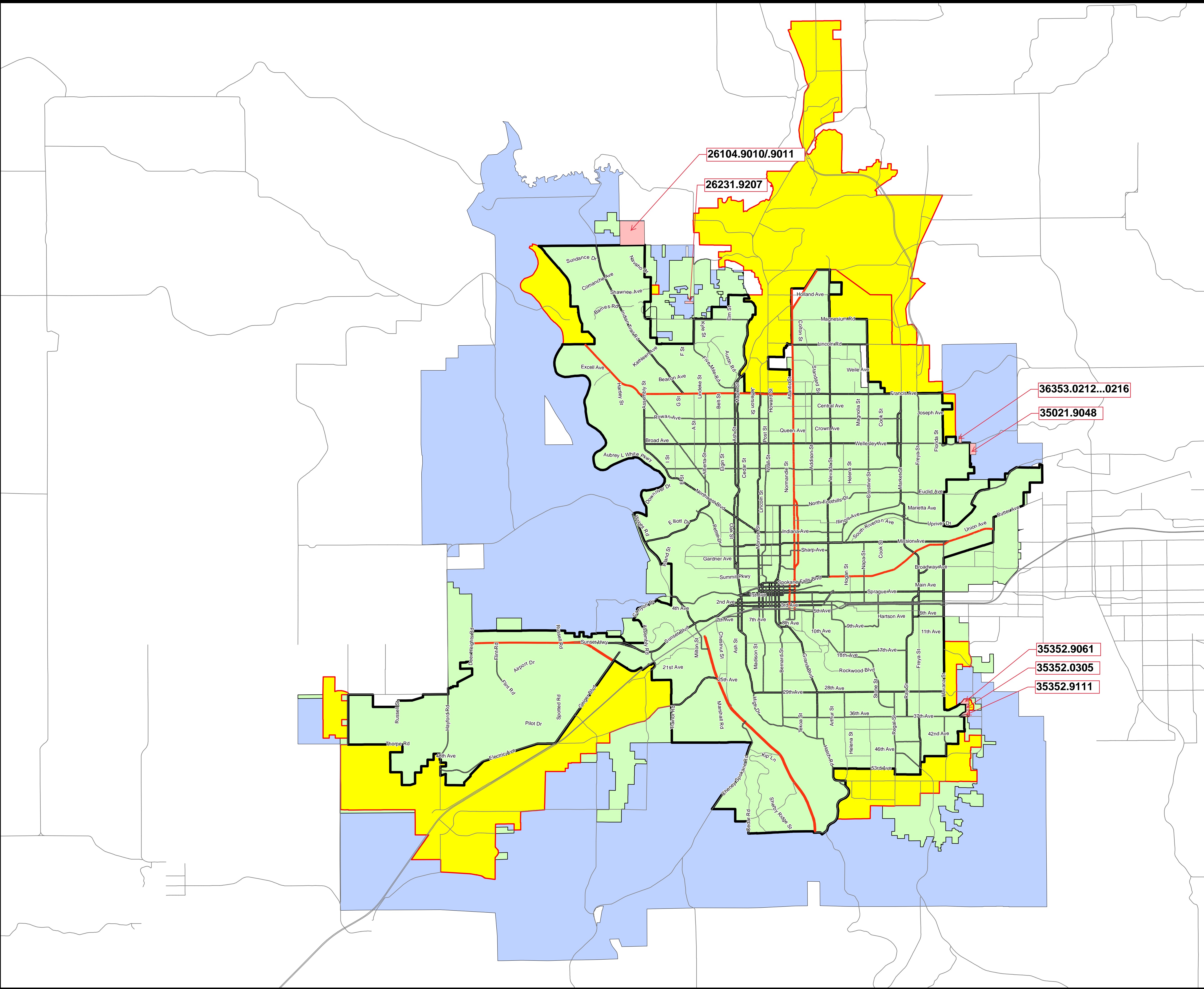
UGA

Existing/Retail Service Area

Future Service Area



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

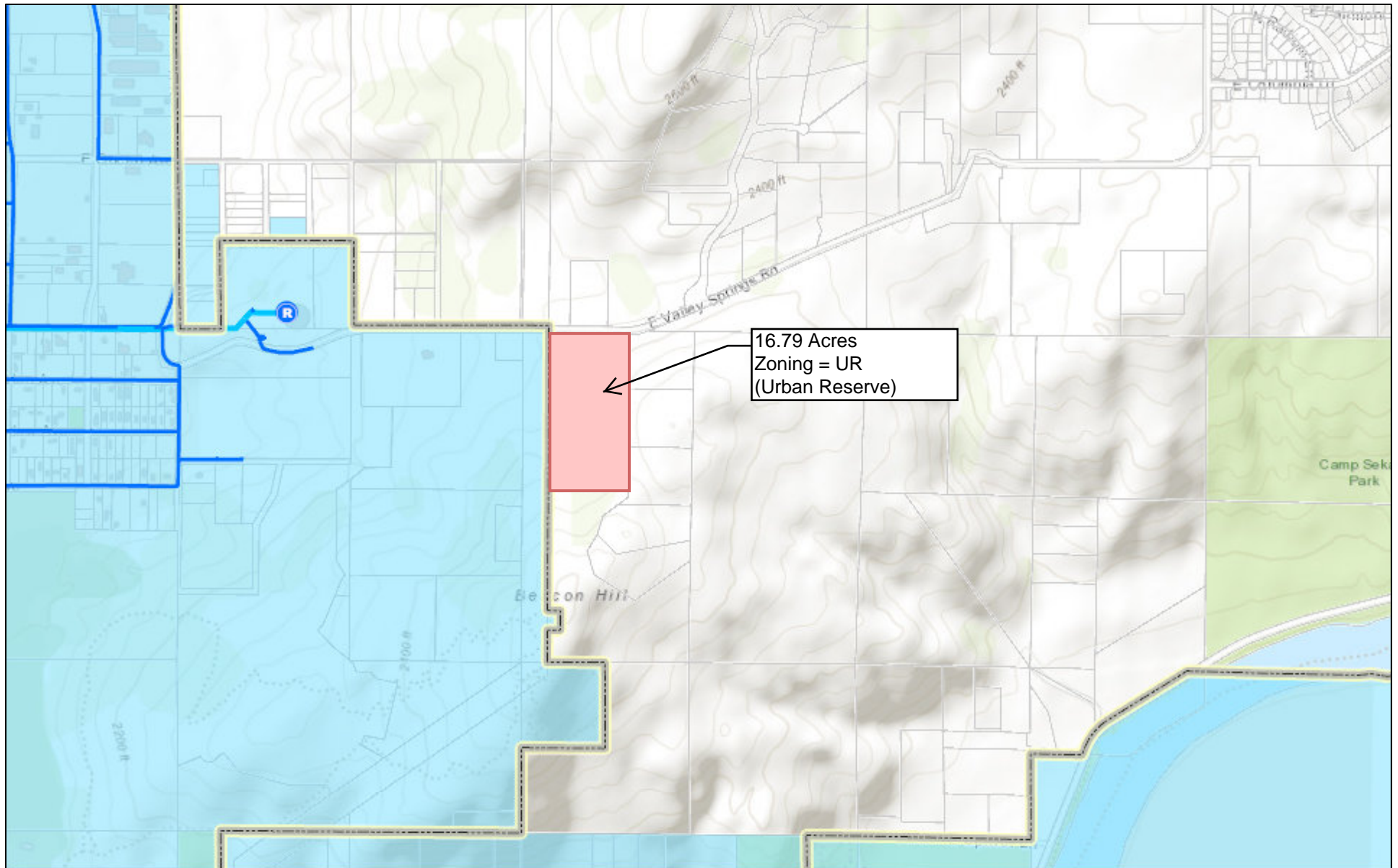


Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

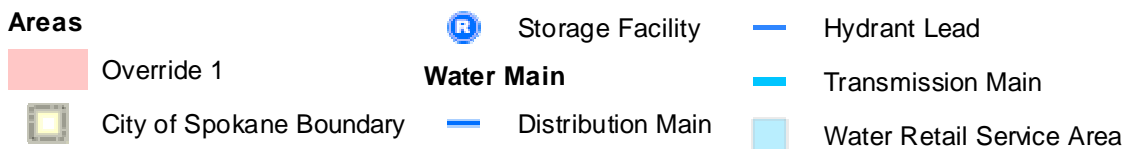
Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
Background/History: Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
Executive Summary: <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Gregory & Margaret Blessing - 35021.9048

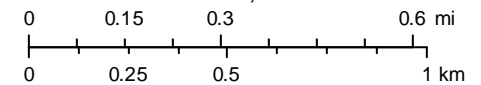


April 11, 2018

Areas



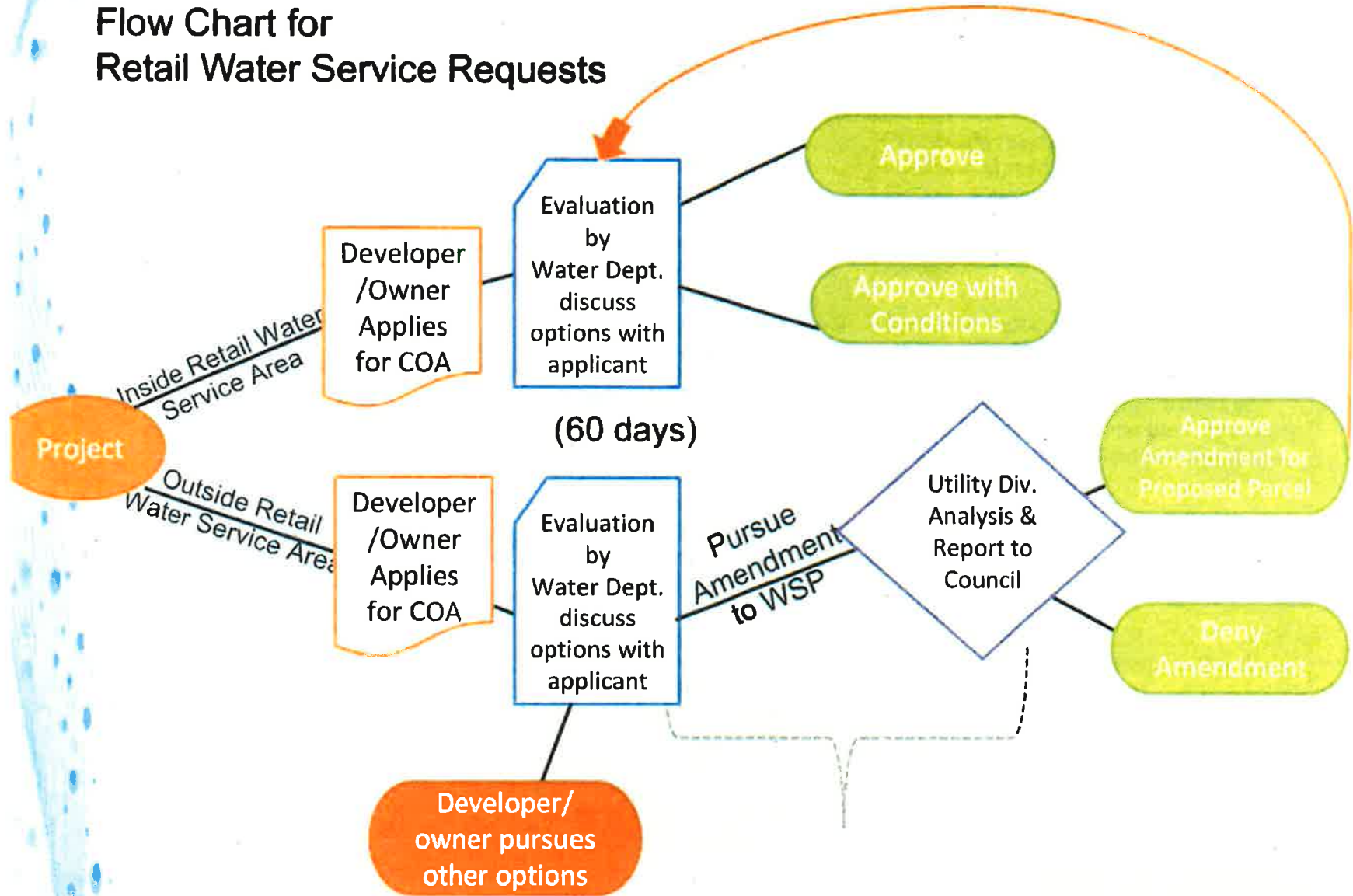
1:19,006



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

City of Spokane GIS
City of Spokane GIS

Flow Chart for Retail Water Service Requests



MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: **February 22, 2018**

TO: **Dan Kegley, Director** – Water/Wastewater Collections

FROM: **James Sakamoto, P.E.**, Principal Engineer – Water Department

SUBJ: Water Utility Consistency Review of the Blessing Application for Retail Service Area Amendment, Parcel #35021.9048

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The initial subject application dated April 13, 2017, was reviewed for consistency in a memorandum dated May 12, 2017 and was resubmitted for reconsideration in an application dated February 14, 2018. This consistency review is updated from the first review dated May 12, 2017 and addresses additional information supplied with the reconsideration. The subject application is located in the City of Spokane Future Service Area but outside of the UGA boundary and the current City of Spokane Retail Service Area. The subject parcel is approximately 16.79 acres located in northeast Spokane in the Beacon Hill Area

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA***. The submitted application is a request by the property owner to move towards the amendment of the RSA to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC as follows:

Duty to Serve Requirement: (WSP Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient

to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: A portion subject parcel will be located in the Future Beacon Hill #2 Pressure Zone. The lower elevations of the proposed parcel at the northwest corner could be served in a future by infrastructure in that future pressure zone that would be a future addition to an adjacent development but is not yet available. The majority of the parcel cannot be served from the pressure zone infrastructure even when it becomes available and would require the creation of an additional pressure zone beyond the adjacent developments future requirements. Although sufficient Capacity exists in the North Hill system to serve the future pressure zone and conversely a portion of the subject parcel, the capacity to provide water service to the site is limited. Since the future infrastructure for the Beacon Hill #2 pressure zone is not planned, constructed or available and the remainder of the parcel has no planned infrastructure for service capacity for water service is not available for the subject parcel in the application at this time.

Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of RSA to include the property into the RSA. Additionally to extend service outside of the UGA the proposal must fall within the limitations to provide service outside of the urban growth areas outlined in CFU 3.6 of the City of Spokane Comprehensive Plan. Although capacity does not exist to serve the subject parcel, if the parcel could be served a main extension would be required so therefore the water service section and the water main extension sections of CFU 3.6 would have applied for the subject parcel. Water service and main extension could be allowed to a rural cluster development to meet requirements of CFU 3.6. No preliminary plat application or commitment to form a rural cluster development on the subject parcel was included with the application. Without the rural cluster development water service and main extension to the subject parcel does not appear consistent with the limitations set forth in CFU 3.6 even if capacity to provide water service existed.

2. Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

3. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: The northwest corner of the Subject parcel could be served by a future phase of an adjacent development but is not available or planned at this time. The majority of the subject parcel is located at an elevation that will require a new pressure zone above what an adjacent future development could provide so currently it is not possible to provide water service. There are no capital improvements planned that could provide water service to this parcel and the associated infrastructure costs for servicing a third pressure zone in the Beacon Hill area would not be a reasonable costs for a single 16.79 acre lot. The request to add the subject parcel into the Retail Service Area for water service does not appear timely or reasonable at this time.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed. The applicant has agreed to this requirement.
- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.
- Extension of service is necessary to protect basic health/safety/environment

Additional Considerations:

No additional considerations for the subject application.

Following our consistency review of the subject application we find that capacity to provide service is not available and the subject parcel in the application does not appear timely or reasonable for an amendment to expand the RSA boundary at this time. If the subject parcel were included into the Retail Service Area the City of Spokane Water Department would have a duty to serve in accordance with the service policy which would be costly for service to one parcel. Additionally the only apparent avenue to provide water service given the current boundary conditions of service outside the UGA with no prior commitment would be through a Rural Cluster Development. If a Rural Cluster Development were to be initiated through Spokane County Planning the subject parcel the application could be considered consistent with planning documents, but could not receive a certificate of water availability since capacity is not available and without

the platting action amending the RSA boundary for the subject parcel does not appear timely.

If there are any question or if you require additional information or documentation please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal

Encl:

Support for Water Service from the City of Spokane to Parcel 35021.9048 In the Urban Reserve of Spokane County

Beacon Hill Spokane Inc. (BHS) requests to have the following parcel added to the City of Spokane Retail Water Service Area: **35021.9048**

Our request is consistent with the both the City of Spokane Comprehensive Plan and Spokane County Comprehensive Plan for parcels in Urban Reserve. The parcel is bordered by the City Limits of Spokane along its entire west border.

This parcel is being purchased by BHS in its ongoing efforts to provide a replacement Water Tank Site for the future development of Beacon Hill. Specifically, the site previously donated by Beacon Hill to the City is essential for Spokane Public Schools if they are to site an elementary school on Beacon Hill. A portion (about 1.6 acres) of the parcel will be exchanged for a one acre parcel currently owned by the city inside the Beacon Hill Development. The land swap has been approved by the City Water Department. BHS needs to recover the cost of the parcel by utilizing the remained as provided for in the Spokane County Urban Reserve Zone. Recovery is not possible without water.

The City of Spokane Comprehensive Plan States:

“...It is appropriate for the City of Spokane to extend or expand water and sewer services outside UGAs in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development...”

Beacon Hill is zoned for over 3200 residential units with 60 plus acres of multifamily zoning. The density will create population that will overload the existing public grade schools. The Spokane Public Schools have explored the entire NE quadrant of the City of Spokane looking for a site to locate an elementary school. Having an elementary school in the Beacon Hill complex complies with virtually every goal of the Comprehensive Plan.

Providing these services is consistent with the intent of the GMA, UGA and the comprehensive plan.



New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle. (See attached flow chart for Retail Water Service Request attached)

Date of Application: February 14, 2018

Deadline for 120 day Response from Date of Application: June 14, 2018

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

Parcel Number: 35021.9048

Lot _____ Block _____

Addition _____

Legal Attached: Yes/No (SEE ATTACHED EXHIBIT A)

02 25 43 E620FT OF W820FT OF GOV L2 EXC CO RD

PROPERTY OWNER: (Please Print)

Name: __Gregory & Margaret Blessing

Address: __5218 E Valley Springs Road

Spokane, WA Zip 99217 _____

Daytime Phone: _____

Email Address: _____

___[Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

___[Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.



Signature of Owner or Owner's Authorized Representative

2-14-13

Date

Peter D. Rayner

Printed Name

Relationship to Owner

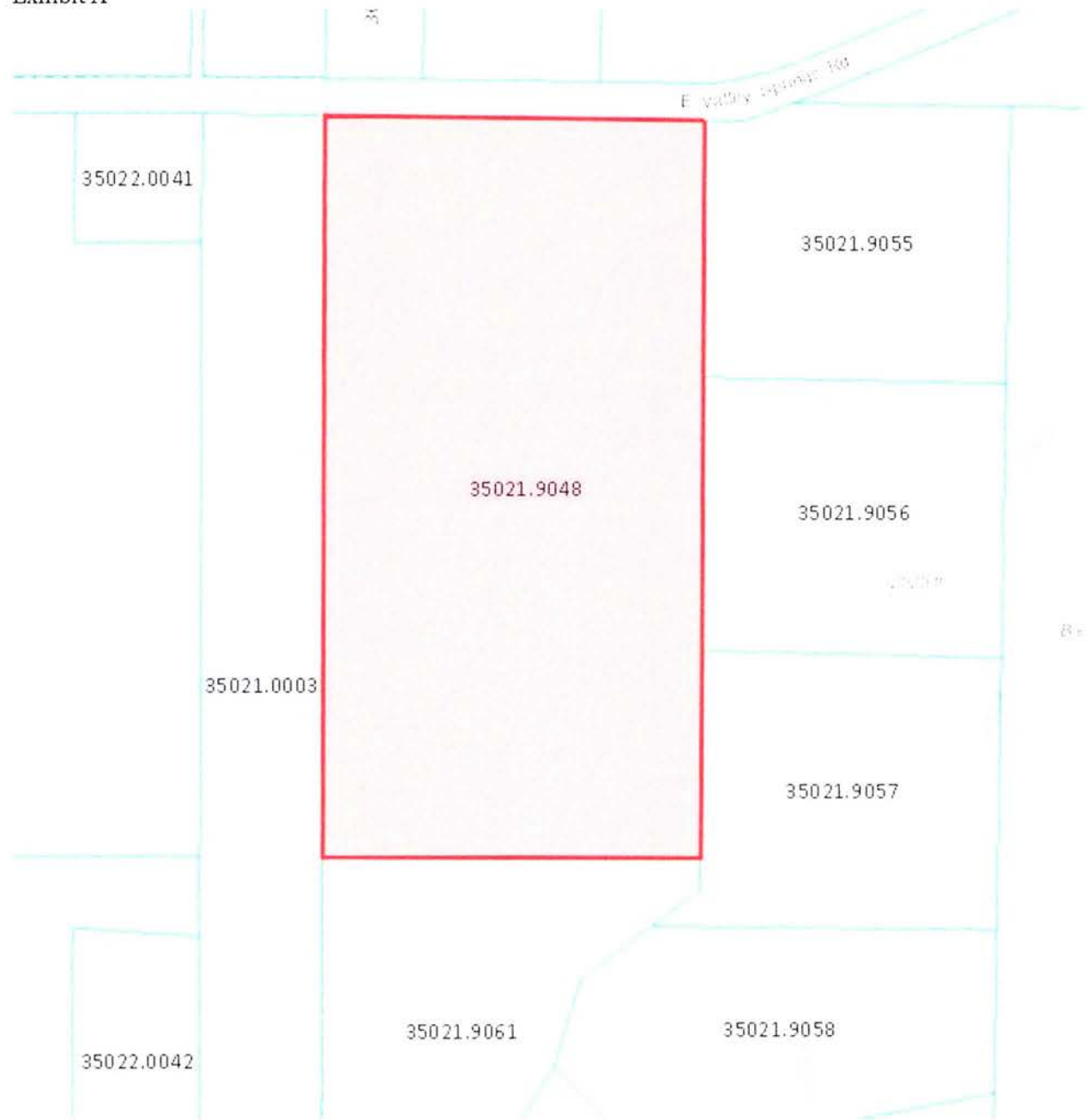
509-263-4848

Phone Contact #

pete@beaconhillevents.com

e-mail Address

Exhibit A



**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/5/2018
<u>Clerk's File #</u>	RES 2018-0053
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Resolutions	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - RESOLUTION TO MODIFY WATER SERVICE AREA - GRACE APPLICATION		

Agenda Wording

A Resolution relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216.

Summary (Background)

Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting applications to connect, these properties shall be included in the City's Retail Water Service Boundary

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>	
<u>Division Director</u>	KINDER, DAWN	<u>Other</u>	P.I.E.S. 4/23/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	SCHOEDEL, ELIZABETH	ebrown@spokanecity.org	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	sbishop@spokanecity.org	
<u>Additional Approvals</u>		kbecker@spokanecity.org	
<u>Purchasing</u>		smsimmons@spokanecity.org	

RESOLUTION 2018-0053

A RESOLUTION relating to modification of the City of Spokane's Retail Water Service Area to include Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216.

WHEREAS, pursuant to the State of Washington Department of Health Rules and Regulations, WAC 246-290-100, the City of Spokane is required to update its Comprehensive Water System Plan at least every ten (10) years; and

WHEREAS, the City of Spokane's Comprehensive Water System Plan pursuant to Washington State Department of Health rules and regulations defines existing water service areas; retail water service areas, and future water service areas; and

WHEREAS, the property owners of Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216 have requested water service from the City of Spokane for purposes of developing the five (5) 1-acre Parcels, zoned urban reserve, in accordance with Spokane County land-use requirements; and

WHEREAS, the Parcels are located outside the Urban Growth Area (UGA) Boundary; and

WHEREAS, the Parcels are located within the City's Future Water Service Area, but are located outside the current Retail Water Service Area; and

WHEREAS, in order to extend water service, the Spokane Municipal Code requires City Council amendment to expand the Retail Water Service Area; and

WHEREAS, the City does not have infrastructure within the current system to serve the Parcels and would require substantial system improvements to accommodate this request; and

WHEREAS, the Water Department has infrastructure, i.e. a water tank / water main located along the north side of Valley Springs Road approximately 700 feet west and downhill of the Parcels. To provide the required water pressure to serve the

Parcels, a water booster station and a new water tank, uphill from the existing water tank, must be constructed; and

WHEREAS, staff would recommend expansion of the Retail Water Service Area to serve the Parcels only after completion by the developer of appropriate water infrastructure, to include a booster station; and

WHEREAS, the City Council of the City of Spokane, after careful consideration of the specific facts associated with the property, finds modification of the Retail Water Service Area to include Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216 to be in the public interest;--NOW, THEREFORE,

BE IT RESOLVED by the City of Spokane:

- (1) The amendment of the Retail Water Service Area Map is hereby approved to include Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216.
- (2) Staff is directed and authorized to prepare and enter a water supply or service agreement with the owners of Parcel Numbers 36353.0212, 36353.0213, 36353.0214, 36353.0215, and 36353.0216 consistent with this resolution and City code.
- (3) Staff is authorized to seek the approval of the department of health for amendment of the city's water service areas consistent with this resolution and other resolutions adopted to amend city water service areas as necessary.

Adopted and approved by City Council _____, 2018

City Clerk

Approved as to Form:

Assistant City Attorney

ANTICIPATED
DEVELOPMENT AREAS
WITHIN WATER
SERVICE AREA

Printed by: jtaylor Print date: 5/17/2018

Legend

County Streets

26104.9010/.9011

36353.0212...0216

35021.9048

26231.9207

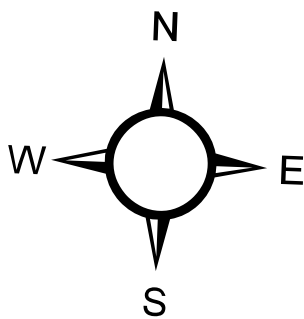
35352.9061/0305/9111

City Limits

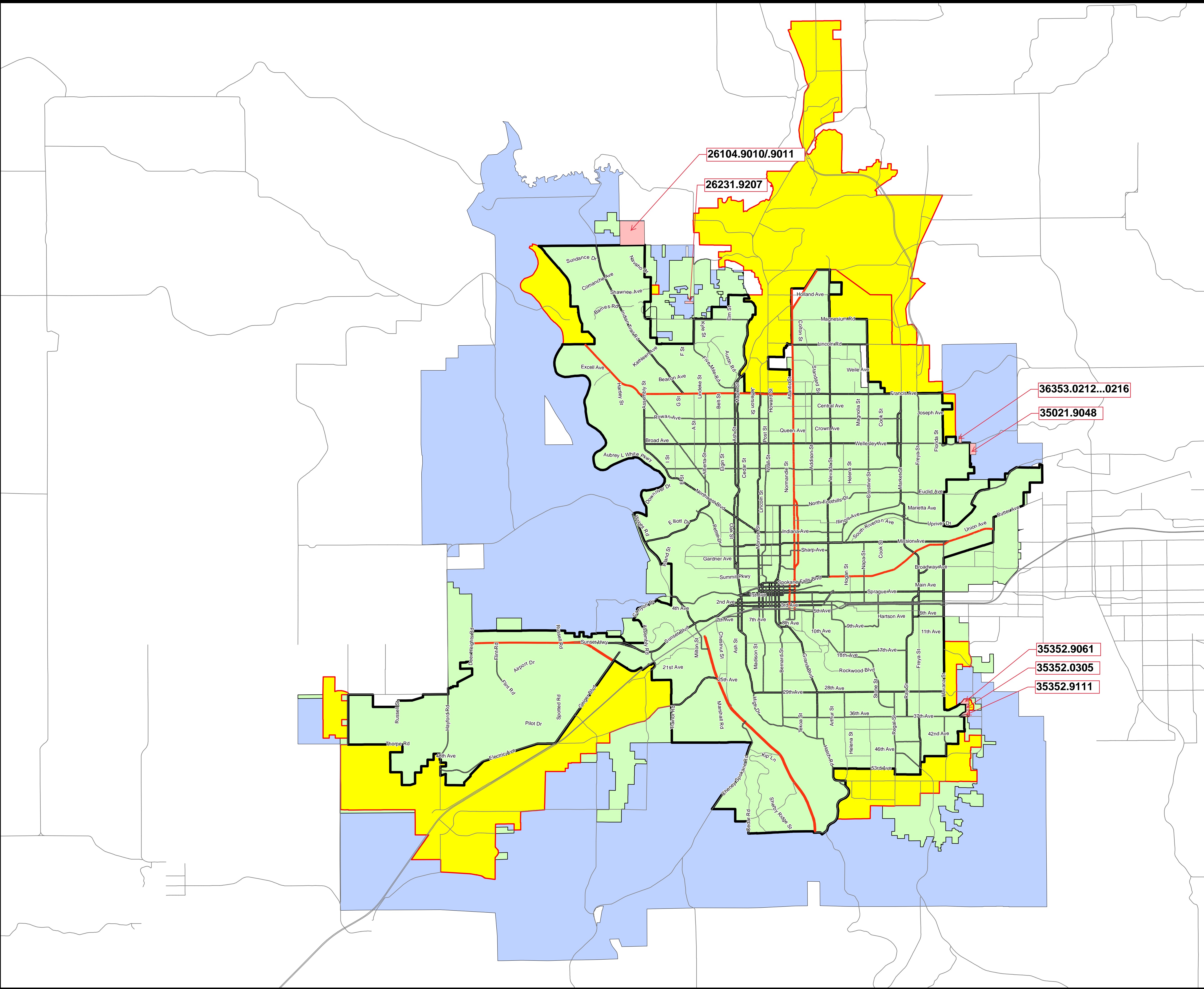
UGA

Existing/Retail Service Area

Future Service Area



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

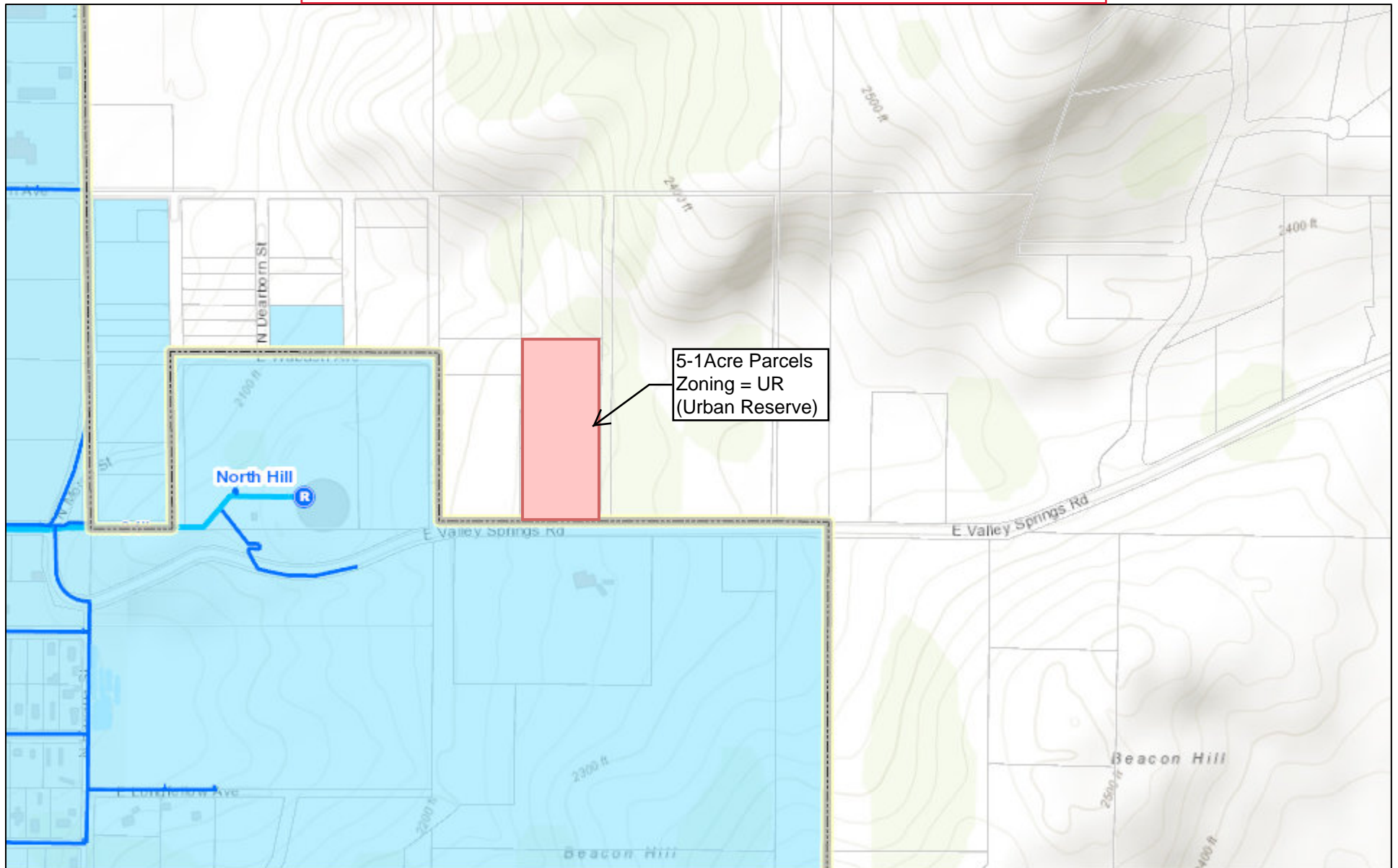


Briefing Paper

(Public Infrastructure, Environment and Sustainability Committee)

Division & Department:	Planning & Development
Subject:	7 Applications to Modify the Retail Water Service Boundary
Date:	April 23, 2018
Contact (email & phone):	Eldon Brown (ebrown@spokanecity.org) 625-6305
City Council Sponsor:	Breean Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Public Infrastructure & Environmental Sustainability
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Section 1.8-1.9 City of Spokane System Plan, Duty to Provide Water Service Policy dated March 18, 2016, RCW 43.20.260 WAC, and the City of Spokane Comprehensive Plan, CFU 3.6, regarding Applications to Expand the Retail Water Service Area.
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	A favorable recommendation from the Committee is required to place this item on the City Council Agenda for Council Action.
Background/History: Various property owners are requesting to connect certain properties to the City of Spokane Water System. Presently, these properties are located outside the City of Spokane's Retail Water Service Boundary. Prior to the City accepting Applications to connect, these properties shall be included in the City's Retail Water Service Boundary.	
Executive Summary: <ul style="list-style-type: none"> Properties to be discussed are located outside the City of Spokane's Retail Water Service Area. Properties shall be incorporated into Retail Water Service Area prior to the City accepting "Certificate of Water Availability" Forms outlining the applicant's requirements to connect to the City Water System. City has received a completed Application to Expand the Retail Water Service Area for each property seeking inclusion into the Retail Water Service Area (see attached). City has performed a Water Utility Consistency Review on each Application (see attached). A map of each property seeking inclusion in the Service Area has been provided (see attached). <p>Maps, consistency review and applications are located in this folder for your review: \\briefing\Presentations\Public Works\7 Retail Water - 4-23-18</p>	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Grace Catering - 36353.0212/0213/0214/0215/0216



April 11, 2018

Areas

 Override 1



City of Spokane Boundary



Storage Facility

Water Main



Distribution Main



Hydrant Lead



Transmission Main

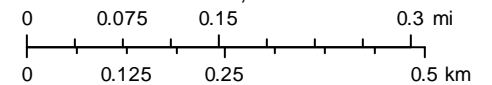


Water Retail Service Area



Parcel

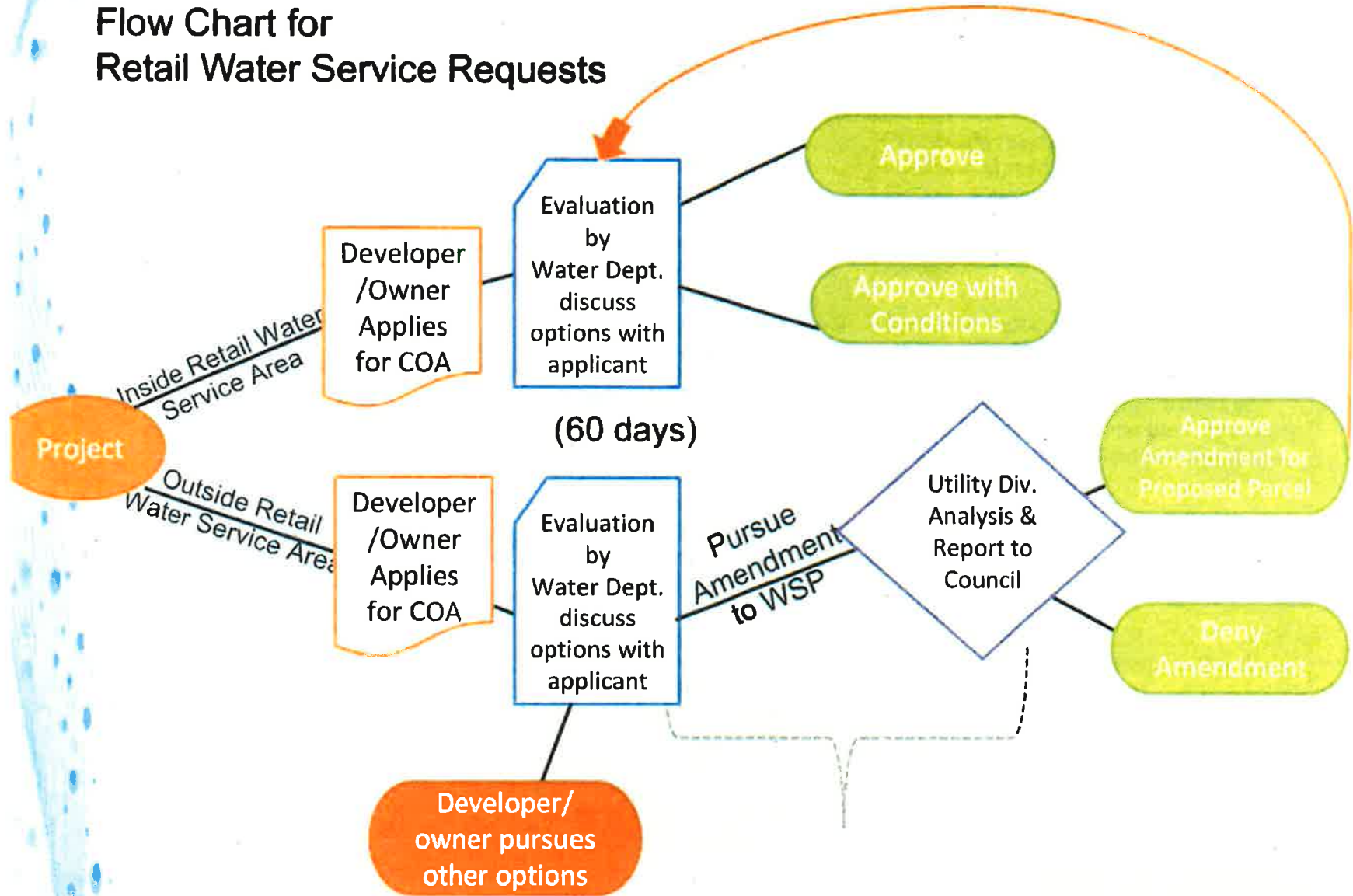
1:9,503



City of Spokane GIS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,

City of Spokane GIS
City of Spokane GIS

Flow Chart for Retail Water Service Requests



MEMORANDUM

CITY OF SPOKANE WATER DEPARTMENT

DATE: **February 22, 2018**

TO: **Dan Kegley, Director** – Water/Wastewater Collections

FROM: **James Sakamoto, P.E.**, Principal Engineer – Water Department

SUBJ: Water Utility Consistency Review of the Grace Catering LLC Application for Retail Service Area Amendment, Parcel #36353.0212, #36353.0213, #36353.0214, #36353.0215 & #36353.0216

A review of the Subject application for consistency with Section 1.8-1.9 of the City of Spokane Water System Plan (WSP), The Duty to Provide Water Service Policy, dated March 18, 2016, RCW 43.20.260, Chapter 246-290 WAC, and the City of Spokane Comprehensive plan CFU 3.6 is provided below for consideration.

The initial subject application dated April 13, 2017, was reviewed for consistency in a memorandum dated May 12, 2017 and was resubmitted for reconsideration in an application dated February 14, 2018. This consistency review is updated from the first review dated May 12, 2017 and addresses additional information supplied with the reconsideration. The subject application is located in the City of Spokane Future Service Area but outside of the UGA boundary and the current City of Spokane Retail Service Area. The subject parcels are each approximately 1 acre for a total area of 5 acres located in northeast Spokane in the Beacon Hill Area.

