CITY OF SPOKANE



REGARDING CITY COUNCIL MEETINGS

Notice is hereby given that City Council has resumed in-person meetings. City Council's standing committee meetings, Briefing Sessions, Legislative Sessions and study sessions are held in City Council Chambers – Lower Level of City Hall, 808 W. Spokane Falls Blvd.

City Council Members, City staff, presenters and members of the public will still have the option to participate virtually via WebEx during all meetings, with the exception of Executive Sessions which are closed to the public. Call in information for the May 22, 2023, meetings is below. All meetings will continue to be streamed live on Channel 5 and online at https://my.spokanecity.org/citycable5/live and <a href="https://my.

WebEx call in information for the week of May 22, 2023:

<u>3:30 p.m. Briefing Session</u>: 1-408-418-9388; access code: 2485 859 8861; password: 0320

6:00 p.m. Legislative Session: 1-408-418-9388; access code: 2490 613 5318; password: 0320

<u>Thursday Study Session</u>: 1-408-418-9388; access code: 2490 239 4174; password: 0320

To participate in public comment (including Open Forum):

Testimony sign up is open from 5:00-6:00 p.m. on Monday, May 22, 2023. You must sign up by 6:00 p.m. to be called on to testify. Those wishing to give testimony virtually can sign up between 5:00-6:00 p.m. at https://forms.gle/Vd7n381x3seaL1NW6. (If you are unable to access the form by clicking the hyperlink, please copy and paste the link address into your browser window.) Instructions for participation are provided on the form when you sign up.

The Open Forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the City and items of interest not relating to 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.

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 public testimony on legislative items (two minutes for open forum)!

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

- A. At the 6:00 p.m. legislative session, prior to the consideration of consent or legislative items, the Council shall hold an open forum unless a majority of Council Members vote otherwise. The open forum shall have 15 (fifteen) spaces of two minutes each available and members of the public who have not spoken during open forum during that calendar month will be prioritized for spaces ahead of those who have spoken during that calendar month.
- B. Members of the public can sign up for open forum in the hour preceding the legislative session, or at the conclusion of the briefing session, whichever is later, via the virtual testimony form linked in the meeting packet or in person outside Council Chambers. Each speaker must sign themselves using their true first and last name. Members of the public who are unable to sign up during the sign up period or who attempt to sign up late will not be added to the list of speakers. The order of the speakers will be determined at the discretion of the chair. Each speaker shall be limited to no more than two minutes unless a majority of the Council Members in attendance vote on an alternate time limit.
- C. No action, other than a statement of Council Members' intent to address the matter in the future, points of order, or points of information will be taken by Council Members during an open forum.
- D. The open forum is a limited public forum and all matters discussed in the open forum shall relate to the affairs of the City. No person shall be permitted to speak in open forum regarding items on that week's current agenda or the next week's advanced agenda, pending hearing items, or initiatives or referenda in a pending election. Individuals speaking during open forum shall address their comments to the Council President and shall maintain decorum as laid out in Rule 2.15(E). Legal or personal matters between private parties that do not impact the governance of the City of Spokane are not a permissible topic of open forum testimony.

Rule 2.7 SERVICE ANIMALS AT CITY COUNCIL MEETINGS

- A. For purposes of these Rules, only dogs that are individually trained to do work or perform tasks for a person with a disability are recognized as service animals. Dogs or other animals whose sole function is to provide comfort or emotional support do not qualify as service animals under these Rules. Service animals are permitted to accompany people with disabilities in City Council meetings, as well as all areas where members of the public are allowed to go.
- B. Service animals must, at all times while present in a City Council meeting, be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work or the individual's disability prevents using these devices, in which case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Rule 2.15 PARTICIPATION OF MEMBERS OF THE PUBLIC IN COUNCIL MEETINGS

- A. Members of the public may address the Council regarding the following items during the Council's legislative session: the consent agenda as a whole, all first reading ordinances together (with the exception of first reading ordinances associated with Hearings, which shall be taken separately), final readings of regular and special budget ordinances, emergency ordinances, special consideration items, hearing items, and other items before the City Council requiring Council action, except those that are adjudicatory or solely administrative in nature. This rule shall not limit the public's right to speak on issues that are not part of the current or advanced agendas during open forum.
- B. No member of the public 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 and provide their city of residence as a condition of recognition. Council Members must be recognized by the chair for the purpose of obtaining the floor.

- C. Each person speaking in a public Council meeting shall verbally identify themselves by true first and last name, city of residence, and, if appropriate, representative capacity.
- D. Each speaker shall follow all written and verbal instructions so that verbal remarks are electronically recorded, and documents submitted for the record are identified and marked by the Clerk.
- E. In order that evidence and expressions of opinion be included in the record and that decorum befitting a deliberative process be maintained, no modes of expression not provided by these rules, including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language or obscene speech, physically pounding the dais or other furniture, yelling, or personal comments or verbal insults about any individual will be permitted.
- F. A speaker asserting a statement of fact may be asked by a Council Member to document and identify the sources of the factual datum being asserted.
- G. When addressing the Council, members of the public shall direct all remarks to the Council President, shall refrain from remarks directed personally to any Council Member or any other individual, and shall confine remarks to the matters that are specifically before the Council at that time.
- H. City employees may participate in public comment, including open forum, providing they are in compliance with the City of Spokane Code of Ethics and they do the following:
 - 1. Announce at the beginning of their testimony that they are there in their personal capacity or their capacity as a member of a relevant board, commission, committee or community group;
 - 2. Protect confidential information, including, but not limited to, confidential financial information and attorney-client communications;
 - 3. Do not use, or be perceived to use, City funds, including giving testimony during paid work time or while in uniform; or City property, including using a City-issued computer or cell phone, in giving testimony.
- I. When any person, including members of the public, City staff, and others, are addressing the Council, Council Members shall observe the same decorum and process, as the rules require among the members inter se. That is, a Council Member shall not engage the person addressing the Council in colloquy but shall speak only when granted the floor by the Council President. All persons and/or Council Members shall not interrupt one another. The duty of mutual respect and avoiding unlawful harassment set forth in Rule 1.2 and the rules governing debate set forth in Robert's Rules of Order, newly revised, shall extend to all speakers before the City Council. The City Council's Director of Policy and Government Relations and/or City Attorney shall, with the assistance of Council staff, assist the Council President to ensure that all individuals desiring to speak shall be identified, appropriately recognized, and provided the opportunity to speak. All persons attending City Council Meetings or City Council sponsored meetings shall refrain from unlawfully harassing other attendees or risk being removed and/or prohibited from attending future meetings.