Outlined in The Duty to Provide Water Service Policy, dated March 18, 2016, to provide service outside of the Retail Service Area (RSA) the ***City Council must approve an amendment of RSA to include the property into the RSA***. The submitted application is a request by the property owner to move towards the amendment of the RSA to fulfill this requirement.

The City evaluates all water service requests according to the Duty to Provide Water Service Policy and Chapter 246-290 WAC as follows:

Duty to Serve Requirement: (WSP Section 1.9)

The City of Spokane Water Department as a municipal water supplier has a duty to provide service to all new connections requested in its retail service area. Service within the retail service area will be provided when the service connection request meets all four elements stated in RCW 43.20.260:

1. Capacity:

Requirement: The water system has sufficient capacity to serve water to the new service requested in a safe and reliable manner. Capacity is and will be sufficient

to meet all flow requirements and will not impede or reduce existing services below all required flow requirements.

Analysis: The Subject parcel will be located in the Future Beacon Hill Pressure Zone. Although sufficient Capacity exists in the North Hill system to serve the future pressure zone and conversely the subject parcel(s), the required booster station infrastructure is not yet in place to provide water service. An adjacent development is in the process of moving the required infrastructure forward that would make water service possible, that infrastructure is still in process and not completed. Therefore at this time capacity is not available to serve the subject application. Additional discussion is provided in the Timely and Reasonable analysis.

2. Consistency:

Requirement: All new service requests shall be consistent with adopted State and local development regulations including but not limited to the Urban Growth Boundary and its requirements on growth and all requirements of the City of Spokane's Comprehensive Plan.

Analysis: Stated previously, for consistency the City Council must approve an amendment of RSA to include the property into the RSA. Additionally to extend service outside of the UGA the proposal must fall within the limitations to provide service outside of the urban growth areas outlined in CFU 3.6 of the City of Spokane Comprehensive Plan. A main extension would be required so therefore the water service section and the water main extension sections of CFU 3.6 apply for the subject parcel. The subject parcels are 1 acre parcels that are part of the Bergs 2nd Addition Plat and do not appear to have a prior commitment for water service. Upon review of the limitations outlined in CFU 3.6 for providing water service outside of the UGA there are no exceptions that would apply to the subject parcels to allow water service at this time. The application narrative provided with the resubmitted application asserts that connection is allowed to parcels directly adjacent to a main if the main is located along a UGA boundary. This would be correct for 2 of the five parcels in the application fronting the main and the UGA boundary if the main was available for service. As previously stated under the capacity requirement of the consistency review the required booster station infrastructure is not in place to provide capacity and so the main is not currently in service. The parcels included in the application therefore do not meet with the requirements outlined in CFU 3.6 at this time for extension of water service.

3. Water Rights:

Requirement: Available water rights must be sufficient to provide for all new service requested.

Analysis: Water Rights are sufficient to provide for the requested service.

4. Timely and Reasonable:

Requirement: The water system shall have the necessary infrastructure in place to provide for any new service or must have in the capital improvement plan, the necessary infrastructure improvements to provide for new services in a timely and reasonable manner. A developer may elect to construct infrastructure improvements at their cost, but all such infrastructure improvements shall meet all applicable rules and regulations and shall be consistent with all development regulations.

Analysis: The Subject parcels will be located in the Future Beacon Hill Pressure Zone. Although sufficient Capacity exists in the North Hill system to serve the future pressure zone and conversely the subject parcel, the required infrastructure is not yet in place to provide water service. Currently there are two preliminary plats located in the Beacon Hill area that are conditioned and may eventually construct the infrastructure to include the booster pump station necessary to provide service to the future Beacon Hill Pressure Zone. As stated in earlier portions of this consistency review an adjacent development is in the process of moving the required infrastructure forward that would make water service possible, that infrastructure is still in process and not completed. Until the infrastructure is completed capacity to serve does not exist and so conversely the main along the UGA boundary is not available for service to provide a possible exception for 2 of the 5 parcels in the application. The application does not appear timely at the present.

Additional limitations listed in The Duty to Provide Water Service Policy, dated March 18, 2016 that would apply to this application includes:

- An Annexation covenant must be signed. The applicant has agreed to this requirement.
- Developer to pay 100% costs of construction; liability; indemnification; permitting with or without sewer and applicable liabilities.

Additional Considerations/Circumstances:

No additional considerations for the subject application.

If there are any question or if you require additional information or documentation please contact me at your convenience.

Cc: Elizabeth Schoedel – Assistant City Attorney – COS Legal

Encl:



**Support for Water Service from the City of Spokane to Parcel 36353.0216, 36353.0215,
36353.0214, 36353.0213, and 36353.0212
In the Urban Reserve of Spokane County**

The Landowner requests that the following parcels be incorporated into the City of Spokane Retail Water Service Area: 36353.0216, 36353.0215, 36353.0214, 36353.0213, and 36353.0212

The request is consistent with both the City of Spokane Comprehensive Plan and Spokane County Comprehensive Plan for parcels in Urban Reserve:

- 1 The parcels are adjacent to the Hillyard UGA-JPA and are bordered by the City Limits of Spokane along East Valley Springs Road.
- 2 The parcels actually lie between property owned by the City of Spokane in the Urban Reserve and the City limits.
- 3 The city has previously worked with the landowner on his adjacent property to create a Tax Increment Financing District.

The Retail Water Service Policy printed below specifically provides for this request.

“...CFU 3.6 Limitation of Services Outside Urban Growth Areas...

...B. City of Spokane Water Service. Expansion of City of Spokane water service outside a UGA may be allowed in the following limited cases:

1. Water Service Connections. Service connections outside a UGA may be allowed only under the following conditions:

- a. Connections required under 2.(a), (b), (c), and (d) below;

- b. ***Connections may be allowed to parcels directly***

adjacent to a main if the parcel existed and the main was installed prior to May 31, 2001, or the main is located along a UGA boundary...

The collective parcels total five acre in size and were platted in about 1905. The parcels should be approved for inclusion in the Retail Water Service area on the basis of the location to the City limits and being adjacent to the newly constructed 24 inch city water main. The impact of the Beacon Hill development has also brought about the need for school sites. Newly approved legislation allows schools to be sited in Urban Reserve . Water, however is critical.

Providing these services is consistent with the intent of the GMA, UGA and the comprehensive plan.

Application to Expand the Retail Water Service Area

New water service connections and Certificates of Water Availability (COA) outside the boundaries of the City's designated Retail Water Service Area as depicted in the City's Comprehensive Water System Plan shall be in accordance to SMC 13.04.1921

SMC 13.04.1921 provides that amendments to the Comprehensive Water System Plan to expand the Retail Water Service Area to include new customers outside of the boundaries of the Retail Water Service Area shall be considered cumulatively on an annual basis or more frequently by a vote of City Council. Requests for such amendments must be submitted prior to March 31st in order to be considered in the annual amendment cycle. (See attached flow chart for Retail Water Service Request attached)

Date of Application: February 14, 2018

Deadline for 120 day Response from Date of Application: June 14, 2018

PROPERTY OWNERS REQUESTING TO EXPAND THE RETAIL WATER SERVICE AREA MUST AGREE AND PROVIDE THE FOLLOWING:

- Furnish a legal description and map of the area under consideration.
- State fully the purpose for which water is to be used with your application.
- Provide justification for expansion of the Retail Water Service Area with your application.
- The extension of existing water main, new lateral or service connection will be at developer's expense and must follow current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.
- Payment of all charges for the new service connection.
- Verify that any outstanding combined utility charges are paid in full.
- Pay for and provide all engineering, accepted plans and permits upon request.
- Request inspection of all underground water service line(s) on property and comply with all requirements of the City of Spokane's Water and Hydroelectric Department.
- Sign an Annexation Covenant.

PROPERTY INFORMATION: By City of Spokane Staff

- Is the property within the Urban Growth Area boundary? Yes ____ No ____
- Does the property have a prior commitment to serve water? Yes ____ No ____
- Is the property within the City of Spokane Coordinated Water System Plan Boundary?
Yes ____ No ____

LEGAL DESCRIPTION: By Applicant

Parcel Numbers: 36353.0212 / 0213 / 0214 / 0215 / 0216

Lot _____ Block _____

Addition _____

Legal Attached: Yes/No (SEE ATTACHED EXHIBIT A)

36353.0212: BERGS 2ND ADDITION LT 8 BLK 1

36353.0213: BERGS 2ND ADDITION LT 9 BLK 1

36353.0214: BERGS 2ND ADDITION LT 10 BLK 1

36353.0215: BERGS 2ND ADDITION LT 11 BLK 1

36353.0216: BERGS 2ND ADDITION LT 12 BLK 1

PROPERTY OWNER: (Please Print)

Name: _Grace Catering_____

Address: _4848 E Valley Springs Road

Spokane, WA Zip 99217

Daytime Phone: _509-263-4848

Email Address: pete@beaconhillevents.com

___[Int.] I understand that extension of existing water main or new lateral will be at developer's expense per current design standards, standard plans and Water Department Rules & Regulations. Contact Developer Services for further information.

___[Int.] I understand that I, the Applicant, am required to comply and follow all applicable provisions for City water service as provided for in Chapter 13.04 of the Spokane Municipal Code.

The undersigned owner or owner authorized representative agrees to comply with all rules and regulations of the City of Spokane Water and Hydroelectric Department relating to this application to expand the retail water service boundary to the property identified. If I am a representative of the owner, I certify that I am authorized by the owner to sign this Water Service Application and Agreement on the owner's behalf.

2-14-18

Signature of Owner or Owner's Authorized Representative

Date

Peter D. Rayner

Partner

509-263-4848

Printed Name

Relationship to Owner

Phone Contact #

pete@beaconhillevents.com

e-mail Address

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/6/2018
<u>Clerk's File #</u>	ORD C35635
<u>Renews #</u>	

<u>Submitting Dept</u>	PLANNING	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	MELISSA OWEN 625-6063	<u>Project #</u>	
<u>Contact E-Mail</u>	MOWEN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	First Reading Ordinance	<u>Requisition #</u>	
<u>Agenda Item Name</u>	0650 - ELECTRIC FENCE ORDINANCE		

Agenda Wording

An ordinance relating to electric fence security systems, amending SMC 17C.130.310 to allow electric fence use in Light Industrial Zones and amending conditions under which electric fences may be installed.

Summary (Background)

Ordinance amending the Industrial Fence code, permitting installation of electric fences in Light Industrial zones and amending conditions under which electric fences may be installed and operated including compliance with street frontage and screening when electric fence security systems are installed adjacent to or across a street or alley from a non-industrial zone, amending permitted hours of operation, and requiring solid surface fencing when installed within 5 ft of a pedestrian connection

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	HEATHER TRAUTMAN	<u>Study Session</u>
<u>Division Director</u>	KINDER, DAWN	<u>Other</u> Urban Experience
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List
<u>Legal</u>	RICHMAN, JAMES	htrautman@spokanecity.org
<u>For the Mayor</u>	TIM DUNIVANT	dkinder@spokanecity.org
<u>Additional Approvals</u>		aworlock@spokanecity.org
<u>Purchasing</u>		mowen@spokanecity.org
<u>CITY COUNCIL</u>	MCDANIEL, ADAM	sbishop@spokanecity.org
		bborisov@spokanecity.org
		ttstripes@spokanecity.org



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

Summary (Background)

Fiscal Impact

Select \$

Select \$

Budget Account

#

#

Distribution List

cbausinger@electricguarddog.com

mpate@electricguarddog.com

jrichman@spokanecity.org

mpenkunis@spokanecity.org

tpalmquist@spokanecity.org

mmuramatsu@spokanecity.org

dkokot@spokanecity.org

kbecker@spokanecity.org

ORDINANCE NO. C35635

AN ORDINANCE relating to the electric fence security systems amending SMC 17C.130.310.

WHEREAS, on May 9, 2016 Spokane City Council passed Ordinance C35384 permitting the construction and use of electric fences in areas of the City zoned Heavy Industrial; and

WHEREAS, in mid-2017, the City received a request for approval of an electric fence in an area of the City zoned Light Industrial, a use that is currently prohibited outside areas zoned Heavy Industrial; and

WHEREAS, in response to this request, the City Council sought a recommendation from the Plan Commission regarding expanding the use of electric fence security systems within Light Industrial zones (the "Proposal"); and

WHEREAS, the Plan Commission held workshops, open to the public, on February 28, 2018 and March 14, 2018 to study the existing code and the Proposal, which would amend the City's development regulations to establish the conditions for permitting electric fences in Light Industrial Zones; and

WHEREAS, City staff conducted significant public outreach efforts regarding the Proposal in addition to statutory noticing requirements.

WHEREAS, on May 9, 2018, the Plan Commission held a public hearing during which the public had an opportunity to provide written and verbal testimony regarding the Proposal; and

WHEREAS, at the conclusion of the hearing, the Plan Commission found that the proposed amendments meet the approved criteria for text amendments to the Unified Development Code as outlined by SMC 17G.025.010(F); and

WHEREAS, after public testimony and deliberation the Plan Commission voted 10 to 0 to recommend approval of the Proposal including the use of electric fence security systems in Light Industrial Zones; and

WHEREAS, electric fence security systems are intended to deter crime; and

WHEREAS, the City should explore and pursue opportunities to create an environment where new businesses can start and existing businesses can grow; and

WHEREAS, electric fence security systems provide businesses in Heavy and Light Industrial Zones with outdoor storage an option for protecting their property, and

WHEREAS, Industrial zones share zoning boundaries with a variety of non-industrial zones including Residential zones; and

WHEREAS, non-industrial uses are frequently found in Industrial zones; and

WHEREAS, new industrial development requires landscape, screening and other design features to promote industrial development that is attractive, complementary, and compatible with other land uses; and,

WHEREAS, the Proposal intends to reduce conflicts, create more attractive transitions, and improves the appearance and compatibility of industrial property by requiring non-conforming industrial development to come into closer conformance with street frontage and screening standards as conditions to permitting electric fence use when installed in close proximity to non-industrial zones; and,

WHEREAS, a solid surface covering on the required non-electrified perimeter fence is intended to prevent accidental contact with the electrified portion of the fence when electric fence security systems are installed and operated in close proximity to sidewalks, trails, pedestrian connections, residential units, schools and daycare facilities; and

WHEREAS, the City Council adopts the recitals set forth herein as its findings and conclusions in support of its adoption of this ordinance and further adopts the Plan Commission's findings, conclusions, and recommendations for the same purposes; --

Now, Therefore, The City of Spokane does ordain:

Section1. That SMC section 17C.130.310 is amended to read as follows:

Section 17C.130.310 Fences

A. Purpose

The fence standards promote the positive benefits of fences without adversely impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Type of Fences

The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location, Height, and Design

1. Street Setbacks.

No fence or other structure is allowed within twelve feet from the back of the curb, consistent with the required sidewalk width of SMC 17C.130.230.

a. Measured from Front Lot Line.

Fences up to three and one-half feet high are allowed in a required street setback that is measured from a front lot line.

b. Measured from a Side Lot Line.

Fences up to six feet high are allowed in required setback that is measured from a side lot line.

c. Fences shall not reduce the required setback width of SMC 17C.130.210.

2. Side or Rear Structure Setbacks.

Fences up to six feet high are allowed in required side or rear setbacks except when the side or rear setback abuts a pedestrian connection.

When the side or rear setback abuts a pedestrian connection, fences are limited to three and one-half feet in height.

3. Not in Setbacks.

The height for fences that are not in required setbacks is the same as the regular height limits of the zone.

4. Sight-obscuring Fences and Walls.

Any required or non-required sight-obscuring fences, walls, and other structures over three and one-half feet high, and within fifteen feet of a street lot line shall be placed on the interior side of a L2 see-through buffer landscaping area at least five feet in depth (See chapter 17C.200 SMC, Landscaping and Screening).

D. Prohibited Fences

1. No person may erect or maintain a fence or barrier consisting of or containing barbed, razor, concertina, or similar wire except that up to three strands of barbed wire may be placed atop a lawful fence exceeding six feet in height above grade.
2. A fence, wall or other structure shall not be placed within a public right-of-way without an approved covenant as provided in SMC 17G.010.160 and any such structure is subject to the height requirement for the adjoining setback.
3. No fence may be closer than twelve feet to the curb.

E. Electric Fences.

The construction and use of electric fences shall be allowed in the Heavy Industrial (HI) and Light Industrial (LI) zones only as provided in this section, subject to the following standards:

1. Permit.

Prior to the installation or use of any electrified fence, the property owner or tenants of the property upon which such fencing will be installed or used shall submit a completed application for review of such fencing as a building permit review to receive approval for the fence and electrical permits for the project. The application shall include:

- a. Site plan showing the location of the protective barrier and the electrified fence on the property in relation to the property lines, walkways, existing buildings, and curb;
- b. Fence details showing both the electrified fence and protective barrier, including all gates;
- c. All supporting documentation from the electric fence manufacturer, equipment to be used, and certification of service from the monitoring provider.

2. IEC Standard 60335-2-76.

Unless otherwise specified herein, electric fences shall be constructed or installed in a conformance with the specifications set forth in International Electro technical Commission (IEC) Standard No. 60335-2-76.

3. Electrification.

- a. The energizer for electric fences must be driven by a commercial storage battery or batteries not to exceed 12 volts DC. The storage battery is charged primarily by a solar panel. However the solar panel may be augmented by a commercial trickle charger.
- b. The electric charge produced by the fence upon contact shall not exceed energizer characteristics set forth in paragraph 22.108 and depicted in Figure 102 of IEC Standard No. 60335-2-76.

4. Perimeter fence or wall.

No electric fence shall be installed or used unless it is completely surrounded by a non-electrical fence or wall that is not less than six feet tall.

- a. There shall be a space of four (4) to twelve (12) inches between the electric fence and the perimeter fence or wall.
- b. Electric fences shall be subject to the screening requirements of SMC 17C.200.070 when installed adjacent to, across a street or alley from a non-industrial zone.
- c. Electric Fences are subject to Street Frontage requirements prescribed in 17C.200.040 when installed along street frontage that is adjacent to or across the street from a non-industrial zone.

5. Location.

- a. Electric fences shall be permitted on any non-residential outdoor storage areas.

- b. Electric fences shall not be installed within one hundred fifty (150) feet of a property line for a residence, or from a school, or day care facility, unless the exterior perimeter non-electrified fence is covered with a solid covering (e.g. solid mesh, slats, etc.) to further prevent contact with the electric fence.
 - c. Electric fences shall not be installed within five (5) feet of a sidewalk, trail or other pedestrian connection unless the exterior perimeter non-electrified fence is covered with a solid covering.
- 6. Height.
Electric fences shall have a minimum height of 8 feet and a maximum of 10 feet.
- 7. Warning signs.
Electric fences shall be clearly identified with warning signs that read: "Warning-Electric Fence" and contain icons that are universally understood at intervals of not less than thirty feet.
- 8. Electric fence burglar alarms shall be governed and permitted under Title 10 Regulation of Activities, Chapter 10.48 False Alarms.
- 9. Hours of activation.
Electric fences must only be energized during hours when the public does not have legal access to the protected property ((shall not be activated between the hours of 8am and 5pm)), except
 - a. ~~On days when the business is closed, such as weekends or holidays; or~~
 - b. When personnel is available on-site to deactivate the electric fence.
- 10. Key Box.
 - a. Electric fences shall have installed a key box system in accordance with the Spokane Fire Department standards.
 - b. The electric fence controller and emergency key safe for the electric fence must be located in a single accessible location for the entire fence.
- 11. Fire Department Registration.
Prior to the installation or use of any electrified fence, the property owner or tenants of the property upon which such fencing will be installed or used shall submit a completed registration for such fencing to the Fire Department using forms provided by the Fire Chief.
- 12. Indemnification.
All applicants issued a permit to install or use an electric fence as provided in this chapter shall agree, as a condition of permit issuance, to defend,

indemnify and hold harmless the City of Spokane and its agents, officers, consultants, independent contractors and employees from any and all claims, actions or proceedings, including but not limited to those arising out of any personal injury, including death, or property damage caused by the electric fence.

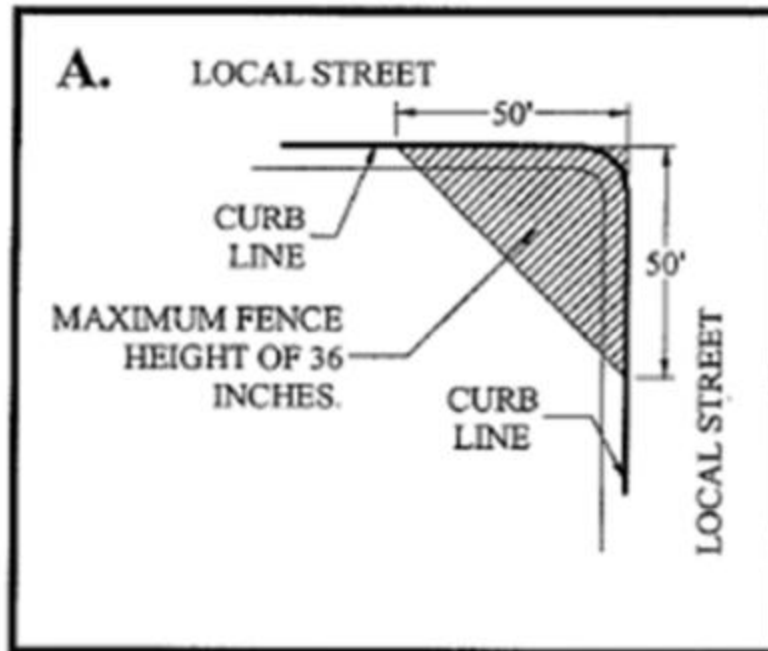
13. Emergency Access.

In the event that access by the City of Spokane Fire Department and/or Police Department personnel to a property where a permitted electric fence has been installed and is operating, is required due to an emergency or urgent circumstances, and the Knox Box or other similar approved device referred to in this section is absent or non-functional, and an owner, manager, employee, custodian or any other person with control over the property is not present to disable the electric fence, the fire or police personnel shall be authorized to disable the electric fence in order to gain access to the property. As a condition of permit issuance, all applicants issued permits to install or use an electric fence as provided in this section shall agree in writing to waive any and all claims for damages to the electric fence against the City of Spokane and/or its personnel under such circumstances.

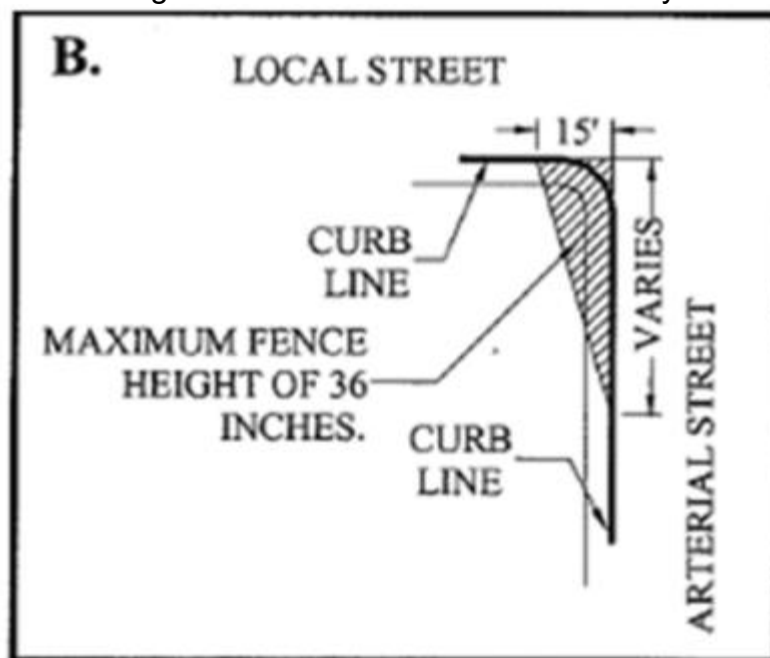
14. It shall be unlawful for any person to install, maintain or operate an electric fence in violation of this section.

F. Visibility at Intersections

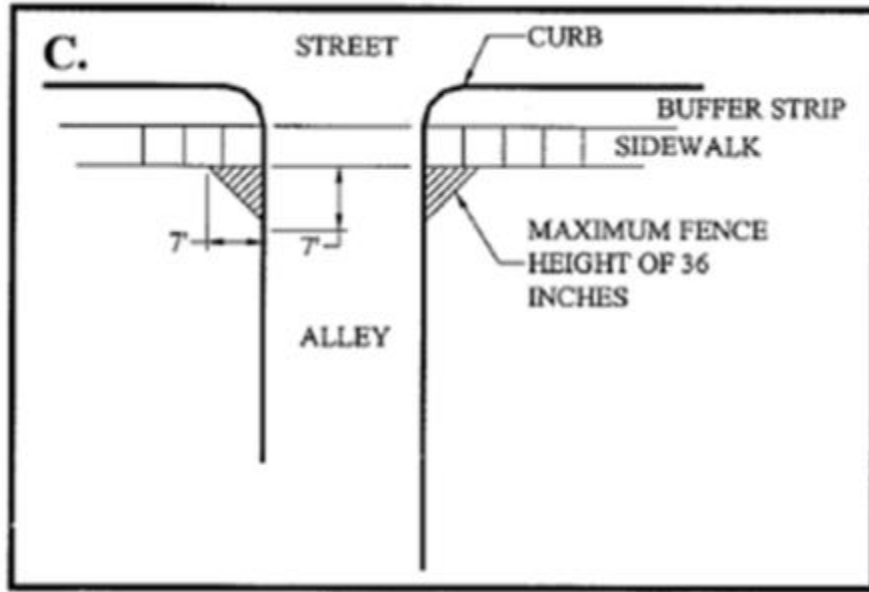
1. A fence, wall, hedge or other improvement may not be erected or maintained at the corner of a lot so as to obstruct the view of travelers upon the streets.
2. Subject to the authority of the traffic engineer to make adjustments and special requirements in particular cases, no fence exceeding a height of thirty-six inches above the curb may be inside the:
 - a. right isosceles triangle having sides of fifty feet measured along the curb line of each intersecting residential street; or



- b. right triangle having a fifteen-foot side measured along the curb line of the residential street and a seventy-five foot side along the curb line of the intersecting arterial street, except that when the arterial street has a speed limit of thirty-five miles per hour, the triangle has a side along such arterial of one hundred twenty-two feet; or



- c. right isosceles triangle having sides of seven feet measured along the right-of-way line of an alley and:
- the inside line of the sidewalk; or
 - if there is no sidewalk, a line seven feet inside the curb line.



G. Enclosures for Pools, Hot Tubs, or Ponds

1. A person maintaining a swimming pool, hot tub, pond, or other impoundment of water exceeding five thousand gallons and eighteen inches or more in depth and located on private property is required to construct and maintain an approved fence by which the pool or other water feature is enclosed and inaccessible by small children.
2. The required pool enclosure must be at least fifty-four inches high and may be a fence, wall, building or other structure approved by the building services department.
3. If the enclosure is a woven wire fence, it is required to be built to discourage climbing.
4. No opening, except a door or gate may exceed four inches in any dimension.
5. Any door or gate in the pool enclosure, except when part of the occupied dwelling unit, must have self-closing and self-locking equipment by which the door or gate is kept secure when not in use. A latch or lock release on the outside of the door or gate must be at least fifty-four inches above the ground.

H. Reference to Other Standards

Building permits are required by the building services department for all fences including the replacement of existing fences. A permit is not required to repair an existing fence.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

**SPOKANE ENVIRONMENTAL ORDINANCE
NONPROJECT DETERMINATION OF NONSIGNIFICANCE &
ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT**

FILE NO(S): *An ordinance amending section 17C.130.310, Industrial Zones Fences, of the Spokane Municipal Code.*

PROPONENT: *City of Spokane, Planning & Development*

DESCRIPTION OF PROPOSAL: *An ordinance amending Section 17C.130.310, Industrial Zone Fences of the Spokane Municipal Code. This amendment will permit the installation of electric fences in the Light Industrial (LI) Zone. The proposed amendments under consideration include revised landscape and screening requirements to reduce potential conflicts with adjacent, non-industrial zoned property and uses such as residences, schools, daycare facilities, trails and other pedestrian connections.*

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: *This is a non-project citywide zoning amendment that applies areas currently zoned Industrial in the City of Spokane.*

DOCUMENTS BEING ADOPTED:

This SEPA determination and previously adopted environmental documents (issued January 20, 2016 by the City of Spokane Planning Department) are hereby adopted by reference. Previously prepared and approved documents are available on the City's website at <https://my.spokanecity.org/projects/electric-fence-text-amendment-update/>. The January 20, 2016 DNS and environmental checklist contemplated potential impacts of electric fences in all industrial zones.

LEAD AGENCY: *City of Spokane, Planning & Development*

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

DNS INFORMATION

- [] There is no comment period for this DNS.
- [] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- [x] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments must be submitted no later than May 7, 2018 at 4:00 p.m. if they are intended to alter the DNS.

Responsible Official: Heather Trautman

Position/Title: Acting Director, Planning and Development **Phone:** (509) 625-6300

Address: 808 West Spokane Falls Boulevard, Spokane, WA 99201-3329

Date Issued: March 26, 2018

Signature: 

APPEAL OF THIS DETERMINATION, after it becomes final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane, WA 99201. The appeal deadline is fourteen (14) calendar days after the signing of the DNS. This appeal must be on forms provided by the Responsible Official, make specific factual objections and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

BRIEFING PAPER
City of Spokane
Planning & Development
Plan Commission Hearing
May 9, 2018

Subject

Proposal to amend the Spokane Municipal Code to permit electric fences in Light Industrial (LI) zones.

Previous Legislation

Electric Guard Dog sought an amendment to the Spokane City fence code in 2015 to allow business owners in commercial and industrial zones to install electric fence security systems (Z1500056COMP). The Plan Commission forwarded a recommendation to City Council to allow these fences in Light (LI) and Heavy Industrial (HI) zones. The amended code adopted by City Council in May, 2016 permitted electric fence installation in Heavy Industrial (HI) zones only.

A new request for an electric fence was received for a business in a LI zone in mid-2017. Council President Stuckart is the sponsor of the current process to evaluate expansion of electric fence installation to LI zones.

Background

The text amendment is to allow the installation of electric fence security systems in Light Industrial (LI) zones and includes revised landscape and screening requirements and other protections intended to reduce conflicts with adjacent, non-industrial zoned property and uses such as residents, schools, daycare facilities, trails and other pedestrian connections. Additional proposed changes provide greater flexibility regarding hours of operation of electric fences and relaxing of Screening and Impact Abatement requirements under SMC 17C.130.310(E) for outdoor storage areas such as service, storage, loading and trash areas (except when installed adjacent to, across a street or alley from a non-industrial zone).

The Plan Commission held two workshops on this matter – February 28 and March 14, 2018. During the February 28th Commission Meeting the 2015-2016 amendment process was reviewed; no amended text introduced. Commissioners asked staff to investigate concerns brought forward by City Council Members that resulted in the exclusion of light industrial zones in the adopted code. After reviewing video of the Council hearing including Council Member discussion (May 9, 2016) staff brought forward proposed revisions intended to permit electric fence use in LI zones and address Council Member concerns including:

- Several school locations missing from map exhibits utilized in the 2015-2016 process;
- The proximity of urban core/urban areas, centers and corridors, residential uses, and schools to light industrial zones;
- The visual impact of electric fences on non-industrial areas/uses;
- An imbalance between the benefits for electric fence users and risks to non-industrial land uses and zones; and,
- The impact to Northeast Spokane.

The proposed amendments before the Commission remains the same as those which were introduced to the Commission during their March 14, 2018 Workshop. These amendments include:

- Use of electric fences in Light Industrial (LI) zones;
- A relaxing of Screening and Impact Abatement requirements under SMC 17C.130.310(E) for outdoor storage areas such as service, storage, loading and trash areas (except when installed adjacent to, across a street or alley from a non-industrial zone);
- New site planting requirements for electric fences installed along street frontage adjacent to or across the street from a non-industrial zone;
- New solid surface perimeter fencing requirements when installed within five feet of a sidewalk, trail, or other pedestrian connection; and,
- Increased flexibility regarding hours at which electric fences may be charged.

Public Comments and Outreach

The Plan Commission held two workshops – both were open to the public. The text amendment proposal was reviewed at the second of two workshops held by the Commission on March 14, 2018. Staff also provided information on the proposal to the Community Assembly Land Use Committee on March 15, 2018. The electric fence project page created during the 2015-2016 code amendment process was updated with revised maps and proposed text amendments and retained documents associated with the earlier process.

Notice of Intent to Adopt and SEPA review was published in the City of Spokane Official Gazette on March 21, 2018. Notice of Public Hearing, Spokesman Review, April 25 and May 2, 2018. Additionally, staff sent detailed emails to each Neighborhood Council on March 28, 2018, issued a notice regarding the proposed amendment and hearing in the Neighborhood Friday Update on April 6 and May 4, 2018, a blog was posted and has been visible on the City's website since Tuesday, April 17, 2018 and information on the proposed amendment was also included as a post on Next Door on April 20, 2018.

The Plan Commission meeting on May 9th is the first public hearing on the topic. The Plan Commission may continue the hearing. Opportunities for public comment will continue as the City Council considers recommendations from the Plan Commission. A City Council Hearing has not yet been scheduled, but is anticipated no earlier than June, 2018. All public comments are provided as an attachment to this briefing paper.

Impact

Electric fences are a tool to deter crime. The industrial fence amendments as proposed would impact Industrial zones throughout the City of Spokane (see attached map). Secondary visual impacts may be associated with electric fences installed adjacent to or in close proximity to non-industrial uses within industrial zones and non-industrial zones in close proximity or sharing a zoning boundary with industrial zones.

Light Industrial zones within the City limits encompass more than 7,300 acres across eight neighborhoods including: Shiloh Hills, Hillyard, East Central, Chief Garry Park, Bemiss, Logan, West Central, and West Hills.

Of the eight neighborhoods identified above, Shiloh Hills and West Hills Neighborhoods have the most new industrial development opportunity. As a result, installation of electric fences as part of a new industrial development project would meet all current standards for landscape and screening, among other development standards. Electric fences installation in one of the other six neighborhoods identified above are more likely to be installed on properties where existing development does not meet current landscape, screening, and other development standards and/or where adjacent property are zoned for non-industrial uses.

Funding

This is a Council sponsored request for review of the existing industrial fence code.


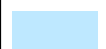

Action

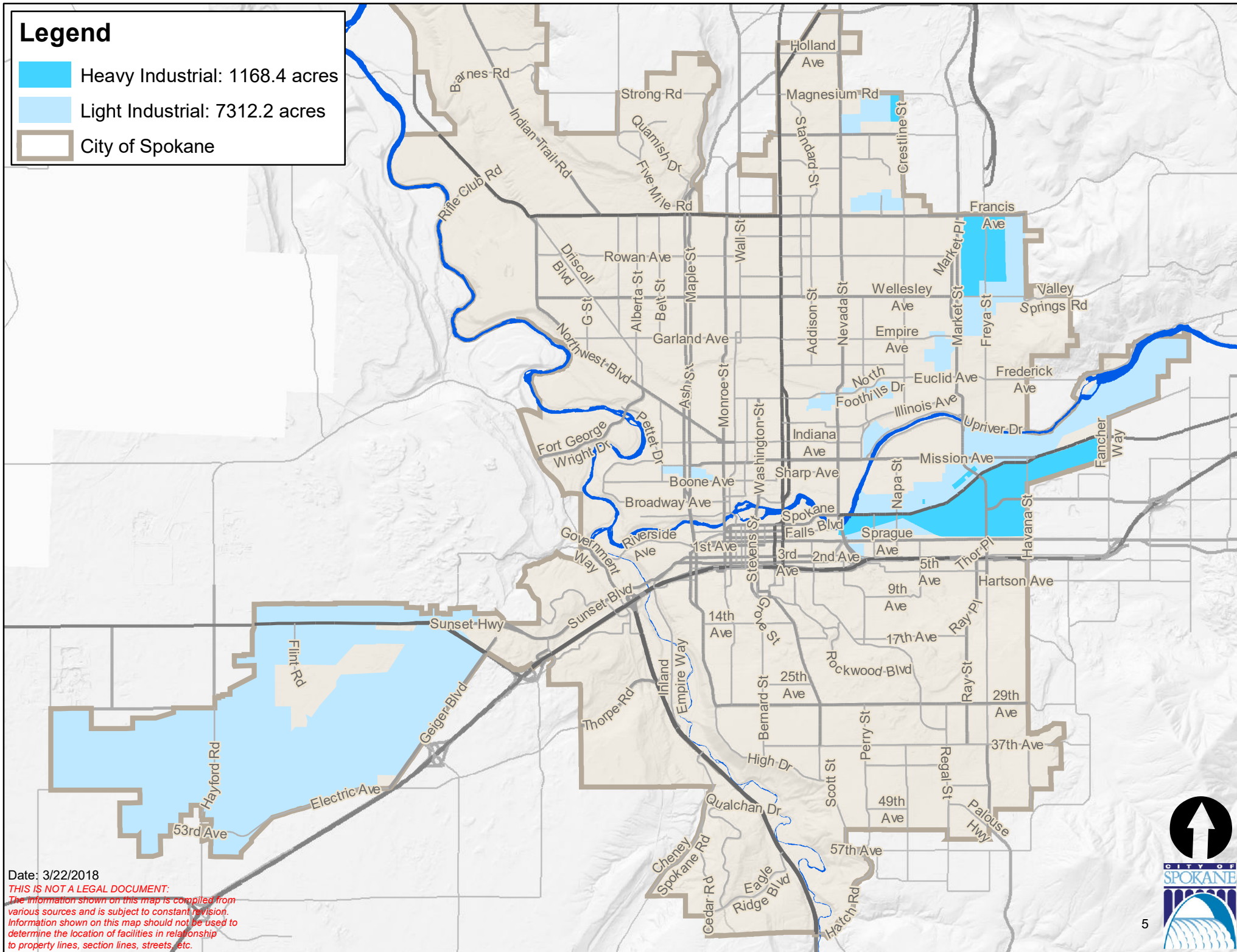
The Plan Commission is being asked to review the proposal and public comments and make a recommendation on action to City Council.

Attachments/Links:

- Existing industrial fence code [SMC 17C.130.310](#)
- Proposed text changes to SMC 17C.130.310(E)
- Affected Zones Map

Legend

-  Heavy Industrial: 1168.4 acres
-  Light Industrial: 7312.2 acres
-  City of Spokane



Date: 3/22/2018

THIS IS NOT A LEGAL DOCUMENT:

The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



**Spokane City Plan Commission
Findings of Fact, Conclusions, and Recommendations
Proposed Amendment to Industrial Fence Standards
Spokane Municipal Code Section 17C.130.310**

A Recommendation from the City Plan Commission to the City Council to approve proposed amendments to the Unified Development Code. This proposal will allow electric fences to be installed around non-residential outdoor storage areas in Light Industrial (LI) by amending Spokane Municipal Code (SMC) Title 17C.130.310, Industrial Zone Fences.

I. Findings of Fact

- A.** On May 9, 2016 Spokane City Council passed Ordinance C35384 permitting the construction and use of electric fences in areas of the City zoned Heavy Industrial. Electric fences are currently prohibited in all other zones in the City.
- B.** In mid-2017, the City received a request for approval of an electric fence in an area of the City zoned Light Industrial; a use that is currently prohibited outside areas zoned Heavy Industrial. In response to this request, the City Council sought a recommendation from the Plan Commission whether or not to amend the City's regulations to allow electric fences in the City's Light Industrial zones (the "Proposal").
- C.** Thereafter, City staff conducted significant public outreach efforts regarding the Proposal in addition to statutory noticing requirements. These outreach efforts included:
 - A presentation to the Community Assembly Land Use Committee on March 15, 2018;
 - Emails to each Neighborhood Council on March 28 and May 7, 2018;
 - Neighborhood Friday Update on April 6 and May 4, 2018;
 - Blog post visible on the City's Website beginning April 17, 2018; and,
 - City-wide post on Nextdoor.com on April 20, 2018;
- D.** The Plan Commission held workshops, open to the public, on February 28, 2018 and March 14, 2018 to study the Proposal, which would amend the City's development regulations to establish the conditions under which electric fences would be allowed in the City's Light Industrial zones.
- E.** On March 21, 2018, the City published a notice of intent to adopt and SEPA review in the City of Spokane Gazette.
- F.** On March 27, 2018, the City provided the Washington State Department of Commerce and appropriate state agencies with the required 60-day advance notice before adoption of the proposed changes to the City's development regulations.