Rule 2.16 PUBLIC TESTIMONY REGARDING LEGISLATIVE AGENDA ITEMS – TIME LIMITS

- A. Members of the public can sign up to give testimony in the hour preceding the legislative session, or at the conclusion of the briefing session, whichever is later, via the virtual testimony form linked in the meeting packet or in person outside Council Chambers. Each speaker must sign themselves using their true first and last name. Members of the public who are unable to sign up during the sign up period or who attempt to sign up late will not be added to the list of speakers. The order of the speakers shall be determined at the discretion of the chair.
- B. The City Council shall take public testimony on all matters included on its legislative agenda as described at Rule 2.15(A), with those exceptions stated in Rule 2.16(B). Public testimony shall be limited to the final Council action, except that public testimony shall be allowed at the first reading of ordinances. Public testimony shall be limited to three (3) minutes per speaker unless the time limit is adjusted by a majority vote of the Council. The chair may allow additional time if the speaker is asked to respond to questions from the Council. Public testimony and consideration of an item may be extended to a subsequent meeting by a majority vote of the Council.
- C. No public testimony shall be taken on amendments to consent or legislative agenda items, votes to override a Mayoral veto, or solely procedural, parliamentary, or administrative matters of the Council.
- D. Public testimony will be taken on consent and legislative items that are moved to Council's regular briefing session or study session unless a majority of Council votes otherwise during the meeting in which the items are moved.
- E. For legislative or hearing items that may affect an identifiable individual, association, or group, the following procedure may be implemented at the discretion of the Council President:

- 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 their presentation the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. Up to thirty (30) minutes may be granted for the proponent's presentation. If there be more than one designated representative, they shall allocate the allotted time between or among themselves.
 - c. Following the presentation of the proponents of the issue, three (3) minutes shall be granted for any other person not associated with the designated representative of the proponents 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 amount of time which was allotted to the proponents.
 - e. Following the presentation by the opponents of the issue, three (3) minutes shall be granted for any other person not associated with the designated representative of the opponents who wishes to speak on behalf of the opponents' position.
 - f. Up to ten (10) minutes of rebuttal time may 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 (3) minutes to present their 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.
- 4. In the event that the side for which individuals wish to speak is not identified, those wishing to give testimony shall be granted three (3) minutes to present their position after all sides have made their initial presentations and before each side's rebuttal period.
- F. 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.
- G. Testimony may also be submitted by mail to City Council Office, Spokane City Hall, 808 W. Spokane Falls Blvd., Spokane, WA, 99201, by email to all Council Members, or via the Contact form on the Council's website.

THE CITY OF SPOKANE



CURRENT COUNCIL &GENDA

MEETING OF MONDAY, MAY 22, 2023

MISSION STATEMENT

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

MAYOR NADINE WOODWARD

COUNCIL PRESIDENT BREEAN BEGGS

COUNCIL MEMBER JONATHAN BINGLE
COUNCIL MEMBER LORI KINNEAR
COUNCIL MEMBER KAREN STRATTON
COUNCIL MEMBER BETSY WILKERSON
COUNCIL MEMBER ZACK ZAPPONE

CITY COUNCIL CHAMBERS
CITY HALL

808 W. SPOKANE FALLS BLVD. SPOKANE, WA 99201

City of Spokane Guest Wireless access for Council Chambers for May 22, 2023:

User Name: COS Guest Password: K8vCr44y

Please note the space in user name.

Both user name and password are case sensitive.

LAND ACKNOWLEDGEMENT

We acknowledge that we are on the unceded land of the Spokane people. And that these lands were once the major trading center for the Spokanes as they shared this place and welcomed other area tribes through their relations, history, trade, and ceremony. We also want to acknowledge that the land holds the spirit of the place, through its knowledge, culture, and all the original peoples Since Time Immemorial.

As we take a moment to consider the impacts of colonization may we also acknowledge the strengths and resiliency of the Spokanes and their relatives. As we work together making decisions that benefit all, may we do so as one heart, one mind, and one spirit.

We are grateful to be on the shared lands of the Spokane people and ask for the support of their ancestors and all relations. We ask that you recognize these injustices that forever changed the lives of the Spokane people and all their relatives.

We agree to work together to stop all acts of continued injustices towards Native Americans and all our relatives. It is time for reconciliation. We must act upon the truths and take actions that will create restorative justice for all people.

Adopted by Spokane City Council on the 22nd day of March, 2021 via Resolution 2021-0019

BRIEFING AND LEGISLATIVE SESSIONS

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. Pursuant to Council Rule 2.16.C, public testimony will be taken on consent and legislative items that are moved to Council's regular Briefing Session unless a majority of Council votes otherwise during the meeting in which the items are moved. The Legislative Session is also open to the public and public comment will be taken on Legislative Session items, except those that are adjudicatory or solely administrative in nature. Following the conclusion of the Legislative Agenda, an Open Forum will be held unless a majority of Council Members vote otherwise. Please see additional Open Forum information that appears at the end of the City Council agenda.

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.

ADDRESSING THE COUNCIL

- No member of the public 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 and provide their city of residence as a condition of recognition. Council Members must be recognized by the chair for the purpose of obtaining the floor.
- Each person speaking at the public microphone shall verbally identify themselves by their true first and last name, city of residency and, if appropriate, representative capacity.
- Each speaker shall follow all written and verbal instructions so that verbal remarks are electronically recorded, and documents submitted for the record are identified and marked by the Clerk. (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, no modes of expression including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language, or personal insults will be permitted.
- A speaker asserting a statement of fact may be asked to document and identify the source of the factual datum being asserted.
- When addressing the Council, members of the public shall direct all remarks to the Council President, shall refrain from remarks directed personally to any Council Member or any other individual, and shall continue to the matters that are specifically before the Council at that time.
- City staff may participate in public comment, including open forum, providing they are in compliance with the City of Spokane Code of Ethics and they follow the steps outlined in the City Council Rules of Procedure.

SPEAKING TIME LIMITS: Unless the time limit is adjusted by a majority vote of the Council, each person addressing the Council shall be limited to a two-minute speaking time during Open Forum and a three-minute speaking time for other matters. The chair may allow additional time if the speaker is asked to respond to questions from the Council. Public testimony and consideration of an item may be extended to a subsequent meeting by a majority vote of the Council. Note: No public testimony shall be taken on amendments to consent or legislative agenda items, or solely procedural, parliamentary, or administrative matters of the Council, including veto overrides.

CITY COUNCIL AGENDA: The City Council Advance and Current Agendas may be obtained prior to Council Meetings by accessing the City website at https://my.spokanecity.org.

BRIEFING SESSION

(3:30 p.m.)
(Council Chambers Lower Level of City Hall)
(No Public Testimony Taken)

ROLL CALL OF COUNCIL

INTERVIEWS OF NOMINEES TO BOARDS AND COMMISSIONS

COUNCIL OR STAFF REPORTS OF MATTERS OF INTEREST

ADVANCE AGENDA REVIEW (Staff or Council Member briefings and discussion)

APPROVAL BY MOTION OF THE ADVANCE AGENDA

CURRENT AGENDA REVIEW (Presentation of any new background information and discussion of any adjustments)

EXECUTIVE SESSION

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

LEGISLATIVE SESSION

(6:00 P.M.)

(Council Reconvenes in Council Chamber)

PLEDGE OF ALLEGIANCE

WORDS OF INSPIRATION AND SPECIAL INTRODUCTIONS

ROLL CALL OF COUNCIL

COUNCIL AND COMMITTEE REPORTS

(Committee Reports for City Council Standing Committees and other Boards and Commissions)

PROCLAMATIONS AND SALUTATIONS

REPORTS FROM NEIGHBORHOOD COUNCILS AND/OR OTHER CITY-SPONSORED COMMUNITY ORGANIZATIONS

ANNOUNCEMENTS

(Announcements regarding Changes to the City Council Agenda)

NO BOARDS AND COMMISSIONS APPOINTMENTS

ADMINISTRATIVE REPORTS

OPEN FORUM

At each meeting, before the consideration of the Consent Agenda, the Council shall hold an open public comment period for up to 15 (fifteen) speakers. Each speaker is limited to no more than two minutes. In order to participate in Open Forum, you must sign up by 6:00 p.m. If more than 15 (fifteen) speakers wish to participate in Open Forum, members of the public who have not spoken during that calendar month will be prioritized. A sign-up form will be available on the day of the meeting from 5:00-6:00 p.m. outside of Council Chambers for in-person attendees. Virtual sign up is open between 5:00-6:00 p.m. at https://forms.gle/Vd7n381x3seaL1NW6. (If you are unable to access the form by clicking the hyperlink, please copy and paste the link address into your browser window.) Instructions for virtual participation are provided on the form when you sign up. The Open Forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the City and items of interest not relating to 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.