- G. On May 7, 2018, the City issued a SEPA non-project DNS (Determination of Non-Significance), indicating that the Proposal would not have a significant impact on the environment.
- H. On April 28 and May 2, 2018, the City caused notice to be published in the Spokesman Review notifying the public of the Plan Commission hearing regarding the Proposal.
- I. On May 9, 2018, the Plan Commission held a public hearing during which the public had an opportunity to provide written and verbal testimony regarding the Proposal.
- J. Electric fences are intended to deter crime. The purpose of permitting electric fences in industrial zones is to provide another security option for industrial zoned businesses that store equipment and merchandise outdoors.
- K. The Proposal is consistent with and implements the following provisions of the City of Spokane's Comprehensive Plan:

- Values: "The things that are important to Spokane's future include (but are not limited to): Protecting the character of single-family neighborhoods."

Discussion: Light Industrial zones frequently share zoning boundaries with residential single family zones. The proposal protects character of single family neighborhoods through landscape and screening requirements when electric fences are installed adjacent to or across a street from a non-industrial zone.

- LU 1.10 Industry: Provide a variety of industrial locations and site sizes for a variety of industrial development and safeguard them from competing land uses

Discussion: The proposal benefits industrial business in that electric fences are intended to deter crime. Electric fences provide an extra layer of security for those industrial businesses with storage for expensive equipment. Landscaping, Screening and in some circumstances solid surface cover on the required non-electrified fence afford a method for reducing conflicts and promoting greater compatibility between non-industrial uses in close proximity to industrial zones.

- LU 2.1 Public Realm Features: Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

Discussion: The proposal intends to reduce conflicts, create more attractive transitions, and improves the appearance of industrial property where electric fences are installed in close proximity to non-industrial zones.

- LU 5 Development Character (Goal): Promote development in a manner that is attractive, complementary, and compatible with other land uses.

Discussion: New industrial development requires landscape and other design features to promote industrial development that is attractive, complementary, and compatible with other land uses. The proposal intends to bring non-conforming industrial development

into closer conformance with current landscaping and screening standards when electric fences are installed adjacent to or across the street from a non-industrial zone.

- LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

Discussion: The proposal intends to reduce conflicts, create more attractive transitions, and improves the appearance of industrial property where electric fences are installed in close proximity to non-industrial zones. Industrial Zoned properties are found in eight neighborhoods (primarily in Northeast Spokane). While new industrial development requires landscape and other design features to promote industrial development that is attractive, complementary, and compatible with other land uses, the installation of a fence would not typically trigger conformance with these kinds of standards. To maintain and enhance quality of life in those neighborhoods with industrial zoned property the proposal intends to bring non-conforming industrial development into closer conformance with current landscaping and screening standards when electric fences are installed adjacent to or across the street from a non-industrial zone.

- LU 5.2 Environmental Quality Enhancement Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

Discussion: The proposal intends to provide adequate landscaping and other site design features that enhance the compatibility of development with the surrounding area where electric fences are installed adjacent or across the street from non-industrial zoned property and in close proximity to residents, schools and daycare facilities.

- ED 3.1 Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.

Discussion: Business start-up, retention, expansion, and recruitment activities foster economic growth. The city should explore and pursue opportunities to create an environment where new businesses can start and existing businesses can grow and develop. Electric fences provide businesses with outdoor storage another option for protecting their property.

- ED 7.6 Development Standards and Permitting Process: Periodically evaluate and improve the City of Spokane's development standards and permitting process to ensure that they are equitable, cost-effective, timely, and meet community needs and goals.

Discussion: This text amendment review process is an example of City staff working to evaluate and improve the City of Spokane's development standards. In addition to working toward a proposal that would address Council Concern, the amendment includes greater flexibility in the hours of operation for electric fence use and because a

fence wouldn't typically trigger code compliance, the amendment relaxes landscape and screening requirements associated with the use of electric fences unless installed adjacent to, across a street or alley from a non-industrial zone.

- ED 8.1 Quality of Life Protection Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.

Discussion: The proposal benefits industrial business in that electric fences are intended to deter crime. Electric fences provide an extra layer of security for those industrial businesses with storage for expensive equipment. Landscaping, Screening and in some circumstances solid surface cover on the required non-electrified fence afford a method for reducing conflicts and promoting greater compatibility between non-industrial uses in close proximity to industrial zones.

II. Conclusions

The Plan Commission concludes that the Proposal to amend SMC 17C.130.310 Industrial Fences was developed through an open and public process, is consistent with the Growth Management Act and applicable provisions of the City's Comprehensive Plan, and bears a substantial relation to the public health, safety, and welfare, and protection of the environment.

III. Recommendations

By a vote of **10 to 0**, the Plan Commission recommends approval of the proposed amendments to the Unified Development Code as they relate to Industrial Zones per the attached.

Dennis Dellwo, President

Spokane Plan Commission

May 23, 2018

From: [Antonia DePasquale](#)
To: [Owen, Melissa](#)
Subject: E-mail #1 & #2
Date: Tuesday, May 08, 2018 3:59:09 PM

“I am in favor of having the option of a Business choosing to install electric fences, given the City of Spokane require A small Quality fence indicating there is an electric fence and a transition/buffer zone of planting’s and landscaping.

Robynn, I understand your concerns being adjacent and the unfairness in lower income neighborhoods but I see it as a win-win as potential to spruce up businesses in these particular neighborhoods, we all know my opinion, way too many unsightly paved areas in Spokane.

Toni Sharkey”

“I was in the area Saturday heading up to deer Lake to visit my parents, here are a couple photos that show plantings & Landscaping can really help the look of businesses and neighborhoods.

Our current code allows chain link with Barb wire no plantings, this to me looks pretty bad and can also be dangerous to our citizens, my hope is that electric fences would act as a deterrent & spruce up various parts of town.

First picture is Safeway’s yard, and the second one looks to be a nut plant. “





Sent from my iPhone

**Agenda Sheet for City Council Meeting of:**

06/18/2018

Date Rec'd

6/6/2018

Clerk's File #

ORD C35637

Renews #Submitting Dept

CITY COUNCIL

Contact Name/Phone

BEN STUCKART 6256269

Contact E-Mail

AMCDANIEL@SPOKANECITY.ORG

Agenda Item Type

First Reading Ordinance

Agenda Item Name

0320 PARKING MINIMUMS ON MFTE PROJECTS ORDINANCE

Cross Ref #Project #Bid #Requisition #Agenda Wording

An ordinance exempting qualifying multiple-family housing projects from the requirement to provide off-street parking; enacting a new section 08.15.140 of the Spokane Municipal Code.

Summary (Background)

This ordinance removes the parking minimums for certain MFTE projects. The project must meet all other land use regulations, zoning requirements, design review requirements and building and housing code requirements.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Select \$

#

Select \$

#

Select \$

#

Select \$

#

ApprovalsCouncil NotificationsDept Head

MCDANIEL, ADAM

Study SessionDivision DirectorOther

Study Session - May 31

Finance

BUSTOS, KIM

Distribution ListLegal

RICHTMAN, JAMES

dkinder@spokanecity.org

For the Mayor

DUNIVANT, TIMOTHY

abast@spokanecity.org

Additional Approvals

tstripes@spokanecity.org

PurchasingCITY COUNCIL

MCDANIEL, ADAM

ORDINANCE C35637

An ordinance exempting qualifying multiple-family housing projects from the requirement to provide off-street parking; enacting a new section 08.15.140 of the Spokane Municipal Code.

WHEREAS, Comprehensive plan goal H 1 directs the City to “[p]rovide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents”; and

WHEREAS, under comprehensive plan policy H 1.10, the City pledges to work to “[s]upport and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid”; and

WHEREAS, requiring off-street parking as a part of the development of housing makes housing more expensive: a 2012 study of housing development in Portland, Oregon, found that mandatory off-street parking in housing development can raise the rental price of each unit by as much as 50%; a recent Seattle study found that requiring a single off-street parking space per housing unit can raise the rental price per unit by \$246 per month; and a recent Victoria Transport Policy Institute study found that requiring the construction of one off-street parking space per unit increases the rent for that unit by 12.5% and that requiring two spaces per unit increases the rent for that unit by 25%; and

WHEREAS, the City of Spokane is currently in the midst of a severe shortage of affordable housing, the lack of which can increase homelessness and neighborhood turnover, accelerate gentrification, and contribute to sprawl and traffic congestion, as people move further way from their jobs, schools, and services simply in order to find an affordable place to live, requiring commuters to spend more time and money on transportation – an impact which hits lower-income families hardest; and

WHEREAS, the City Council periodically re-evaluates the land use requirements for per comprehensive plan policy H 1.14 to help ensure that we retain an appropriate mix of housing, including affordable housing; and

WHEREAS, the City currently has a property tax exemption program for multiple-family housing development and redevelopment, which is designed to incentivize the development of affordable housing within the residential targeted areas identified by the City Council; and

WHEREAS, the City Council intends to reduce the off-street parking requirements in some specific and targeted areas of Spokane, to help extend

existing tax incentives to help increase the supply to affordable housing in our centers and corridors.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That there is enacted a new section 08.15.140 of the Spokane Municipal Code to read as follows:

Section 08.15.140 Project Parking Requirements

- A. Projects for which an MFTE application has been approved pursuant to SMC 08.15.060 and which meet all of the following requirements are exempt from the minimum off-street parking requirements of SMC 17C.230.110 if they are located within an area zoned for one of the center and corridor uses described in chapter 17C.122, SMC.
- B. For mixed-use projects, the exemption stated in paragraph A of this section does not apply to the non-residential portions of the project; total minimum off-street parking requirements for such projects are calculated using the non-residential uses and square footages as shown in Tables 17C.230-1 and 17C.230-2.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/6/2018
<u>Clerk's File #</u>	ORD C35638
<u>Renews #</u>	

<u>Submitting Dept</u>	CITY COUNCIL	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	BEN STUCKART 6256269	<u>Project #</u>	
<u>Contact E-Mail</u>	AMCDANIEL@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	First Reading Ordinance	<u>Requisition #</u>	
<u>Agenda Item Name</u>	0320 SOCIAL PURPOSE CORPORATIONS & CERTIFIED B CORPS ORDINANCE		

Agenda Wording

An ordinance relating to business registrations for social purpose corporations and Certified B Corporations; amending sections 08.01.020, 08.01.190, and 08.02.0206.

Summary (Background)

This ordinance will establish the same reduced business registration fee reduction currently provided to low gross income and non-profit businesses to Social Purpose Corporations and Certified B Corporations. Any company registered as a Certified B Corporations® will also be eligible for the personnel fee ("Head Tax") waiver currently received by non-profit organizations.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Select \$		#
Select \$		#
Select \$		#
Select \$		#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	MCDANIEL, ADAM	<u>Study Session</u> May 31
<u>Division Director</u>		<u>Other</u>
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>
<u>Legal</u>	PICCOLO, MIKE	
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	
<u>Additional Approvals</u>		
<u>Purchasing</u>		
<u>CITY COUNCIL</u>	MCDANIEL, ADAM	

ORDINANCE NO. C35638

An ordinance relating to business registrations for social purpose corporations and Certified B Corporations; amending sections 08.01.020, 08.01.190, and 08.02.0206.

WHEREAS, in 2012, the Washington state legislature adopted legislation authorizing businesses to utilize the Social Purpose Corporation (“SPC”) form of organization; and

WHEREAS, similar to a Benefit Corporation, SPC is a corporate form that allows businesses to consider the social and environmental impacts of their decisions and integrate those impacts into their goals and business decisions, instead of the traditional standard of solely maximizing shareholders’ financial value; and

WHEREAS, under the SPC status, companies are required to make a commitment to pursue a social or environmental impact specified in its charter; and

WHEREAS, unlike Benefit Corporations, SPCs are not required to have a “general public benefit purpose” or operate in a full “triple-bottom-line” manner; and

WHEREAS, SPCs are required to notify potential investors that the corporation’s mission is not limited to earning a profit and must publish an annual public report that provides detail on the social purposes of the corporation’s goals; and

WHEREAS, SPCs do not currently receive any specific local, state, or federal tax benefits; and

WHEREAS, although Washington’s SPCs are not full Benefit Corporations, SPCs can meet the intent of the Benefit Corporation form by certifying through a third-party certifier such as B Lab’s B Corporation (B Corp), which allows SPCs to distinguish themselves from other companies who claim to be “green”, “sustainable”, or “socially conscious”. Any Washington company who certifies as a B Corp is making a formal commitment to operate in a full “triple-bottom-line” manner; and

WHEREAS, the interest in conscious capitalism continues to grow, and Benefit Corporations and B Corps are attracting investor support as a way to protect their businesses whose commitment to social and environmental responsibility is critical to the existence of the business and its response to market demand by customers and employees for sustainability and socially and environmentally conscious practices; and

WHEREAS, the city of Spokane is home to only a handful of SPCs and one Certified Benefit Corporation; and

WHEREAS, the City of Spokane intends to address the current lack of these types of businesses by crafting and implementing a clean slate incentive for new, established,

and relocating businesses that believe in sustainable business practices and are willing to back up their values through this business model.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 08.01.020 of the Spokane Municipal Code is amended to read as follows:

Section 08.01.020 Definitions

Words are to be given their usual meaning except the following terms and their derivations have the meaning given when used in this chapter. When not inconsistent with the context, words used in the present tense include the future, words in the plural include the singular, and words in the singular include the plural. The word “shall” is always mandatory and not merely directory.

- A. “Business” includes all activities, occupations, trades, pursuits, professions, and matters located or engaged in within the city with the object of gain, benefit, or advantage to the registrant or to another person or class, directly or indirectly.
- B. “Certified B Corporation” means any for-profit company certified by the non-profit B Lab to meet rigorous standards of social and environmental performance, accountability, and transparency.
- C. “Engaging in business” means commencing, conducting, or continuing in business, including delivery of goods and services, and the exercise of corporate or franchise powers, as well as liquidating a business when the liquidators thereof hold themselves out to the public as conducting such business.
- D. “Gross income” means the total income to the registering entity from engaging in business within the city without any deductions for taxes, bad debt, or other deductions. It is not computed separately for each individual partner, principal, employee, or other constituent part of the registrant.
- E. “Itinerant Vendor”, as used in this section is defined in SMC 10.40.010.
- F. “Nonprofit Corporation” or “Nonprofit Organization” means a corporation, organization or limited liability corporation:
 - 1. Formed and organized under chapter 24.03 RCW, and
 - 2. In accordance with Internal Revenue Code sections 501(c)(3) or 501(c)(4), and as hereafter amended.
 - 3. Where the term nonprofit organization is used, it is meant to include a nonprofit corporation or nonprofit limited liability corporation.

G. "Personnel" means any person employed by or working for any business located within the city, and/or persons who perform any part of their duties within the city. This includes officer, owner, agent or other staff function.

1. All officers, agents, dealers, LLC members, etc., of a corporation or business trust, and all partners of a partnership are counted as personnel within this definition.
2. A sole proprietor, owner and spouse are not counted as personnel.
3. Each part-time or each temporary person must be counted as one personnel.
4. Volunteers are not counted as personnel in determining the business registration fee.

H. "Registrant" includes any person who:

1. Engages in business,
2. Is required to have a business license and/or registration,
3. Is liable for any license fee, registration fee, or tax, or
4. Performs any act for which a license fee, registration fee, or tax is imposed by this chapter.

I. "Social Purpose Corporation" means a corporation that has elected to be governed as a social purpose corporation under chapter 23B.25, RCW.

Section 2. That section 08.01.190 of the Spokane Municipal Code is amended to read as follows:

Section 08.01.190 Business Registration Fee Reduction

A. Low Gross Income.

Registrants whose gross income does not exceed eighteen thousand dollars (\$18,000) per calendar year or prorated for a partial calendar year are entitled to a reduced business registration fee as specified in SMC 08.02.0206. (~~((Eighteen thousand dollars per calendar year))~~)The amount stated in this section shall be adjusted annually pursuant to SMC 08.02.0206(G). Any applicant for a reduced fee registration must present sufficient proof of gross income to the city of Spokane taxes and licenses division that income earned from business activities in the city is below the limit required ((limits))by this section. Proof of income must be shown by a tax return filed within the previous twelve (12) months.

B. Nonprofit Organizations.

Nonprofit organizations are entitled to a reduced business registration fee as specified in SMC 08.02.0206. Any applicant for a reduced fee registration must present sufficient proof of nonprofit status as granted by the state or federal

government.

C. Social Purpose Corporations.

Social Purpose Corporations are entitled to a reduced business registration fee as specified in SMC 08.02.0206. Any applicant for a reduced fee registration must present sufficient proof the business is registered as a Social Purpose Corporation in the state of Washington.

D. Certified B Corporations

Certified B Corporations are entitled to a reduced business registration fee as specified in SMC 08.02.0206. Any applicant for a reduced fee registration must present sufficient proof the business is actively certified as a Certified B Corporation.

Section 3. That section 08.02.0206 of the Spokane Municipal Code is amended to read as follows:

Section 08.02.0206 Business Registration

- A. A regular business registration basic fee is one hundred thirteen dollars (\$113) per twelve-month period.
- B. The basic fee for a nonresident business registration is one hundred thirteen dollars (\$113) per twelve-month period.
- C. In addition to the basic registration fee, each business must pay an additional fee for each personnel, per license year, as follows (all personnel of a business are charged the same amount corresponding to the respective category of the total number of personnel defined below):
 - 1. Businesses with fewer than six personnel in total: Ten dollars per person.
 - 2. Businesses with six to ten personnel in total: Fifteen dollars per person.
 - 3. Businesses with more than ten personnel in total: Twenty dollars per person.
- D. Whenever there is a change of ownership, the holder of the registration must notify the Washington State business licensing service within thirty days of such event. The new owner must file an application with the Washington State business licensing service to acquire a new registration, as provided in chapter 8.01 SMC.
- E. For businesses qualifying under SMC 08.01.190(A) (low gross income businesses) for a reduced registration fee, the reduced business registration fee is one-half the basic registration fee, but all applicable personnel, inspection, or other applicable fees or charges apply in full.

- F. For businesses qualifying under SMC 08.01.190(B) (nonprofit organizations) for a reduced registration fee, the reduced business registration fee is one-half the basic registration fee. Nonprofit businesses are exempt from personnel fees.
- G. For businesses qualifying under SMC 08.01.190(C) (social purpose corporations) for a reduced registration fee, the reduced business registration fee is one-half the basic registration fee.
- H. For businesses qualifying under SMC 08.01.190(D) (Certified B Corporations) for a reduced registration fee, the reduced business registration fee is one-half the basic registration fee.
- I. Any Certified B Corporation certified by B Lab is exempt from personnel fees.
- J. Annual Fee Adjustment.
Effective January 1, 2011, and the first of January of each year thereafter, the ~~((various))~~ business registration fees set forth ~~((above))~~ in this section shall be adjusted by the ~~((city of Spokane treasurer's office for))~~ Chief Financial Officer by an amount equal to the consumer price index adjustment of the previous July – July U.S. All City Average (CPI-U and CPI-W). The newly determined amount shall be rounded up to the nearest dollar. In addition, the adjusted fees shall be presented to the ~~((city council))~~ City Council for approval and a copy of the approved fees filed with the ~~((city treasurer))~~ Chief Financial Officer before becoming effective. The annual fee adjustment provided for in this section shall not apply to the ~~((additional))~~ personnel fee ~~((per personnel set forth))~~ stated in ~~((subsection (C) of this section))~~ SMC 08.02.0206(C).

PASSED by the City Council on _____

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

Briefing Paper Study Session

Division & Department:	City Council																						
Subject:	Business Registration & Personnel Fees for Social Purpose Corporations and Certified B Corporations																						
Date:	May 31, 2018																						
Author (email & phone):	Ben Stuckart – bstuckart@spokanecity.org 625-6269																						
City Council Sponsor:	Ben Stuckart																						
Executive Sponsor:	None																						
Committee(s) Impacted:	Urban Development/Finance & Administration																						
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative																						
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	<p>Sustainability Action Plan 4.1.8 Strategy 8-C – Support growth of “clean and green” businesses in the community.</p> <p>Comprehensive Plan Economic Development 3.1 – Economic Growth</p> <p>Comprehensive Plan Economic Development 3.4 – Value Added Business Strategy</p> <p>Comprehensive Plan Economic Development 4 – Economic and Employment Opportunity</p>																						
Strategic Initiative:	Marketing Spokane; Sustainability																						
Deadline:	Will file for Council consideration following committee meeting.																						
Outcome: (deliverables, delivery duties, milestones to meet)	Increase in Social Purpose Corporations in Spokane; Tool for socially conscious business recruitment; Cultivate a business environment in Spokane that attracts and rewards corporate responsibility and sustainability																						
<p><u>Executive Summary:</u></p> <p>This ordinance will establish the same reduced business registration fee reduction currently provided to low gross income and non-profit businesses to Social Purpose Corporations and Certified B Corporations. Any company registered as a Certified B Corporations® will also be eligible for the personnel fee (“Head Tax”) waiver currently received by non-profit organizations.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th></th> <th>Regular Business</th> <th>Non-Profit</th> <th>Low Gross Income</th> <th>Social Purpose Corporation</th> <th>Certified B Corp</th> </tr> </thead> <tbody> <tr> <td>Reduced Business Registration Fee</td> <td>No</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>Personnel Fee (“head tax”) Waiver</td> <td>No</td> <td>Yes</td> <td>No</td> <td>No</td> <td>Yes</td> </tr> </tbody> </table>							Regular Business	Non-Profit	Low Gross Income	Social Purpose Corporation	Certified B Corp	Reduced Business Registration Fee	No	Yes	Yes	Yes	Yes	Personnel Fee (“head tax”) Waiver	No	Yes	No	No	Yes
	Regular Business	Non-Profit	Low Gross Income	Social Purpose Corporation	Certified B Corp																		
Reduced Business Registration Fee	No	Yes	Yes	Yes	Yes																		
Personnel Fee (“head tax”) Waiver	No	Yes	No	No	Yes																		

The current fee for a regular business registration is \$113 per year. In addition to the basic registration fee, businesses pay a per employee fee also known as a “head tax”.

<6 Employees	6-10 Employees	>10 Employees
\$10 per employee	\$15 per employee	\$20 per employee

Businesses who fall under a low gross income threshold are eligible for a reduced business registration fee (one-half of the fee), however low gross income businesses are still required to pay the “head tax”. Non-profit organizations are also eligible for the reduced business registration fee (again, one-half the basic registration fee) and the “head tax” is waived for all non-profits. The City’s “head tax” currently generates more than \$2 million dollars in revenue.

In 2012, the state legislature adopted the Social Purpose Corporation (SPC) Law for Washington State. Similar to a Benefit Corporation (recognized in 37 states outside of Washington), Social Purpose Corporations are a business status that allows businesses to consider social and environmental impacts and goals when making business decisions. Under the Social Purpose Corporation status, companies are required to make a commitment to pursue a social or environmental impact that it specifies in its charter. Unlike Benefit Corporations, Social Purpose Corporations are not required to have a “general public benefit purpose” or operate in a full triple-bottom-line manner¹.

Social Purpose Corporations can be established through the Washington Secretary of State or by electing to become a Social Purpose Corporation after a recommendation by the board of directors as well as consent by two-thirds of the shareholders. Social Purpose Corporations are required to notify potential investors that the corporation’s mission is not limited to earning a profit. Social Purpose Corporations are also required to publish an annual public report that provides detail on the social purposes of the corporation’s goals. Social Purpose Corporations do not currently receive any specific local, state, or federal tax benefits.

Although Washington’s Social Purpose Corporation lacks the ‘teeth’ of traditional Benefit Corporations, Social Purpose Corporations can meet the intent of Benefit Corporations by certifying through a third-party certifier such as B Lab’s B Corp Certification. Third-party certification allows companies to distinguish themselves from other companies who claim to be “green”, “sustainable”, or “socially conscious”. Major Certified B Corporations have included: Patagonia, Warby Parker, Method (cleaning sprays), New Belgium Brewing, Ben & Jerry’s, and Hootsuite.

Businesses seeking B Corporation certification begin the process by completing an impact assessment based on the company’s impact on workers, community, customers, and environment. Impact assessment example questions include:

GOVERNANCE: Does the company have a formal process to share financial information (except salary info) with its full-time employees?

WORKERS: Based on referenced compensation studies, how does your company’s compensation structure (excluding executive management) compare with the market?

¹ Profit, People, & Planet

COMMUNITY: What % of management is from underrepresented populations? (This includes women, minority/previously excluded populations, people with disabilities, and/or individuals living in low-income communities.)

ENVIRONMENT: Does your company monitor and record its universal waste production?

The interest in conscious capitalism continues to grow.²Benefit corporations are beginning to attract support from investors and entrepreneurs as a way to protect their businesses whose social benefit purpose is critical to the existence of the business. Consumers continually express that sustainability is priority when shopping. Studies also show that employees prefer working for organizations that have a strong social and environmental track record.

The city of Spokane currently has only a handful of Social Purpose Corporations. There is one Certified B Corporation. The current lack of these types of businesses allows the City to craft and implement a clean slate incentive for new, established, and relocating businesses that believe in sustainable business practices and are willing to back up their values through this business model.

References

Bend, D., & King, A. (2014, May 30). *Why Consider A Benefit Corporation?* Retrieved from Forbes:

<https://www.forbes.com/sites/theyec/2014/05/30/why-consider-a-benefit-corporation/#7c78774065e9>

Clark, W. H., & Vranka, L. (2013). *The Need and Rationale for the Benefit Corporation*. Philadelphia: Drinker Biddle & Reath.

Field, A. (2013, January 25). *First-Ever Study of Maryland Benefit Corps Released*. Retrieved from Forbes: <https://www.forbes.com/sites/annefield/2013/01/25/first-ever-study-of-maryland-benefit-corps-released/#649b60b5e80e>

Gunther, M. (2017, April 19). *Why B Corporations are at a crossroads*. Retrieved from GreenBiz: <https://www.greenbiz.com/article/why-b-corporations-are-crossroads>

Kim, S., Karlesky, M. J., Myers, C. G., & Schifeling, T. (2016). Why Companies Are Becoming B Corporations. *Harvard Business Review*.

Lee, D. (2017). Washington state's Social Purpose Corporations making impact on the word, and businesses. *Puget Sound Business Journal*.

Mirzarian, S. (2015). Washington's Social Purpose Corporation: Creating Accountability for Corporations or Simply Providing a Halo to Underserving Corporations. *Seattle Journal of Environmental Law*, 255-279.

Nielsen. (2015, November 05). Retrieved from GREEN GENERATION: MILLENNIALS SAY SUSTAINABILITY IS A SHOPPING PRIORITY: <http://www.nielsen.com/us/en/insights/news/2015/green-generation-millennials-say-sustainability-is-a-shopping-priority.html>

² See Dick's Sporting Goods recent move change gun selling policy

O'Connor, S. (2012, March 7). *Washington State Legislature Passes New Social Purpose Corporation Law*. Retrieved from The Means of Innovation:
<http://meansofinnovation.com/292/washington-state-legislature-passes-new-social-purpose-corporation-law/>

Unilever. (2017, May 1). *Report shows a third of consumers prefer sustainable brands*. Retrieved from
<https://www.unilever.com/news/Press-releases/2017/report-shows-a-third-of-consumers-prefer-sustainable-brands.html>

Wallin, J. (2012, July 6). *What's positive about Washington's new Social Purpose Corporations*. Retrieved from GeekWire: <https://www.geekwire.com/2012/big-positives-washingtons-social-purpose-corporations/>

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.) The City will lose business registration revenue for current businesses that become Certified B Corporations or reincorporate as Social Purpose Organizations. Revenue loss because of this ordinance is limited to the General Fund. The fiscal impact of this ordinance is indeterminate because it is unknown which, if any, current businesses will reincorporate as Social Purpose Corporations or become Certified B Corporations.

There are 5 Social Purpose Organizations in the City. These businesses will be eligible for the business fee reduction upon their annual license renewal. This will have an estimated reduction in City revenue of \$282.50.

There is one Certified B Corporation in the City. This business has less than 6 employees. This business will be eligible for the business fee reduction and personnel fee waiver upon their annual license renewal. This will have an estimated reduction in City revenue of no more than \$116.50.

The City's cost of implementing this ordinance is minimal.

Operations Impact:

Consistent with current operations/policy? ☐ Yes ☒ No

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

Specify changes required: Known challenges/barriers:

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	6/4/2018
<u>Clerk's File #</u>	RES 2018-0045
<u>Renews #</u>	

<u>Submitting Dept</u>	INTEGRATED CAPITAL	<u>Cross Ref #</u>	
<u>Contact Name/Phone</u>	BRANDON 625-6419	<u>Project #</u>	2018015
<u>Contact E-Mail</u>	BBLANKENAGEL@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Report Item	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4250--COMPREHENSIVE STREET PROGRAM		

Agenda Wording

Set hearing for resolution for the 2019-2024 Six-Year Comprehensive Street Program. (Various Neighborhood Councils)

Summary (Background)

RCW 35.77 provides that pursuant to a public hearing process, each City shall update its Six-Year Transportation Improvement Program annually prior to July 1 and file a copy of the adopted program with the Secretary of Transportation no later than July 31 of that same year. The Plan Commission held a workshop on April 11, 2018. A hearing was held on May 9, 2018 which provided a recommendation of approval.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? YES	
Neutral \$		#
Select \$		#
Select \$		#
Select \$		#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	MILLER, KATHERINE E	<u>Study Session</u>
<u>Division Director</u>	SIMMONS, SCOTT M.	<u>Other</u> PIES 1/22/18, 4/30/18
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List
<u>Legal</u>	DALTON, PAT	eraea@spokanecity.org
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	publicworksaccounting@spokanecity.org
<u>Additional Approvals</u>		icmaccounting@spokanecity.org
<u>Purchasing</u>		bblankenagel@spokanecity.org
<u>CITY COUNCIL</u>	MCDANIEL, ADAM	mdoval@spokanecity.org

RESOLUTION 2018-0045

WHEREAS, pursuant to the requirements of RCW 35.77.010, Laws of the State of Washington, the City of Spokane has prepared a revised and extended Six-Year Comprehensive Street Program for the ensuing six years, 2019 through 2024; and

WHEREAS, the Spokane City Plan Commission, on May 9, 2018, following a public hearing, found the 2019-2024 Six-Year Comprehensive Street Program to be in full conformance with the City's Comprehensive Plan; and

WHEREAS, the City of Spokane utilizes state and federal grants and low-interest loans as appropriate to supplement its financial resources and such anticipated funding is incorporated in the 2019-2024 Six-Year Comprehensive Street Program;

WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the 2019-2024 Six Year Comprehensive Street Program at 6:00 pm., at City Hall in Spokane, Washington on the 18th day of June, 2018.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended 2019-2024 Six Year Comprehensive Street Program is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended 2019-2024 Six Year Comprehensive Street Program, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the 2019-2024 Six Year Comprehensive Street Program;

Adopted this 18th day of June, 2018

Terri Pfister, City Clerk

Approved as to Form:

Assistant City Attorney



City of Spokane

2019 – 2024

Six Year Comprehensive
Street Program



TABLE OF CONTENTS

INTRODUCTION	iii
Resolutions	vii
Acronyms	x
FINANCIAL INFORMATION.....	1
Funding Sources	1
Financial Summary.....	4
BRIDGE REHABILITATION PROGRAM.....	6
CAPITAL IMPROVEMENT PROGRAM	12
PEDESTRIAN & BIKEWAYS PROGRAM	116
NEIGHBORHOOD PROGRAM	158
IMPACT FEE PROGRAM	164
APPENDIX A: STREET OPERATIONS AND MAINTENANCE	171
PROJECT INDEX	187

City of Spokane Mayor and City Council Members

David Condon - **Mayor**
Ben Stuckart - **Council President At Large**
Mike Fagan - Council Member District 1
Kate Burke - Council Member District 1
Breean Beggs- Council Member District 2
Lori Kinnear - Council Member District 2
Candace Mumm - Council Member District 3
Karen Stratton - Council Member District 3

City of Spokane Plan Commission Members

Dennis Dellwo - President
Todd Beyreuther - Vice President
John Dietzman - Member
Carole Shook - Member
Sylvia St. Clair - Member
Patricia Keinholz - Member
Michael Baker - Member
Christopher Batten - Member
Lori Kinnear - **City Council Liaison**
Greg Francis - **Community Assembly Liaison**

Integrated Capital Management

Katherine E. Miller, P.E. – Director
Marcia Davis, P.E. – Principal Engineer
Brandon Blankenagel, P.E. – Senior Engineer
Eric Lester, P.E. – Associate Engineer

Date Printed: 3-21-2018

INTRODUCTION

The City of Spokane Comprehensive Plan. The City’s first planning activities in the early 1900s were centered on parks and transportation. From these beginnings, planning in Spokane has continued to grow in significance and usefulness. In 1968, the City adopted its first land use plan as one element of the Comprehensive Plan. The 1968 Land Use Plan was updated in 1983. Over the years, topics in the Comprehensive Plan have expanded to include parks and open spaces, bikeways, water and wastewater facilities, shorelines, and individual neighborhoods.

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City conducted a thorough planning effort to create the 2000 Comprehensive Plan, (adopted in 2001) which complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that guide how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over 30 official documents that encompass all aspects of city activities. A major update, completed and adopted in 2017, included a full revision of the transportation chapter.

Importantly, the GMA includes two provisions to ensure that the City follows Comprehensive Plan directives:

- The City must regulate land use and development consistent with the plan; the zoning code, subdivision code, environmental ordinances, and the building code must follow the plan’s intent.
- The City must make capital budget decisions and capital project investments in conformance with the plan.

These two GMA rules give the new Comprehensive Plan a much-higher level of importance in managing and guiding the city’s growth and development than previous editions of the plan.

Capital facilities planning. As defined in the Comprehensive Plan, Capital facilities and utilities are services and facilities that support the physical development and growth of the city. Section 1.1 of the Comprehensive Plan states that the “...city must make capital budget decisions and capital project investments in conformance with the plan.” Further, it states, “In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan.” The Comprehensive Plan, then, strives to contain and manage sprawl, and it encourages investment in infrastructure in support of managed growth areas including focusing high-intensity growth in specified Centers and Corridors and infill development in other areas of the City.

Section 5.3 of the Comprehensive Plan lists certain themes – “Visions and Values” – that Spokane citizen volunteers identified as being important in relation to Spokane’s current and future growth. The capital facilities and utilities (CFU) “Vision” states:

- Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents.

The “Values” related to sewer, water and transportation include:

- Ensuring good parks, schools, libraries, and streets in the neighborhoods.
- Providing services and facilities as growth occurs.

Goals and policies. Section 5.4 of the Comprehensive Plan addresses certain goals and policies for indicating desired directions, accomplishments, or aims in relation to the growth and development of Spokane. An important, but subtle, provision is included in CFU 1.2, Operational Efficiency. This powerful provision requires “...the development of capital improvement projects that either improve the city’s operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.”

The concept of increasing the use of existing facilities implies – requires – a more dense development pattern, and not the physical extension of services to more consumers. Simply stated, maximizing the utilization of existing facilities reduces future capital costs by eliminating or delaying the need to expand the system in response to internal perimeter growth or external sprawl, and lowers the unit cost of service delivery by distributing capital and certain operational costs over a larger customer base.

Full realization of the CFU 1.2 goal, however, is akin to considering the “chicken or the egg” paradox. Obviously, the cost “savings” cannot be realized unless a more dense development pattern occurs. However, the mere existence of the infrastructure cannot of itself assure denser development without additional incentives: (1) proper or encouraging zoning/land use designation, (2) the shaping of corporate perception, (3) other stimuli. For this reason, the sewer and water utilities have included a provision in their budgets to eliminate the general facilities charge (GFC) for all areas within the state-designated Community Empowerment Zone. This provides a financial stimulus for developing/redeveloping within currently underutilized areas within the city.

In order to fully comply with the Comprehensive Plan, capital sewer, water, and street facilities planning must acknowledge and address at least four simultaneous goals:

1. Adequate infrastructure for infill development must be provided.
2. Facilities must be constructed within the Urban Growth Area (UGA), and also not to the detriment or in lieu of other development that is supportive of and necessary for designated Centers and Corridors.
3. Existing facilities and infrastructure must be maintained and upgraded as needed.
4. Facilities must be consistent with strategic system planning (50 to 100 years).

Occasionally for certain projects, the goals appear to be inconsistent or conflicting, particularly goals #2 and #4 – those dealing with the UGA and strategic planning. For example, assume a water tank project is proposed to be constructed in the next 6 years in a location not only outside the city limits, but also outside the Comprehensive Plan’s UGA. On the surface, the proposal to construct this water tank, together with its requisite transmission main system connection, appears to promote development outside the UGA, which would be a clear contravention of the Comprehensive Plan. This project though is necessary to provide hydraulic consistency (relatively uniform water pressure) throughout the designated hydraulic zone, and the selected tank site meets the necessary engineering criteria under Section 5.13 of the Comprehensive Plan.

Consistency of the water tank project is assured by the policies of CFU 3.6, which direct the City to apply strict limitations for allowing service connections outside the UGA. Specifically, “Any mains that are subsequently extended outside the city’s UGA for the overall operational benefit of the City of Spokane’s utility system shall be for transmission purposes only, with no connections allowed within that portion of the city’s utility service area that is outside the UGA.”

The Six-year Comprehensive Sewer, Water and Street Programs. The City of Spokane prepares and publishes a Six-Year Capital Improvement Program (CIPs) annually for all of its capital investments,

including sections for street, water and sewer projects as part of its annual budget process. Additionally, the City adopts its 6-year Street Program separately in July of each year to meet state deadlines. . These capital plans provide a blueprint for improving the City’s sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. These plans are prepared in support of the City’s overall planning efforts:

- The City Sewer and Water (Utility) departments plan over a 20-year financial period, and 6-year capital plans for the utility services are designed to be consistent with each department’s twenty-year financial plan.
- The City Comprehensive Plan uses a mandated 20-year planning period for growth, development and expansion, and the Six-Year Comprehensive Sewer, Water and Street Plans are reviewed annually for compliance with the City’s overall Comprehensive Plan.
- In addition to the City Comprehensive Plan’s 20-year planning horizon, each utility designates a strategic planning period of 50-100 years for major infrastructure elements, and the capital planning supports this strategic planning. In fact, some of the city’s existing utility infrastructure is more than 100 years old. As materials improve, even longer useful life spans may be expected.

The purpose of the Six-year Capital Plans. The Six-Year Capital Plans for the utilities are used for five distinct purposes:

1. The City Utilities are “enterprise” activities that are managed similarly to many successful businesses. A utility builds, operates and maintains infrastructure (pipes, buildings, pumps, etc.) to provide a service to customers, and the fees charged to customers fund the utility activities, so that no City taxes are used to pay for utility operations. In order to operate a utility efficiently, the infrastructure must be constructed and maintained in an orderly, rational manner, and the Six-Year CIPs provide the planning structure that supports efficient system improvements.
2. The 20-year utility financial planning periods and the six-year capital plans are directly related and attempt to promote a predictable and even cash flow for the Utilities. By matching improvement projects with cash flow and revenues, peak capital spending can be minimized; projects can be spread out to minimize costly short-term borrowing; and large fee increases can be avoided.
3. Grants and low interest loans are available from federal and state agencies for utility infrastructure improvements. These agencies require that projects proposed for funding are part of an approved capital improvement program..
4. All infrastructure capital plans are closely coordinated with each other. This coordination allows efficient installation of utility improvements in conjunction with street projects and prevents costly multiple construction projects in the same area. In addition, the plans are shared with Spokane County and state agencies to ensure that other public projects are consistent with City projects.
5. The capital plans are used by the public. These programs contain information that supports redevelopment, private construction projects, and other City economic activities.

New projects. New projects are added annually to the Six-Year Sewer, Water and Street Programs, and completed (or cancelled) projects are removed from the programs. Proposed new projects must be “needs-driven” to be considered for inclusion in the programs. For street projects, considerations include the following goals from chapter 4 of the Comprehensive Plan:

- **Promote a Sense of Place** - Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

- **Provide Transportation Choices** - Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices
- **Accommodate Access to Daily Needs and Priority Destinations** - Promote land use patterns that include transportation facilities and other urban features that advance Spokane’s quality of life.
- **Promote Economic Opportunity** - Implement projects that support and facilitate economic vitality and opportunity in support of the City’s land use plan objectives
- **Respect Natural & Community Assets** - Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment
- **Enhance Public Health & Safety** - Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers particularly the most vulnerable users.

A citizen oversight committee was formed in 2015 to drive the selection of new street projects based on a 20-year Street Levy, which was approved by City voters in November 2014. A Transportation Subcommittee of the City’s Plan Commission (PCTS) was created and worked through a process of project selection in which the above criteria, as well as existing physical conditions of arterial streets, were weighed against land-use designations that suggest economic potential and against opportunities for cost savings through integrating with utility needs and potential grants. A resulting project scoring matrix became a “first-cut” tool for prioritization of capital street projects. Through this tool, street projects are selected from the highest priority rankings.