CONSENT AGENDA

REPORTS, CONTRACTS AND CLAIMS

RECOMMENDATION

- 1. Purchase from Contract Design Associates (Spokane) Approve of desks and cubicle walls for the Community, Housing, and Human Services Department utilizing the Omnia Partners Contract No. 2020000622—\$113,856.83. (Council Sponsor: Council Member Kinnear)
- 2. 2023 Annual Action Plan component of the 2020-2024 Consolidated Plan for Community Development Program as required by the Department of Housing and Urban Development. (Council Sponsor: Council Member Stratton)

Approve OPR 2023-0531

Approve

The following item was deferred to the June 5, 2023, Agenda during the May 15, 2023, 3:30 p.m. Briefing Session (OPR 2023-0467):

3. Low Bid of (to be determined at bid opening to be held on May 1, 2023) (City, ST) for Garland Avenue Pathway, Shaw Middle School project—\$_____. An administrative reserve of \$_____, which is 10% of the contract price, will be set aside. (Hillyard Neighborhood) (Council Sponsor: Council Member Kinnear)

OPR 2023-0467 ENG 2021084

OPR 2023-0530

4.	Low Bid of Inland Asphalt Company (Spokane Valley, WA) for 2023 Residential Grind and Overlay project—\$1,152,521. An administrative reserve of \$115,252.10, which is 10% of the contract price, will be set aside. (Council Sponsors: Council Members Kinnear and Bingle)	Approve	OPR 2023-0532 ENG 2023044
5.	Low Bid of Inland Asphalt Company (Spokane Valley, WA) for 2023 Paving Unpaved Streets project—\$676,980. An administrative reserve of \$67,698, which is 10% of the contract price, will be set aside. (Various Neighborhoods) (Council Sponsors: Council Members Kinnear and Bingle)	Approve	OPR 2023-0533 ENG 2023049
6.	Multiple Family Housing Property Tax Exemption Conditional Agreements with:	Approve All	
	 a. Washington Estate Services LLC for the future construction of approximately 52 units, at Parcel Number 36283.0406, commonly known as 1911 E. Lyons Avenue. (Council Sponsors: Council Members Cathcart and Bingle) 		OPR 2023-0534
	 b. Ryan Towner for the future construction of approximately 30 units, at Parcel Number 35194.2512 commonly known as 206 W. 8th Avenue. (Council Sponsors: Council Members Kinnear and Wilkerson) 		OPR 2023-0535
	The Conditional Agreements will ultimately result in the issuance of final certificates of tax exemption to be filed with the Spokane County Assessor's Office post construction.		
7.	Report of the Mayor of pending:	Approve & Authorize	
	a. Claims and payments of previously approved obligations, including those of Parks and Library, through May 12, 2023, total \$3,854,345.24, with Parks and Library claims approved by their respective boards. Warrants excluding Parks and library total \$3,316,560.28.	Payments	CPR 2023-0002
	b. Payroll claims of previously approved obligations through May 13, 2023: \$8,864,748.52.		CPR 2023-0003
8.	City Council Meeting Minutes: May 4, May 8, and May 18, 2023.	Approve All	CPR 2023-0013

LEGISLATIVE AGENDA

NO SPECIAL BUDGET ORDINANCES

NO EMERGENCY ORDINANCES

RESOLUTIONS

(Require Four Affirmative, Recorded Roll Call Votes)

RES 2023-0038 Appointing Jon Scott Jordan as Risk Manager for the City of Spokane.

(Council Sponsors: Council President Beggs and Council Member

Kinnear)

RES 2023-0039 Approving a second amendment of a development agreement regarding OPR 2018-0811

the preliminary plat and planned unit development referred to as Beacon

Hill. (Council Sponsors: Council Members Bingle and Cathcart)

NO FINAL READING ORDINANCES

FIRST READING ORDINANCES

ORD C36387

Relating to minimum parking spaces required and bicycle parking amending Spokane Municipal Code (SMC) Sections 17C.230.110 and 17C.230.200. (Council Sponsors: Council President Beggs and Council Member Zappone)

FURTHER ACTION DEFERRED

NO SPECIAL CONSIDERATIONS

NO HEARINGS

ADJOURNMENT

The May 22, 2023, Regular Legislative Session of the City Council will be held and is adjourned to June 5, 2023.

<u>NOTE:</u> There is no meeting scheduled for May 29, 2023, as this day is designated Memorial Day Holiday. A regularly scheduled City Council meeting will not be held on Tuesday, May 30, 2023.

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 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 dmoss@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.

NOTES

SPOKANE Agenda Sheet	for City Council Meeting of:	Date Rec'd	5/10/2023
05/22/2023	Clerk's File #	OPR 2023-0530	
		Renews #	
Submitting Dept	HOUSING & HUMAN SERVICES	Cross Ref #	
Contact Name/Phone	JENN CERECEDES 6055	Project #	
Contact E-Mail	JCERECEDES@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Purchase w/o Contract	Requisition #	RE 20287
Agenda Item Name	0300 – CHHS PURCHASE OF FURNITUR	E	

Agenda Wording

Purchase from Contract Design Associates of desks and cubicle walls for the Community, Housing, and Human Services Department utilizing the Omnia Partners Contract No. 2020000622-\$113,856.83

Summary (Background)

CHHS has been in the process of hiring staff to fill several vacant positions and the current configuration and available workstations do not meet the need. This purchase will allow the department to replace outdated and broken desks along with installing modular cubicle walls to create a re-design that will provide additional workspaces to accommodate the necessary staffing levels. This furniture will be purchased from Contract Design Associates accessing the Omnia Partners Contract#2020000622.

Lease?	NO (Grant related? NO	Public Works? NO			
<u>Fiscal</u>	<u>lmpact</u>		Budget Account			
Expense	\$ 113,856.83	}	# XXXXXXXXXXXXXXXXXXXXXX	XX		
Select \$			#			
Select \$			#			
Select	\$		#			
Approv	als		Council Notifications			
Dept Head		CERECEDES, JENNIFER	Study Session\Other	PIES 04/24/2023		
<u>Division</u>	Director	FINCH, ERIC	Council Sponsor	CM Kinnear & CM Bingle		
<u>Finance</u>		MURRAY, MICHELLE	Distribution List			
<u>Legal</u>		HARRINGTON,	jcerecedes@spokanecity.org			
		MARGARET				
For the	<u>Mayor</u>	PERKINS, JOHNNIE	chhsaccounting@spokanecity.org			
Additio	nal Approva	<u>ls</u>	aduffey@spokanecity.org			
Purchas	sing		kmmcollim@spokanecity.org			
			rculton@spokanecity.org			
			kclifton@spokanecity.org			

Committee Agenda Sheet

Public Infrastructure, Environment & Sustainability Committee

ubmitting Department Community, Housing, and Human Services Department				
Contact Name	Jennifer Cerecedes			
Contact Email & Phone	jcerecedes@spokanecity.org 625-6055			
Council Sponsor(s)	CM Kinnear			
Select Agenda Item Type				
Agenda Item Name	0300 – CHHS Purchase of Furniture			
*use the Fiscal Impact box below for relevant financial information	The CHHS department has been in the process of hiring staff to fill several vacant positions and the current configuration and available work stations do not meet the need. This purchase will allow the department to replace outdated and broken desks along with installing modular cubicle walls to create a re-design that will provide additional workspaces to accommodate the necessary staffing levels. This furniture will be purchased from Contract Design Associates accessing the Omnia Partners Contract #2020000622.			
Proposed Council Action	Approve Purchase			
Total Cost: \$104,131.29 Approved in current year budget?				
	What impacts would the proposal have on historically excluded communities? N/A – This will not have an effect as it is a furniture purchase.			
How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? N/A - This will not have an effect as it is a furniture purchase.				
How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution? Working with the vendor, several design models were evaluated for space and cost efficiency.				
Sustainability Action Plan, Capi Resolutions, and others?	Ins with current City Policies, including the Comprehensive Plan, tal Improvement Program, Neighborhood Master Plans, Council with similar products purchased for other City Departments.			