The matrix was never expected to be a perfect tool for determining the priorities. Because of this, an additional method for justifying moving a low-scoring project into the program was developed. Such projects would be determined to be “Roadways of Significance”. The method is used in rare circumstances to elevate the prioritization of an arterial roadway based on heightened economic activity or economic potential that aligns with City Council-adopted Target Investment Areas or similar designations. Roadways of Significance must still be presented and accepted through the PCTS and City Council as part of the proposed annual update to the Six-Year Comprehensive Street Program.

The six-year capital program annual process. Updating the City’s Six-Year Capital Improvement Program is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

Streets Program. The six-year capital street program is required by State law to be completed by June 30 of each year:

July-December: Capital Programs solicits input from various City and agency sources.

January: A rough draft of the Program is prepared and then reviewed with City staff.

February-March: A working draft is prepared; the environmental process is started (SEPA checklist); and the draft is coordinated with the proposed utility budget.

April-May: The working draft is presented to the Public Works Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city’s overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.

June: The pre-publication draft along with the Plan Commission’s recommendation is presented to the City Council for acceptance.

*Page Reserved
for
Council
Resolution*

ACRONYMS

ALEA	Aquatic Lands Enhancement Account
BOND	2004 Street Bond
BNSF	Burlington Northern Sante Fe Railroad
CDBG	Community Development Block Grant
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DSP	Downtown Spokane Partnership
Fed Disc	Federal Appropriation funds
FMSIB	Freight Mobility Strategic Investment Board
FTA	Federal Transportation Administration
HPP	High Priority Projects
HSIP	Highway Safety Improvement Programs
Impact Fee	Funding source developed according to RCW 82.02.050
Integrated	Integrated Utility Fund
LEAP WA	Legislative Evaluation and Accountability Program for Washington State
LEVY	Street and utility levy program fund
Levy Match	Place-holder for grants anticipated to fulfill the street and utility levy program
MVA	Motor Vehicle Administration
Other	Place-holder for grants anticipated for partially funded projects
Paths/Trails	Paths and Trails Reserve
Ped/Bike	Washington State Pedestrian and Bicycle Safety Program
PEIP	Parking Environment Improvement Program
ProgMatch	Programmatic Match (Additional STP funds)
PWTF	Public Works Trust Fund
RCO	Recreation and Conservation Office
RedLight	Funds collected through red light camera program
REET	Second 1/4% Real Estate Excise Tax
RET	First 1/4% Real Estate Tax (Helps fund street maintenance work)
SAS	State Arterial Street Fund (City share of the State Motor Fuel Tax)
SEC 112	Federal Discretionary Funds
SRHD	Spokane Regional Health District
SRTC	Spokane Regional Transportation Council
SRTS	Safe Routes to Schools

ACRONYMS(Continued)

SMFT	State Motor fuel Tax
STA	Spokane Transit Authority (Cooperative project funds)
STP	Surface Transportation Program (federal)
STBG	Surface Transportation Block Grant program (federal replacement of STP)
TAP	Transportation Alternatives Program (federal)
TBD	Transportation Benefit District (sidewalk portion)
TBD Street	Transportation Benefit District (street maintenance portion)
TCSP	Transportation, Community, and System Preservation program
TIB	Transportation Improvement Board
UDRA	University District Revitalization Area
Utility	Utility Revenue
WQTIF	West Quadrant Tax Increment Finance
WSDOT	Washington State Department of Transportation
WWRP	Washington Wildlife and Recreation Program

This page intentionally left blank

Financial Information

Funding Sources

Several funding sources are available for financing the projects identified in this Six-Year Program. The “Funding Name” column, in the project description, lists the funding sources anticipated for each project. Potential local, State, and Federal funding sources are summarized below.

Local

Traffic Calming and Transportation Benefit District Programs:

Local project funds are derived from a number of sources. Two sources of funding include Redlight Camera revenue which is dedicated to traffic calming related projects, and Transportation Benefit District (TBD) revenue which is used mostly to provide pavement maintenance on residential streets. Ten to Fifteen percent of the TBD revenue is also dedicated to sidewalk infill projects, as listed in this program.

Street Levy Program:

In November of 2014 voters passed a Street Levy in replacement of the 2004 Street Bond. The Street Levy draws revenue through additional property tax within the City of Spokane. Funds from the Street Levy are used in combination with real estate excise tax and state motor fuel tax revenues to implement capital improvements to city streets. Part of the street levy also goes to street maintenance to supplement efforts to keep the existing street network in good serviceable condition.

State Arterial Street Fund:

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching, overlays, seals, etc.). For 2018 the projected total to be received from the State Arterial Street Fund is \$5,937,029 for the purpose of Street Maintenance.

State

Urban Arterial Program (UAP)

This source of funding is supported by the sale of state bonds. The purpose of this statewide program is to address congestion problems within urban areas. To provide funds for debt service on the bonds, 7.12 percent of the state collected fuel tax revenue is reserved.

The Urban Arterial Program is administered by the State Transportation Improvement Board (TIB), which distributes funds to five regions - based on population, vehicle travel, and needs. To utilize this program the City must provide minimum matching funds, which are currently set at 20 percent. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

Sidewalk Program (SP)

This source of funding is supported by 5% of the U.A.P. funds. The purpose of this program is to enhance and promote pedestrian mobility and safety as a viable transportation choice by providing funding for pedestrian projects that provide access and address system continuity and connectivity of pedestrian facilities. City matching funds of 20 percent are needed. Funding availability is dependent on a regional competitive application process reviewed and approved by the TIB.

Federal

On December 4th, 2015 the President signed into law the **Fixing America's Surface Transportation Act** (FAST ACT). With guaranteed funding for highways, highway safety, and public transportation totaling \$305 billion to be spent over the next 5 years. Four transportation bills preceded FAST to bring surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy for users (SAFETEA-LU); and Moving Ahead for Progress in the 21st Century Act (MAP-21) all—shaped this Nation's changing transportation needs.

Map-21 creates a streamlined, performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delay in project delivery. Additional information can be found on the Internet at <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>.

Public Works Trust Fund

The Public Works Trust Fund is a program featuring low-interest state loans to eligible local governments. It was established by the legislature in 1985 to provide a dependable, long-term source of funds for the repair and reconstruction of local public works systems. The fund is designed around a number of new concepts, which distinguish it from existing grant programs. These include an emphasis on local effort as well as project need in the loan application process, the provision of loans rather than grants, and a solid commitment to increasing local capital planning capacity.

The Public Works Trust Fund will make low-interest loans for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards and to adequately serve the needs of existing population. It is not designed to finance growth-related public works project expenditures. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects located in the public right-of-way. Approved Public Works Trust Fund-assisted projects must be completed within 24 months of the date of approval. The interest rate will be a function of the percent of local funds (State Arterial Street Funds) committed to a project for which Trust Fund financing assistance is being sought. The current relationship of loan interest rate to the level of local participation in a project is as follows:

Interest Rate	2%	1%	0.5%
Participation	5%	10%	15%

The loan term for all projects will be equal to the expected useful life of the improvements up to a maximum of 20 years. Loans for engineering studies may not exceed five years. A Public Works Trust Fund loan currently cannot exceed \$10,000,000 per biennium for jurisdictions with populations over 100,000.

The Public Works Board rates all project applications and prepares a prioritized list of qualifying projects to become part of an appropriation bill to be reviewed by the Legislature. The Legislature then has the authority to remove projects from the list, but cannot add projects. Once the Legislature has approved the appropriation measure the bill is forwarded to the Governor for signature.

Six-Year Program Financial Summary

(Costs in \$1,000s)

	2019	2020	2021	2022	2023	2024
<u>OPERATING REVENUES & EXPENSES</u>						
Local Funds Allocation During the Year:	13,483	13,895	14,838	14,461	14,587	14,720
Expenses: Loan Repayment	(4,315)	(4,315)	(4,314)	(4,888)	(5,010)	(5,136)
NET OPERATING REVENUE	\$9,168	\$9,580	\$10,524	\$9,573	\$9,577	\$9,583
<u>AVAILABLE FOR CAPITAL</u>						
Cash Balance as of Jan 1 (REET + Levy + Utility Match + Paths/Trail	11,320	441	1,437	7,946	10,669	12,471
Grant and Loan Proceeds	24,746	20,190	8,347	12,072	22,828	22,165
	36,066	20,631	9,784	20,018	33,497	34,636
AVAILABLE FOR 6-YR PROGRAM	\$41,480	\$26,711	\$20,308	\$29,591	\$43,074	\$44,219
<u>SIX-YEAR CAPITAL PROGRAM</u>						
SAFETY PROGRAM	0	0	0	0	0	0
BRIDGE REHABILITATION PROGRAM	3,708	6,000	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	28,007	13,124	8,356	17,516	27,592	28,950
PEDESTRIAN/BIKEWAYS PROGRAM	6,069	3,396	3,097	524	2,318	10,572
IMPACT FEE PROGRAM	2,091	2,091	0	0	0	0
NEIGHBORHOOD PROGRAM	1,164	663	909	882	693	700
6-YEAR STREET PROGRAM	\$41,039	\$25,274	\$12,362	\$18,922	\$30,603	\$40,222
CASH BALANCE: Dec 31	\$441	\$1,437	\$7,946	\$10,669	\$12,471	\$3,997

PATHS AND TRAILS RESERVE*	2019	2020	2021	2022	2023	2024
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	10,000	10,000	10,000	10,000	10,000	10,000
Paths/Trails allocation during the year:	10,000	10,000	10,000	10,000	10,000	10,000
Total:	20,000	20,000	20,000	20,000	20,000	20,000
Estimated expenditures during the year:	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
Balance of Paths/Trail Funds as of Dec 31:	10,000	10,000	10,000	10,000	10,000	10,000
* Amounts may not add as shown due to rounding						

This page intentionally left blank



Bridge Rehabilitation Program

Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$30	\$300	\$0	\$0	\$0	\$0
Bridge	\$3,679	\$5,700	\$0	\$0	\$0	\$0
Sec 129	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,709	\$6,000	\$0	\$0	\$0	\$0

Street/Bridge Rehabilitation

Hatch Rd Bridge Deck Replacement

STR-2018-4

Executive Summary

Reconstruction of the Hatch Bridge deck to perpetuate the existing functionality.

Project Justification

Existing bridge deck requires costly regular maintenance. The new deck will extend the life and lower maintenance costs.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal C by maintaining a vital infrastructure link.

Location

Other Location

Hatch Rd Bridge over Hangman Creek adjacent to Highway 195

Project Status

Active

Project number: 2018085

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Bridge Rehabilitation**Hatch Rd Bridge Deck Replacement**

STR-2018-4

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
Design	\$0	\$208,750	\$300,000	\$0	\$0	\$0	\$0	\$508,750	\$508,750
Total	\$0	\$208,750	\$2,000,000	\$0	\$0	\$0	\$0	\$2,208,750	\$2,208,750

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$30,000	\$300,000	\$0	\$0	\$0	\$0	\$330,000
BRIDGE	Federal	Funded	\$0	\$178,750	\$1,700,000	\$0	\$0	\$0	\$0	\$1,878,750
Total			\$0	\$208,750	\$2,000,000	\$0	\$0	\$0	\$0	\$2,208,750

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Bridge Rehabilitation

Post Street Replacement Bridge

STR-2012-26

Executive Summary

Reconstruct the bridge, including foundation, superstructure, and full deck. New bridge will continue to support utility mains including sewer trunk-line and water transmission main, as well as conduit and cable for electrical, lighting and communication needs.

Project Justification

The current structure is deteriorating and needs to be replaced. A Type, Size, and Location (TS&L) study was conducted to address all modes of travel.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal E by recreating a bridge that serves the community as an asset to the local network, the parks, the Centennial trail, etc. The level of integration and focus on effective delivery also meets TR Goal G.

Location

Other Location

Post St. Crossing at Spokane River.

Project Status

Active

Project Number: 2017105(2001041) TS&L Study complete. Design is underway in 2018 via Progressive Design Build delivery format. Construction is scheduled to begin after the CSO 26.

External Factors

Coordination of timing with surrounding road closures will dictate actual construction start. CSO 26 and Riverfront Park projects will each impact this schedule.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Bridge Rehabilitation**Post Street Replacement Bridge**

STR-2012-26

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$7,500,000	\$7,500,000
Design	\$1,872,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,000
Total	\$1,872,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$7,500,000	\$9,372,000


Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
Bridge	Federal	Funded	\$500,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Sec 129	Federal	Funded	\$1,372,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,000
Total			\$1,872,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$9,372,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

The image features a photograph of a street intersection with a crosswalk, framed by a decorative border of green and purple triangles. The triangles are arranged in a repeating pattern, creating a geometric frame around the central photograph. The photograph shows a paved road with white crosswalk lines, a concrete curb, and a yellow fire hydrant. In the background, there are trees and a building.

Capital Improvement Program

Street Capital Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$14,383	\$4,319	\$3,574	\$3,523	\$5,658	\$7,977
Grant	\$0	\$150	\$1,175	\$519	\$7,901	\$5,550
HPP	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$377	\$0	\$0	\$0	\$0	\$0
MVA	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$1,934	\$1,744	\$0	\$0	\$0	\$0
Ped/Bike	\$33	\$0	\$0	\$0	\$0	\$0
PEIP	\$15	\$15	\$0	\$15	\$0	\$0
Redlight	\$10	\$0	\$0	\$0	\$0	\$0
Sec 112	\$0	\$0	\$0	\$0	\$0	\$0
SEPA	\$644	\$0	\$0	\$0	\$0	\$0
SIII-PDA-ROW	\$0	\$75	\$1,425	\$0	\$0	\$0
SIUE-RIVER	\$150	\$700	\$0	\$0	\$0	\$0
STA	\$18	\$20	\$775	\$0	\$0	\$0
STA Grant	\$335	\$0	\$0	\$0	\$0	\$0
STBG	\$90	\$0	\$1,058	\$10,407	\$6,944	\$1,980
STP	\$345	\$0	\$0	\$0	\$0	\$0
TBD	\$30	\$0	\$0	\$0	\$0	\$0
TIB	\$5,563	\$6,000	\$350	\$3,053	\$7,090	\$13,444
TIB CS	\$1	\$0	\$0	\$0	\$0	\$0
UDRA	\$4,000	\$0	\$0	\$0	\$0	\$0
WQTIF	\$80	\$100	\$0	\$0	\$0	\$0
Total	\$28,008	\$13,124	\$8,356	\$17,516	\$27,592	\$28,951

Street/Street Capital

1st Avenue, Maple St to Monroe St

STR-2016-25

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Work will be integrated with utility work to include replacement of water distribution main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line.

Project Justification

This section of roadway and utility infrastructure is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

First Avenue between Maple Street and Monroe Street.

Project Status

Active

Project 2016091

Candidate for Alternative Delivery

Scoping to begin in 2023; Design in 2024; Construction in 2025.

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**1st Avenue, Maple St to Monroe St**

STR-2016-25

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$150,000
Planning	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$0	\$25,000	\$150,000	\$175,000	\$175,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$25,000	\$150,000	\$175,000
Total			\$0	\$0	\$0	\$0	\$0	\$25,000	\$150,000	\$175,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

1st Avenue, Monroe St to Wall St

STR-2017-6

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals and lighting. Integrate with utility work to include replacement of water distribution main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line.

Project Justification

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

First Avenue between Monroe Street and Wall Street.

Project Status

Active

Project number: 2017078
for Alternative Delivery

Scoping: 2022; Design 2023; Construction 2024 Project is candidate

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**1st Avenue, Monroe St to Wall St**

STR-2017-6

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	\$4,200,000	\$4,200,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Planning	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$25,000	\$300,000	\$4,200,000	\$4,525,000	\$4,525,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$25,000	\$300,000	\$2,100,000	\$2,425,000
TIB	State	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
Total			\$0	\$0	\$0	\$0	\$25,000	\$300,000	\$4,200,000	\$4,525,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

1st Avenue, Wall St to Bernard St

STR-2017-87

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals and lighting. Integrate with utility work to include replacement of water distribution main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line.

Project Justification

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

First Avenue between Wall Street and Bernard Street.

Project Status

Active

Project number: 2017079

Scoping to begin in 2023; Design in 2024; Construction 2025 - 2026

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**1st Avenue, Wall St to Bernard St**

STR-2017-87

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	\$4,200,000	\$4,200,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$4,200,000	\$4,450,000	\$4,450,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,100,000	\$2,350,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$4,200,000	\$4,450,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

27th Avenue – SE Blvd to Ray

STR-2018-7

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

27th Avenue between Southeast Boulevard and Ray Street

Project Status

Active

Project number: 2018087

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**27th Avenue – SE Blvd to Ray**

STR-2018-7

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000	\$3,700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$33,750	\$465,750	\$0	\$499,500
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$216,250	\$2,984,250	\$0	\$3,200,500
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Executive Summary

Construct full depth roadway, repair sidewalk. This project will also replace a segment of the water distribution main, provide for stormwater separation, replace electrical, lighting and upgrade signals at Maple.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and E by accommodating access to daily needs. Also, as an integrated project, this investment maximizes public benefit; TR Goal G.

Location

Other Location

4th Avenue between Sunset Hwy and Maple Street

Project Status

Active

Project number: 2016095

Design: 2022; Construction: 2023

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$16,000

Maintenance Comments

Street/Street Capital**4th Avenue, Sunset Hwy to Maple St**

STR-2016-30

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,734,105	\$265,895	\$2,000,000	\$2,000,000
Design	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$100,000	\$1,734,105	\$265,895	\$2,100,000	\$2,100,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$234,105	\$35,895	\$370,000
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$230,000	\$1,730,000
Total			\$0	\$0	\$0	\$0	\$100,000	\$1,734,105	\$265,895	\$2,100,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Aubrey L White Parkway, Downriver to Treatment Plant

STR-2018-17

Executive Summary

Roadway reconstruction to include updates to retaining walls and stormwater management, as necessary.

Project Justification

Roadway and drainage conditions have deteriorated and need to be addressed.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and C by accommodating roadway access and taking care of the assets of our community.

Location

Other Location

Aubrey L White Parkway between Downriver Drive and the Wastewater Treatment Plant

Project Status

Active

Project number: 2018096

External Factors

Work funded largely through wastewater treatment plant operations.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Aubrey L White Parkway, Downriver to Treatment Plant**

STR-2018-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Broadway Avenue – Cedar to Post

STR-2018-10

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Broadway Avenue between Cedar Street and Post Street (initial phase). Future phases to cover Summit Blvd to Cedar St.

Project Status

Active

Project number: 2018090 (initial phase) May add future phases to extend west.

External Factors

Time around local development projects.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Broadway Avenue – Cedar to Post**

STR-2018-10

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$3,700,000	\$3,700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$33,750	\$465,750	\$499,500
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$216,250	\$2,984,250	\$3,200,500
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$3,700,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Cedar Street – 15th to 11th

STR-2018-9

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and C by improving upon all modes of transportation while accommodating access to priority destinations.

Location

Other Location

Cedar Street between 11th Avenue and 15th Avenue

Project Status

Active

Project number: 2018089

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Cedar Street – 15th to 11th**

STR-2018-9

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000	\$2,700,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000	\$3,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$40,500	\$364,500	\$405,000
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$259,500	\$2,335,500	\$2,595,000
Total			\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Falls Avenue from Lower Crossing St to Elm St

STR-2017-121

Executive Summary

Construct asphalt pavement and replace deteriorated curbing. Add storm drainage as needed.

Project Justification

Access to homes in the Lower Crossing neighborhood as well as utility and maintenance activities that are required in the immediate vicinity. Paving will eliminate the occurrence of erosion-caused impassibility of Falls Avenue.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal C by improving access to daily needs and TR Goal F by enhancing reliability for health and safety.

Location

Other Location

Falls Avenue between Elm Street and Lower Crossing Street

Project Status

Active

Project #2017124

Design and Construction to be completed in 2018.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Falls Avenue from Lower Crossing St to Elm St**

STR-2017-121

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$267,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$29,700	\$297,000
Design	\$33,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,000
Total	\$300,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$29,700	\$330,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$300,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$330,000
Total			\$300,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$330,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Five Mile Road, Lincoln Road to Strong Road

STR-2015-11

Executive Summary

Full depth roadway reconstruction from Lincoln Rd to Strong Rd. Place missing sidewalk and update existing ADA Ramps, and install bike lanes. A pedestrian crossing will be striped near Lincoln Road. Project also includes a roundabout intersection at 5-Mile Rd and Strong Rd.

Project Justification

This section of road is deteriorating and is in need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal B and E by improving upon all modes of transportation within this community. The ultimate delivery also will improve the sense of place for the community; TR Goal A.

Location

Other Location

Five Mile Road, Lincoln Road to Strong Road

Project Status

Active

Project number: 2015056

Construction is scheduled for 2019.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$6,700	\$0	\$0	\$107,200

Maintenance Comments

Street/Street Capital**Five Mile Road, Lincoln Road to Strong Road**

STR-2015-11

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$941,029	\$2,808,971	\$0	\$0	\$0	\$0	\$0	\$2,808,971	\$3,750,000
Design	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Land purchase	\$231,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,652
Total	\$1,372,681	\$2,808,971	\$0	\$0	\$0	\$0	\$0	\$2,808,971	\$4,181,652

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$355,002	\$631,661	\$0	\$0	\$0	\$0	\$0	\$986,663
Redlight	Local	Funded	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
SEPA	Local	Funded	\$0	\$643,960	\$0	\$0	\$0	\$0	\$0	\$643,960
TIB	State	Funded	\$1,017,679	\$1,523,350	\$0	\$0	\$0	\$0	\$0	\$2,541,029
Total			\$1,372,681	\$2,808,971	\$0	\$0	\$0	\$0	\$0	\$4,181,652

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Fort George Wright, Government Way to River

STR-2016-31

Executive Summary

Construct full depth roadway and repair sidewalk. Project will also replace the water distribution main, provide stormwater separation, upgrade lighting and communication. Incorporate area plan, including lane reconfiguration, signals, enhance transit, bicycle, and pedestrian routing as appropriate.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and C by improving upon all modes of transportation while accommodating access to priority destinations.

Location

Other Location

Fort George Wright between Government Way and the Spokane River

Project Status

Active

Project number: 2016096

Scoping in 2019; Design in 2020; Construction 2021 - 2022

External Factors

A planning effort around Land Use is progressing. This includes consideration for safety, STA routing, and future development potential. Initial results point to a very different cross section than what exists today. Traffic signals are also under consideration to accommodate future system requirements. Incorporate these planning efforts as project is chartered for design. Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$80,000

Maintenance Comments

Fort George Wright, Government Way to River

STR-2016-31

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,339,100	\$2,923,875	\$0	\$5,262,975	\$5,262,975
Design	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$300,000	\$2,339,100	\$2,923,875	\$0	\$5,562,975	\$5,562,975

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$100,500	\$783,599	\$979,499	\$0	\$1,863,598
TIB	Identified	Unfunded	\$0	\$0	\$0	\$199,500	\$1,555,501	\$1,944,376	\$0	\$3,699,377
Total			\$0	\$0	\$0	\$300,000	\$2,339,100	\$2,923,875	\$0	\$5,562,975

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Francis and Alberta Intersection Geometric Improvement

STR-2018-142

Executive Summary

This project will modify the southwest corner of the intersection to provide space for transit coach right-turn movements from Francis east-bound to Alberta south-bound.

Project Justification

The turn radius at this intersection is particularly tight for buses or trucks to make the described turn.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and G by enhancing transportation choices and integrating work to deliver a cost-effective and functional project.

Location

Other Location

Francis Avenue at Alberta Street

Project Status

Active

A new project commissioned by STA to be constructed in 2019.

External Factors

Spokane Transit Authority received a grant award, and will be commissioning the City to design and contract the work within the right-of-way. Acquisition of additional right-of-way will be necessary to implement improvements.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Francis and Alberta Intersection Geometric Improvement

STR-2018-142

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$329,000	\$329,000
Design	\$20,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$26,000
Land purchase	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Total	\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$335,000	\$400,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
STA Grant	State	Funded	\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Total			\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$400,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Freya Street, Garland Avenue to Francis Avenue

STR-2017-8

Executive Summary

Construct full depth roadway with drainage to bio-infiltration facilities aside the roadway. Roadway width is minimal, although intersections to be built for industrial freight movement. This implementation is a target investment strategy. Project split at Wellesley for delivery in two phases.

Project Justification

This project will prepare Freya Street to function in the capacity of the surrounding Industrial usage. Zoning and environmental improvements on adjacent properties are preparing this area for future development. These street improvements will facilitate such opportunities.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and D by accommodating access to daily needs through reconstruction that will support the freight network for this industrial area.

Location

Other Location

Freya Street between Garland Avenue and Francis Avenue Phase break at Wellesley with first phase to the north.

Project Status

Active

Project Number: 2017081

Design in 2022; Construction to begin in 2023

External Factors

The area planning and environmental improvements continue to evolve and generate interest for prospective developments. The readiness of a large-scale development in the project vicinity could influence accelerated project delivery.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Freya Street, Garland Avenue to Francis Avenue**

STR-2017-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$3,715,211	\$0	\$2,200,000	\$5,915,211	\$5,915,211
Design	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$350,000	\$3,715,211	\$0	\$2,200,000	\$6,265,211	\$6,265,211

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$35,000	\$371,521	\$220,000	\$626,521
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$315,000	\$3,343,690	\$1,980,000	\$5,638,690
Total			\$0	\$0	\$0	\$0	\$350,000	\$3,715,211	\$2,200,000	\$6,265,211

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Executive Summary

Expenditures for scoping, design, right-of-way acquisition and construction management costs that are not covered by grants.

Project Justification

This project is intended to fill the gaps for Design, right-of-way, and construction management costs that are not covered by grants.

This project meets the following comprehensive plan goals and/or policies:

This facilitates development of project concepts and integration for effective project deliveries; TR Goal G.

Location

Other Location

Citywide

Project Status

Active

Project number: n/a

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**General Engineering-Street**

STR-2012-99

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$3,596,000	\$4,136,000
Total	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$3,596,000	\$4,136,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$4,136,000
Total			\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$4,136,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Greene Street at Ermina Avenue Intersection Improvements

STR-2016-78

Executive Summary

Install a traffic signal and adjust traffic lanes/medians as necessary to incorporate left-turn phasing on all legs of the intersection. Signal will be incorporated into the communication system along Greene Street.

Project Justification

This project will improve safety for pedestrian crossings of Greene Street as well as improve traffic flow into and out of the SCC campus and the neighborhood. Traffic flow along the corridor is also expected to improve by incorporating communication between signals, which is limited now by distance between signals.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal F by enhancing the safety and accessibility of this intersection.

Location

Other Location

Greene Street at Ermina Avenue

Project Status

Active

Project number: 2015132

Design is complete. Construction in 2018

External Factors

Interlocal Agreement (OPR 2017-0106) wherein STA will fund 80% of the construction phase. The expectation in return is that construction occurs in 2018.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Greene Street at Ermina Avenue Intersection Improvements

STR-2016-78

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$360,717	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$370,717
Design	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
Total	\$400,717	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$410,717

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$72,143	\$2,000	\$0	\$0	\$0	\$0	\$0	\$74,143
Redlight	Local	Funded	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
STA	Private	Funded	\$288,574	\$8,000	\$0	\$0	\$0	\$0	\$0	\$296,574
Total			\$400,717	\$10,000	\$0	\$0	\$0	\$0	\$0	\$410,717

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Havana Street – Sprague to Broadway

STR-2018-12

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Havana Street between Broadway Avenue and Sprague Avenue

Project Status

Active

Project number: 2018092

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Havana Street – Sprague to Broadway**

STR-2018-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$421,149	\$421,149	\$421,149
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$421,149	\$421,149	\$421,149

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$42,115	\$42,115
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$379,034	\$379,034
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$421,149	\$421,149

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

High Drive - 29th Ave to 21st Ave

STR-2018-65

Executive Summary

Sewer and stormwater project includes resurfacing of the roadway.

Project Justification

Utility updates to old infrastructure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal G by including roadway elements of improvement with a priority utility project.

Location

Other Location

High Drive between 29th and 21st Avenues.

Project Status

Active

Project Number: 2015127

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**High Drive - 29th Ave to 21st Ave**

STR-2018-65

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$755,981
Total	\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$755,981

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$755,981
Total			\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$755,981

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Holland Avenue, Normandy St to Colton St

STR-2018-66

Executive Summary

Roadway resurfacing in coordination with sewer work associated with the Marion Hay Intertie project.

Project Justification

Utility work drives the need to resurface the roadway.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal G by integrating street work with a major utility project investment.

Location

Other Location

Holland Avenue between Normandy Street to Colton Street

Project Status

Active

Project Number: 2017170

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Holland Avenue, Normandy St to Colton St**

STR-2018-66

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Total			\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Howard St, Sprague Ave to Riverside Ave

STR-2017-7

Executive Summary

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting. Water lines will need some updates. This project will also build upon and complement the Spokane Transit Central City Line improvements. Candidate for Alternative Delivery.

Project Justification

Pavement and utility infrastructure are aging and will need rehabilitation. Vaulted sidewalks need attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Howard Street between Sprague Avenue and Riverside Avenue.

Project Status

Active

Project number: 2017082

Scoping in 2021; Design in 2022; Construction in 2023

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Howard St, Sprague Ave to Riverside Ave**

STR-2017-7

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,125,000	\$0	\$1,125,000	\$1,125,000
Design	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000
Planning	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$0	\$10,000	\$50,000	\$1,125,000	\$0	\$1,185,000	\$1,185,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$10,000	\$50,000	\$300,000	\$0	\$360,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$825,000	\$0	\$825,000
Total			\$0	\$0	\$0	\$10,000	\$50,000	\$1,125,000	\$0	\$1,185,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

I-90 / 195 Connection Improvements STUDY

STR-2018-13

Executive Summary

Investigate feasible opportunities to improve the connection between Interstate 90 and Highway 195 to find a long-term build plan for updating and maintaining traffic flow between and through these important corridors.

Project Justification

Future conditions and maintenance requirements of interstate facilities require a coordinated look into effective solutions.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Interstate-90 / Highway 195 and surrounding street network.

Project Status

Active

Project number: 2018093

External Factors

Coordination of this project will happen on a regional level through SRTC.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

I-90 / 195 Connection Improvements STUDY

STR-2018-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Total			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Main Ave, Wall St to Browne St

STR-2017-13

Executive Summary

Pavement resurfacing, sidewalk repair/updates, curb bump-outs, storm drainage, securing vaulted sidewalks, and upgrading signals and lighting. Water lines need updates. This project will also complement the Spokane Transit Central City Line improvements. Candidate for Alternative Delivery.

Project Justification

Pavement and utility infrastructure are aging and will need rehabilitation. Vaulted sidewalks need attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Main Avenue between Wall Street and Browne Street

Project Status

Active

Project number: 2017083

Scoping 2021; Design 2022; Construction 2023

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Main Ave, Wall St to Browne St**

STR-2017-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$4,679,687	\$0	\$4,679,687	\$4,679,687
Design	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000
Planning	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$25,000	\$0	\$300,000	\$4,679,687	\$0	\$5,004,687	\$5,004,687

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$25,000	\$0	\$300,000	\$1,000,000	\$0	\$1,325,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$3,679,687	\$0	\$3,679,687
Total			\$0	\$0	\$25,000	\$0	\$300,000	\$4,679,687	\$0	\$5,004,687

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Mallon Avenue – Monroe to Howard

STR-2018-8

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Mallon Avenue between Monroe Street and Howard Street

Project Status

Active

Project number: 2018088

External Factors

Time around local development projects.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Mallon Avenue – Monroe to Howard**

STR-2018-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000	\$2,750,000
Total	\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000	\$2,750,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$40,000	\$510,000	\$550,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$160,000	\$2,040,000	\$2,200,000
Total			\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Maple Street, Riverside Ave to Pacific Ave

STR-2016-29

Executive Summary

Construct full depth roadway, and repair sidewalk. Project will also replace water distribution main, upgrade signals, communications, and lighting. Also coordinate to complement Spokane Transit's Central City Line.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

This project meets 33 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Maple Street between Riverside Avenue and Pacific Avenue

Project Status

Active

Project number: 2016094
candidate for Alternative Delivery.

Scoping 2019; Design in 2020; Construction in 2021. Project is a

External Factors

Spokane Transit Authority has identified this project as part of the requisite updates for the CCL project. Funding and timing adjusted to that program.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$500	\$500	\$500	\$500	\$0	\$0	\$4,000

Maintenance Comments

Street/Street Capital**Maple Street, Riverside Ave to Pacific Ave**

STR-2016-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$875,000	\$0	\$0	\$0	\$875,000	\$875,000
Design	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Planning	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$0	\$15,000	\$25,000	\$875,000	\$0	\$0	\$0	\$915,000	\$915,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$5,000	\$5,000	\$550,000	\$0	\$0	\$0	\$560,000
STA	Private	Funded	\$0	\$10,000	\$20,000	\$325,000	\$0	\$0	\$0	\$355,000
Total			\$0	\$15,000	\$25,000	\$875,000	\$0	\$0	\$0	\$915,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Minor Construction Assistance

STR-2012-100

Executive Summary

Expenditure for construction to assist in unforeseen, minor funding gaps on City related transportation projects.

Project Justification

This project is intended to assist with unforeseen minor funding gaps in city related transportation projects.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

Ongoing during every construction season

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Minor Construction Assistance**

STR-2012-100

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000
Total	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Total			\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Mission Ave, Division St to Hamilton St.

STR-2015-15

Executive Summary

This preservation project will replace the surface of 0.6 Mi of Mission Avenue and improve modal service by upgrading ADA ramps, place concrete landing pads at transit stops, and improving median pass-throughs. Includes conduit east of Cincinnati for future potential signalization.

Project Justification

This section of road is deteriorating and needs repair.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

Location

Other Location

Mission Ave, Division St to Hamilton St.

Project Status

Active

Project number: 2014092

Construction in 2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Mission Ave, Division St to Hamilton St.**

STR-2015-15

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$1,383,400	\$158,230	\$0	\$0	\$0	\$0	\$0	\$158,230	\$1,541,630
Design	\$157,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$157,600
Total	\$1,541,000	\$158,230	\$0	\$0	\$0	\$0	\$0	\$158,230	\$1,699,230

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$100,000	\$28,230	\$0	\$0	\$0	\$0	\$0	\$128,230
STP	Federal	Funded	\$1,441,000	\$130,000	\$0	\$0	\$0	\$0	\$0	\$1,571,000
Total			\$1,541,000	\$158,230	\$0	\$0	\$0	\$0	\$0	\$1,699,230

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Monroe Street Lane Reduction and Hardscape

STR-2015-3

Executive Summary

The project will change North Monroe Street from 5 lanes to 3 lanes between Indiana and Kiernan. Wider sidewalk, stormwater facility improvements, curb extensions, and enhances crosswalks are also included.

Project Justification

This project is intended to improve safety for pedestrians by reducing crossing widths, enhancing visibility, and reducing likelihood of collisions, and to improve the pedestrian zone by providing a wider sidewalk. These enhancements are also expected to enhance the economic prospects for the corridor.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal F by enhancing safety of the corridor through a conscious change of context. TR Goal D is met by a focused improvement to parking and the pedestrian connection to businesses. Overall, this project will promote a sense of place through enactment of the neighborhood vision; TR Goal A.

Location

Other Location

Monroe St. From Indiana Ave. To Kiernan Ave.

Project Status

Active

Project number: 2015054 & 2017145 Design complete. Construction to be conducted under two contracts in 2018. Additional stormwater utility work will be conducted at a future time.

External Factors

The construction schedule is being planned such that the closures of Monroe Street will occur over one construction season. Additional utility and stormwater facility work will be conducted in the alternate year.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$5,800	\$5,800	\$5,800	\$5,800	\$0	\$0	\$69,600

Maintenance Comments

Street/Street Capital**Monroe Street Lane Reduction and Hardscape**

STR-2015-3

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$9,217,466	\$1,001,081	\$0	\$0	\$0	\$0	\$0	\$1,001,081	\$10,218,547
Design	\$854,389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$854,389
Land purchase	\$26,270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,270
Total	\$10,098,125	\$1,001,081	\$0	\$0	\$0	\$0	\$0	\$1,001,081	\$11,099,206

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$6,408,125	\$591,081	\$0	\$0	\$0	\$0	\$0	\$6,999,206
HSIP	Federal	Funded	\$3,395,880	\$377,320	\$0	\$0	\$0	\$0	\$0	\$3,773,200
Ped/Bike	State	Funded	\$294,120	\$32,680	\$0	\$0	\$0	\$0	\$0	\$326,800
Total			\$10,098,125	\$1,001,081	\$0	\$0	\$0	\$0	\$0	\$11,099,206

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Monroe/Lincoln - Main to Riverside

STR-2013-105

Executive Summary

Configure and reconstruct the sections of Lincoln, Main, Riverside and Monroe required to reconfigure the intersection for improved coordinated operations.

Project Justification

This project is necessary to complete the Monroe Corridor which was left incomplete due to construction sequencing necessities for the larger Monroe/Lincoln project as well as for CSO 26.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for all users.

Location

Other Location

Monroe & Lincoln Corridor from Main Ave to Riverside Avenue

Project Status

Active

Project numbers: 2018083 (2012115 & 2014107 completed prior phases.) Construction in 2019.

External Factors

This project will follow work on CSO 26 and will need to be timed in coordination with CSO 25 and other work in Peaceful Valley.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Monroe/Lincoln - Main to Riverside**

STR-2013-105

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Executive Summary

Construct full depth roadway, and repair sidewalks. This project will also replace water distribution main, provide for stormwater separation, and incorporate necessary signal, lighting and conduit updates.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

Location

Other Location

Napa Street between Sprague Avenue and 2nd Avenue

Project Status

Active

Project number: 2016093

Design: 2021; Construction: 2022

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$1,800	\$1,800	\$1,800	\$1,800	\$0	\$0	\$14,400

Maintenance Comments

Street/Street Capital**Napa Street, Sprague Ave to 2nd Ave**

STR-2016-28

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,566,085	\$0	\$0	\$1,566,085	\$1,566,085
Design	\$0	\$0	\$0	\$110,245	\$0	\$0	\$0	\$110,245	\$110,245
Total	\$0	\$0	\$0	\$110,245	\$1,566,085	\$0	\$0	\$1,676,330	\$1,676,330

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$11,025	\$156,608	\$0	\$0	\$167,633
STBG	Identified	Unfunded	\$0	\$0	\$0	\$99,220	\$1,409,477	\$0	\$0	\$1,508,697
Total			\$0	\$0	\$0	\$110,245	\$1,566,085	\$0	\$0	\$1,676,330

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

North Monroe Corridor Revitalization STUDY -River to Indiana

STR-2012-448

Executive Summary

This study will define the scope of streetscape, transportation and infrastructure improvements to stimulate revitalization of the North Monroe business district and improve local economic vitality. There will be multiple phases of eventual delivery such as the work north of Indiana.

Project Justification

The aims of this project are to improve the corridor's visual image and pedestrian environment, improve traffic flow capacity and work with STA's High Performance Transit Network to help move people, customers and goods along the corridor, and address core business infrastructure needs including water, sanitary sewer, and storm water.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and B by enhancing the pedestrian connection between roadways and businesses and creating a greater sense of place.

Location

Other Location

Monroe Street between the Spokane River and Indiana Avenue

Project Status

Active

Project number: 2013922
Leveraging TIF funds.

Scoping and seeking grant funds to design and construct;

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$7,900	\$7,900	\$7,900	\$7,900	\$0	\$0	\$31,600

Maintenance Comments

North Monroe Corridor Revitalization STUDY -River to Indiana

STR-2012-448

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000
Total	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
WQTIF	Local	Funded	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000
Total			\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Pine St, MLK Jr Way to Spokane Falls Blvd

STR-2017-12

Executive Summary

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting. Water lines will need some updates. This project will also build upon and complement the Spokane Transit Central City Line improvements. Candidate for Alternative Delivery.

Project Justification

Portions of this section of roadway are deteriorating and is in need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Pine Street between MLK Jr Way and Spokane Falls Blvd

Project Status

Active

Project number: 2017084

Candidate for Alternative Delivery.

Scoping in 2023; Design in 2024; Construction in 2025 Project is

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Pine St, MLK Jr Way to Spokane Falls Blvd**

STR-2017-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$70,000
Planning	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$15,000	\$70,000	\$85,000	\$85,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$15,000	\$70,000	\$85,000
Total			\$0	\$0	\$0	\$0	\$0	\$15,000	\$70,000	\$85,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Post Street and Bridge Ave Connections to Post Street Bridge

STR-2018-21

Executive Summary

Adjust the street and sidewalk to fulfill the intents of the planned uses for trail and sidewalk connections to Riverfront Park and Downtown Spokane. This project is a component of the Post Street Bridge project intended to repair and replace both ends of the bridge utilized by the bridge project.

Project Justification

Recent changes to the park and bridge route pedestrian and bicycle traffic to the area, and Post Street needs to be updated to accommodate the high usage levels expected.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A, B and F by connecting the new Post Street bridge to the park and facilitating active modes of transportation.