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200

PROPOSAL

PROPOSAL #: 50801

DATE:

05/05/23

PROJECT #: 9-245

PROPOSAL FOR: 1746

CITY OF SPOKANE ATTN: ACCOUNTS PAYABLE 808 SPOKANE FALLS BLVD SPOKANE WA 99201 **INSTALL AT:**

CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
4	00	E4400 0000N	- F Nove N. A	404.44	0.000.00
1	20	E1109.3830N	+Frame,Npwr No Access 38H 30W	191.11	3,822.20
		HF HF	+inner tone light		
2	204	E1420.1630F	+inner tone light +Tile,Face Fabric 16H 30W	44.37	9,051.48
_	204	8T	+crossing-Pr Cat 1	44.37	9,031.40
		19	+crossing shale		
3	20	E1251.16S	+Chg of Ht Fin End Std 16H	28.42	568.40
0	120	HF	+inner tone light	120.42	000.40
4	4	E1250.54S	+Fin End,Std 54H	39.15	156.60
-	1	HF	+inner tone light		1.00.00
5	20	E1250.38S	+Fin End,Std 38H	36.54	730.80
		HF	+inner tone light		
6	5	E1240.54FE	+Conn,4-Way 90,Pwr 54H	202.71	1,013.55
		HF	+inner tone light		
7	2	E1230.54SN	+Conn,3-Way 90 Vinyl,Npwr 54H	166.46	332.92
		HF	+inner tone light		
		HF	+inner tone light		
		HF	+inner tone light		
8	5	E1230.54SE	+Conn,3-Way 90 Vinyl,Pwr 54H	183.28	916.40
		HF	+inner tone light		
		HF	+inner tone light		
_	1	HF	+inner tone light		
9	116	E1420.1636F	+Tile,Face Fabric 16H 36W	49.30	5,718.80
		8T	+crossing-Pr Cat 1		
10	104	19 54000 5400N	+crossing shale	107.00	2 0 4 0 4 0
10	24	E1220.54SRN	+Conn,2-Way 90 Vinyl,Npwr 54H	127.02	3,048.48
		HF HF	+inner tone light		
		HF	+inner tone light +inner tone light		
11	3	E1322.06E	+Power Entry,Ext. Dir Con 4-Circ,6Ft L	84.39	253.17
1 1	ľ	L 1322.00L	TOWER EIRLY, EXT. DIE CON 4-OILC, OF LE	04.55	233.17
			<u> </u>		



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200

PROPOSAL

PROPOSAL #: 50801

DATE:

05/05/23

PROJECT #: 9-245

PROPOSAL FOR: 1746

CITY OF SPOKANE ATTN: ACCOUNTS PAYABLE 808 SPOKANE FALLS BLVD SPOKANE WA 99201 **INSTALL AT:**

CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
40	0.4	E4400 4000B	T. 5 . D. (140)100)M	00.45	700.00
12	24	E1420.1636P	+Tile,Face Pntd 16H 36W	30.45	730.80
13	8	HF E1420.1642F	+inner tone light +Tile,Face Fabric 16H 42W	52.20	417.60
13	ľ	8T	+crossing-Pr Cat 1	32.20	417.00
		18	+crossing indigo		
14	56	E1420.1642F	+Tile,Face Fabric 16H 42W	52.20	2,923.20
		8T	+crossing-Pr Cat 1		_,
		19	+crossing shale		
15	10	E1420.1636F	+Tile,Face Fabric 16H 36W	49.30	493.00
		8T	+crossing-Pr Cat 1		
		18	+crossing indigo		
16	1	E1210.54	+Wall Start 54H	84.10	84.10
	1	HF	+inner tone light		
17	43	E1120.54	+Draw Rod 54H	13.63	586.09
18	13	E1109.5430G	+Frame,Pwr 4-Circ W/Com Pt Lc 54H 30W	294.06	3,822.78
10	113	HF	+inner tone light	294.00	3,022.70
		l iii	+inner tone light		
19	24	E1109.5430N	+Frame,Npwr No Access 54H 30W	216.92	5,206.08
		HF	+inner tone light		,======
		HF	+inner tone light		
20	1	E1109.5436G	+Frame,Pwr 4-Circ W/Com Pt Lc 54H 36W	312.91	312.91
		HF	+inner tone light		
		HF	+inner tone light		
21	24	E1109.5436N	+Frame,Npwr No Access 54H 36W	236.93	5,686.32
		HF	+inner tone light		
	1,0	HF	+inner tone light	000.05	1 0 1 0 0 5
22	13	E1109.5442G	+Frame,Pwr 4-Circ W/Com Pt Lc 54H 42W	332.05	4,316.65
		HF HF	+inner tone light +inner tone light		
23	1	E1109.5442N	+Frame,Npwr No Access 54H 42W	254.91	254.91
20	[HF	+inner tone light	254.51	207.01
		HF	+inner tone light		
		1 '"	- Initial torio light		



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200

PROPOSAL

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PROPOSAL FOR: 1746

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CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
24	20	E1420.1642P HF	+Tile,Face Pntd 16H 42W +inner tone light	34.22	684.40
25	2	E1311.C	+15 Amp Receptacle 4 Circuit, Duplex, Circuit C 6/Pkg	95.41	190.82
26	3	HF E1311.A	+inner tone light +15 Amp Receptacle 4 Circuit, Duplex, Circuit A 6/Pkg	95.41	286.23
27	1	HF E1212.70	+inner tone light +Wall Start Filler	68.44	68.44
28	2	E2290.24SL HF	+Work Surface Support Panel,End,Glides,Use with Sq-Edge,Lam,24d +inner tone light	143.84	287.68
29	38	HF E1420.1630F 8T 18	+inner tone light +Tile,Face Fabric 16H 30W +crossing-Pr Cat 1 +crossing indigo	44.37	1,686.06
30	20	E1120.38	+Draw Rod 38H	13.34	266.80
31	2	E1311.B	+15 Amp Receptacle 4 Circuit, Duplex, Circuit B 6/Pkg	95.41	190.82
32	60	HF E1420.1630P HF	+inner tone light +Tile,Face Pntd 16H 30W +inner tone light Subtotal - Open Office:	27.84	1,670.40 55,778.89
33	3	E1420.1630F 8T	+Tile,Face Fabric 16H 30W +crossing-Pr Cat 1	44.37	133.11
34	29	18 E1420.1636F 8T 19	+crossing indigo +Tile,Face Fabric 16H 36W +crossing-Pr Cat 1 +crossing shale	49.30	1,429.70



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200

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PROPOSAL #: 50801

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CITY OF SPOKANE ATTN: ACCOUNTS PAYABLE 808 SPOKANE FALLS BLVD SPOKANE WA 99201 **INSTALL AT:**

CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
35	1	E1420.1636F	+Tile,Face Fabric 16H 36W	49.30	49.30
00		8T	+crossing-Pr Cat 1	40.00	140.00
		18	+crossing indigo		
36	18	E1420.1642F	+Tile,Face Fabric 16H 42W	52.20	939.60
00	1.0	8T	+crossing-Pr Cat 1	02.20	1000.00
		19	+crossing shale		
37	2	E1420.1648F	+Tile,Face Fabric 16H 48W	56.84	113.68
0,	ľ	8T	+crossing-Pr Cat 1	00.01	1110.00
		18	+crossing indigo		
38	48	E1420.1648F	+Tile,Face Fabric 16H 48W	56.84	2,728.32
		8T	+crossing-Pr Cat 1	55.5]-,: -0:0-
		19	+crossing shale		
39	l 1	E1230.86SN	+Conn,3-Way 90 Vinyl,Npwr 86H	207.35	207.35
		HF	+inner tone light		
		HF	+inner tone light		
		l HF	+inner tone light		
40	2	E1420.1642F	+Tile,Face Fabric 16H 42W	52.20	104.40
		8T	+crossing-Pr Cat 1		
		18	+crossing indigo		
41	1	FV689.P	+Support Leg,Post	64.96	64.96
		8Q	+folkstone grey		
42	47	E1420.1630F	+Tile,Face Fabric 16H 30W	44.37	2,085.39
		8T	+crossing-Pr Cat 1		
		19	+crossing shale		
43	10	E1420.1624F	+Tile,Face Fabric 16H 24W	42.34	423.40
		8T	+crossing-Pr Cat 1		
		19	+crossing shale		
44	1	E1294.	+Hrdwr Kit,Stkng Frm,Chg Ht,Frm to Spcr	8.12	8.12
			or 3-/4-Way 90-Dgr/2-Way 120-Dgr Conn		
45	24	E1415.1636M	+Tile,Window Mid/Bot 16H 36W	80.91	1,941.84
		HF	+inner tone light		I ′
		TR	+clear		



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200 **PROPOSAL**

PROPOSAL #: 50801

DATE: 05/05/23

PROJECT #: 9-245

PROPOSAL FOR: 1746

CITY OF SPOKANE ATTN: ACCOUNTS PAYABLE 808 SPOKANE FALLS BLVD SPOKANE WA 99201 **INSTALL AT:**

CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
46	3	E1112.30	+Frame,Stacking 30W	108.75	326.25
47	3	E1112.36	+Frame,Stacking 36W	112.81	338.43
48	1	E1112.42	+Frame,Stacking 42W	116.87	116.87
49	3	E1112.48	+Frame,Stacking 48W	119.77	359.31
50	2	E1119.42LNS RA HF	@Door Frame With Door and Lever, Left-hand Swing, Passage Set, Standard Bevel 42W @light ash @inner tone light	3,143.31	6,286.62
51	6	HF E1415.1636T HF TR	@inner tone light +Tile,Window Top 16H 36W +inner tone light +clear	83.81	502.86
52	1	E1120.70	+Draw Rod 70H	16.82	16.82
53	2	E1210.70	+Wall Start 70H	95.41	190.82
54	2	HF E1210.86	+inner tone light +Wall Start 86H	104.40	208.80
55	1	HF E1219.70A	+inner tone light +Conn,Bare 2-Way 90-Deg w/Draw Rod 70H	94.83	94.83
56	1	E1119.42RNS RA HF HF	@Door Frame With Door and Lever, Right-hand Swing, Passage Set, Standard Bevel 42W @light ash @inner tone light @inner tone light	3,143.31	3,143.31



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200 **PROPOSAL**

PROPOSAL #: 50801

DATE: (

05/05/23

PROJECT #: 9-245

PROPOSAL FOR: 1746

CITY OF SPOKANE ATTN: ACCOUNTS PAYABLE 808 SPOKANE FALLS BLVD SPOKANE WA 99201 **INSTALL AT:**

CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
57	1	E1220.16	+Conn,2-Way 90 Stacking	79.75	79.75
58	3	E1293.	+Hrdwr Kit,Stkng Frm,Chg Ht,Frm to Frm or 2-Way 90-/135-Dgr Conn	10.73	32.19
59	1	E1278.3 HF	+Conn Side Cover,3-Way 90 Deg Conn +inner tone light	12.76	12.76
60	1	E1278.2	+Conn Side Cover,2-Way 90 Deg Radius Conn	12.76	12.76
61	1	HF E1272.86S HF	+inner tone light +Conn Cover,3-Way 90 Deg Vinyl 86H +inner tone light	76.56	76.56
62	1	E1219.70C	+Conn,Bare 3-Way 90-Deg 70H	126.73	126.73
63	4	E1212.70	+Wall Start Filler	68.44	273.76
64	1	E1270.86SR	+Conn Cover,2-Way 90 Deg Vinyl,Radius 86H	87.58	87.58
65	1	HF E1261.3S HF	+inner tone light +Top Cap,Conn Standard 3-Way 90 Deg Conn +inner tone light	17.98	17.98
66	1	E1261.2S	+Top Cap,Conn Standard 2-Way 90 Deg Radius Conn	17.98	17.98
67	1	HF E1230.16	+inner tone light +Conn,3-Way 90 Stacking	84.10	84.10
			Subtotal - Open Office:		22,636.24
68	9	E2393.30L HF SM	@Support,Work Surf 30D (for 30" Deep surfaces) Left +inner tone light +on module	18.85	169.65



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200 **PROPOSAL**

PROPOSAL #: 50801

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CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
69	9	E2393.30R HF	@Support,Work Surf 30D (for 30" Deep surfaces) Right +inner tone light	18.85	169.65
70	9	SM EWS10.3066L F HF HF	+on module +Rect Surf,Sq-Edge,Lam Top/TP Edge,Frame att 30D 66W +inner tone light +inner tone light Subtotal - WS Main:	208.51	1,876.59 2,215.89
71	20	LW110.20BF SR SS HF KC NN HN	+Ped W-Pull,Mobile 20D B/F	220.37	4,407.40 4,407.40
72	20	E2393.24L HF SM	+Support,Work Surf 24D (for 20" or 24" Deep surfaces) Left +inner tone light +on module	17.11	342.20
73	4	EWS10.2478L F HF	+Rect Surf,Sq-Edge,Lam Top/TP Edge,Frame att 24D 78W +inner tone light +inner tone light	204.74	818.96
74	20	E2393.24R HF SM	+Support,Work Surf 24D (for 20" or 24" Deep surfaces) Right +inner tone light +on module	17.11	342.20



Missoula Showroom 1330 W Broadway St. Missoula, MT 59802 P/F: 406.926.3313 Bozeman Showroom 212 Shepherd Trail, Unit A Bozeman, MT 59718 P/F: 406.220.8200

PROPOSAL

PROPOSAL #: 50801

DATE:

05/05/23

PROJECT #: 9-245

PROPOSAL FOR: 1746

CITY OF SPOKANE ATTN: ACCOUNTS PAYABLE 808 SPOKANE FALLS BLVD SPOKANE WA 99201 **INSTALL AT:**

CITY OF SPOKANE 6TH FLOOR-CHHS 808 SPOKANE FALLS BLVD SPOKANE WA 99201

CUSTOMER P.O.	PAYMENT TERMS	QUOTE VALID	SALESPERSON
	NET 10 DAYS	06/05/23	DEFELICE, CHLOE

#	QTY	PRODUCT	DESCRIPTION	SELL	EXTENDED
75	16	EWS10.2442L F HF HF	+Rect Surf,Sq-Edge,Lam Top/TP Edge,Frame att 24D 42W +inner tone light +inner tone light Subtotal - WS Return;	113.97	1,823.52 3,326.88
76	1	DESIGN * *	Design Services Create furniture layouts, renderings, revisions,	1,024.00	1,024.00
77	1	LABOR	specifications, and installation drawings. Delivery Installation Services	6,144.00	6,144.00
			Herman Miller Omnia Contract 2020000622		
		C	OMPLETE TERMS AND CONDITIONS AVAILABLE UPON RE	QUEST	
			-	SUBTOTAL	95,533.30

THANK YOU FOR YOUR BUSINESS!!!
By acceptance of this proposal, I acknowledge and agree with the seller's standard terms and conditions.

 SUBTOTAL
 95,533.30

 SALES TAX
 8,597.99

TOTAL 104,131.29

ACCEPTED BY_____ DATE ACCEPTED

Page 8 of 8

SPOKANE Agenda Sheet	for City Council Meeting of:	Date Rec'd	5/10/2023
05/22/2023		Clerk's File #	OPR 2023-0531
		Renews #	
Submitting Dept	HOUSING & HUMAN SERVICES	Cross Ref #	
Contact Name/Phone	RICHARD CULTON 6009	Project #	
Contact E-Mail	RCULTON@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Report Item	Requisition #	
Agenda Item Name	1680 - 2023 ANNUAL ACTION PLAN CO	MPONENT OF 2020-	24 CONSOLIDATED
	PLAN		

Agenda Wording

2023 Annual Action Plan component of the 2020-2024 Consolidated Plan for Community Development Program as required by the Department of Housing and Urban Development.

Summary (Background)

HUD requires grantees (City of Spokane) to submit an Annual Action Plan (AAP) every year to receive CDBG, HOME, and ESG funds. The 2023 AAP provides an overview of the activities that the City will fund to achieve the goals and outcomes as outlined in the 2020-24 Consolidated Plan, and to meet the priority needs of the Spokane community. The Annual Action Plan includes sections that outline expected resources and the funding priorities for the program year 7/1/23 - 6/30/24. (See briefing paper.)

Lease?	NO	Grant related? YES	Public Works? NO	
<u>Fiscal</u>	Impact		Budget Account	
Select	\$		#	
Select	\$		#	
Select	\$		#	
Select	\$		#	
Appro	<u>vals</u>		Council Notification	<u>s</u>
Dept H	<u>ead</u>	MCCOLLIM, KIMBERLEY	Study Session\Other	5/8 Urban Experience
Divisio	n Director	MCCOLLIM, KIMBERLEY	Council Sponsor	CM Stratton
Finance	<u>e</u>	MURRAY, MICHELLE	Distribution List	
Legal		PICCOLO, MIKE	rculton@spokanecity.org	
For the	Mayor	PERKINS, JOHNNIE	hpage@spokanecity.org	
Additi	onal Approva	ıls	jcerecedes@spokanecity.o	rg
Purcha	sing		kmccolim@spokanecity.org	g
	JNTING -	MURRAY, MICHELLE	chhsgrants@spokanecity.o	rg
GRANT	<u>'S</u>			
			chhsaccounting@spokaned	city.org
			kclifton@spokanecity.org	

Committee Agenda Sheet Urban Experience Committee

Submitting Department	Community, Housing and Human Services
Contact Name	Richard Culton
Contact Email & Phone	rculton@spokanecity.org; 625-6009
Council Sponsor(s)	
Select Agenda Item Type	☐ Consent ☐ Discussion Time Requested:
Agenda Item Name	2023 Annual Action Plan component of the 2020-2024 Consolidated Plan for Community Development Program, HUD
*use the Fiscal Impact box below for relevant financial information	The Department of Housing and Urban Development requires grantees (City of Spokane) to submit an Annual Action Plan every year to receive CDBG, HOME and ESG funds. The 2023 Annual Action Plan provides an overview of the activities that the City of Spokane will fund to achieve the goals and outcomes as outlined in the 2020-2024 Consolidated plan, and to meet the priority needs of the Spokane community. The Annual Action Plan includes sections that outline expected resources, and the funding priorities for the program year (7/1/23 – 6/30/24).
	For more information, please visit the CHHS webpage for a copy of the Draft 2023 Annual Action Plan and Public Hearing Presentation (https://my.spokanecity.org/chhs/documents/).
	 The City of Spokane identified three goals for funding priority in the 2020-2024 Consolidated Plan: Housing Stability – Expand the number of affordable housing options for low- and moderate-income individuals and households. The City of Spokane will fund proposals that address the needs of target populations including, but not limited to homeownership, rental housing, communal living, etc. Additionally, the City of Spokane will prioritize proposals that integrate service that help stabilize permanent housing for high barrier populations. The goal of housing stability is to prevent and divert individuals and families from entering the homeless response system. Public Health and Safety – Adaptive response to changing community needs related to sheltering homeless populations, natural disasters, and public health pandemics. Community Based Social Services – Community based services that address the following areas: Food Security, Workforce Development, Housing Stability, Childcare, Transportation, behavior, and victim services. These three goals best encompassed the priority needs of the City of Spokane identified through the consolidated planning process. During the 2023 program year, the City of Spokane will continue to focus on meeting the 2020-2024 Consolidated Plan goals.