Location

Other Location

Post Street from Spokane Falls Blvd to the Post St Bridge

Project Status

Active

Project number: 2018098

External Factors

Timing will coordinate with Riverfront Park, Post Bridge, and Spokane Falls Blvd projects.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Post Street and Bridge Ave Connections to Post Street Bridge**

STR-2018-21

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Design	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Planning	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$850,000	\$1,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
SIUE-RIVER	Local	Funded	\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$1,000,000
Total			\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$1,000,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Ray-Thor St, 17th Ave to Hartson Ave

STR-2015-17

Executive Summary

Pavement reconstruction of the arterial alignment of Ray St and Thor St between 17th and Hartson. Water main updates (17th to 11th), upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated. Construction may be two phases split at 11th Avenue.

Project Justification

The purpose of this project is to reconstruct deteriorated roadway and utilities.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

Location

Other Location

Ray St from 17th Ave to Hartson Ave

Project Status

Active

Project number: 2014151 Design 2018; Construction 2019

External Factors

Integrated with water utility work, and will be conducted on an appropriate schedule for the utility work.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Ray-Thor St, 17th Ave to Hartson Ave**

STR-2015-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Design	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$120,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,620,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$120,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,620,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$120,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,620,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Riverside Ave, Washington St to Division St

STR-2017-11

Executive Summary

Full depth pavement reconstruction, repair sidewalk, bump-outs, secure vaulted sidewalks, bicycle markings, and upgrade signals, conduit and lighting. Water utility, and stormwater integrated into project. Also coordinate to complement Spokane Transit's CCL and implement the Spokane Cultural Trail.

Project Justification

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Riverside Avenue between Washington Street and Division Street

Project Status

Active

Project number: 2017085
candidate for Alternative Delivery

Scoping and Design 2018; Construction 2019

Project is

External Factors

Grant funds will be required to move into the construction phase. This project aligns with the STA Central City Line, and will be prioritized to align with schedule for that program.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Riverside Ave, Washington St to Division St**

STR-2017-11

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$5,015,000	\$0	\$0	\$0	\$0	\$0	\$5,015,000	\$5,015,000
Design	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Total	\$400,000	\$5,015,000	\$0	\$0	\$0	\$0	\$0	\$5,015,000	\$5,415,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$400,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
PEIP	Local	Funded	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
TIB	Identified	Unfunded	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
Total			\$400,000	\$5,015,000	\$0	\$0	\$0	\$0	\$0	\$5,415,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Riverside Avenue, Monroe St to Wall St

STR-2016-79

Executive Summary

Construct full depth roadway, repair sidewalk, and upgrade signals, conduit and lighting. Includes replacement of water line and storm system updates. Also incorporates the 'Spokane Cultural Trail'

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Riverside Avenue between Monroe Street and Wall Street

Project Status

Active

Project number: 2017087

Design: 2021; Construction: as early as 2022;

This

project is a candidates for Alternative Delivery.

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Riverside Avenue, Monroe St to Wall St**

STR-2016-79

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$5,303,142	\$0	\$0	\$0	\$5,303,142	\$5,303,142
Design	\$0	\$0	\$402,529	\$0	\$0	\$0	\$0	\$402,529	\$402,529
Total	\$0	\$0	\$402,529	\$5,303,142	\$0	\$0	\$0	\$5,705,671	\$5,705,671

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$57,964	\$511,103	\$0	\$0	\$569,067
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$344,565	\$4,777,039	\$0	\$0	\$5,121,604
Total			\$0	\$0	\$0	\$402,529	\$5,303,142	\$0	\$0	\$5,705,671

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Riverside Avenue, Wall St to Washington St

STR-2016-27

Executive Summary

Full depth roadway reconstruction, repair sidewalk, and upgrade signals, conduit and lighting. Project to include replacement of water line, and perform CSO facility installation from Division to Monroe Streets. Also incorporates the 'Spokane Cultural Trail'.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Riverside Avenue between Wall Street and Washington Street

Project Status

Active

Project number: 2017086
candidate for Alternative Delivery.

Planning: 2018; Design: 2019; Construction: 2020 This project is a

External Factors

Grant funds will be required to move into the construction phase. This project aligns with the STA Central City Line, and will be prioritized to align with schedule for that program.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Riverside Avenue, Wall St to Washington St**

STR-2016-27

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$6,015,000	\$0	\$0	\$0	\$0	\$6,015,000	\$6,015,000
Design	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Planning	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
Total	\$30,000	\$500,000	\$6,015,000	\$0	\$0	\$0	\$0	\$6,515,000	\$6,545,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$30,000	\$500,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,730,000
PEIP	Local	Funded	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
TIB	Identified	Unfunded	\$0	\$0	\$4,800,000	\$0	\$0	\$0	\$0	\$4,800,000
Total			\$30,000	\$500,000	\$6,015,000	\$0	\$0	\$0	\$0	\$6,545,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Riverside Drive - Phase II & III

STR-2012-36

Executive Summary

Design and construct an extension of future Riverside Drive beginning at Sherman Street and running easterly to Trent Avenue at Perry Street. Project to include 5ft bike lanes and separated sidewalks. Also includes roundabout at Riverside Drive and Trent Avenue.

Project Justification

The university master plan calls for a more pedestrian friendly environment. The new alignment of Riverside Drive will allow major vehicle to be routed around the campus and allow for the downgrading of Spokane Falls Blvd which runs through the center of campus.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by creating a roadway for all users that is respective of the growth and development opportunities of the surrounding community. Integrates utility needs as well; TR Goal G.

Location

Other Location

Extension of Riverside Drive beginning at Sherman St running easterly to Trent ave at Perry St.

Project Status

Active

Project number: 2005264 Phase 2b (final phase) will begin construction in 2018.

External Factors

Right of way process

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$6,500	\$6,500	\$6,500	\$6,500	\$0	\$0	\$130,000

Maintenance Comments

Riverside Drive - Phase II & III

STR-2012-36

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$10,146,297	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$10,646,297
Design	\$724,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$724,928
Land purchase	\$3,316,497	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,316,497
Total	\$14,187,722	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$14,687,722

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$6,081,232	\$500,000	\$0	\$0	\$0	\$0	\$0	\$6,581,232
HPP	Federal	Funded	\$2,048,051	\$0	\$0	\$0	\$0	\$0	\$0	\$2,048,051
MVA	Federal	Funded	\$1,873,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,873,439
Sec 112	Federal	Funded	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,485,000
TIB	State	Funded	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
Total			\$14,187,722	\$500,000	\$0	\$0	\$0	\$0	\$0	\$14,687,722

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Rowan Avenue, Sycamore to Myrtle

STR-2018-15

Executive Summary

Paving of the street in coordination with utility updates prioritized ahead of WSDOT's NSC project.

Project Justification

Utility replacements and prioritization of street network needs in The Yard.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and G by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices.

Location

Other Location

Rowan Avenue between Sycamore Street and Myrtle Street

Project Status

Active

Project number: 2017141

External Factors

Timing coordinated with NSC utility update needs.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Rowan Avenue, Sycamore to Myrtle**

STR-2018-15

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Design	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$80,000	\$450,000	\$0	\$0	\$0	\$530,000
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Total			\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Sharp Avenue Pervious Asphalt Pilot Project

STR-2015-4

Executive Summary

A low impact development stormwater project to determine viability of permeable pavements within the traveled lanes. Project will also include bioretention swale, street trees, standard pavement, curb extensions. Project is integrated with Water and Wastewater.

Project Justification

This project will reduce the amount of pollutants going into the Spokane River. Transportation elements include the installation of curb extensions and the transition from present striping to to the proposed alignment.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals G and B by incorporating modal choice into a project that stems from stormwater improvements. TR Goal A is also perpetuated, as Sharp Avenue already delivers a sense of place adjacent to Gonzaga University.

Location

Other Location

Pearl St. to Hamilton St.

Project Status

Active

Project number: 2014040

Construction in 2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$6,200	\$6,200	\$6,200	\$6,200	\$0	\$0	\$24,800

Maintenance Comments

Street/Street Capital**Sharp Avenue Pervious Asphalt Pilot Project**

STR-2015-4

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$250,000
Total	\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$250,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
TIB CS	State	Funded	\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Total			\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$250,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Spokane Central City Line, Infrastructure Update

STR-2017-15

Executive Summary

Scoping of elements to be incorporated in capital street projects which will enhance Spokane's Downtown along the Central City Line alignment. Future projects may include sidewalk enhancements/repairs, curb and ADA ramps, signals, lighting, utilities, and/or pavement surface updates.

Project Justification

Spokane Transit's Central City Line (CCL) alignment through downtown Spokane will serve to catalyze economic development/re-development. The City's commitment to support the CCL includes a continuing focus on improving infrastructure, and preparing the right of way for long-term prosperity.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D by conducting advance scoping of transportation projects to maximize public benefit of this rapid transit project.

Location

Other Location

1st Ave, Maple to Wall; Sprague Ave, Maple to Howard; Riverside Ave, Howard to Pine; Main Ave, Wall to Pine; Wall St, 1st to Main; Howard St, Sprague to Riverside; and Pine St, MLK to SFB.

Project Status

Active

Project Number: 2016204 This project represents preliminary scoping of capital street projects which will take place along the Spokane Transit Central City Line alignment.

External Factors

This scoping effort is meant to prepare capital projects by working out details of external project impacts and conducting public outreach. One major element of these projects will be dealing with vaulted sidewalks which require coordination with adjacent properties.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Spokane Central City Line, Infrastructure Update

STR-2017-15

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000	\$300,000
Total	\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000	\$300,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$300,000
Total			\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$300,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Spokane Falls Blvd – Post to Division

STR-2018-6

Executive Summary

Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Spokane Falls Boulevard between Post Street and Division Street

Project Status

Active

Project number: 2018086

External Factors

After Riverfront Park improvements are complete.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Spokane Falls Blvd – Post to Division**

STR-2018-6

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,583,835	\$7,583,835	\$7,583,835
Design	\$0	\$0	\$0	\$0	\$0	\$533,866	\$0	\$533,866	\$533,866
Planning	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$50,000	\$0	\$0	\$533,866	\$7,583,835	\$8,167,701	\$8,167,701

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$53,387	\$758,384	\$861,771
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$480,479	\$6,825,451	\$7,305,930
Total			\$0	\$0	\$50,000	\$0	\$0	\$533,866	\$7,583,835	\$8,167,701

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Spokane Pavement Preservation - North

STR-2018-5

Executive Summary

Pavement rehabilitation by grind and overlay of 6 street segments. The segments are: Wellesley - Driscoll to Milton; Sprague - Ivory to Scott; Nevada - Wellesley to Francis; Mission - Greene to Trent; Maple - Rowan to Country Homes; Ash - Rowan to Country Homes

Project Justification

Pavement maintenance project to prolong the life expectancy of these road segments.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and C by accommodating roadway access and taking care of the assets of our community.

Location

Other Location

Miscellaneous street segments including Wellesley, Sprague, Nevada, Mission, Maple, and Ash

Project Status

Active

Project number: 2017148

Design in 2018; Construction 2018 - 2020

External Factors

Time such that best roadways are completed last. Must be delivered under one contract, but the work can span multiple years. Sprague between Ivory and Helena also needs to be resurfaced.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Spokane Pavement Preservation - North

STR-2018-5

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$2,250,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$5,705,659	\$7,955,659
Design	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Total	\$2,600,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$5,705,659	\$8,305,659

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$728,384	\$1,065,928	\$961,346	\$0	\$0	\$0	\$0	\$2,755,658
NHS	Federal	Funded	\$1,321,616	\$1,934,072	\$1,744,313	\$0	\$0	\$0	\$0	\$5,000,001
SIII-PDA-ROW	Local	Funded	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
Total			\$2,600,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$8,305,659

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Sprague Avenue Investment Phase II - Bernard St to Scott St

STR-2016-69

Executive Summary

Pavement reconstruction and maintenance. Options for extending 3-lane section to the west. Placement of streetscape, updated lighting and signals, and integrate stormwater disposal. Lane reconfiguration may facilitate sidewalk and parking improvements.

Project Justification

The purpose of this project is to improve transportation for all modes and thus promote a vibrant livable community.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and D by accommodating access to daily destinations while enacting the vision of the Target Investment Strategy. The Project will also integrate utility updates; TR Goal G.

Location

Other Location

Sprague Avenue - Bernard Street to Scott Street

Project Status

Active

Project number: 2014155

Scoping in 2018; Design for construction start in 2019.

External Factors

Possible funding through University District Revitalization Area (UDRA) revenue is under development.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Sprague Avenue Investment Phase II - Bernard St to Scott St

STR-2016-69

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$9,041,141	\$0	\$0	\$1,871,564	\$0	\$0	\$10,912,705	\$10,912,705
Design	\$550,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000	\$640,000
Total	\$550,000	\$9,131,141	\$0	\$0	\$1,871,564	\$0	\$0	\$11,002,705	\$11,552,705

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$200,000	\$5,041,141	\$0	\$0	\$374,313	\$0	\$0	\$5,615,454
STBG	Federal	Funded	\$350,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$440,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$1,497,251	\$0	\$0	\$1,497,251
UDRA	Local	Funded	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
Total			\$550,000	\$9,131,141	\$0	\$0	\$1,871,564	\$0	\$0	\$11,552,705

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Sprague Avenue, Cedar St to Howard St

STR-2018-102

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, and upgrading lighting, signal and communication conduit. Project will also replace waterline, and perform CSO 24 work. This project is a candidate for Alternative Delivery method of providing design and construction management.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Sprague Avenue from Cedar Street to Howard Street

Project Status

Active

Project number: 2016090
in 2026 or 2027.

Scoping in 2021 in preparation for design in 2025 and construction

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Sprague Avenue, Cedar St to Howard St**

STR-2018-102

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$35,000
Total	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$35,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
Total			\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Sprague Avenue, Howard St to Bernard St

STR-2016-24

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, and upgrading lighting, signal and communication conduit. Project will also replace waterline, and perform CSO 24 work. This project is a candidate for Alternative Delivery method of providing design and construction management.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Sprague Avenue from Howard Street to Bernard Street

Project Status

Active

Project number: 2016090
in 2025 or 2026.

Scoping in 2021 in preparation for design in 2024 and construction

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Sprague Avenue, Howard St to Bernard St**

STR-2016-24

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000
Planning	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$35,000
Total	\$0	\$0	\$0	\$35,000	\$0	\$0	\$250,000	\$285,000	\$285,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$35,000	\$0	\$0	\$250,000	\$285,000
Total			\$0	\$0	\$0	\$35,000	\$0	\$0	\$250,000	\$285,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Sunset Blvd from Royal St to Lindeke St

STR-2015-9

Executive Summary

This project will replace the surface of 1.3 miles of Sunset Boulevard. It will also improve the modal service by incorporating bicycle and pedestrian facilities and improving transit accessibility. The stormwater system will be updated along the corridor.

Project Justification

This section of road is deteriorating and needs repair. There is a significant need and demand for pedestrian and bicycle facilities. Presently, this corridor offers virtually no facilities for bicycle and pedestrian travel.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and C by accommodating access to daily destinations while also making new bicycle and pedestrian connections into this community.

Location

Other Location

Sunset Blvd from Lindeke St to Royal St

Project Status

Active

Project number: 2014094

Construction will begin in 2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$13,100	\$13,100	\$13,100	\$13,100	\$0	\$0	\$157,200

Maintenance Comments

Street/Street Capital**Sunset Blvd from Royal St to Lindeke St**

STR-2015-9

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$3,119,560	\$292,000	\$0	\$0	\$0	\$0	\$0	\$292,000	\$3,411,560
Design	\$294,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,040
Land purchase	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Total	\$3,763,600	\$292,000	\$0	\$0	\$0	\$0	\$0	\$292,000	\$4,055,600

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$925,700	\$37,000	\$0	\$0	\$0	\$0	\$0	\$962,700
STP	Federal	Funded	\$2,477,900	\$215,000	\$0	\$0	\$0	\$0	\$0	\$2,692,900
TIB	State	Funded	\$360,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Total			\$3,763,600	\$292,000	\$0	\$0	\$0	\$0	\$0	\$4,055,600

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Thor and Freya St, Hartson to Sprague Ave, Et. Al.

STR-2018-101

Executive Summary

Pavement reconstruction with concrete paving, of the couplet Thor St, and Freya St between Hartson and Sprague Avenues. Water main updates, upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated. Lighting and traffic signal updates.

Project Justification

The purpose of this project is to reconstruct deteriorated roadway and utilities.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

Location

Other Location

Thor and Freya Streets (couplet) from Hartson Ave to Sprague Ave

Project Status

Active

Project number: 2018084 - Design 2021; Construction 2022

External Factors

Grant funds will be required to move into construction.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Thor and Freya St, Hartson to Sprague Ave, Et. Al.**

STR-2018-101

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$4,339,316	\$4,000,000	\$0	\$8,339,316	\$8,339,316
Design	\$0	\$0	\$0	\$681,912	\$0	\$0	\$0	\$681,912	\$681,912
Total	\$0	\$0	\$0	\$681,912	\$4,339,316	\$4,000,000	\$0	\$9,021,228	\$9,021,228

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$68,191	\$433,932	\$400,000	\$0	\$902,123
STBG	Identified	Unfunded	\$0	\$0	\$0	\$613,721	\$3,905,384	\$3,600,000	\$0	\$8,119,105
Total			\$0	\$0	\$0	\$681,912	\$4,339,316	\$4,000,000	\$0	\$9,021,228

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

Executive Summary

Complete a full depth roadway replacement from TJ Meenach Bridge to Northwest Blvd, including TJ Meenach Bridge on/off ramps. Improvements to sewer, water, lighting, and communication conduit included. A shared use path will be added and work will include minor ADA Ramp replacement.

Project Justification

This section of road is deteriorating and needs repair. Sewer pipe routing will be updated and improved. River access will also be improved.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and G by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices at this important link between communities.

Location

Other Location

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd , to include on and off ramps on/off TJ Meenach.

Project Status

Active

Project number: 2014153

Construction is scheduled for 2019

External Factors

Grant funds will be required to move into the construction phase. Delivery schedule will depend on construction sequencing for stormwater work.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$0	\$24,000

Maintenance Comments

Street/Street Capital**TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd**

STR-2015-10

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$2,400,000	\$301,800	\$0	\$0	\$0	\$2,701,800	\$2,701,800
Design	\$80,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$280,000
Total	\$80,000	\$200,000	\$2,400,000	\$301,800	\$0	\$0	\$0	\$2,901,800	\$2,981,800

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$80,000	\$200,000	\$1,200,000	\$151,800	\$0	\$0	\$0	\$1,631,800
TIB	Identified	Unfunded	\$0	\$0	\$1,200,000	\$150,000	\$0	\$0	\$0	\$1,350,000
Total			\$80,000	\$200,000	\$2,400,000	\$301,800	\$0	\$0	\$0	\$2,981,800

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Transportation Strategic Plan Update

STR-2012-101

Executive Summary

Update of Chapter 4 of the City of Spokane's Comprehensive Plan. Project to include support for both the development of the Pedestrian Plan & updates to the Bike Plan. Also includes an update of the street design standards.

Project Justification

The current Transportation Master plan was written in 2000. The plan needs to be updated every 7 years to align the project list with current needs. This project is intended to update the plan including all transportation modes.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B, C and E by bringing the design standards into alignment with the updated direction of the Comprehensive Plan.

Location

Other Location

Citywide

Project Status

Active

Project number: 2012040

Project underway.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Transportation Strategic Plan Update

STR-2012-101

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$140,000
Total	\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$140,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Total			\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$140,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Wall St, 1st Ave to Main Ave

STR-2017-14

Executive Summary

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting. Storm facilities will be updated as needed. This project will also build upon and complement the Spokane Transit Central City Line improvements.

Project Justification

Pavement and utility infrastructure are aging and will need rehabilitation. Vaulted sidewalks need attention to reduce risk of failure.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

Location

Other Location

Wall Street between 1st Avenue and Main Avenue.

Project Status

Active

Project number: 2017089
Delivery.

Design 2023; Construction 2024 Project is candidate for Alternative

External Factors

Grant funds will be required to move into the construction phase. Also, STA is incorporating a portion of this project into their CCL implementation.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Wall St, 1st Ave to Main Ave**

STR-2017-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$900,000	\$900,000
Design	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$60,000
Total	\$0	\$0	\$60,000	\$900,000	\$0	\$0	\$0	\$960,000	\$960,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$60,000	\$450,000	\$0	\$0	\$0	\$510,000
STA	Private	Funded	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$450,000
Total			\$0	\$0	\$60,000	\$900,000	\$0	\$0	\$0	\$960,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Wellesley Ave, Freya St to Havana St

STR-2018-3

Executive Summary

Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.

Project Justification

Industrial freight connection from 'The Yard' to the adjacent T-1 and Interstate truck routes.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding industrial development. Also promotes active transport; TR goal F.

Location

Other Location

Wellesley Avenue between Freya Street and Havana Street

Project Status

Active

Project number: 2018076

External Factors

NSC timing will have Wellesley Avenue closed for a 3-year period between Freya and Market.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital**Wellesley Ave, Freya St to Havana St**

STR-2018-3

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$1,850,000	\$0	\$0	\$0	\$0	\$1,850,000	\$1,850,000
Design	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$225,000
Total	\$0	\$225,000	\$1,850,000	\$0	\$0	\$0	\$0	\$2,075,000	\$2,075,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
Grant	Unidentified	Unfunded	\$0	\$0	\$150,000	\$1,175,000	\$0	\$0	\$0	\$1,325,000
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$75,000	\$675,000	\$0	\$0	\$0	\$750,000
Total			\$0	\$0	\$225,000	\$1,850,000	\$0	\$0	\$0	\$2,075,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Street Capital

Wellesley Avenue – Division to Nevada

STR-2018-11

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

Project Justification

Roadway and utility deterioration require attention.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

Location

Other Location

Wellesley Avenue between Division Street and Nevada Street

Project Status

Active

Project number: 2018091

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000	\$3,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$0	\$0	\$350,000	\$3,400,000	\$3,750,000	\$3,750,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$47,250	\$459,000	\$0	\$506,250
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$302,750	\$2,941,000	\$0	\$3,243,750
Total			\$0	\$0	\$0	\$0	\$350,000	\$3,400,000	\$0	\$3,750,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Pedestrian & Bikeways Program

Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$2,410	\$98	\$440	\$69	\$182	\$635
CMAQ	\$755	\$395	\$0	\$0	\$16	\$2,047
Commerce	\$243	\$0	\$0	\$0	\$0	\$0
Connect WA	\$0	\$0	\$0	\$0	\$0	\$0
DSP	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$65	\$0	\$0	\$0	\$0	\$0
PEIP	\$125	\$125	\$125	\$125	\$195	\$760
Private	\$30	\$0	\$0	\$0	\$0	\$0
PWTF	\$0	\$0	\$0	\$0	\$0	\$0
RCO	\$0	\$0	\$0	\$0	\$471	\$3,529
RCO-ALEA	\$300	\$0	\$0	\$0	\$0	\$0
RCO-WWRP	\$612	\$1,365	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$100	\$250	\$650
SIUE-RIVER	\$625	\$1,365	\$0	\$0	\$0	\$0
STBG	\$5	\$0	\$0	\$0	\$0	\$0
STBG-SA	\$0	\$0	\$2,532	\$230	\$1,205	\$2,950
STP	\$40	\$0	\$0	\$0	\$0	\$0
TAP	\$182	\$0	\$0	\$0	\$0	\$0
TBD	\$594	\$48	\$0	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0	\$0
TIB	\$260	\$0	\$0	\$0	\$0	\$0
TIB CS	\$0	\$0	\$0	\$0	\$0	\$0
UDRA	\$250	\$0	\$0	\$0	\$0	\$0
Total	\$6,495	\$3,396	\$3,097	\$524	\$2,319	\$10,571

2013 Downtown Pedestrian Improvements

STR-2014-19

Executive Summary

Sidewalk surface improvements, vaulted sidewalk reconstruction as possible along specific corridors.

Project Justification

These improvements will reduce barriers for disabled persons and make the pedestrian environment downtown safer and more enjoyable for people of all abilities. The project will remove elements of blight from the area and encourage private investment in the surrounding properties and strengthen the Downtown's position as the heart of the community.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals C and F by accommodating safe access to daily destinations.

Location

Other Location

Central Business District, Spokane

Project Status

Active

Project number: 2013156 & 2015075

Construction to begin in 2018.

External Factors

Required to use Federal 4F approval for treating vaults in connection with historic properties.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**2013 Downtown Pedestrian Improvements**

STR-2014-19

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$1,889,962	\$129,942	\$0	\$0	\$0	\$0	\$0	\$129,942	\$2,019,904
Design	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$2,039,962	\$129,942	\$0	\$0	\$0	\$0	\$0	\$129,942	\$2,169,904

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$814,532	\$17,542	\$0	\$0	\$0	\$0	\$0	\$832,074
DSP	Private	Funded	\$49,600	\$0	\$0	\$0	\$0	\$0	\$0	\$49,600
TAP	Federal	Funded	\$1,000,000	\$112,400	\$0	\$0	\$0	\$0	\$0	\$1,112,400
TIB	State	Funded	\$175,830	\$0	\$0	\$0	\$0	\$0	\$0	\$175,830
Total			\$2,039,962	\$129,942	\$0	\$0	\$0	\$0	\$0	\$2,169,904

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways
Bike Route Signing and Striping
STR-2012-63

Executive Summary

Striping and conversion of signs to MUTCD standards

Project Justification

Bicycle lane signing and striping standards have changed. This project is intended to bring our bicycle lanes up to MUTCD standards throughout the city.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal B by improving the bicycle network.

Location

Other Location

Citywide

Project Status

Active

This is an ongoing project that is accomplished during every construction season as need arises.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Bike Route Signing and Striping**

STR-2012-63

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$60,000
Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$60,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Total			\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Executive Summary

This project will complete the preliminary engineering phase of a paid bike-share program for the City of Spokane. The scope of work will include a feasibility study with a forecast for user demand, financial assessment, risk analysis, operating model and recommendation of how to proceed.

Project Justification

The project will make bicycle riding more accessible to residents, workers, students, and visitors. Bike-share stations will be located at several key destinations including Riverfront Park, STA Plaza, the downtown library, the U-District, etc.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and D by incorporating a new transportation choice into our community that will promote healthy living and draw new interest to the city. Also promotes active transport; TR goal F.

Location

Other Location

City-wide with downtown focus.

Project Status

Active

Project number: 2016088

Consultant contract for study/design in 2018.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Bike Share Feasibility Study

STR-2016-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$72,180	\$7,820	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$72,180	\$7,820	\$0	\$0	\$0	\$0	\$80,000	\$80,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$24,180	\$2,620	\$0	\$0	\$0	\$0	\$0	\$26,800
STBG	Federal	Funded	\$48,000	\$5,200	\$0	\$0	\$0	\$0	\$0	\$53,200
Total			\$72,180	\$7,820	\$0	\$0	\$0	\$0	\$0	\$80,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 1

STR-2015-14

Executive Summary

This project will improve safety where the Centennial Trail crosses Mission Ave by improving ADA ramps, crosswalks, countdown timers, wider sidewalks/path along Mission, and separating the trail from parking in Mission Park.

Project Justification

This existing at-grade crossing is presently complex and risky with the volume of vehicles, bicyclists, and pedestrians and the non-intuitive nature of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals E and F by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

Location

Other Location

Centennial Trail at Mission Ave, through Mission Park next to BNSF R/R tracks across Mission and East toward Upriver Drive

Project Status

Active

Project number: 2014095

Construction scheduled to begin in 2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$300	\$300	\$300	\$300	\$0	\$0	\$3,600

Maintenance Comments

Street/Pedestrian and Bikeways**Centennial Trail, Mission Ave Gap Phase 1**

STR-2015-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$339,200	\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$383,200
Design	\$49,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,250
Land purchase	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
Total	\$418,450	\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$462,450

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$26,700	\$4,000	\$0	\$0	\$0	\$0	\$0	\$30,700
Private	Private	Funded	\$18,500	\$0	\$0	\$0	\$0	\$0	\$0	\$18,500
STP	Federal	Funded	\$373,250	\$40,000	\$0	\$0	\$0	\$0	\$0	\$413,250
Total			\$418,450	\$44,000	\$0	\$0	\$0	\$0	\$0	\$462,450

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

Executive Summary

This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by providing grade separation. This project will implement the recommendations of the feasibility study to bridge over Mission Avenue and tunnel under the railroad tracks to the south of Mission Ave.

Project Justification

This existing at-grade crossing is presently complex and risky with the volume of vehicles, bicyclists, and pedestrians and the non-intuitive nature of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals E and F by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

Location

Other Location

Centennial Trail at Mission Ave, through Mission Park next to BNSF R/R tracks across Mission and East toward Upriver Drive

Project Status

Active

Project number: 2016141 Grant applications being sought.

External Factors

This project will fall after phase 1 which will install surface improvements.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Centennial Trail, Mission Ave Gap Phase 2**

STR-2016-77

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000
Design	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$2,500,000	\$2,850,000	\$2,850,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$650,000	\$1,000,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,850,000	\$1,850,000
Total			\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$2,500,000	\$2,850,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Centennial Trail-Summit Blvd Gap, Boone Ave to Pettet Drive

STR-2017-17

Executive Summary

Multi-use trail to be built along the ridge adjacent to Summit Blvd and West Point Drive between Boone Ave and Pettet Drive. This is a continuation of the Centennial Trail, and should be built to that standard.

Project Justification

The Centennial Trail through Spokane is the backbone of the active transportation system. There are several gaps in the trail, of which this is one. This new trail would serve to separate vehicles from active transportation modes.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and E by enhancing the active modes of transportation in this corridor and further investing in the Centennial Trail, a community asset.

Location

Other Location

West Central Spokane along Summit Boulevard

Project Status

Active

Project Number: 2017080
underway.

Design to begin in 2018. Applications to fund construction

External Factors

Depending on the ultimate alignment and scope, there may be right-of-way elements that will affect the delivery timeframe.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Centennial Trail-Summit Blvd Gap, Boone Ave to Pettet Drive**

STR-2017-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,811,789	\$0	\$0	\$2,811,789	\$2,811,789
Design	\$46,243	\$92,775	\$0	\$0	\$0	\$0	\$0	\$92,775	\$139,018
Land purchase	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Total	\$46,243	\$242,775	\$0	\$0	\$2,811,789	\$0	\$0	\$3,054,564	\$3,100,807

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$6,243	\$32,775	\$0	\$379,592	\$0	\$0	\$0	\$418,610
CMAQ	Federal	Funded	\$40,000	\$210,000	\$0	\$0	\$0	\$0	\$0	\$250,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$2,432,197	\$0	\$0	\$0	\$2,432,197
Total			\$46,243	\$242,775	\$0	\$2,811,789	\$0	\$0	\$0	\$3,100,807

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Cincinnati Greenway

STR-2016-12

Executive Summary

Perform Greenway street enhancements to include new sidewalks where none exist, ADA compliance, distinctive Greenway information/directional signage, bike facilities, specific traffic signage and traffic calming elements. Also, crossing enhancements will be necessary at major intersections.

Project Justification

This project will be Spokane's first Greenway street, intended to promote healthy and safe non-motorized transportation options to access a variety of key destination points. This greenway corridor was selected and prioritized by a citizen advisory committee brought together specifically for that purpose in 2012.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and B by creating a sense of place that is unique to a greenway, which prioritizes active modes of transportation.

Location

Other Location

Cincinnati Street from Spokane Falls Blvd to Euclid Ave

Project Status

Active

Project number: 2016081

Design to begin in 2018. Construction planned to begin in 2019.

External Factors

Adjacent street work on Hamilton Street will need to be sequenced carefully as both projects are scheduled to begin in 2019. This work also need to coordinate with STA's Central City Line work that will take place south of Mission Avenue.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$11,500	\$11,500	\$11,500	\$11,500	\$0	\$0	\$92,000

Maintenance Comments

Street/Pedestrian and Bikeways**Cincinnati Greenway**

STR-2016-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$805,850	\$89,506	\$0	\$0	\$0	\$0	\$895,356	\$895,356
Design	\$74,460	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$74,460
Total	\$74,460	\$805,850	\$89,506	\$0	\$0	\$0	\$0	\$895,356	\$969,816

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
CMAQ	Federal	Funded	\$49,516	\$378,300	\$42,000	\$0	\$0	\$0	\$0	\$469,816
TBD	Local	Funded	\$24,944	\$427,550	\$47,506	\$0	\$0	\$0	\$0	\$500,000
Total			\$74,460	\$805,850	\$89,506	\$0	\$0	\$0	\$0	\$969,816

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Crestline Street Lane Reduction

STR-2015-2

Executive Summary

This project will restripe Crestline Street between Euclid Avenue and Francis Avenue. The street will be reconfigured from a 4-lane road to 2 lanes with a Two Way Left Turn Lane. Bike lanes will be added for the entire length of the project.

Project Justification

This project is intended to improve safety for pedestrians and cyclists by changing lane configuration, and installing bike lanes as proposed on the master bike plan.

This project meets the following comprehensive plan goals and/or policies:

This project meets TR Goal B by providing transportation choices, and TR Goal F by improving the active transportation network.

Location

Other Location

Crestline St from Euclid Ave to Francis Ave

Project Status

Active

Project number:2015052

Design 2016; Construction began in 2017, to be completed in 2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Crestline Street Lane Reduction**

STR-2015-2

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$486,355	\$25,600	\$0	\$0	\$0	\$0	\$0	\$25,600	\$511,955
Design	\$36,782	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,782
Total	\$523,137	\$25,600	\$0	\$0	\$0	\$0	\$0	\$25,600	\$548,737

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$3,678	\$0	\$0	\$0	\$0	\$0	\$0	\$3,678
HSIP	Federal	Funded	\$519,459	\$25,600	\$0	\$0	\$0	\$0	\$0	\$545,059
Total			\$523,137	\$25,600	\$0	\$0	\$0	\$0	\$0	\$548,737

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Driscoll Sidewalk, Wellesley to Bismark

STR-2018-16

Executive Summary

Sidewalk infill along Driscoll Blvd.

Project Justification

Pedestrian priority within the vicinity of Browne Elementary.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal B by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

Location

Other Location

Driscoll Boulevard between Wellesley Avenue and Bismark Avenue

Project Status

Active

Project number: 2018095

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Driscoll Sidewalk, Wellesley to Bismark**

STR-2018-16

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$426,498	\$0	\$0	\$0	\$0	\$0	\$426,498	\$426,498
Design	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,000
Total	\$64,000	\$426,498	\$0	\$0	\$0	\$0	\$0	\$426,498	\$490,498

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$64,000	\$166,000	\$0	\$0	\$0	\$0	\$0	\$230,000
TIB	State	Funded	\$0	\$260,498	\$0	\$0	\$0	\$0	\$0	\$260,498
Total			\$64,000	\$426,498	\$0	\$0	\$0	\$0	\$0	\$490,498

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Fish Lake Trail - Phase 3b

STR-2012-68

Executive Summary

Includes the remaining paving to reach Fish Lake as well as bridge construction over the railroads.

Project Justification

This trail will complete the gap that will provide 11 miles of trail connecting the City of Spokane and the City of Cheney. This system is identified in the Comprehensive plan as a corridor to preserve and improve.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and E by improving upon the trail length under ownership by the City, and opening that trail to public use, providing a transportation and recreation choice.

Location

Other Location

Fish Lake Trail, Queen Lucas Lake to Fish Lake

Project Status

Active

Project number: 2010048

Applications for Grant funding for construction.

External Factors

Funding for phase 3b is not yet secure. Negotiations with BNSF for aerial rights for bridges will take some time.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Fish Lake Trail - Phase 3b**

STR-2012-68

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$706,978	\$0	\$0	\$0	\$0	\$0	\$3,529,261	\$3,529,261	\$4,236,239
Design	\$254,149	\$0	\$0	\$0	\$0	\$210,139	\$0	\$210,139	\$464,288
Land purchase	\$0	\$0	\$0	\$0	\$0	\$260,600	\$0	\$260,600	\$260,600
Total	\$961,127	\$0	\$0	\$0	\$0	\$470,739	\$3,529,261	\$4,000,000	\$4,961,127

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$470,739	\$3,529,261	\$4,000,000
TCSP	Federal	Funded	\$961,127	\$0	\$0	\$0	\$0	\$0	\$0	\$961,127
Total			\$961,127	\$0	\$0	\$0	\$0	\$470,739	\$3,529,261	\$4,961,127

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Executive Summary

Design study to determine best route option for the Fish Lake trail extension to connect to the Centennial Trail at the existing Sandifur Bridge trailhead at Peoples' Park.

Project Justification

Study to review various trail routes and determine best option for project design and construction. This route will complete the connection between the existing Fish Lake Trail terminus and the Centennial Trail.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and E by connecting regional shared-use trails to extend these backbone active transport providers and maximize the utility of these existing community assets.

Location

Other Location

Fish Lake Trailhead at Milton/Lindeke to Centennial Trail via Sandifur Bridge.

Project Status

Active

Project number: 2016089

Study scheduled for 2019

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,750,000	\$2,750,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,750,000	\$2,750,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$83,750	\$0	\$0	\$0	\$0	\$625,000	\$708,750
CMAQ	Federal	Funded	\$0	\$166,250	\$0	\$0	\$0	\$0	\$1,875,000	\$2,041,250
Total			\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,750,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Maxwell-Mission Avenue Lane Reduction

STR-2015-1

Executive Summary

This project will re-stripe a 4-lane road to 2 lanes with a Two Way Left Turn Lane (TWLTL). Bike lanes and/or wide lanes will be added for the entire length of the project. The TWLTL may be left out in a couple of blocks where on-street parking is needed and road width is insufficient for both.

Project Justification

This project is intended to improve safety for pedestrians and cyclists by changing lane configuration, and installing bike lanes as proposed on the master bike plan.

This project meets the following comprehensive plan goals and/or policies:

This project meets TR Goal B by providing transportation choices, and TR Goal F by improving the active transportation network.

Location

Other Location

Maxwell and Mission Avenues, from Maple St to Washington St.

Project Status

Active

Project number: 2015053

Design complete. Construction in 2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Maxwell-Mission Avenue Lane Reduction**

STR-2015-1

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$367,701	\$39,000	\$0	\$0	\$0	\$0	\$0	\$39,000	\$406,701
Design	\$54,890	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,890
Total	\$422,591	\$39,000	\$0	\$0	\$0	\$0	\$0	\$39,000	\$461,591

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$26,691	\$0	\$0	\$0	\$0	\$0	\$0	\$26,691
HSIP	Federal	Funded	\$395,900	\$39,000	\$0	\$0	\$0	\$0	\$0	\$434,900
Total			\$422,591	\$39,000	\$0	\$0	\$0	\$0	\$0	\$461,591

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Executive Summary

Study to select routing and begin design of a multi-use Path from Spokane Community College to Felts Field along the Spokane River. The trail will also coordinate with the future Children of the Sun connections to the Centennial Trail and Tuffy's Trail

Project Justification

The city is committed to connecting the trail system and provide multimodal transportation throughout the region.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and E by developing a trail connection between neighborhoods that this area can take pride in and adopt more fully into their transportation network.

Location

Other Location

From Spokane Community College to Felts Field.

Project Status

Active

Project number: 2014059

Project is in Planning. Applying for grant funding for construction.

External Factors

Study will determine feasibility option for routing the trail through Spokane Community College Campus.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Millwood Trail, from SCC to Felts Field**

STR-2014-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271,676	\$1,271,676	\$1,271,676
Design	\$0	\$20,000	\$0	\$0	\$0	\$115,607	\$0	\$135,607	\$135,607
Planning	\$135,327	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,327
Total	\$135,327	\$20,000	\$0	\$0	\$0	\$115,607	\$1,271,676	\$1,407,283	\$1,542,610

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$18,269	\$20,000	\$0	\$0	\$0	\$0	\$0	\$38,269
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$15,607	\$171,676	\$304,341
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,100,000	\$1,200,000
Total			\$135,327	\$20,000	\$0	\$0	\$0	\$115,607	\$1,271,676	\$1,542,610

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

North Gorge Trail STUDY - Post Bridge to Suspension Bridge

STR-2018-14

Executive Summary

A study of the type and placement requirements to connect a trail along the north bank of the river. A look into geotechnical, structural, and environmental requirements.

Project Justification

Connectivity of park and neighborhood assets is desirable.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A, B, and F, by creating active transportation connections that the community can enjoy and take pride in while experiencing the natural assets of our City.