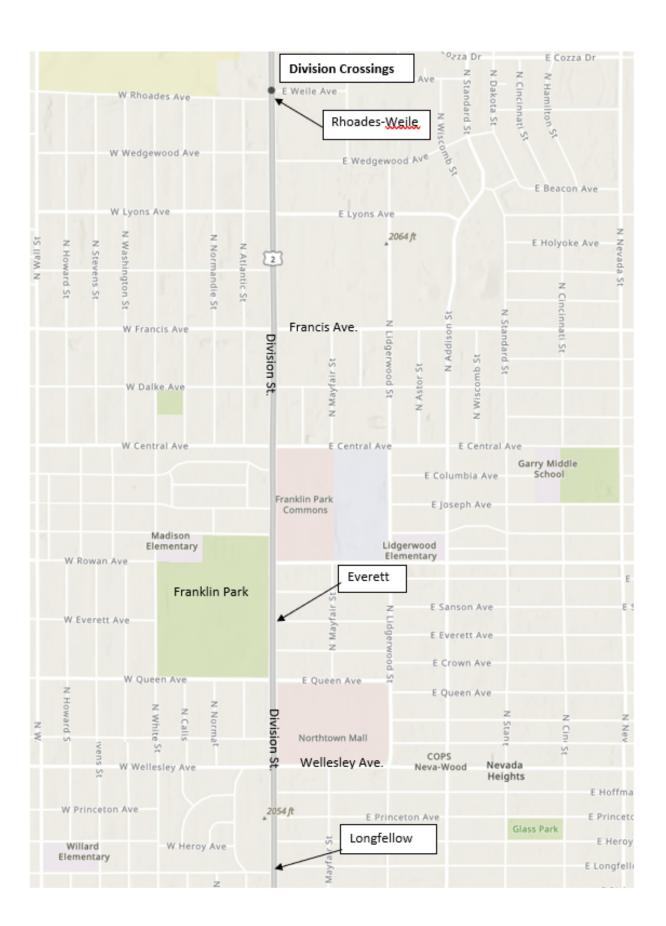
Fiscal Impact
Total Cost: Click or tap here to enter text.
Approved in current year budget? $oxtimes$ Yes $oxtimes$ No $oxtimes$ N/A
Funding Source ☐ One-time ☒ Recurring
Specify funding source: Yearly formula allocation to fund CDBG, HOME and ESG from HUD.
Expense Occurrence One-time Recurring
Other budget impacts: (revenue generating, match requirements, etc.)
The City of Spokane PY 2023 formula allocation for CDBG, ESG, and HOME are as follows:
CDBG: \$3,126,340
ESG: \$277,996
HOME: \$1,409,280
CILIC will found projects that most the regulations and requirements of CDBC TSC and HOME
CHHS will fund projects that meet the regulations and requirements of CDBG, ESG and HOME respectively.
respectively.
Operations Impacts (If N/A, please give a brief description as to why)
What impacts would the proposal have on historically excluded communities?
CDBG_ESG and HOME funded projects provide services to underserved communities through the
CDBG, ESG and HOME funded projects provide services to underserved communities through the creation and retention of affordable housing, housing services and a variety of human services for
CDBG, ESG and HOME funded projects provide services to underserved communities through the creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households.
creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households.
creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households. How will data be collected, analyzed, and reported concerning the effect of the program/policy by
creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households.
creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households. How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?
creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households. How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? CHHS will collect and report basic demographic data on recipients of these funding sources as
creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households. How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?
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creation and retention of affordable housing, housing services and a variety of human services for low- to moderate-income households. How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? CHHS will collect and report basic demographic data on recipients of these funding sources as outlined in their contractual agreements. How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?
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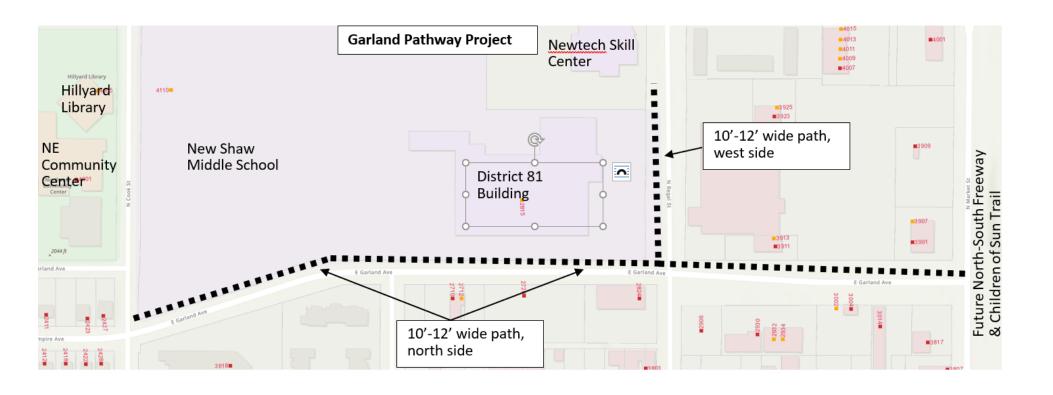
Agenda Sheet for City Council Meeting of:		Date Rec'	<u>d</u>	4/25/2023	
05/08/2023			Clerk's Fi	le #	OPR 2023-0467
			Renews #		
Submitting Dept	ENGINEERING SERVICES		Cross Ref	#	
Contact Name/Phone	DAN BULLER 63	391	Project #		2021084
Contact E-Mail	DBULLER@SPOKANECITY	/.ORG	Bid #		
Agenda Item Type	Contract Item		Requisition	n #	
Agenda Item Name	0370 – LOW BID AWARD DETERMINED	0370 – LOW BID AWARD – GARLAND AVENUE PATHWAY (2021084) – TO BE DETERMINED			
Agenda Wording					
Low Bid of (to be determine					
Pathway, Shaw Middle Scho		ninistrative res	erve of \$, wh	ich is 10% of the
contract price, will be set as	de. (Hillyard)				
Summary (Backgroui					
On May 1, 2023, bids were o	-				
opening) in the amount of \$					
Estimate of \$1,510,986.00; be provided prior to the 5/8		red as follows:	(to be determ	iinea).	All information will
be provided prior to the 5/8	/2023 Council Meeting.				
Lease? NO Gra	ant related? NO	Public Works?	? YES		
Fiscal Impact	Fiscal Impact Budget Account				
Expense \$ 0	Expense \$ 0 # ####				
Select \$		#			
Select \$		#			
Select \$		#			
<u>Approvals</u>		Council Notifications			
<u>Dept Head</u>	BULLER, DAN	Study Sessi	on\Other	PIES 3	/27/23
<u>Division Director</u>	FEIST, MARLENE	Council Spo	nsor	Kinne	ar
<u>Finance</u>	ORLOB, KIMBERLY	<u>Distributio</u>	n List		
<u>Legal</u>	HARRINGTON, MARGARET	eraea@spoka	necity.org		
For the Mayor	SMITHSON, LYNDEN	publicworksaccounting@spokanecity.org			
		kgoodman@spokanecity.org			
Purchasing					
		jgraff@spokanecity.org			
		pyoung@spol			
			ignee email}		