Location

Other Location

North bank of the Spokane River between the Post Bridge and the Suspension Pedestrian Bridge

Project Status

Active

Project number: 2018094

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**North Gorge Trail STUDY - Post Bridge to Suspension Bridge**

STR-2018-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$150,376	\$99,624	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$150,376	\$99,624	\$0	\$0	\$250,000	\$250,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$50,376	\$33,374	\$0	\$0	\$83,750
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$100,000	\$66,250	\$0	\$0	\$166,250
Total			\$0	\$0	\$0	\$150,376	\$99,624	\$0	\$0	\$250,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Parking Environment Improvement Program

STR-2016-71

Executive Summary

Improve the parking environment in the downtown core by installing street furniture, way-finding, trees, lighting and electrical, tree grates, and by placing new sidewalk or replacing poor sidewalk. This funding program will also update downtown gateways and incorporate the 'Spokane Cultural Trail'.

Project Justification

Parking revenue will improve the atmosphere of downtown. Thus inviting more use and improving the downtown core of Spokane.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal E by developing the parking and pedestrian connection to businesses downtown.

Location

Other Location

Downtown Core

Project Status

Active

This program conducts downtown beautification, participates in downtown core projects to extend goals of the Parking Advisory Committee (PAC), and directly funds special projects approved by the PAC. The first project, the Maple/Ash Gateway is under development, and funds will be banked in preparation for construction.

External Factors

Guidance through the Parking Advisory Committee.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Parking Environment Improvement Program

STR-2016-71

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$760,000	\$1,385,000	\$1,635,000
Design	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$70,000
Total	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$195,000	\$760,000	\$1,455,000	\$1,705,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
PEIP	Local	Funded	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$195,000	\$760,000	\$1,705,000
Total			\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$195,000	\$760,000	\$1,705,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Peaceful Valley Trail - AKA: South Gorge Trail

STR-2015-13

Executive Summary

Construction of approximately 1.3 mi of 10-foot HMA mixed use trail along the south side of Spokane River between Peoples' Park and Glover Field. Work will include water main replacement and full pavement reconstruction of Clarke Ave between Elm St and Riverside Ave.

Project Justification

This project will provide a key trail link between People's Park and Glover Field Park, with eventual connection to downtown Spokane. The project will also reconstruct Clarke Avenue street and replace the street's water main that are in disrepair and in need of replacement.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and B by making new active transport facilities that the neighborhood and community at-large are taking pride in. The project is made possible through integrating with utility and road work; TR Goal G.

Location

Other Location

South side of Spokane River from Sandifur Bridge to Glover Field through the Peaceful Valley Neighborhood.

Project Status

Active

Project numbers: 2014091 - Phase 1, CSO 25 Glover Park and Water Avenue; 2016059 Phase 2, South Gorge Trail
Completion Phase 1 under construction in 2018. Phase 2 to begin in 2019.

External Factors

Grant funds will be required to move into the construction phase.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$4,500	\$0	\$0	\$126,000

Maintenance Comments

Street/Pedestrian and Bikeways**Peaceful Valley Trail - AKA: South Gorge Trail**

STR-2015-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$655,000	\$3,537,384	\$0	\$0	\$0	\$0	\$0	\$3,537,384	\$4,192,384
Design	\$485,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,117
Total	\$1,140,117	\$3,537,384	\$0	\$0	\$0	\$0	\$0	\$3,537,384	\$4,677,501

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$710,117	\$1,977,983	\$0	\$0	\$0	\$0	\$0	\$2,688,100
Commerce	State	Funded	\$0	\$242,500	\$0	\$0	\$0	\$0	\$0	\$242,500
Private	Private	Funded	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
RCO-ALEA	State	Funded	\$195,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$495,000
RCO-WWRP	State	Funded	\$0	\$486,901	\$0	\$0	\$0	\$0	\$0	\$486,901
SIUE-RIVER	Local	Funded	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total			\$1,140,117	\$3,537,384	\$0	\$0	\$0	\$0	\$0	\$4,677,501

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

South Gorge Trail Connection - Main Ave to CSO 26

STR-2018-20

Executive Summary

Trail connection along the rim of the south bank of the Spokane River that continues the South Gorge Trail north of the Spokane Club, under the Monroe Street Bridge, and back up to the plaza atop CSO 26.

Project Justification

This will fill one of the final gaps for the Spokane River Gorge loop trail.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A, B and E by connecting regional shared-use trails to expand the trail network and maximize the utility of these existing community assets.

Location

Other Location

North side of the Spokane Club between Main Avenue and the CSO 26 Plaza.

Project Status

Active

Project number: 2018097

External Factors

An easement will be required to cross the Spokane Club property along the river bank.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**South Gorge Trail Connection - Main Ave to CSO 26**

STR-2018-20

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$2,730,000	\$0	\$0	\$0	\$0	\$2,730,000	\$2,730,000
Design	\$20,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$270,000
Total	\$20,000	\$250,000	\$2,730,000	\$0	\$0	\$0	\$0	\$2,980,000	\$3,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
RCO-WWRP	Identified	Unfunded	\$0	\$125,000	\$1,365,000	\$0	\$0	\$0	\$0	\$1,490,000
SIUE-RIVER	Local	Funded	\$20,000	\$125,000	\$1,365,000	\$0	\$0	\$0	\$0	\$1,510,000
Total			\$20,000	\$250,000	\$2,730,000	\$0	\$0	\$0	\$0	\$3,000,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Sprague Ave at Sherman St Pedestrian Plaza

STR-2013-113

Executive Summary

Construct a plaza connecting the south landing of the University District Gateway Bridge to East Sprague with a distinctive plaza entrance. The Plaza will prioritize pedestrian, bicycle, and transit modes of transportation. Construction will include rebuilding the Sprague at Sherman intersection.

Project Justification

Tie the Gateway Bridge to Sprague Avenue and open up opportunities for development and investment at this connection hub. The plaza also provides a functional alternative for the STA Medical Shuttle to quickly connect students to the Medical District.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A, B and D by connecting the new pedestrian and bicycle bridge to transit while also providing an open space adjacent to budding development that is meant to foster place-making.

Location

Other Location

Sprague Ave at Sherman St to the south landing of the University District Gateway Bridge

Project Status

Active

Project number: 2015150

Design in 2017: Construction in 2018

External Factors

This project will need to be coordinated with the University District Gateway Bridge, and delivery of the final product should be such that the bridge and plaza can be opened to traffic as one.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Sprague Ave at Sherman St Pedestrian Plaza**

STR-2013-113

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$948,454	\$80,925	\$0	\$0	\$0	\$0	\$0	\$80,925	\$1,029,379
Design	\$23,121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,121
Total	\$971,575	\$80,925	\$0	\$0	\$0	\$0	\$0	\$80,925	\$1,052,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$91,575	\$10,925	\$0	\$0	\$0	\$0	\$0	\$102,500
TAP	State	Funded	\$630,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$700,000
TIB CS	State	Funded	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total			\$971,575	\$80,925	\$0	\$0	\$0	\$0	\$0	\$1,052,500

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights - Design

STR-2016-13

Executive Summary

The 3.2-mile project will improve the ped/bike connections along Sunset Hwy. Project will connect to a bicycle facility project at Royal St., and continue west as a shared-use path. Strategic sidewalk segments will facilitate transit stops locations and pedestrian street crossings.

Project Justification

This project will provide a direct bicycle connection to businesses along US 2. Generators on the corridor include restaurants, hotels, a casino, a nearby university, airport and recreational activities. The project will also create a complete bike connection to downtown Spokane and the regional bike network.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals B and F by creating a safe opportunity to use this highway corridor by foot or bike.

Location

Other Location

Sunset Highway between Royal Street and Deer Heights

Project Status

Active

Project number: 2016087

Design 2020

External Factors

Planned construction of Capital Project on Sunset Highway within this project's limits.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**Sunset Highway Bike Path - Royal to Deer Heights - Design**

STR-2016-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,277,305	\$0	\$1,277,305	\$1,277,305
Design	\$0	\$0	\$441,631	\$0	\$0	\$0	\$0	\$441,631	\$441,631
Land purchase	\$0	\$0	\$0	\$0	\$189,017	\$0	\$0	\$189,017	\$189,017
Total	\$0	\$0	\$441,631	\$0	\$189,017	\$1,277,305	\$0	\$1,907,953	\$1,907,953

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$88,326	\$0	\$25,517	\$172,436	\$0	\$286,279
CMAQ	Federal	Funded	\$0	\$0	\$353,305	\$0	\$0	\$0	\$0	\$353,305
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$163,500	\$1,104,869	\$0	\$1,268,369
Total			\$0	\$0	\$441,631	\$0	\$189,017	\$1,277,305	\$0	\$1,907,953

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Pedestrian and Bikeways

U-District Pedestrian & Bicycle Bridge

STR-2016-74

Executive Summary

Construct a Pedestrian and Bicycle Rail Overpass Bridge within the University District.

Project Justification

With the current growth of River point Campus there is a need for students to move to and from housing, shopping, classes and local services. Connectivity to the south is lacking. The U-district ped/bike bridge will provide the connectivity needed and also help revitalize the Sprague district.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A, B and D by creating a landmark bridge that will be a safe opportunity to cross from housing to education or work opportunities, thus opening up new possibilities for development adjacent to and surrounding this place.

Location

Other Location

From E Riverside & Sherman to EWU Campus

Project Status

Active

Project number: 2009105, 2012119

Design and ROW Complete. Construction began in 2017.

External Factors

This project must coordinate with the Sprague at Sherman Pedestrian Plaza project which will connect the south landing of the bridge with Sprague Avenue and Transit.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways**U-District Pedestrian & Bicycle Bridge**

STR-2016-74

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$12,739,461	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$13,239,461
Design	\$2,044,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,044,600
Land purchase	\$1,554,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554,500
Total	\$16,338,561	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$16,838,561

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$1,192,961	\$250,000	\$0	\$0	\$0	\$0	\$0	\$1,442,961
Connect WA	State	Funded	\$8,796,500	\$0	\$0	\$0	\$0	\$0	\$0	\$8,796,500
PWTF	Federal	Funded	\$3,154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,154,500
TCSP	Federal	Funded	\$444,600	\$0	\$0	\$0	\$0	\$0	\$0	\$444,600
UDRA	Local	Funded	\$2,750,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
Total			\$16,338,561	\$500,000	\$0	\$0	\$0	\$0	\$0	\$16,838,561

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

An aerial photograph of a city street, likely in San Francisco, showing a mix of residential and commercial buildings, cars, and a 7-Eleven store. The image is framed by a large, stylized geometric pattern composed of purple and green triangles, set against a light gray background with a faint grid of thin green lines.

Neighborhood Program

Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
redlight	\$450	\$450	\$450	\$450	\$450	\$450
TBD	\$288	\$213	\$459	\$232	\$243	\$250
TIB	\$0	\$0	\$0	\$200	\$0	\$0
Total	\$738	\$663	\$909	\$882	\$693	\$700

Street/Neighborhood

Traffic Calming Program

STR-2014-23

Executive Summary

Program installs traffic calming measures in response to neighborhood applications for calming needs.

Project Justification

This program fulfills the redlight traffic calming ordinance.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals A and F by allowing neighborhoods to participate in the street development process by prioritizing and addressing community safety concerns.

Location

Other Location

Citywide

Project Status

Active

This annual program is run in coordination between Office of Neighborhood Services, Integrated Capital Management, and Streets.

External Factors

Applications for use come through Neighborhood Councils and are approved by the Traffic Calming Committee.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Neighborhood

Traffic Calming Program

STR-2014-23

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000	\$2,800,000
Design	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
Total	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
redlight	Local	Funded	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$3,150,000
Total			\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$3,150,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Street/Neighborhood

Transportation Benefit District (TBD) Sidewalk Program

STR-2016-33

Executive Summary

Sidewalk improvements (generally infill) at locations noted.

Project Justification

To fulfill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goal B by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

Location

Other Location

Locations: Driscoll Blvd - Wellesley to Bismark; Arthur St - 30th to 43rd; 37th Ave - Latawa to Manito; 11th Ave - Arthur to Perry; Driscoll Blvd - Alberta to Garland; E. Hilliard - Central Ave to Francis Ave; and Division St - Cozza to Magnesium. The Cincinnati Greenway project also uses TBD funding, as shown in the Pedestrian and Bikeways section.

Project Status

Active

Project numbers: Various

Design and Construction: 2016 through 2023.

External Factors

Costs shown below are for TBD projects that have not yet received matching grant dollars. When grants are received, individual project pages will be created in the Pedestrian and Bikeways section of this program. Presently, this includes the Cincinnati Greenway and Regal/Bemiss/Shaw Pedestrian Safety projects.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Neighborhood

Transportation Benefit District (TBD) Sidewalk Program

STR-2016-33

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$404,000	\$270,000	\$167,000	\$360,000	\$405,000	\$243,000	\$235,000	\$1,680,000	\$2,084,000
Design	\$20,000	\$18,000	\$46,000	\$99,000	\$27,000	\$0	\$15,000	\$205,000	\$225,000
Total	\$424,000	\$288,000	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	\$1,885,000	\$2,309,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$424,000	\$288,000	\$213,000	\$459,000	\$232,000	\$243,000	\$250,000	\$2,109,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Total			\$424,000	\$288,000	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	\$2,309,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Impact Fee Program

Impact Fee Projects

Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$364	\$364	\$0	\$0	\$0	\$0
Impact Fee	\$364	\$364	\$0	\$0	\$0	\$0
STP	\$1,362	\$1,362	\$0	\$0	\$0	\$0
Total	\$2,091	\$2,091	\$0	\$0	\$0	\$0

TRANSPORTATION IMPACT FEE PROGRAM

Planning Horizon - 2019 - 2024

On November 17, 2008, City Council adopted Ordinance No. C34305 establishing a transportation impact fee by adopting Chapter 17D.030 to Title 17 of the Spokane Municipal Code. The Ordinance was conditioned upon: (1) Completion of a Transportation Baseline Study; (2) An adjusted impact fee rate schedule to reflect the projects identified by the Transportation Baseline Study; and (3) Adoption of permanent funding mechanism to supplement the City's ability to eliminate existing transportation deficiencies.

The final amended Impact Fee ordinance was passed on Feb 10, 2011 by City Council and implemented on March 12, 2011.

Adopted in 1990 the Washington legislature passed the Growth Management Act (GMA). One of GMA's primary goals required cities to provide adequate public facilities and services concurrent with development. The statute authorizing impact fees under GMA is [RCW 82.02.050](#), which provides as follows:

Counties, cities and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

The purpose of Impact Fees is to ensure that adequate transportation facilities are available to serve new growth; promote orderly growth and development; and require new growth and development to pay a proportionate share of the cost of new facilities needed to serve new growth. Impact fees help pay for transportation system improvements that provide service to the community at large in addition to mitigating direct impacts of new development.

In addition, Washington cities have a variety of other options available for imposing traffic impact fees on new development. The following statutes provide the authorization to impose traffic impact fees: Subdivision Exactions – Ch. 58.17 RCW; State Environmental Policy Act (Mitigation Measures)-Ch. 43.21C RCW; Voluntary Agreements-RCW 82.02.020; Transportation Benefit District Act-RCW 35.21.225 and Ch. 36.73 RCW; Local Transportation Act-Ch. 39.92 RCW; and Growth Management Act-Ch. 82.02 RCW.

The City will be seeking additional funds from local, State and Federal sources since Impact Fees, in accordance with RCW 82.02.050, cannot pay for 100% of project costs. Impact Fee related projects will be placed in the Program once funding has been obtained. The list of Impact Fee Projects below indicates generally what timeframe the projects are intended to be constructed within, funding dependent.

Revised Impact Fee List for 2017 Transportation Plan Update				Approx. Build Timeline	
Project	Description	Estimated Cost	Region	5-yr	20-yr
5th Ave / Sherman St	Intersection - Install new traffic signal	\$700,000	D		X
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC	\$1,000,000	D	X	
Downtown Bike Share	Paid bike share program	\$200,000	D	X	
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	\$250,000	D	X	
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	\$3,000,000	NW		X
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	\$4,100,000	NW		X
Wellesly / Driscoll	Roundabout	\$1,600,000	NW		X
sr 291 / Rifle Club Road	signal	\$700,000	NW		X
Francis/Alberta	modify NB and SB lanes to allow protected phasing	\$500,000	NW		X
Francis/Maple	add WBR lane	\$500,000	NW		X
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	\$1,500,000	S	X	
29th Ave TWLTL	add TWLTL between Pittsburg and Lee	\$1,500,000	S		X
37th Ave / Freya st	Construct traffic signal	\$250,000	S		X
37th Ave / Ray St	Construct traffic signal and WBR channelization	\$250,000	S		X
44th Ave from Crestline to Altamont	new collector road section	\$500,000	S		X
44th/Regal	Widen northbound approach to 2 lanes	\$150,000	S		X
Freya / Palouse Hwy	roundabout (or turn lanes)	\$1,000,000	S	X	
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'	\$1,000,000	NE		X
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.	\$0	NE	X	
Market/Wellesley and Haven/Wellesley improvements	Add additional lane between Haven and Market to fit left turn movements.	\$200,000	NE		X
Mission/Havana	signal	\$800,000	NE		X
Crestline / Magnesium	add EBR turn lane, two lanes for NB, all-way stop.	\$200,000	NE		X
Nevada / Magnesium	left turn protected-permitted phasing, restripe for WBL and EBL turn lanes, add WBR, one through lane east-west, maybe ROW on NE corner	\$1,000,000	NE		X
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)	\$200,000	NE	X	

Street/Impact Fee Projects

Hamilton St. Corridor Enhancement Project

STR-2013-109

Executive Summary

Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements and to improve coordination and traffic flow. Left turn pocket channelization is also subject to change.

Project Justification

This is an impact fee project intended for congestion mitigation.

This project meets the following comprehensive plan goals and/or policies:

Meets TR Goals E and F by enhancing the Hamilton corridor to be a stronger community asset while also improving the safety and efficiency of all travelers.

Location

Other Location

Hamilton St from Desmet Ave to North Foothills Drive

Project Status

Active

Project number: 2010056

Currently in design for construction start in 2019-2021.

External Factors

Actual start of construction will depend on schedules of nearby arterial street construction closures that would be compounded by closures on Hamilton. This project can be built in phases, intersection by intersection, as necessary.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Impact Fee Projects**Hamilton St. Corridor Enhancement Project**

STR-2013-109

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$2,091,308	\$2,091,308	\$0	\$0	\$0	\$0	\$4,182,616	\$4,182,616
Design	\$125,570	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$125,570
Land purchase	\$138,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$138,600
Total	\$264,170	\$2,091,308	\$2,091,308	\$0	\$0	\$0	\$0	\$4,182,616	\$4,446,786

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$65,882	\$364,417	\$364,417	\$0	\$0	\$0	\$0	\$794,716
Impact Fee	Local	Funded	\$59,688	\$364,417	\$364,417	\$0	\$0	\$0	\$0	\$788,522
STP	Federal	Funded	\$138,600	\$1,362,474	\$1,362,474	\$0	\$0	\$0	\$0	\$2,863,548
Total			\$264,170	\$2,091,308	\$2,091,308	\$0	\$0	\$0	\$0	\$4,446,786

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

This page intentionally left blank

City of Spokane

Street Department

2018-2024

Street Maintenance Plan



2018 Proposed Projects

Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$70/ton)	Council District
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.00	\$16,374		1 - NE
Grove St - 14th to Sumner	Crack	Arterial	6,401	LevyMaint	StMaint	\$1.00	\$6,401		2 - S
Riverside - Clarke to Hemlock	Crack	Arterial	6,600	LevyMaint	StMaint	\$1.00	\$6,600		2 - S
Ash St - Boone to Northwest	Crack	Arterial	17,905	LevyMaint	StMaint	\$1.00	\$17,905		3 - NW
Belt St - Nora to Montgomery	Crack	Arterial	5,517	LevyMaint	StMaint	\$1.00	\$5,517		3 - NW
Driscoll Bl - Courtland to Assembly	Crack	Arterial	63,551	LevyMaint	StMaint	\$1.00	\$63,551		3 - NW
Indiana Av - Belt to Maple	Crack	Arterial	10,200	LevyMaint	StMaint	\$1.00	\$10,200		3 - NW
Northwest/Assembly - Garland to Olympic	Crack	Arterial	21,216	LevyMaint	StMaint	\$1.00	\$21,216		3 - NW
Maple St - Boone to Northwest	Crack	Arterial	17,293	LevyMaint	StMaint	\$1.00	\$17,293		3 - NW
Wall St - Wellesley to Francis	Crack	Arterial	16,873	LevyMaint	StMaint	\$1.00	\$16,873		3 - NW
3rd Av - Magnolia to Regal	Crack	Arterial	15,716	StMaint	StMaint	\$1.00	\$15,716		2 - S
9th - Perry to Altamont	Crack	Arterial	10,962	StMaint	StMaint	\$1.00	\$10,962		2 - S
Grand Bl - High to 29th	Crack	Arterial	23,835	StMaint	StMaint	\$1.00	\$23,835		2 - S
Perry/Thurston	Crack	Arterial	16,186	StMaint	StMaint	\$1.00	\$16,186		2 - S
Southeast/Sherman - Perry to 3rd	Crack	Arterial	33,654	StMaint	StMaint	\$1.00	\$33,654		2 - S
Ash St - Northwest to Wellesley	Crack	Arterial	29,716	StMaint	StMaint	\$1.00	\$29,716		3 - NW
Maple St - Northwest to Wellesley	Crack	Arterial	28,784	StMaint	StMaint	\$1.00	\$28,784		3 - NW
Bridgeport - Division to Crestline	Crack	Arterial	30,757	StMaint	StMaint	\$1.00	\$30,757		1 - NE
Mission - Hamilton to Greene	Crack	Arterial	39,353	StMaint	StMaint	\$1.00	\$39,353		1 - NE
MLK Way	Crack	Arterial	11,301	StMaint	StMaint	\$1.00	\$11,301		1 - NE
Freya St - Liberty to Rich	Crack	Arterial	13,159	StMaint	StMaint	\$1.00	\$13,159		1 - NE
Freya St - Rowan to Francis	Crack	Arterial	8,980	StMaint	StMaint	\$1.00	\$8,980		1 - NE
							\$444,333		
Freya St - 27th to Hartson	Grind	Arterial	25,070	LevyMaint	StMaint	\$30.00	\$752,100	\$246,783	2 - S
Wellesley Av - Division to Nevada	Grind	Arterial	21,449	LevyBandAid	StMaint	\$30.00	\$643,470	\$211,139	1 - NE
Cedar/Maple/Walnut - 10th to 21st	Grind	Arterial	25,988	LevyBandAid	StMaint	\$30.00	\$779,640	\$255,819	2 - S
Assembly - Olympic to Rowan	Grind	Arterial	10,592	LevyBandAid	StMaint	\$30.00	\$317,760	\$104,265	3 - NW
Southeast Bl - Regal to 29th	Grind	Arterial	12,667	StMaint	StMaint	\$30.00	\$380,010	\$124,691	2 - S
Altamont - Hartson to Sprague	Grind	Arterial	11,791	StMaint	StMaint	\$30.00	\$353,733	\$116,069	2 - S
Palouse Hy from Regal to Freya	Grind	Arterial	14,049	StMaint	StMaint	\$30.00	\$421,470	\$138,295	2 - S
			121,606	Arterial Total:		\$4,092,516	\$3,648,183	\$1,197,060	
Dakota/Jay Et Al	Crack	Residential	27,048	TBD	StMaint	\$1.00	\$27,048		1 - NE
Joseph/Standard Et Al	Crack	Residential	23,680	TBD	StMaint	\$1.00	\$23,680		1 - NE
Lyons - Perry to Napa	Crack	Residential	7,132	TBD	StMaint	\$1.00	\$7,132		1 - NE
53rd & Laurelhurst	Crack	Residential	4,879	TBD	StMaint	\$1.00	\$4,879		2 - S
Custer Et Al	Crack	Residential	16,448	TBD	StMaint	\$1.00	\$16,448		2 - S
Jefferson/18th Et Al	Crack	Residential	42,183	TBD	StMaint	\$1.00	\$42,183		2 - S
Manito Bl Et Al	Crack	Residential	47,357	TBD	StMaint	\$1.00	\$47,357		2 - S
Summerwood/Bristol Et Al	Crack	Residential	34,285	TBD	StMaint	\$1.00	\$34,285		2 - S
Cleveland/Fairview Et Al	Crack	Residential	30,785	TBD	StMaint	\$1.00	\$30,785		3 - NW
Wabash/Jefferson Et Al	Crack	Residential	36,001	TBD	StMaint	\$1.00	\$36,001		3 - NW
Colton St - Magnesium to Jay	Crack	Residential	5,992	TBD	StMaint	\$1.00	\$5,992		1 - NE
Euclid/Morton from Mayfair to Dalton	Crack	Residential	13,417	TBD	StMaint	\$1.00	\$13,417		1 - NE
Sinto/Sharp from Napa to Regal Et Al	Crack	Residential	37,999	TBD	StMaint	\$1.00	\$37,999		1 - NE
1st & 2nd from Couer D Alane to Maple	Crack	Residential	21,971	TBD	StMaint	\$1.00	\$21,971		2 - S
4th Av Et Al	Crack	Residential	20,531	TBD	StMaint	\$1.00	\$20,531		2 - S
5th Av - Monroe to Stevens	Crack	Residential	8,272	TBD	StMaint	\$1.00	\$8,272		2 - S
Chestnut from Sunset to 2nd Et Al	Crack	Residential	36,850	TBD	StMaint	\$1.00	\$36,850		2 - S
Upper Terrace Rd from Rockwood to Rockwood	Crack	Residential	4,856	TBD	StMaint	\$1.00	\$4,856		2 - S
Cannon/Shannon Et Al	Crack	Residential	31,233	TBD	StMaint	\$1.00	\$31,233		3 - NW
Carlisle from maple to Jefferson Et Al	Crack	Residential	37,826	TBD	StMaint	\$1.00	\$37,826		3 - NW
Joseph/Washington Et Al	Crack	Residential	66,556	TBD	StMaint	\$1.00	\$66,556		3 - NW
Milton/Queen Et Al	Crack	Residential	35,657	TBD	StMaint	\$1.00	\$35,657		3 - NW
Normandie St - Garland to Rockwell	Crack	Residential	3,633	TBD	StMaint	\$1.00	\$3,633		3 - NW
							\$324,793		
Nora from Astor to Hamilton Et Al	Chip	Residential	45,016	TBD	Contractor	\$8.50	\$382,636		1 - NE
Madelia from 53rd to 49th Et Al	Chip	Residential	31,981	TBD	Contractor	\$8.50	\$271,839		2 - S
Riverview from Columbia to A Et Al	Chip	Residential	27,541	TBD	Contractor	\$8.50	\$234,099		3 - NW
Dakota St Et Al	Grind	Residential	9,623	TBD	Contractor	\$40.00	\$384,920		1 - NE
Browne - 21st to 25th	Grind	Residential	4,560	TBD	Contractor	\$40.00	\$182,400		2 - S
Lyons & Victor	Grind	Residential	3,650	TBD	Contractor	\$40.00	\$146,000		3 - NW
Nettleton St - Garland to Longfellow	Grind	Residential	4,423	TBD	Contractor	\$40.00	\$176,920		3 - NW
Mayfair St - Queen to Rowan	Grind	Residential	4,397	StMaint	Contractor	\$40.00	\$175,880		1 - NE
Providence - Nevada to Crestline	Grind	Residential	13,692	StMaint	Contractor	\$40.00	\$547,680		1 - NE
South Crescent - Nora to Lacey	Grind	Residential	10,684	StMaint	Contractor	\$40.00	\$427,360		1 - NE
27th Av - SE Bl to Ray	Grind	Residential	13,253	StMaint	Contractor	\$40.00	\$530,120		2 - S
5th Av - Freya to Havana	Grind	Residential	11,929	StMaint	Contractor	\$40.00	\$477,160		2 - S
Dalke/Lincoln/Post	Grind	Residential	9,263	StMaint	Contractor	\$40.00	\$370,520		3 - NW
Dalton Av - Maple to Post	Grind	Residential	10,912	StMaint	Contractor	\$40.00	\$436,480		3 - NW
York Av Et Al	Grind	Residential	5,295	StMaint	Contractor	\$40.00	\$211,800		3 - NW
Dalke - Addison to Nevada	Grind	Residential	6,615	Add. Funding	Contractor	\$40.00	\$264,600		1 - NE
Arthur St - 37th to 29th	Grind	Residential	9,143	Add. Funding	Contractor	\$40.00	\$365,720		2 - S
Manito Bl - 37th to 33rd	Grind	Residential	12,704	Add. Funding	Contractor	\$40.00	\$508,160		2 - S
							\$6,094,293		
			Residential Total:		\$6,419,086				

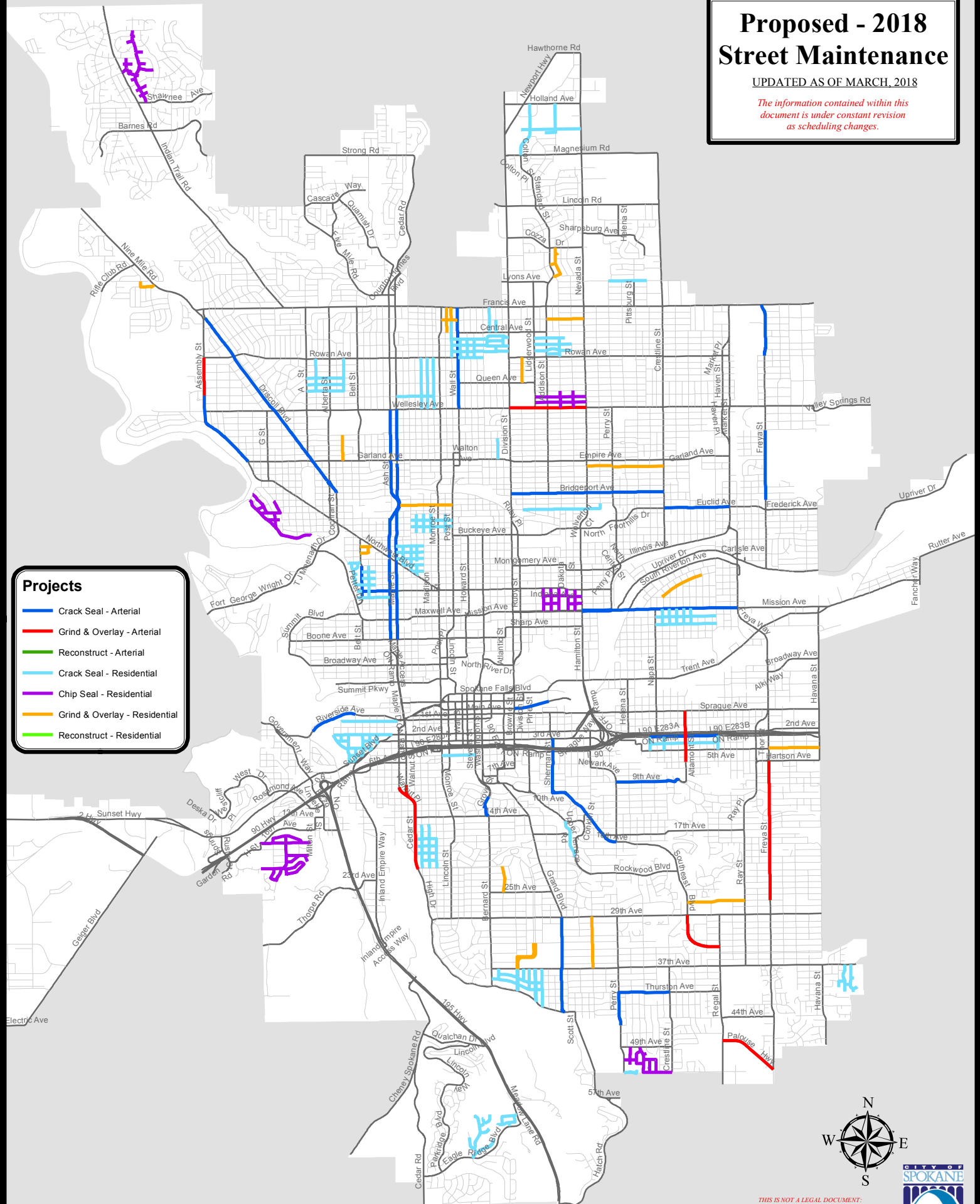
Proposed - 2018 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

2019 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
3rd Av - Division to Arthur	Crack	Arterial	20,578	LevyMaint	StMaint	\$1.00	\$20,578		1 - NE
Illinois/Montgomery - Astor to Hamilton	Crack	Arterial	11,547	LevyMaint	StMaint	\$1.00	\$11,547		1 - NE
Market St - Garland to Francis	Crack	Arterial	40,028	LevyMaint	StMaint	\$1.00	\$40,028		1 - NE
29th Av - High to grand	Crack	Arterial	34,090	Levy Maint	StMaint	\$1.00	\$34,090		2 - S
37th Av - Perry to Regal	Crack	Arterial	19,203	LevyMaint	StMaint	\$1.00	\$19,203		2 - S
Hatch Rd - 54th to 43rd	Crack	Arterial	14,331	LevyMaint	StMaint	\$1.00	\$14,331		2 - S
Grand Bl - 22nd to 14th	Crack	Arterial	13,923	LevyMaint	StMaint	\$1.00	\$13,923		3 - S
Rockwood Bl - Cowley to Southeast	Crack	Arterial	48,879	LevyMaint	StMaint	\$1.00	\$48,879		2 - S
Southeast Bl - 29th to Perry	Crack	Arterial	27,347	LevyMaint	StMaint	\$1.00	\$27,347		2 - S
Alberta St - Northwest to Francis	Crack	Arterial	44,540	LevyMaint	StMaint	\$1.00	\$44,540		3 - NW
Ash St - Wellesley to Country Homes	Crack	Arterial	29,005	LevyMaint	StMaint	\$1.00	\$29,005		3 - NW
Cochran St - Northwest to Courtland	Crack	Arterial	6,218	LevyMaint	StMaint	\$1.00	\$6,218		3 - NW
Maple St - Wellesley to Country Homes	Crack	Arterial	24,986	LevyMaint	StMaint	\$1.00	\$24,986		3 - NW
							\$334,675		
Regal St - 39th to 29th	Grind	Arterial	15,535	LevyMaint	StMaint	\$30.00	\$466,050	\$152,923	2 - S
Stevens - 3rd to Spokane Falls	Grind	Arterial	13,363	LevyMaint	StMaint	\$30.00	\$400,890	\$131,542	2 - S
Northwest/Indiana - Maple to Lincoln	Grind	Arterial	22,253	LevyMaint	StMaint	\$30.00	\$667,590	\$219,053	3 - NW
Addison - Garland to Rowan	Grind	Arterial	27,084	LevyBandAid	StMaint	\$30.00	\$812,520	\$266,608	1 - NE
Freya St - 37th to 27th	Grind	Arterial	11,548	LevyMaint	StMaint	\$30.00	\$346,440	\$113,676	2 - S
Wellesley Av - Nevada to Pittsburg	Grind	Arterial	14,171	LevyBandAid	StMaint	\$30.00	\$425,130	\$139,496	1 - NE
Cowley St - 7th to 4th	Grind	Arterial	5,615	LevyBandAid	StMaint	\$30.00	\$168,450	\$55,273	2 - S
			109,569				\$3,287,070	\$1,078,570	
				Arterial Total:	\$3,621,745				
Dakota Et Al	Crack	Residential	46,698	TBD	StMaint	\$1.00	\$46,698		1 - NE
Fiske - Sinto - Sharp	Crack	Residential	9,836	TBD	StMaint	\$1.00	\$9,836		1 - NE
Heroy/Pittsburg around Rogers HS	Crack	Residential	5,889	TBD	StMaint	\$1.00	\$5,889		1 - NE
Myrtle/Longfellow Et Al	Crack	Residential	39,501	TBD	StMaint	\$1.00	\$39,501		1 - NE
Napa from Wellesley to Rowan Et Al	Crack	Residential	33,096	TBD	StMaint	\$1.00	\$33,096		1 - NE
26th thru 28th & Oak	Crack	Residential	8,659	TBD	StMaint	\$1.00	\$8,659		2 - S
Altamont Bl Et Al	Crack	Residential	25,462	TBD	StMaint	\$1.00	\$25,462		2 - S
Arthur St - 13th to Newark	Crack	Residential	5,316	TBD	StMaint	\$1.00	\$5,316		2 - S
Arthur from Club to 39th Et Al	Crack	Residential	42,850	TBD	StMaint	\$1.00	\$42,850		2 - S
Cannon from Garland to Longfellow Et Al	Crack	Residential	42,640	TBD	StMaint	\$1.00	\$42,640		3 - NW
Excell Av - G to Audubon	Crack	Residential	3,760	TBD	StMaint	\$1.00	\$3,760		3 - NW
							\$263,707		
St Thomas Moore from Dakota to Nevada Et Al	Chip	Residential	49,152	TBD	Contractor	\$8.50	\$417,792		1 - NE
Fiske from 36th to 33rd Et Al	Chip	Residential	24,641	TBD	Contractor	\$8.50	\$209,449		2 - S
Joseph from Belt to Ash Et Al	Chip	Residential	34,144	TBD	Contractor	\$8.50	\$290,224		3 - NW
Colton & Astor	Grind	Residential	7,795	TBD	Contractor	\$40.00	\$311,800		1 - NE
Perry St - Francis to Holyoke	Grind	Residential	4,400	TBD	Contractor	\$40.00	\$176,000		1 - NE
Pittsburg - 37th to 34th	Grind	Residential	3,310	TBD	Contractor	\$40.00	\$132,400		2 - S
27th Av - Denver to Pittsburg	Grind	Residential	6,265	TBD	Contractor	\$40.00	\$250,600		2 - S
Lindeke St - Northwest to Driscoll	Grind	Residential	6,903	TBD	Contractor	\$40.00	\$276,120		3 - NW
33rd Av - Division to Lamonte	Grind	Residential	4,510	TBD	Contractor	\$40.00	\$180,400		2 - S
Queen Av - Standard to Magnolia	Grind	Residential	14,900	StMaint	Contractor	\$40.00	\$596,000		1 - NE
Wedgewood/Wiscomb/Weile	Grind	Residential	13,003	StMaint	Contractor	\$40.00	\$520,120		1 - NE
40th Av - Arthur to Napa	Grind	Residential	10,987	StMaint	Contractor	\$40.00	\$439,480		2 - S
Cedar St - 4th to Sprague	Grind	Residential	13,011	StMaint	Contractor	\$40.00	\$520,440		2 - S
Manito Bl - 33rd to 29th	Grind	Residential	5,902	StMaint	Contractor	\$40.00	\$236,080		2 - S
Bismark Et Al	Grind	Residential	18,988	StMaint	Contractor	\$40.00	\$759,520		3 - NW
Pacific Park - Pamela to Indian Trail	Grind	Residential	3,650	StMaint	Contractor	\$40.00	\$146,000		3 - NW
33rd Av - Bernard to Division to	Recon	Residential	4,447	TBD	Contractor	\$65.00	\$289,055		2 - S
							\$5,751,480		
				Residential Total:	\$6,015,187				

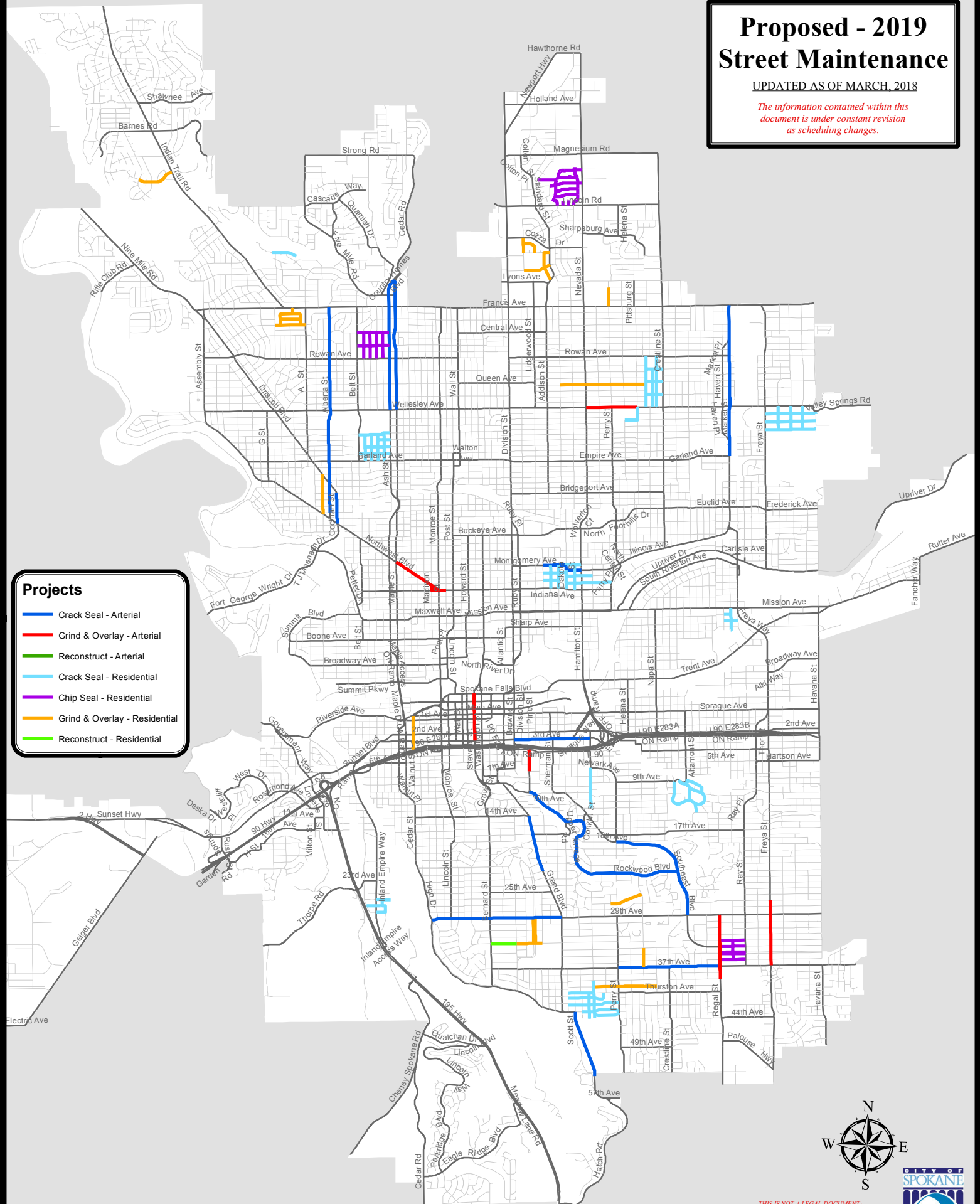
Proposed - 2019 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

2020 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
2nd Av - Division to Arthur	Crack	Arterial	20,595	LevyMaint	StMaint	\$1.00	\$20,595		1 - NE
Crestline St - Francis to Brooklyn	Crack	Arterial	28,190	LevyMaint	StMaint	\$1.00	\$28,190		1 - NE
Francis Av - Division to Freya	Crack	Arterial	67,706	LevyMaint	StMaint	\$1.00	\$67,706		1 - NE
29th Av - Grand to Freya	Crack	Arterial	52,032	LevyMaint	StMaint	\$1.00	\$52,032		2 - S
37th Av - Bernard to Grand	Crack	Arterial	16,062	LevyMaint	StMaint	\$1.00	\$16,062		2 - S
37th Av - Grand to Perry	Crack	Arterial	9,756	LevyMaint	StMaint	\$1.00	\$9,756		2 - S
5th Av - Pittsburg to Thor	Crack	Arterial	25,113	LevyMaint	StMaint	\$1.00	\$25,113		2 - S
Bernard St - 29th to 14th	Crack	Arterial	24,138	LevyMaint	StMaint	\$1.00	\$24,138		2 - S
Inland Empire/Sunset - 9th to Oak	Crack	Arterial	15,094	LevyMaint	StMaint	\$1.00	\$15,094		2 - S
Monroe/Lincoln - 17th to 8th	Crack	Arterial	12,158	LevyMaint	StMaint	\$1.00	\$12,158		2 - S
Perry St - Mission to Illinois	Crack	Arterial	12,848	LevyMaint	StMaint	\$1.00	\$12,848		1 - NE
Ray - 29th to 17th	Crack	Arterial	21,301	LevyMaint	StMaint	\$1.00	\$21,301		2 - S
Grand Bl - 29th to 22nd	Crack	Arterial	11,269	LevyMaint	StMaint	\$1.00	\$11,269		2 - S
Lincoln St - 29th to 17th	Crack	Arterial	17,436	LevyMaint	StMaint	\$1.00	\$17,436		2 - S
G St - Northwest to Wellesley	Crack	Arterial	15,034	LevyMaint	StMaint	\$1.00	\$15,034		3 - NW
							\$348,732		
Euclid from Market to Sycamore	Grind	Arterial	15,164	LevyMaint	StMaint	\$30.00	\$454,920	\$149,271	1 - NE
Mission - Greene to Trent	Grind	Arterial	29,478	LevyMaint	StMaint	\$30.00	\$884,340	\$290,174	1 - NE
Regal - 39th to 53rd	Grind	Arterial	25,993	LevyMaint	StMaint	\$30.00	\$779,790	\$255,869	2 - S
Washington - 3rd to Spokane Falls	Grind	Arterial	13,753	LevyMaint	StMaint	\$30.00	\$412,590	\$135,381	2 - S
Wall St - Walton to Wellesley	Grind	Arterial	7,077	LevyMaint	StMaint	\$30.00	\$212,310	\$69,664	3 - NW
Wellesley - Pittsburg to Haven	Grind	Arterial	24,171	LevyBandAid	StMaint	\$30.00	\$725,130	\$237,933	1 - NE
			115,636				\$3,469,080	\$1,138,292	
				Arterial Total:		\$3,817,812			
1st from Helena to Altamont	Crack	Residential	11,152	TBD	StMaint	\$1.00	\$11,152		1 - NE
Dakota St - Montgomery to North Foothills	Crack	Residential	8,351	TBD	StMaint	\$1.00	\$8,351		1 - NE
Jackson Av - Ruby to Standard	Crack	Residential	11,630	TBD	StMaint	\$1.00	\$11,630		1 - NE
Marietta Av - Freya to Myrtle	Crack	Residential	5,800	TBD	StMaint	\$1.00	\$5,800		1 - NE
Napa-Lacrosse to Wellesley/Rich-Napa to Lacey	Crack	Residential	15,728	TBD	StMaint	\$1.00	\$15,728		1 - NE
Regal from Rowan to Francis Et Al	Crack	Residential	32,805	TBD	StMaint	\$1.00	\$32,805		1 - NE
Regal St Et Al	Crack	Residential	26,590	TBD	StMaint	\$1.00	\$26,590		1 - NE
32nd Av - Regal to Ray	Crack	Residential	4,437	TBD	StMaint	\$1.00	\$4,437		2 - S
33rd thru 36th from Grand(Lamonte) to Perry	Crack	Residential	42,856	TBD	StMaint	\$1.00	\$42,856		2 - S
Adams/Jefferson/Madison from 4th to Sprague	Crack	Residential	28,753	TBD	StMaint	\$1.00	\$28,753		2 - S
F St - Rosamond to 6th	Crack	Residential	5,700	TBD	StMaint	\$1.00	\$5,700		2 - S
Pittsburg St Et Al	Crack	Residential	30,282	TBD	StMaint	\$1.00	\$30,282		2 - S
A St Et Al	Crack	Residential	48,627	TBD	StMaint	\$1.00	\$48,627		3 - NW
Elm from Broadway to Boone Et Al	Crack	Residential	21,462	TBD	StMaint	\$1.00	\$21,462		3 - NW
Hartley St - Royal to Lyons	Crack	Residential	9,256	TBD	StMaint	\$1.00	\$9,256		3 - NW
							\$303,429		
Wilding from Standard to Lincoln Et Al	Chip	Residential	32,953	TBD	Contractor	\$8.50	\$280,101		1 - NE
Woodland from F to Rosamond Et Al	Chip	Residential	21,812	TBD	Contractor	\$8.50	\$185,402		2 - S
Augusta from Monroe to Howard Et Al	Chip	Residential	23,926	TBD	Contractor	\$8.50	\$203,371		3 - NW
Manito - 22nd to Manito Pl	Grind	Residential	1,933	TBD	Contractor	\$40.00	\$77,320		2 - S
Pittsburg - 29th to Rockwood	Grind	Residential	10,432	TBD	Contractor	\$40.00	\$417,280		2 - S
Scott/Garfield - 43rd to Thurston	Grind	Residential	6,534	TBD	Contractor	\$40.00	\$261,360		2 - S
Longfellow Av - Monroe to Division	Grind	Residential	12,989	TBD	Contractor	\$40.00	\$519,560		3 - NW
Cincinnati - Bridgeport to Wellesley	Grind	Residential	14,873	StMaint	Contractor	\$40.00	\$594,920		1 - NE
Glass/Courtland/Morton Et Al	Grind	Residential	11,680	StMaint	Contractor	\$40.00	\$467,200		1 - NE
Standard/Hill N Dale	Grind	Residential	12,620	StMaint	Contractor	\$40.00	\$504,800		1 - NE
16th Av - Ray to Havana	Grind	Residential	13,267	StMaint	Contractor	\$40.00	\$530,680		2 - S
21st Av - Lincoln to Bernard	Grind	Residential	9,846	StMaint	Contractor	\$40.00	\$393,840		2 - S
Rosewood Et Al	Grind	Residential	16,853	StMaint	Contractor	\$40.00	\$674,120		3 - NW
							\$5,109,954		
				Residential Total:		\$5,413,383			

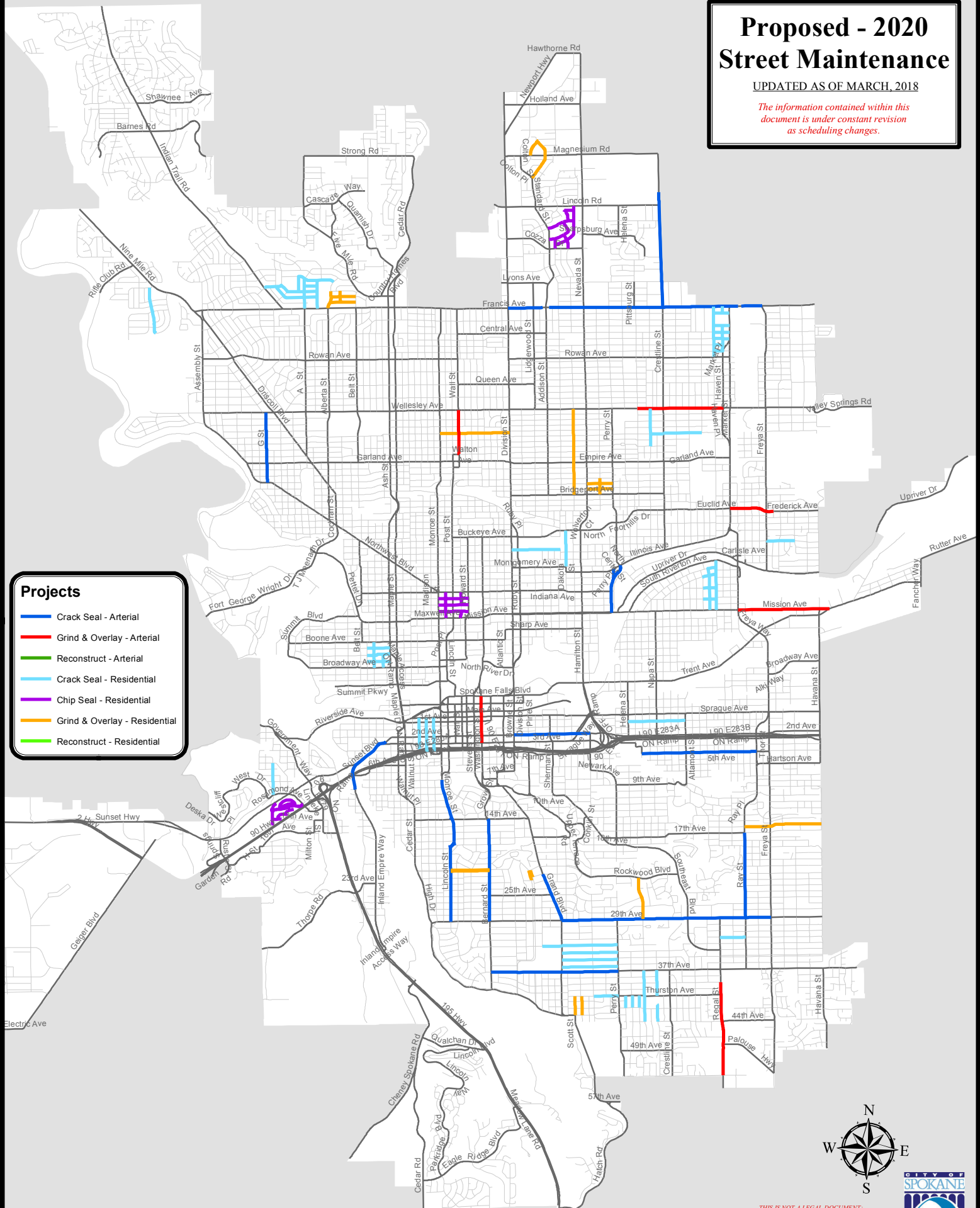
Proposed - 2020 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

2021 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Crestline St - Illinois to Wellesley	Crack	Arterial	39,056	LevyMaint	StMaint	\$1.00	\$39,056		1 - NE
Hatch Rd - SR#195 to 57th Av	Crack	Arterial	25,467	LevyMaint	StMaint	\$1.00	\$25,467		2 - S
Hayford Rd - 49th to McFarland	Crack	Arterial	22,397	LevyMaint	StMaint	\$1.00	\$22,397		2 - S
Thurston Av - Lee to Regal	Crack	Arterial	9,841	LevyMaint	StMaint	\$1.00	\$9,841		2 - S
7th Av - Browne to Division	Crack	Arterial	2,356	LevyMaint	StMaint	\$1.00	\$2,356		2 - S
Indian Trail Rd - Ridgecrest to City Limits	Crack	Arterial	9,417	LevyMaint	StMaint	\$1.00	\$9,417		3 - NW
Maxwell/Pettet - Nora to Ash	Crack	Arterial	12,219	LevyMaint	StMaint	\$1.00	\$12,219		3 - NW
Frederick - Sycamore to Havana	Crack	Arterial	7,713	LevyMaint	StMaint	\$1.00	\$7,713		1 - NE
Indiana - Division to Crescent	Crack	Arterial	28,732	LevyMaint	StMaint	\$1.00	\$28,732		1 - NE
Rowan Av - Driscoll to Monroe	Crack	Arterial	43,028	LevyMaint	StMaint	\$1.00	\$43,028		3 - NW
Monroe/Lincoln - 8th to 2nd	Crack	Arterial	15,750	LevyMaint	StMaint	\$1.00	\$15,750		2 - S
Havana - 37th to CL	Crack	Arterial	15,363	LevyMaint	StMaint	\$1.00	\$15,363		2 - S
Bridgeport - Division to Crestline	Crack	Arterial	30,757	LevyMaint	StMaint	\$1.00	\$30,757		1 - NE
							\$262,096		
Napa - Sprague to Mission	Grind	Arterial	18,989	LevyMaint	StMaint	\$30.00	\$569,670	\$186,923	1 - NE
Eagle Ridge - Cedar to Meadow Lane	Grind	Arterial	30,125	LevyMaint	StMaint	\$30.00	\$903,750	\$296,543	2 - S
Indian Trail - Francis to Kathleen	Grind	Arterial	26,411	LevyMaint	StMaint	\$30.00	\$792,330	\$259,983	3 - NW
Washington - Spokane Falls to Boone	Grind	Arterial	17,873	LevyMaint	StMaint	\$30.00	\$536,190	\$175,937	3 - NW
Empire - Nevada to Crestline	Grind	Arterial	19,496	LevyBandAid	StMaint	\$30.00	\$584,880	\$191,914	1 - NE
29th Av - Freya to Havana	Grind	Arterial	10,341	LevyBandAid	StMaint	\$30.00	\$310,230	\$101,794	2 - S
			123,235				\$3,697,050	\$1,213,095	
				Arterial Total:	\$3,959,146				
1st Ave - Erie to Helena	Crack	Residential	7,003	TBD	StMaint	\$1.00	\$7,003		1 - NE
Beacon Av from Dakota to Nevada	Crack	Residential	4,942	TBD	StMaint	\$1.00	\$4,942		1 - NE
Crestline & Lee - Mission to Nora	Crack	Residential	5,734	TBD	StMaint	\$1.00	\$5,734		1 - NE
Glass & Courtland from Perry to Crestline	Crack	Residential	18,730	TBD	StMaint	\$1.00	\$18,730		1 - NE
Julia & Decatur	Crack	Residential	6,164	TBD	StMaint	\$1.00	\$6,164		1 - NE
Myrtle - Marietta to Frederick	Crack	Residential	5,113	TBD	StMaint	\$1.00	\$5,113		1 - NE
Perry St - 2nd to Sprague	Crack	Residential	3,157	TBD	StMaint	\$1.00	\$3,157		1 - NE
Rebecca from Upriver to Marietta Et Al	Crack	Residential	24,064	TBD	StMaint	\$1.00	\$24,064		1 - NE
Rutter - Fancher to City Limits	Crack	Residential	9,221	TBD	StMaint	\$1.00	\$9,221		1 - NE
11th Av from Altamont to Julia	Crack	Residential	15,383	TBD	StMaint	\$1.00	\$15,383		2 - S
Arthur St - 39th to 37th	Crack	Residential	2,117	TBD	StMaint	\$1.00	\$2,117		2 - S
Comstock Park Et Al	Crack	Residential	26,670	TBD	StMaint	\$1.00	\$26,670		2 - S
Garfield Rd - 26th to Rockwood	Crack	Residential	4,732	TBD	StMaint	\$1.00	\$4,732		2 - S
Alice - Sheridan to Park	Crack	Residential	784	TBD	StMaint	\$1.00	\$784		3 - NW
C St Et Al	Crack	Residential	30,967	TBD	StMaint	\$1.00	\$30,967		3 - NW
Cannon St - Kiernan to Garland	Crack	Residential	2,143	TBD	StMaint	\$1.00	\$2,143		3 - NW
Cedar & Madison - Boone to Sharp	Crack	Residential	5,531	TBD	StMaint	\$1.00	\$5,531		3 - NW
Cora - Pine to Park	Crack	Residential	1,375	TBD	StMaint	\$1.00	\$1,375		3 - NW
Kathleen from Sutherlin to Indian Trail Et Al	Crack	Residential	34,366	TBD	StMaint	\$1.00	\$34,366		3 - NW
Park Bl - Euclid to Columbia	Crack	Residential	5,287	TBD	StMaint	\$1.00	\$5,287		3 - NW
Wellington Pl - Alice to Glass	Crack	Residential	2,528	TBD	StMaint	\$1.00	\$2,528		3 - NW
							\$216,011		
Buckeye from Crestline to Market Et Al	Chip	Residential	43,250	TBD	Contractor	\$8.50	\$367,625		1 - NE
35th from Freya to Havana Et Al	Chip	Residential	44,922	TBD	Contractor	\$8.50	\$381,837		2 - S
Deschutes from Tucannon to Excel Et Al	Chip	Residential	50,496	TBD	Contractor	\$8.50	\$429,216		3 - NW
Glass/Stone	Grind	Residential	4,603	TBD	Contractor	\$40.00	\$184,120		1 - NE
26th Av - Bernard to Division	Grind	Residential	4,447	TBD	Contractor	\$40.00	\$177,880		2 - S
Elm - Indiana to Northwest Bl	Grind	Residential	7,960	TBD	Contractor	\$40.00	\$318,400		3 - NW
Boone - Freya to Havana	Grind	Residential	10,920	StMaint	Contractor	\$40.00	\$436,800		1 - NE
Cincinnati - Olympic to Joseph	Grind	Residential	8,026	StMaint	Contractor	\$40.00	\$321,040		1 - NE
17th Av - Ray to Havana	Grind	Residential	13,030	StMaint	Contractor	\$40.00	\$521,200		2 - S
31st - Bernard to Division	Grind	Residential	4,450	StMaint	Contractor	\$40.00	\$178,000		2 - S
A St/7th - Sunset to Riverside	Grind	Residential	7,181	StMaint	Contractor	\$40.00	\$287,240		2 - S
Post St - 29th to 25th	Grind	Residential	4,263	StMaint	Contractor	\$40.00	\$170,520		2 - S
Dell Dr - Woodside to Five Mile	Grind	Residential	7,352	StMaint	Contractor	\$40.00	\$294,080		3 - NW
Royal Dr Et Al	Grind	Residential	17,231	StMaint	Contractor	\$40.00	\$689,240		3 - NW
Sutherlin - Rowan to Bismark	Grind	Residential	4,077	StMaint	Contractor	\$40.00	\$163,080		3 - NW
26th Av - Division to Tekoa	Recon	Residential	2,084	TBD	Contractor	\$65.00	\$135,460		2 - S
							\$5,055,738		
				Residential Total:	\$5,271,749				

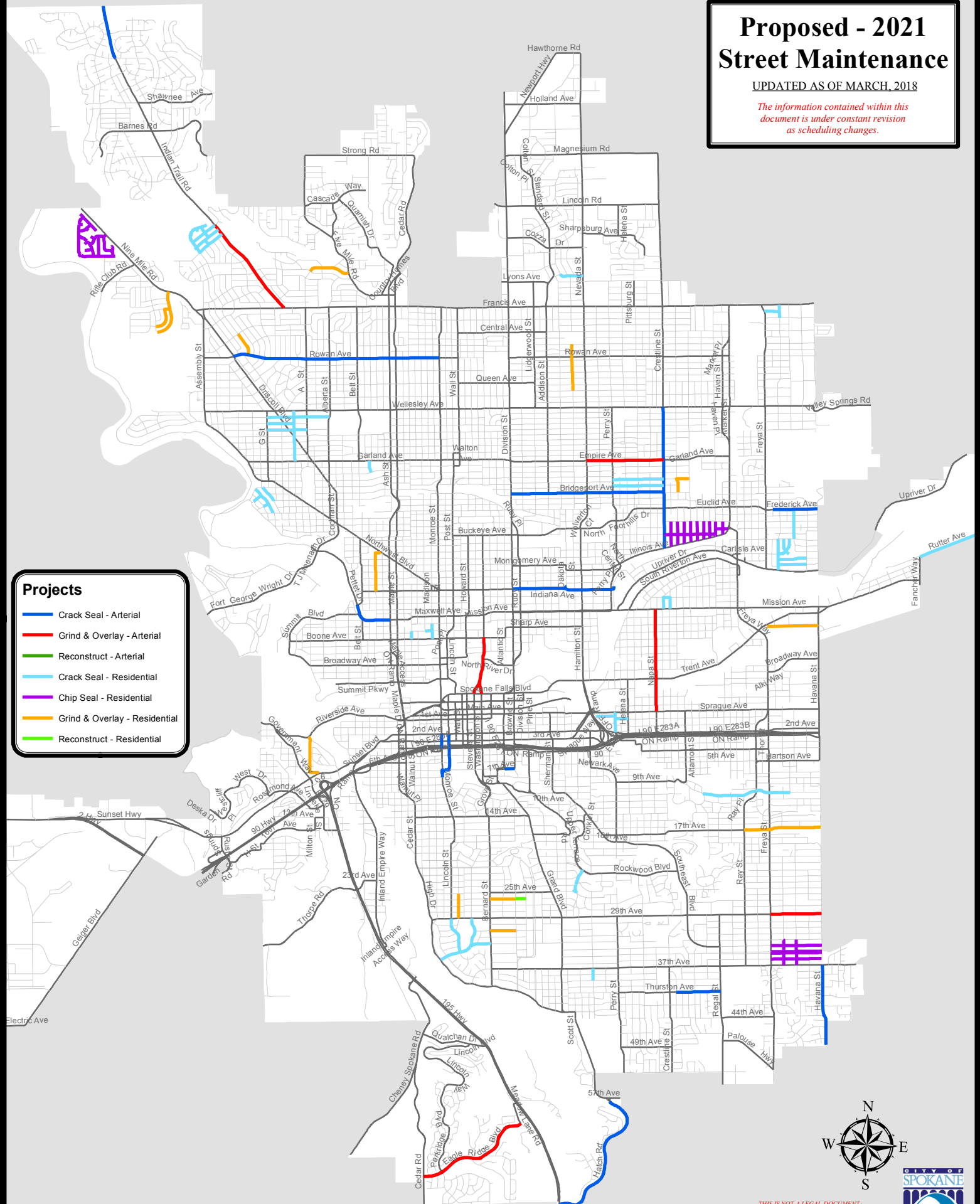
Proposed - 2021 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



2022 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.00	\$16,374		1 - NE
3rd Av - Maple to Division	Crack	Arterial	33,853	LevyMaint	StMaint	\$1.00	\$33,853		2 - S
2nd Av - Maple to Division	Crack	Arterial	33,875	LevyMaint	StMaint	\$1.00	\$33,875		2 - S
Grand Bl - High to 29th	Crack	Arterial	23,835	LevyMaint	StMaint	\$1.00	\$23,835		2 - S
Southeast/Sherman - Perry to 3rd	Crack	Arterial	33,654	LevyMaint	StMaint	\$1.00	\$33,654		2 - S
Ash St - Northwest to Wellesley	Crack	Arterial	29,716	LevyMaint	StMaint	\$1.00	\$29,716		3 - NW
Maple St - Northwest to Wellesley	Crack	Arterial	28,784	LevyMaint	StMaint	\$1.00	\$28,784		3 - NW
Washingto St - Boone to Buckeye	Crack	Arterial	29,684	LevyMaint	StMaint	\$1.00	\$29,684		3 - NW
Nevada - North Foothills to Francis	Crack	Arterial	55,357	LevyMaint	StMaint	\$1.00	\$55,357		1 - NE
Grove St - 14th to Sumner	Crack	Arterial	6,401	LevyMaint	StMaint	\$1.00	\$6,401		2 - S
Riverside - Clarke to Hemlock	Crack	Arterial	6,600	LevyMaint	StMaint	\$1.00	\$6,600		2 - S
Ash St - Boone to Northwest	Crack	Arterial	17,905	LevyMaint	StMaint	\$1.00	\$17,905		3 - NW
Belt St - Nora to Montgomery	Crack	Arterial	5,517	LevyMaint	StMaint	\$1.00	\$5,517		3 - NW
Driscoll Bl - Courtland to Assembly	Crack	Arterial	63,551	LevyMaint	StMaint	\$1.00	\$63,551		3 - NW
Indiana Av - Belt to Maple	Crack	Arterial	10,200	LevyMaint	StMaint	\$1.00	\$10,200		3 - NW
Maple St - Boone to Northwest	Crack	Arterial	17,293	LevyMaint	StMaint	\$1.00	\$17,293		3 - NW
Wellesley Av - A to Maple	Crack	Arterial	21,932	LevyMaint	StMaint	\$1.00	\$21,932		3 - NW
Wellesley Av - Maple to Division	Crack	Arterial	29,248	LevyMaint	StMaint	\$1.00	\$29,248		3 - NW
Wall St - Wellesley to Francis	Crack	Arterial	16,873	LevyMaint	StMaint	\$1.00	\$16,873		3 - NW
Freya - Upriver to Liberty	Crack	Arterial	17,526	LevyMaint	StMaint	\$1.00	\$17,526		1 - NE
Freya - Empire to Rowan	Crack	Arterial	13,159	LevyMaint	StMaint	\$1.00	\$13,159		1 - NE
Maxwell Av - Maple to Washington	Crack	Arterial	24,599	LevyMaint	StMaint	\$1.00	\$24,599		3 - NW
17th Av - Perry to Fiske	Crack	Arterial	22,141	LevyMaint	StMaint	\$1.00	\$22,141		2 - S
Assembly - Rowan to Francis	Crack	Arterial	15,298	LevyMaint	StMaint	\$1.00	\$15,298		3 - NW
37th - Regal to Custer	Crack	Arterial	29,582	LevyMaint	StMaint	\$1.00	\$29,582		2 - S
Sprague - Helena to Stone	Crack	Arterial	13,813	LevyMaint	StMaint	\$1.00	\$13,813		1 - NE
Monroe/Lincoln - 2nd to Main	Crack	Arterial	18,623	LevyMaint	StMaint	\$1.00	\$18,623		2 - S
Pettet Drive - Nora to TJ	Crack	Arterial	12,384	LevyMaint	StMaint	\$1.00	\$12,384		3 - NW
Garland/Empire - Howard to Nevada	Crack	Arterial	29,800	LevyMaint	StMaint	\$1.00	\$29,800		3 - NW
							\$677,577		
Crestline - Wellesley to Decatur	Grind	Arterial	26,093	LevyMaint	StMaint	\$30.00	\$782,790	\$256,853	1 - NE
Haven St - Market to Market	Grind	Arterial	18,459	LevyMaint	StMaint	\$30.00	\$553,770	\$181,706	3 - NW
Maple/Ash - Wellesley to Country Homes	Grind	Arterial	53,991	LevyMaint	StMaint	\$30.00	\$1,619,730	\$531,474	3 - NW
Monroe St - Bridge to Boone	Grind	Arterial	10,054	LevyMaint	StMaint	\$30.00	\$301,620	\$98,969	3 - NW
Queen - Wall to Division	Grind	Arterial	9,626	LevyBandAid	StMaint	\$30.00	\$288,780	\$94,756	3 - NW
			118,223	Arterial Total:		\$4,224,267	\$3,546,690	\$1,163,758	
Broad from Lidgerwood to Nevada	Crack	Residential	23,373	TBD	StMaint	\$1.00	\$23,373		1 - NE
Gordon & Pittsburg	Crack	Residential	11,920	TBD	StMaint	\$1.00	\$11,920		1 - NE
Helena St - Trent to Broadway	Crack	Residential	5,067	TBD	StMaint	\$1.00	\$5,067		1 - NE
D St from 23rd to Grandview Et Al	Crack	Residential	52,919	TBD	StMaint	\$1.00	\$52,919		2 - S
Garfield Rd - 29th to 26th	Crack	Residential	5,038	TBD	StMaint	\$1.00	\$5,038		2 - S
Jefferson/18th Et Al	Crack	Residential	42,183	TBD	StMaint	\$1.00	\$42,183		2 - S
Arrowhead from Shawnee to Bedford Et Al	Crack	Residential	39,990	TBD	StMaint	\$1.00	\$39,990		3 - NW
Crown Av - Assembly to Alameda	Crack	Residential	6,330	TBD	StMaint	\$1.00	\$6,330		3 - NW
Wabash/Jefferson Et Al	Crack	Residential	36,001	TBD	StMaint	\$1.00	\$36,001		3 - NW
							\$222,821		
Cleveland/Rebecca Et Al	Chip	Residential	31,617	TBD	Contractor	\$8.50	\$268,745		1 - NE
Hartson from Magnolia to Altamont Et Al	Chip	Residential	29,472	TBD	Contractor	\$8.50	\$250,512		2 - S
Kensington/Chaucer Et Al	Chip	Residential	22,248	TBD	Contractor	\$8.50	\$189,108		3 - NW
34th/35th - Crestline to Regal	Grind	Residential	10,646	TBD	Contractor	\$40.00	\$425,840		2 - S
Kiernan - Alberta to Ash	Grind	Residential	10,760	TBD	Contractor	\$40.00	\$430,400		3 - NW
Woodridge & Navaho	Grind	Residential	6,066	TBD	Contractor	\$40.00	\$242,640		3 - NW
Carlisle - Hamilton to Perry	Grind	Residential	6,838	StMaint	Contractor	\$40.00	\$273,520		1 - NE
Madelia - Trent to Mission	Grind	Residential	14,947	StMaint	Contractor	\$40.00	\$597,880		1 - NE
16th - Perry to Martin	Grind	Residential	9,360	StMaint	Contractor	\$40.00	\$374,400		2 - S
Jefferson - 33rd to 37th	Grind	Residential	7,382	StMaint	Contractor	\$40.00	\$295,280		2 - S
Sumac - Julia to Havana	Grind	Residential	8,731	StMaint	Contractor	\$40.00	\$349,240		2 - S
I St - Garland to Wellesley	Grind	Residential	8,750	StMaint	Contractor	\$40.00	\$350,000		3 - NW
Lowell & Valerie	Grind	Residential	11,648	StMaint	Contractor	\$40.00	\$465,920		3 - NW
Queen - Maple to Wall	Grind	Residential	12,323	StMaint	Contractor	\$40.00	\$492,920		3 - NW
19th - MtVernon to Ray	Recon	Residential	6,263	TBD	Contractor	\$65.00	\$407,095		2 - S
							\$5,413,500		
			Residential Total:		\$5,636,321				

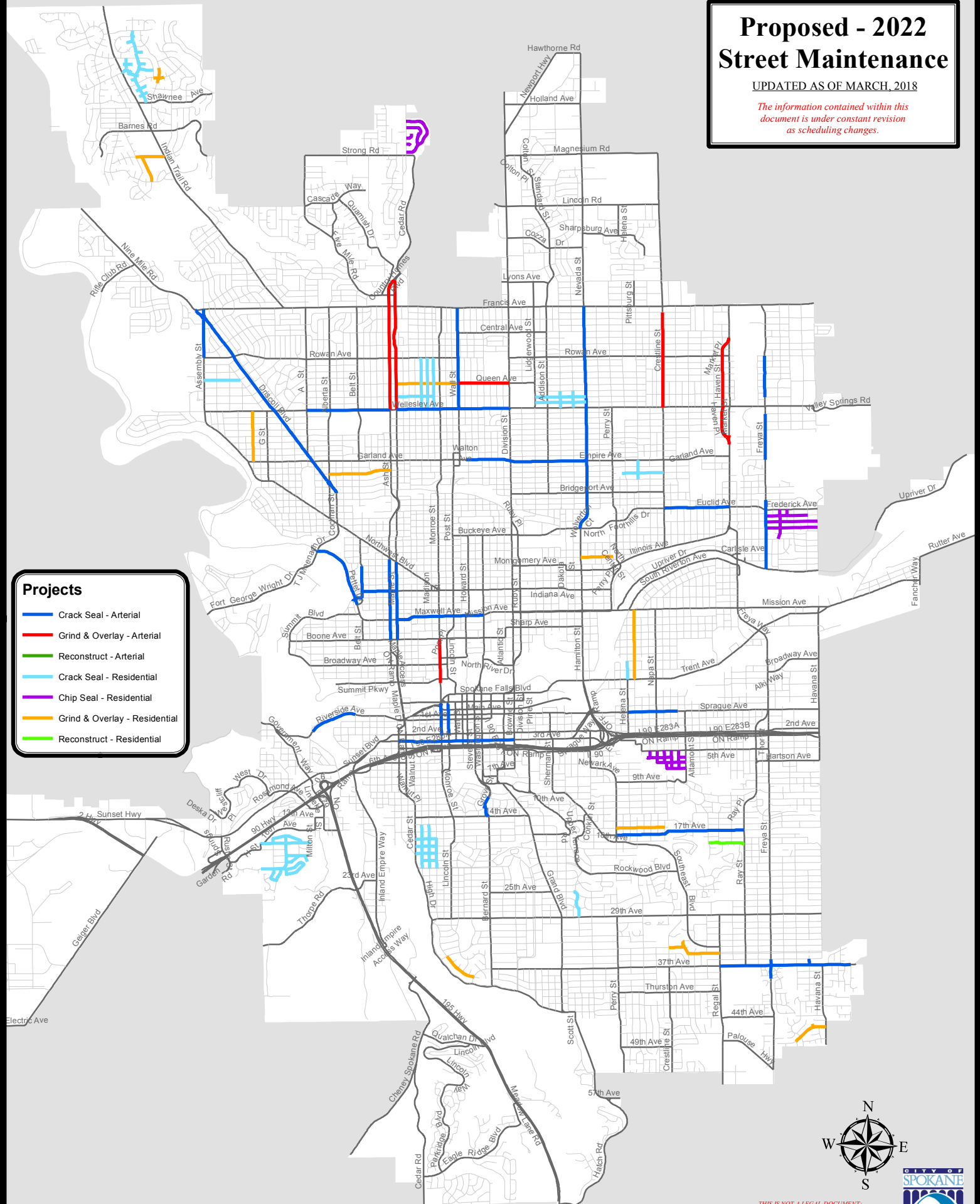
Proposed - 2022 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

2023 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Wellesley Av - Division to Nevada	Crack	Arterial	21,449	LevyMaint	StMaint	\$1.00	\$21,449		1 - NE
Cedar\Maple\Walnut - 10th to 21st	Crack	Arterial	25,988	LevyMaint	StMaint	\$1.00	\$25,988		2 - S
Assembly - Olympic to Rowan	Crack	Arterial	10,592	LevyMaint	StMaint	\$1.00	\$10,592		3 - NW
Southeast Bl - Regal to 29th	Crack	Arterial	12,667	LevyMaint	StMaint	\$1.00	\$12,667		2 - S
Altamont - Hartson to Sprague	Crack	Arterial	11,791	LevyMaint	StMaint	\$1.00	\$11,791		2 - S
Palouse Hy from Regal to Freya	Crack	Arterial	14,049	LevyMaint	StMaint	\$1.00	\$14,049		2 - S
Perry/Thurston	Crack	Arterial	16,186	LevyMaint	StMaint	\$1.00	\$16,186		2 - S
							\$112,722		
Empire/Garland - Crestline to Market	Grind	Arterial	16,754	LevyMaint	StMaint	\$30.00	\$502,620	\$164,922	1 - NE
Rowan Av - Division to Nevada	Grind	Arterial	15,412	LevyMaint	StMaint	\$30.00	\$462,360	\$151,712	2 - NE
Havana - Sprague to Broadway	Grind	Arterial	13,962	LevyMaint	StMaint	\$30.00	\$418,860	\$137,438	1 - NE
Hartson - Freya to Havana	Grind	Arterial	12,921	LevyMaint	StMaint	\$30.00	\$387,630	\$127,191	2 - S
Belt - Garland to Wellesley	Grind	Arterial	11,880	LevyMaint	StMaint	\$30.00	\$356,400	\$116,944	3 - NW
Post - Grace to Kiernan	Grind	Arterial	10,030	LevyMaint	StMaint	\$30.00	\$300,900	\$98,733	1 - NE
			80,959				\$2,428,770	\$98,733	
				Arterial Total:	\$2,541,492				
Dakota St Et Al	Crack	Residential	9,623	TBD	StMaint	\$1.00	\$9,623		1 - NE
Mayfair St - Queen to Rowan	Crack	Residential	4,397	TBD	StMaint	\$1.00	\$4,397		1 - NE
Nora from Astor to Hamilton Et Al	Crack	Residential	45,016	TBD	StMaint	\$1.00	\$45,016		1 - NE
Providence - Nevada to Crestline	Crack	Residential	13,692	TBD	StMaint	\$1.00	\$13,692		1 - NE
South Crescent - Nora to Lacey	Crack	Residential	10,684	TBD	StMaint	\$1.00	\$10,684		1 - NE
27th Av - SE Bl to Ray	Crack	Residential	13,253	TBD	StMaint	\$1.00	\$13,253		2 - S
33rd - Bernard to Division	Crack	Residential	4,447	TBD	StMaint	\$1.00	\$4,447		2 - S
5th Av - Freya to Havana	Crack	Residential	11,929	TBD	StMaint	\$1.00	\$11,929		2 - S
Browne - 21st to 25th	Crack	Residential	4,560	TBD	StMaint	\$1.00	\$4,560		2 - S
Madelia from 53rd to 49th Et Al	Crack	Residential	31,981	TBD	StMaint	\$1.00	\$31,981		2 - S
Dalke/Lincoln/Post	Crack	Residential	9,263	TBD	StMaint	\$1.00	\$9,263		3 - NW
Dalton Av - Maple to Post	Crack	Residential	10,912	TBD	StMaint	\$1.00	\$10,912		3 - NW
Joseph/Standard Et Al	Crack	Residential	23,680	TBD	StMaint	\$1.00	\$23,680		1 - NE
Lyons & Victor	Crack	Residential	3,650	TBD	StMaint	\$1.00	\$3,650		3 - NW
Nettleton St - Garland to Longfellow	Crack	Residential	4,423	TBD	StMaint	\$1.00	\$4,423		3 - NW
Riverview from Columbia to A Et Al	Crack	Residential	27,541	TBD	StMaint	\$1.00	\$27,541		3 - NW
Dalke - Addison to Nevada	Crack	Residential	6,615	TBD	StMaint	\$1.00	\$6,615		1 - NE
Manito Bl - 37th to 33rd	Crack	Residential	12,704	TBD	StMaint	\$1.00	\$12,704		2 - S
Manito Bl Et Al	Crack	Residential	47,357	TBD	StMaint	\$1.00	\$47,357		2 - S
Arthur St - 37th to 29th	Crack	Residential	9,143	TBD	StMaint	\$1.00	\$9,143		2 - S
York Av Et Al	Crack	Residential	5,295	TBD	StMaint	\$1.00	\$5,295		3 - NW
							\$310,165		
Pittsburg - Wellesley to Francis	Chip	Residential	18,753	TBD	Contractor	\$8.50	\$159,401		1 - NE
Moran View Et Al	Chip	Residential	25,196	TBD	Contractor	\$8.50	\$214,166		2 - S
Normandie from Montgomery to Buckeye Et Al	Chip	Residential	37,789	TBD	Contractor	\$8.50	\$321,207		3 - NW
Havana - Upriver Dr to Frederick	Grind	Residential	7,994	TBD	Contractor	\$40.00	\$319,760		1 - NE
23rd - High to Lincoln	Grind	Residential	4,740	TBD	Contractor	\$40.00	\$189,600		2 - S
Monroe - 29th to 21st	Grind	Residential	6,733	TBD	Contractor	\$40.00	\$269,320		2 - S
Downriver - Aubrey L White to Columbia	Grind	Residential	3,760	TBD	Contractor	\$40.00	\$150,400		3 - NW
Buckeye - Cuba to west of Rebecca	Grind	Residential	5,426	StMaint	Contractor	\$40.00	\$217,040	\$53,412	1 - NE
12th - Rockwood to Ballou	Grind	Residential	4,342	StMaint	Contractor	\$40.00	\$173,680	\$42,742	2 - S
36th - Perry to Lee	Grind	Residential	10,214	StMaint	Contractor	\$40.00	\$408,560	\$100,544	2 - S
Augusta - Maple to Monroe	Grind	Residential	8,458	StMaint	Contractor	\$40.00	\$338,320	\$83,258	3 - NW
Rosewood - Holyoke to CulDeSac	Grind	Residential	9,216	StMaint	Contractor	\$40.00	\$368,640	\$90,720	3 - NW
Shawnee - Sundance to Indian Trail	Grind	Residential	8,955	StMaint	Contractor	\$40.00	\$358,200	\$88,151	3 - NW
Lidgerwood/Calkins/Wiscomb (Adyl Pipe Replacemetn area)	Grind	Residential	7,478	StMaint	Contractor	\$40.00	\$299,120	\$73,612	1 - NE
							\$3,787,413	\$532,439	
				Residential Total:	\$4,097,578				

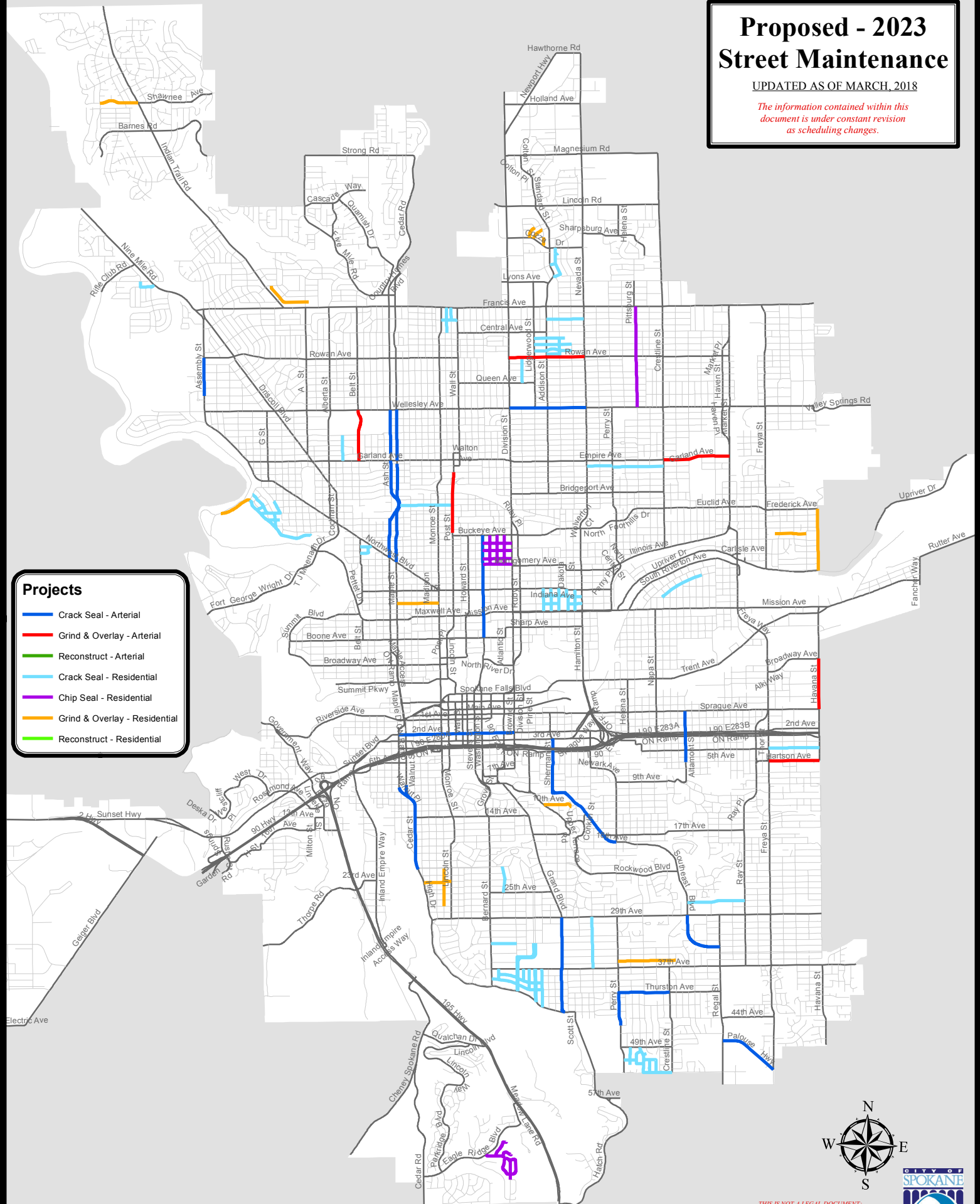
Proposed - 2023 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



2024 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Wellesley Av - Nevada to Pittsburg	Crack	Arterial	14,171	LevyMaint	StMaint	\$1.00	\$14,171		1 - NE
Northwest/Indiana - Maple to Lincoln	Crack	Arterial	22,253	LevyMaint	StMaint	\$1.00	\$22,253		3 - NW
Regal St - 39th to 29th	Crack	Arterial	15,535	LevyMaint	StMaint	\$1.00	\$15,535		2 - S
Stevens - 3rd to Spokane Falls	Crack	Arterial	13,363	LevyMaint	StMaint	\$1.00	\$13,363		2 - S
Freya St - 37th to Hartson	Crack	Arterial	37,745	LevyMaint	StMaint	\$1.00	\$37,745		2 - S
							\$103,067		
Belt - Wellesley to Rowan	Grind	Arterial	10,372	StMaint	StMaint	\$30.00	\$311,160	\$102,099	3 - NW
Havana - Hartson to Sprague	Grind	Arterial	14,229	StMaint	StMaint	\$30.00	\$426,870	\$140,067	3 - S
Addison - Empire to Rowan	Grind	Arterial	27,084	LevyBandAid	StMaint	\$30.00	\$812,520	\$266,608	1 - NE
			51,685				\$1,550,550	\$508,774	
				Arterial Total:		\$1,653,617			
Colton & Astor	Crack	Residential	7,795	TBD	StMaint	\$1.00	\$7,795		1 - NE
Perry St - Francis to Holyoke	Crack	Residential	4,400	TBD	StMaint	\$1.00	\$4,400		1 - NE
Pittsburg - 37th to 34th	Crack	Residential	3,310	TBD	StMaint	\$1.00	\$3,310		2 - S
27th Av - Denver to Pittsburg	Crack	Residential	6,265	TBD	StMaint	\$1.00	\$6,265		2 - S
Lindeke St - Northwest to Driscoll	Crack	Residential	6,903	TBD	StMaint	\$1.00	\$6,903		3 - NW
33rd Av - Division to Lamonte	Crack	Residential	4,510	TBD	StMaint	\$1.00	\$4,510		2 - S
Queen Av - Standard to Magnolia	Crack	Residential	14,900	TBD	StMaint	\$1.00	\$14,900		1 - NE
Wedgewood/Wiscomb/Weile	Crack	Residential	13,003	TBD	StMaint	\$1.00	\$13,003		1 - NE
40th Av - Arthur to Napa	Crack	Residential	10,987	TBD	StMaint	\$1.00	\$10,987		2 - S
Cedar St - 4th to Sprague	Crack	Residential	13,011	TBD	StMaint	\$1.00	\$13,011		2 - S
Manito Bl - 33rd to 29th	Crack	Residential	5,902	TBD	StMaint	\$1.00	\$5,902		2 - S
Bismark Et Al	Crack	Residential	18,988	TBD	StMaint	\$1.00	\$18,988		3 - NW
Pacific Park - Pamela to Indian Trail	Crack	Residential	3,650	TBD	StMaint	\$1.00	\$3,650		3 - NW
							\$113,624		
9th Av from Cannon to Maple Et Al	Chip	Residential	23,680	TBD	Contractor	\$8.50	\$201,280		2 - S
Napa St from Empire to Rich Et Al	Chip	Residential	26,952	TBD	Contractor	\$8.50	\$229,092		1 - NE
Woodside from Indian Trail to Lindeke Et Al	Chip	Residential	42,113	TBD	Contractor	\$8.50	\$357,961		3 - NW
Gardner - Maple to Monroe	Grind	Residential	7,205	TBD	Contractor	\$40.00	\$288,200		3 - NW
Cook - Euclid to Empire	Grind	Residential	9,976	TBD	Contractor	\$40.00	\$399,040		1 - NE
27th from Jefferson to Bernard	Grind	Residential	10,456	TBD	Contractor	\$40.00	\$418,240		2 - S
							\$1,893,813		
				Residential Total:		\$2,007,437			

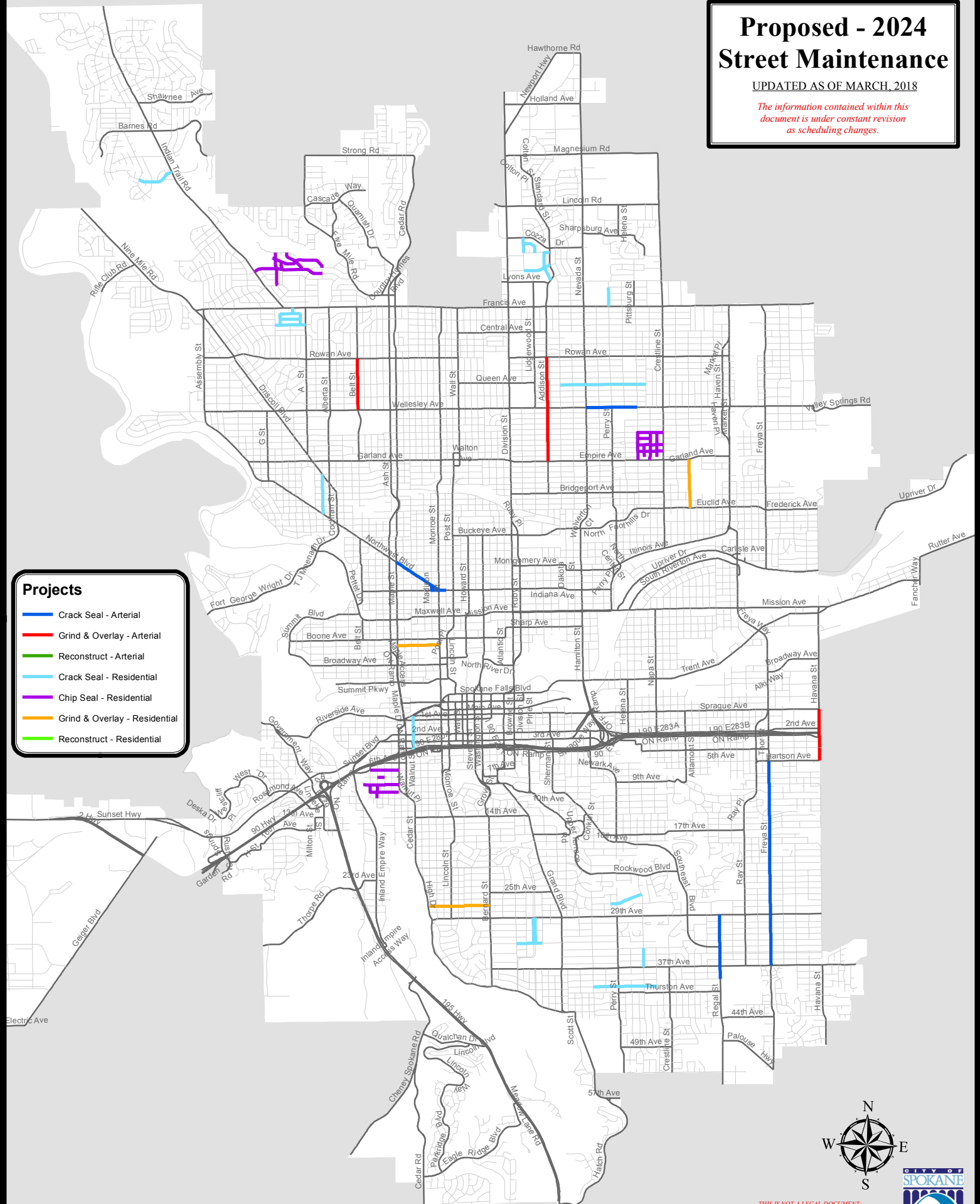
Proposed - 2024 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Proposed 2018-2024 Street Maintenance

UPDATED AS OF MARCH, 2018

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Project Index

Numeric

Project Number	Project Name	Page No.
2005264	Riverside Drive Phase II - III	84
2010040	Sharp Avenue Pervious Asphalt, Pearl to Hamilton	88
2010048	Fish lake Trail Phase 3	136
2010056	Hamilton Street Corridor Enhancement Project	168
2012040	Transportation Strategic Plan Update	108
2012119	U-District Pedestrian & Bike Bridge	156
2013922	North Monroe Corridor Revitalization	70
2014059	Millwood Trail, from SCC to Felts Field	142
2014091	Peaceful Valley Trail - AKA: South Gorge Trail	148
2014092	Mission Ave, Division St to Hamilton St.	62
2014094	Sunset Blvd, Royal St to Lindeke St	102
2014095	Centennial Trail, Mission Ave Gap Phase 1	124
2014107	Monroe-Lincoln - Main to Riverside	66
2014151	Ray-Thor 17th Ave to 3rd Ave. ET AL	76
2014153	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	106
2014155	Sprague Ave Investment Phase II - Browne to Scott	96
2015052	Crestline St. Lane Reduction	132
2015053	Maxwell-Mission Ave Lane Reduction	140
2015054	Monroe Street Lane Reduction and Hardscape	64
2015056	Five Mile Road, Lincoln Road to Strong Road	32
2015075	2013 Downtown Pedestrian Improvements	118
2015127	High Drive - 29th Ave to 21st Ave	46
2015132	Greene Street at Ermina Avenue Intersection Improvements	42
2015150	Sprague Ave at Sherman St Pedestrian Plaza	152
2016081	Cincinnati Greenway, Spokane Falls Blvd to Euclid Ave	130
2016087	Sunset Highway Bike Path - Deer Heights Rd to Royal St	154
2016088	Bike Share Feasibility Study	122
2016089	Fish Lake Trail to Centennial Trail Connection	138
2016090	Sprague Ave, Cedar St to Howard St	98
2016090	Sprague Ave, Howard St to Bernard St	100
2016091	1st Ave, Maple St to Monroe St.	14
2016093	Napa St, Sprague Ave to 2nd Ave	68

2016094	Maple St, Riverside St to Pacific St	58
2016095	4th Ave, Sunset Hwy. to Maple St.	22
2016096	Fort George Wright Drive, Government Way to River	34
2016141	Centennial Trail, Mission Ave Gap Phase II	126
2016204	Spokane Central City Line, Infrastructure Update	90
2017078	1st Ave, Monroe St to Wall St.	16
2017079	1st Ave, Wall St. to Bernard St.	18
2017080	Centennial Trail, Summit Blvd Gap, Boone to Pettet	128
2017081	Freya Street, Garland Ave to Francis Ave	38
2017082	Howard St, Sprague Ave to Riverside Ave	50
2017083	Main Ave, Wall St to Browne St	54
2017084	Pine St, MLK Jr Way to Spokane Falls Blvd	72
2017085	Riverside Ave, Washington St to Division St	78
2017086	Riverside Ave, Wall St. to Washington St.	82
2017087	Riverside Ave, Monroe St to Wall St.	80
2017089	Wall St, 1st Ave to Main Ave	110
2017105	Post St Bridge Replacement	10
2017124	Falls Avenue from Lower Crossing St to Elm St	30
2017141	Rowan Avenue, Sycamore to Myrtle	86
2017148	Spokane Pavement Preservation - North	94
2017170	Holland Avenue - Normandy St to Colton St	48
2018076	Wellesley Ave, Freya St to Havana St	112
2018084	Thor and Freya St, Hartson to Sprague Ave, Et. Al.	104
2018085	Hatch Rd Bridge Deck Replacement	8
2018086	Spokane Falls Blvd – Post to Division	92
2018087	27 th Avenue – SE Blvd to Ray	20
2018088	Mallon Avenue – Monroe to Howard	56
2018089	Cedar Street – 15 th to 11 th	28
2018090	Broadway Avenue – Cedar to Post	26
2018091	Wellesley Avenue – Division to Nevada	114
2018092	Havana Street – Sprague to Broadway	44
2018093	I-90 / 195 Connection Improvements STUDY	52
2018094	North Gorge Trail STUDY - Post Bridge to Suspension Bridge	144
2018095	Driscoll Sidewalk, Wellesley to Bismark	134
2018096	Aubrey L White Parkway, Downriver to Treatment Plant	24
2018097	South Gorge Trail Connection - Main Ave to CSO 26	150

2018098	Post Street and Bridge Ave Connections to Post Street Bridge	74
N/A	Bike Route Signing & Striping	120
N/A	Francis and Alberta Intersection Geometric Improvement	36
N/A	General Engineering - Street	40
N/A	Minor Construction Assistance	60
N/A	Parking Environment Improvement Program	146
N/A	Traffic Calming Program	160
N/A	Transportation Benefit District (TBD) Sidwalk Program	162

Project Index

Alpha

Project Number	Project Name	Page No.
2016091	1st Ave, Maple St to Monroe St.	14
2017078	1st Ave, Monroe St to Wall St.	16
2017079	1st Ave, Wall St. to Bernard St.	18
2015075	2013 Downtown Pedestrian Improvements	118
2018087	27 th Avenue – SE Blvd to Ray	20
2016095	4th Ave, Sunset Hwy. to Maple St.	22
2018096	Aubrey L White Parkway, Downriver to Treatment Plant	24
N/A	Bike Route Signing & Striping	120
2016088	Bike Share Feasibility Study	122
2018090	Broadway Avenue – Cedar to Post	26
2018089	Cedar Street – 15 th to 11 th	28
2014095	Centennial Trail, Mission Ave Gap Phase 1	124
2016141	Centennial Trail, Mission Ave Gap Phase II	126
2017080	Centennial Trail, Summit Blvd Gap, Boone to Pettet	128
2016081	Cincinnati Greenway, Spokane Falls Blvd to Euclid Ave	130
2015052	Crestline St. Lane Reduction	132
2018095	Driscoll Sidewalk, Wellesley to Bismark	134
2017124	Falls Avenue from Lower Crossing St to Elm St	30
2010048	Fish lake Trail Phase 3	136
2016089	Fish Lake Trail to Centennial Trail Connection	138
2015056	Five Mile Road, Lincoln Road to Strong Road	32
2016096	Fort George Wright Drive, Government Way to River	34
N/A	Francis and Alberta Intersection Geometric Improvement	36
2017081	Freya Street, Garland Ave to Francis Ave	38
N/A	General Engineering - Street	40
2015132	Greene Street at Ermina Avenue Intersection Improvements	42
2010056	Hamilton Street Corridor Enhancement Project	168
2018085	Hatch Rd Bridge Deck Replacement	8
2018092	Havana Street – Sprague to Broadway	44
2015127	High Drive - 29th Ave to 21st Ave	46
2017170	Holland Avenue - Normandy St to Colton St	48
2017082	Howard St, Sprague Ave to Riverside Ave	50

2018093	I-90 / 195 Connection Improvements STUDY	52
2017083	Main Ave, Wall St to Browne St	54
2018088	Mallon Avenue – Monroe to Howard	56
2016094	Maple St, Riverside St to Pacific St	58
2015053	Maxwell-Mission Ave Lane Reduction	140
2014059	Millwood Trail, from SCC to Felts Field	142
N/A	Minor Construction Assistance	60
2014092	Mission Ave, Division St to Hamilton St.	62
2015054	Monroe Street Lane Reduction and Hardscape	64
2014107	Monroe-Lincoln - Main to Riverside	66
2016093	Napa St, Sprague Ave to 2nd Ave	68
2018094	North Gorge Trail STUDY - Post Bridge to Suspension Bridge	144
2013922	North Monroe Corridor Revitalization	70
N/A	Parking Environment Improvement Program	146
2014091	Peaceful Valley Trail - AKA: South Gorge Trail	148
2017084	Pine St, MLK Jr Way to Spokane Falls Blvd	72
2017105	Post St Bridge Replacement	10
2018098	Post Street and Bridge Ave Connections to Post Street Bridge	74
2014151	Ray-Thor 17th Ave to 3rd Ave. ET AL	76
2017087	Riverside Ave, Monroe St to Wall St.	80
2017086	Riverside Ave, Wall St. to Washington St.	82
2017085	Riverside Ave, Washington St to Division St	78
2005264	Riverside Drive Phase II - III	84
2017141	Rowan Avenue, Sycamore to Myrtle	86
2010040	Sharp Avenue Pervious Asphalt, Pearl to Hamilton	88
2018097	South Gorge Trail Connection - Main Ave to CSO 26	150
2016204	Spokane Central City Line, Infrastructure Update	90
2018086	Spokane Falls Blvd – Post to Division	92
2017148	Spokane Pavement Preservation - North	94
2015150	Sprague Ave at Sherman St Pedestrian Plaza	152
2014155	Sprague Ave Investment Phase II - Browne to Scott	96
2016090	Sprague Ave, Cedar St to Howard St	98
2016090	Sprague Ave, Howard St to Bernard St	100
2014094	Sunset Blvd, Royal St to Lindeke St	102
2016087	Sunset Highway Bike Path - Deer Heights Rd to Royal St	154
2018084	Thor and Freya St, Hartson to Sprague Ave, Et. Al.	104

2014153	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	106
N/A	Traffic Calming Program	160
N/A	Transportation Benefit District (TBD) Sidwalk Program	162
2012040	Transportation Strategic Plan Update	108
2012119	U-District Pedestrian & Bike Bridge	156
2017089	Wall St, 1st Ave to Main Ave	110
2018076	Wellesley Ave, Freya St to Havana St	112
2018091	Wellesley Avenue – Division to Nevada	114

**Agenda Sheet for City Council Meeting of:**

06/04/2018

<u>Date Rec'd</u>	5/23/2018
<u>Clerk's File #</u>	ORD C35632
<u>Renews #</u>	

Submitting Dept	CITY COUNCIL	Cross Ref #	
Contact Name/Phone	BREEAN BEGGS 6714	Project #	
Contact E-Mail	BBEGGS@SPOKANECITY.ORG	Bid #	
Agenda Item Type	First Reading Ordinance	Requisition #	
Agenda Item Name	0320 WEB POSTING OF INTERNAL AFFAIRS INVESTIGATION REPORTS		

Agenda Wording

An ordinance providing an option for public web posting as a response to some public records requests; enacting a new chapter 03.10A of the Spokane Municipal Code.

Summary (Background)

This ordinance provides an option for public web posting as a response to public records requests for completed Internal Affairs reports, criminal investigations of officer involved deaths and shootings in their entirety, and related body camera footage

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	MCDANIEL, ADAM	<u>Study Session</u>	
<u>Division Director</u>		<u>Other</u>	Public Safety on 4/9/18
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>	
<u>Legal</u>	PICCOLO, MIKE		
<u>For the Mayor</u>	DUNIVANT, TIMOTHY		

<u>Additional Approvals</u>		
<u>Purchasing</u>		
<u>CITY COUNCIL</u>	MCDANIEL, ADAM	



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

Summary (Background)

This addendum will ensure that SWC has an adequate amount of refuse/recycling containers to provide our commercial customers.

Fiscal Impact		Budget Account
Select	\$	#
Select	\$	#

Distribution List

Taxes & Licenses	

ORDINANCE NO. C-_____

An ordinance providing an option for public web posting as a response to public records requests for completed Internal Affairs reports, criminal investigations of officer involved deaths and shootings in their entirety, and related body camera footage; enacting a new chapter 03.10A of the Spokane Municipal Code.

WHEREAS, the City of Spokane and its police department strive toward utmost transparency in the effort of enhancing the public trust; and

WHEREAS, Internal Affairs previously posted their completed investigation reports in their entirety, but terminated that practice in 2016 and instead began posting summaries of the investigations; and

WHEREAS, the police department currently publicly posts all use of force reports on the City of Spokane's website; and

WHEREAS, the Office of Police Ombudsman has requested that Internal Affairs complaints, investigations, and body camera footage be posted publicly on the City of Spokane's website; and

WHEREAS, the Police Department has access to software which it can use to speed up the process of redacting complaints and investigations; and

WHEREAS, the voters of Spokane have consistently requested enhanced transparency concerning law enforcement conduct in Spokane; and

WHEREAS, the Washington Public Records Act ("PRA") contains several exemptions for records of agency investigations, and requires the redaction of the identifying information of crime victims and of officers who have been accused of misconduct but have been determined not to have committed misconduct; and

WHEREAS, the PRA allows cities to respond to public records requests by posting responsive records on a public website and directing the requestor to that website in lieu of providing the records directly; and

WHEREAS, investigations of officer involved deaths, shootings and internal affairs complaints are matters of great public interest and regularly attract multiple requests for records for the same incident; and

WHEREAS, responding to multiple requests with one web-posting will save money and personnel resources and create more consistent responses; and

WHEREAS, the City Council has committed to providing dedicated funding for an employee to redact and post investigation reports and body camera footage to the City's website.

NOW, THEREFORE, the City of Spokane does ordain:

Section 1. That there is enacted a new chapter 03.10A of the Spokane Municipal Code to read as follows:

Chapter 03.10A Internal Affairs Investigations
Section 03.10A.010 Purpose; Intent

- A. The City of Spokane intends to ensure that the Spokane Police Department and its Internal Affairs wing perform at the highest levels of transparency possible without sacrificing public safety or legally recognized privacy concerns of all community members, including public employees.
- B. The City of Spokane intends to ensure that community members who file complaints against members of the Spokane Police Department are afforded, if requested, the maximum privacy allowed under the Washington Public Records Act.
- C. The City intends to ensure that all residents have barrier-free access to the public workings of the Spokane Police Department, including:
 - 1. Internal Affairs complaints in their entirety, redacted for privacy and other public records exemptions;
 - 2. Internal Affairs investigations in their entirety, redacted for privacy and other public records exemptions;
 - 3. Officer involved shooting investigations in their entirety, redacted for privacy and other public records exemptions;
 - 4. Officer involved death investigations in their entirety, redacted for privacy and other public records exemptions; and,
 - 5. Video from on-duty officer-worn body cameras directly related to any encounter by a law enforcement officer that leads to the investigation of an internal affairs complaints, an officer involved shooting or officer involved death, redacted for privacy and other public records exemptions, including the provisions of RCW 42.56.240(14)(e); and,
 - 6. Use of Force Reports.

Section 03.10A.020 Web Publication of Responses to Public Records Requests

- A. If requested by a person or entity making a public records request in lieu of providing the records directly, the Spokane Police Department will post to the City of Spokane's website:
1. Internal Affairs complaints in their entirety, redacted for privacy and other exemptions authorized by the Public Records Act, RCW 42.56;
 2. Internal Affairs investigations in their entirety, redacted for privacy and other exemptions authorized by the Public Records Act, RCW 42.56;
 3. Use of Force reports in their entirety, redacted for privacy and other exemptions authorized by the Public Records Act, RCW 42.56;
 4. Officer involved shooting investigations in their entirety, redacted for privacy and other exemptions authorized by the Public Records Act, RCW 42.56;
 5. Officer involved death investigations in their entirety, redacted for privacy and other exemptions authorized by the Public Records Act, RCW 42.56; and
 6. Video from on-duty officer-worn body cameras directly related to any encounter by a law enforcement officer that leads to the investigation of an internal affairs complaint, an officer involved shooting or officer involved death, redacted for privacy and other public records exemptions, including the provisions of RCW 42.56.240(14)(e).
- B. A requestor who chooses web publication in lieu of being provided records directly shall not be charged for the production of public records to the City of Spokane website except as otherwise provided for in this chapter.
- C. All persons who file a complaint against a member of the Spokane Police Department will be asked at the time they make their complaint if they want their identifying information to remain confidential to the degree legally permissible by the Public Records Act at RCW 42.56 and such a preference will be recorded with the complaint to assist in processing public records requests with appropriate notification and redaction.
- D. Any person who files a complaint with the Office of Police Ombudsman against a member of the Spokane Police Department may request at the time they file their complaint that any public records requests involving their complaint not be posted to the City of Spokane's website and that request will be noted when it is transferred to IA and be honored as an exception to the web publication requirements of this chapter, but will not otherwise impact the production in response to a relevant public records request. Such a request does not prevent the Department from posting a summary of the person's complaint and any related investigation.
- E. All Use of Force reports involving members of the Spokane Police Department shall be posted to the City of Spokane's website.

- F. The requirements in this chapter of offering web posting in response to public records requests shall only apply to records regarding events that occurred after December 31, 2015.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

**Agenda Sheet for City Council Meeting of:**

06/04/2018

<u>Date Rec'd</u>	5/18/2018
<u>Clerk's File #</u>	ORD C35634
<u>Renews #</u>	
<u>Cross Ref #</u>	
<u>Project #</u>	
<u>Bid #</u>	
<u>Requisition #</u>	

Submitting Dept	CITY COUNCIL
Contact Name/Phone	KAREN 6291
Contact E-Mail	KSTRATTON@SPOKANECITY.ORG
Agenda Item Type	First Reading Ordinance
Agenda Item Name	0320 BUDGET CONTROLS ORDINANCE

Agenda Wording

An ordinance relating to budget controls; amending section 03.07.230; enacting new sections 03.07.340, 03.07.350, 03.07.360, and 03.07.370 of the Spokane Municipal Code.

Summary (Background)

This ordinance: ends the future use of employment service contracts, requires that all City of Spokane employment opportunities be adopted in the annual budget or by special budget ordinance before advertisement. Creates exception for temp/seasonal and project employees, and requires all vacant positions be budgeted at the Step 1 level.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Select \$		#
Select \$		#
Select \$		#
Select \$		#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	MCDANIEL, ADAM	<u>Study Session</u>
<u>Division Director</u>		<u>Other</u> Finance & Administration
<u>Finance</u>	DUNIVANT, TIMOTHY	Distribution List
<u>Legal</u>	PICCOLO, MIKE	tdunivant@spokanecity.org
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	cmarchand@spokanecity.org
<u>Additional Approvals</u>		
<u>Purchasing</u>		
<u>CITY COUNCIL</u>	MCDANIEL, ADAM	



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

Summary (Background)

The ordinance requires financial justification when an employee is hired at a level higher than Step 1 or is promoted to a step beyond the employee's next successive step in the current range, prohibits the base salary of any City employee from being more than 4 times the median household income of the city of Spokane unless making four times city of Spokane MHI as of January 1, 2018, prohibits out-of-classification pay for Division Directors or Department Heads unless working out-of-classification as the City Administrator, and automatically expires vacant line-item positions that have not been filled within sixty days of budget or special budget ordinance approval. The expired funds go automatically to the department's reserves.

Fiscal Impact		Budget Account	
Select	\$		#
Select	\$		#
Distribution List			

ORDINANCE NO. C35634

An ordinance relating to budget controls; amending section 03.07.230; enacting new sections 03.07.340, 03.07.350, 03.07.360, and 03.07.370 of the Spokane Municipal Code.

Section 1. That section 03.07.230 of the Spokane Municipal Code is amended to read as follows:

Section 03.07.230 Nonrepresented Employee Personal Service Contracts

- A. All ~~((new, amended or renegotiated personal service contracts or))~~ letters of appointment for nonrepresented employees shall either be subject to final approval by the ~~((city council))~~ City Council or negotiated within the parameters set forth by the ~~((city council))~~ City Council by ordinance ~~((or within existing personnel procedures adopted by the city council))~~. All new, amended or renegotiated ~~((personal service contracts or))~~ letters of appointment for nonrepresented employees shall contain as a condition of employment that the nonrepresented employee shall be subject to the Code of Ethics, chapter ~~((1.04))~~ 01.04A, SMC.
- B. The City of Spokane shall not enter into any new personal service contracts upon the effective date of this chapter.

Section 2. That there is adopted a new section 03.07.340 of the Spokane Municipal Code to read as follows:

Section 03.07.340 Budget Approval Prior to City Employment Advertisement

- A. All City employment opportunities shall be approved as a detailed line item in the annual budget or by a special budget ordinance prior to being advertised for applicants.
- B. This section shall not apply to City of Spokane temporary or seasonal employment opportunities.

Section 3. That there is adopted a new section 03.07.350 of the Spokane Municipal Code to read as follows:

Section 03.07.350 Salary Grades and Steps

- A. All vacant positions shall be budgeted at the lowest step in the salary grade based on the range listed in the job description created by Human Resources or Civil Service.

- B. The City Council shall be provided a financial justification at the appropriate Council committee whenever a vacant position will be filled at a higher step than the lowest step in the salary grade or whenever an employee is promoted to a step beyond the employee's next successive step in the current range.
- C. At no time shall the base salary of any City employee be more than four (4) times the median household income of the city of Spokane. This provision shall not retroactively apply to any City employee who has a base salary of more than four (4) times the median household income of the city of Spokane as of January 1, 2018.

Section 4. That there is adopted a new section 03.07.360 of the Spokane Municipal Code to read as follows:

Section 03.07.360 Out-of-Classification Assignments

- A. When an employee is called upon to fill a temporary vacancy in a higher level classification and that employee performs the full range of duties of that higher level position, the employee shall be paid the appropriate step of the salary range of the higher level position.
- B. Division directors and department heads shall not be eligible for out-of-classification pay unless filling a temporary vacancy in the position of City Administrator.

Section 5. That there is adopted a new section 03.07.370 of the Spokane Municipal Code to read as follows:

Section 03.07.370 Vacant Positions

- A. All funds allocated to a nonrepresented vacant position adopted in the annual budget or by special budget ordinance shall expire if not filled within sixty (60) days of the vacancy.
- B. The funds allocated to expired vacant nonrepresented positions shall be transferred to that department's reserves.
- C. The expired vacant nonrepresented position may be restored by special budget ordinance adopted by the City Council pursuant to Section 19 of the City Charter.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

**Agenda Sheet for City Council Meeting of:**

06/18/2018

<u>Date Rec'd</u>	5/10/2018
<u>Clerk's File #</u>	ORD C35623
<u>Renews #</u>	

<u>Submitting Dept</u>	DEVELOPER SERVICES CENTER	<u>Cross Ref #</u>	RES 2018-0032
<u>Contact Name/Phone</u>	ELDON BROWN 625-6305	<u>Project #</u>	
<u>Contact E-Mail</u>	EBROWN@SPOKANECITY.ORG	<u>Bid #</u>	
<u>Agenda Item Type</u>	Hearings	<u>Requisition #</u>	
<u>Agenda Item Name</u>	4700 - 32ND & NAPA STREET VACATION ORDINANCE		

Agenda Wording

Vacation of portions of 32nd Avenue and Napa Street right-of-ways.

Summary (Background)

At its legislative session held on April 23, 2018, the City Council set a hearing on the above vacation for portions of 32nd Ave and Napa Street right-of-ways. Staff has solicited responses from all concerned parties.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	BECKER, KRIS	<u>Study Session</u>
<u>Division Director</u>	BECKER, KRIS	<u>Other</u> P.I.E.S. 4/9/18
<u>Finance</u>	DUNIVANT, TIMOTHY	<u>Distribution List</u>
<u>Legal</u>	DALTON, PAT	ebrown@spokanecity.org
<u>For the Mayor</u>	DUNIVANT, TIMOTHY	edjohnson@spokanecity.org
<u>Additional Approvals</u>		sbishop@spokanecity.org
<u>Purchasing</u>		kbecker@spokanecity.org

City of Spokane
Planning & Development Services
808 West Spokane Falls Blvd.
Spokane, WA 99201-3343
(509) 625-6700

ORDINANCE NO. C35623

An ordinance vacating portions of 32nd Avenue and Napa Street right-of-ways;

WHEREAS, a petition for the vacation of portions of 32nd Avenue and Napa Street right-of-ways and more particularly described below, has been filed with the City Clerk representing 93% of the abutting property owners, and a hearing has been held on this petition before the City Council as provided by RCW 35.79; and

WHEREAS, the City Council has found that the public use, benefit and welfare will best be served by the vacation of said public way; -- NOW, THEREFORE,

The City of Spokane does ordain:

Section 1. That the following right-of-ways are hereby vacated, all within the Northwest quarter of Section 33, Township 25 North, Range 43 East, Willamette Meridian. Parcel number not assigned.

32nd Avenue from the east line of Pittsburg St. to the west line of Napa Street;

Together with:

Napa Street from the south line of 32nd Avenue to 30 feet south of the south line of 31st Avenue;

Together with:

that portion of 32nd Avenue from the east line of Napa Street east 135', more or less, to its termination in the west line of Block 3 of the plat of Estate Development;

Together with:

That piece of Napa Street right-of-way beginning on a point on the east line of Napa Street that is 30 feet south of the south line of 31st; thence heading in a northwesterly direction at a bearing of N45°W to its intersection with the west line of Napa Street, thence south to a point on the west line of Napa Street that is 30 feet south of the south line of vacated 31st Avenue as vacated by City of Spokane Ordinance Number C-29539, thence easterly to the point of beginning.

Passed the City Council _____

Council President

Attest: _____
City Clerk

Approved as to Form:

Assistant City Attorney

Mayor

Date: _____

Effective Date: _____

P1707526VACA



Right of Way Description:
32nd Ave from the east line of Pittsburg St to the east line of Napa St; together with the 30' wide strip of 32nd Ave directly east of Napa St; together with Napa St from the north line of 32nd to 30 feet south of the south line of 31st & an additional triangular peice roughly 60'x60'x85'

Legend

 Vacation Area

THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.





**CITY OF SPOKANE
PLANNING & DEVELOPMENT**

808 West Spokane Falls Blvd, Spokane WA 99201-3343
(509) 625-6300 FAX (509) 625-6822

STREET VACATION REPORT
April 10, 2018

LOCATION: 32nd between Pittsburg and Napa

PROPONENT: Touchmark

PURPOSE: Consolidate property in order to build a memory care facility.

HEARING: May 21, 2018

REPORTS:

AVISTA UTILITIES – I have reviewed the referenced petition for vacation and Avista serves the area with electric and gas distribution. We have no further comments or concerns.

COMCAST – Comcast has reviewed the vacation request. Enclosed is a map showing our plant which is on the North side of 32nd. As long as we have access to our plant Comcast has no objection with the vacation.

CENTURYLINK – After reviewing our maps, CTL has no issues with the Vacation Map.

XO COMMUNICATIONS – XO Comm is clear and has no interest concerning this property.

INLAND POWER & LIGHT – Inland Power has no facilities within the proposed area to be vacated.

ASSET MANAGEMENT - CAPITAL PROGRAMS – The City is purchasing some parcels in this area from Andy Sonneland for a water reservoir. It looks like a conflict for the north 30 foot of Napa.

FIRE DEPARTMENT – No Objection

NEIGHBORHOOD SERVICES – No comments

PARKS DEPARTMENT - No comments

PLANNING & DEVELOPMENT – DEVELOPER SERVICES - No comments

PLANNING & DEVELOPMENT – TRAFFIC DESIGN – No comments

PLANNING & DEVELOPMENT – PLANNING – Condition the approval on the requirement to aggregate parcels so that there are no land locked parcels.

POLICE DEPARTMENT - No comments

SOLID WASTE MANAGEMENT - No comments

STREET DEPARTMENT – We have reviewed the proposed vacation of 32nd Ave from the east line of Pittsburg St to the east line of Napa St; together with the 30' wide strip of Pittsburg St. directly east of Napa St; together with Napa St from the north line of 32nd Ave to the south line of 31st Ave, and the Street Department has no objections to the proposed vacation.

WASTEWATER MANAGEMENT – Wastewater Maintenance has no assets in the proposed vacation area. Therefore, we have no objection to the vacation provided on site runoff be maintained and treated on site.

WATER DEPARTMENT - No comments

BICYCLE ADVISORY BOARD - No comments

RECOMMENDATION: That the petition be granted and a vacating ordinance be prepared subject to the following conditions:

1. Adequate emergency vehicle access shall be maintained to existing and future buildings.
2. The proponent shall pay to the City of Spokane the assessed valuation for the vacated land as defined by the latest information from the County Assessor's Office. This is calculated to be \$186,533.25 and is to be deposited to Budget Account #3200 49199 99999 39510.
3. That the final reading of the vacation be held in abeyance until all of the above conditions are met and that the above conditions are met by **December 1, 2019**.

Eldon Brown, P.E.
Principal Engineer – Planning & Development