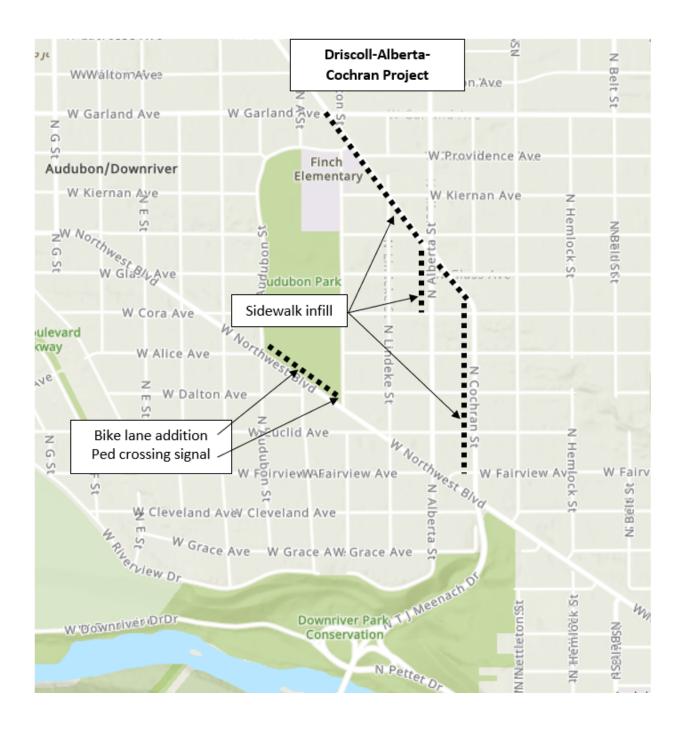
Committee Agenda Sheet PIES

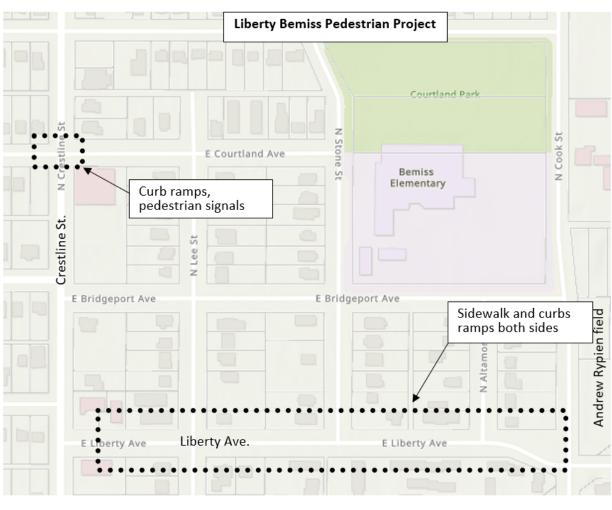
Submitting Department	Public Works, Engineering		
Contact Name	Dan Buller		
Contact Email & Phone	dbuller@spokanecity.org 625-6391		
Council Sponsor(s)	Lori Kinnear		
Select Agenda Item Type	X Consent Discussion Time Requested:		
Agenda Item Name	2023 Pedestrian Focused Projects		
Summary (Background)	 This briefing paper is an update to a briefing paper submitted for the August 2022 PIES meeting. Updated information from that briefing paper is shown in red below. The City through its Integrated Capital Management Dept has secured state and federal grant funds for six pedestrian focused projects. These grant funds are sufficient to pay the large majority of the costs for each project. The projects are generally described as follows. Division St. Crossings – install pedestrian signals at three locations on Division St. – see attached exhibit. This project has an estimated cost of approximately \$1M is planned to advertise in May, 2023 and will be constructed fall 2023. Garland Pathway – install 10' shared use path connecting Shaw Middle School, Hillyard Library, NE Community Center, NewTech Skill Center and the future Children of the Sun trail – see attached exhibt. This project has an estimated cost of approximately \$1.5M and planned to advertise in April, 2023 and will be constructed summer/fall 2023. Driscoll-Alberta-Cochran – install sidewalk in the vicinity of Finch Elementary and pedestrian signal near Audubon Park – see attached exhibit. This project has an estimated cost of approximately \$1.5M and is planned to advertise in April, 2023 and will be constructed summer/fall 2023. Liberty-Bemiss – install pedestrian signal at Crestline/Courtland & sidewalk on Liberty between Crestline & Altamont, all near Bemiss Elementary and Andrew Rypien field – see attached exhibit. This project advertised and was awarded earlier this year and will be constructed summer/fall 2023. Nevada-Joseph – install pedestrian signal at Nevada/Joseph which is near Nevada Park and Garry Middle School – see attached exhibit. This project advertised and was awarded earlier this year and will be constructed summer/fall 2023. Greene-Carlisle – install pedestrian signal at Greene/Carlisle at what is expected to become a key crossing lo		
Proposed Council Action & Date:	None at this time. Following bid opening, we will bring a construction contract to Council for approval. See above red text for project schedules.		
Fiscal Impact:			
Total Cost: See above red text	for project by project cost.		

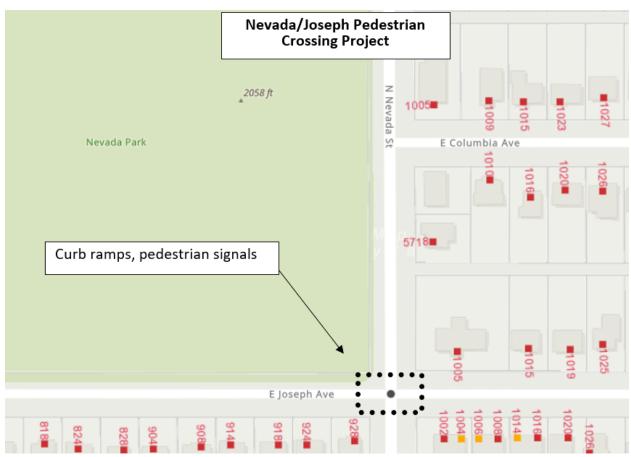
Approved in current year budget? X Yes No N/A
Funding Source X One-time Recurring Specify funding source: Varies by project. Costs incurred under the proposed contracts will be paid as part of each public works project for which the consultant is used.
Expense Occurrence X One-time Recurring
Other budget impacts: (revenue generating, match requirements, etc.)
Operations Impacts
What impacts would the proposal have on historically excluded communities?
Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.
How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?
N/A – This contract supports multiple public works projects and should not impact racial, gender identity, national origin, income level, disability, sexual orientation or other existing disparity factors.
How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?
Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance.
Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?
The projects is consistent with our adopted six year programs as well as the annual budget and strategic initiative to advance street improvement activities.













SPOKANE Agenda Sheet	Agenda Sheet for City Council Meeting of:		5/10/2023
05/22/2023		Clerk's File #	OPR 2023-0532
		Renews #	
Submitting Dept	ENGINEERING SERVICES	Cross Ref #	
Contact Name/Phone	DAN BULLER 6391	Project #	2023044
Contact E-Mail	DBULLER@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Contract Item	Requisition #	CR 24969
Agenda Item Name	0370 – LOW BID AWARD – 2023 RESIDENTIAL GRIND AND OVERLAY – INLAND		
	ASPHALT		

Agenda Wording

Low Bid of Inland Asphalt Company (Spokane, WA) for 2023 Residential Grind and Overlay - \$1,152,521.00. An administrative reserve of \$115,252.10, which is 10% of the contract price, will be set aside. (Various Neighborhood Councils)

Summary (Background)

On May 15, 2023 bids were opened for the above project. The low bid was from Inland Asphalt Company in the amount of \$1,152,521.00, which is \$104,303.50 or 9.95% above the Engineer's Estimate of \$1,048,217.50; two other bids were received as follows: Shamrock Paving Inc. - \$1,249,000.00 and Poe Asphalt Paving Inc. - \$1,677,644.70.

Lease? NO G	rant related? NO	Public Works? YES		
Fiscal Impact		Budget Account		
Expense \$1,267,773	3.10	# 1990 49809 42300 5420	1 21032	
Select \$		#		
Select \$		#		
Select \$		#		
Approvals		Council Notification	<u>s</u>	
Dept Head	BULLER, DAN	Study Session\Other	PIES 4/24/23	
<u>Division Director</u>	FEIST, MARLENE	Council Sponsor	Kinnear & Bingle	
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List		
Legal	HARRINGTON, MARGARET	eraea@spokanecity.org		
For the Mayor	PERKINS, JOHNNIE	publicworksaccounting@sp	ookanecity.org	
Additional Approvals		kgoodman@spokanecity.org		
Purchasing		ddaniels@spokanecity.org		
		jgraff@spokanecity.org		
		pyoung@spokanecity.org		
		Signer: Jared Boucher <u>jared.boucher@inlandnw.com</u>		

Briefing Paper PIES

Submitting Department:	Public Works, Engineering	
Contact Name	Dan Buller 625-6391	
Contact Email & Phone	dbuller@spokanecity.org	
Council Sponsor(s)	Lori Kinnear	
Select Agenda Item Type	X Consent Discussion Time Requested:	
Agenda Item Name	2023 Residential Grind & Overlay	
Summary (Background)	 The project shown on the attached pages is the annual residential grind and overlay project funded by the transportation benefit district. Curb ramps will also be upgraded. Total length of street between both projects is approx. 1 mile. Residents will have access to their homes during construction which will occur in the 2023 construction season. 	
Proposed Council Action & Date:	None at this time. Following bid opening, we will bring a construction contract to Council for approval. This project is planned to advertise in April or May, 2023, start construction in about June or July 2023 and finish this fall.	
Fiscal Impact:		
Total Cost: The G&O project	is expected to cost about \$1M.	
Approved in current year budget? X Yes \(\bar{\bar{\bar{\bar{\bar{\bar{\bar{		
Funding Source X One-time Recurring Specify funding source: project funds (generally street or utility funds)		
Expense Occurrence X One-time Recurring		
Other budget impacts: (revenu	e generating, match requirements, etc.)	
Operations Impacts		
What impacts would the propo	sal have on historically excluded communities?	
Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.		
How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?		
N/A – This contract supports multiple public works projects and should not impact racial, gender identity, national origin, income level, disability, sexual orientation or other existing disparity factors.		

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

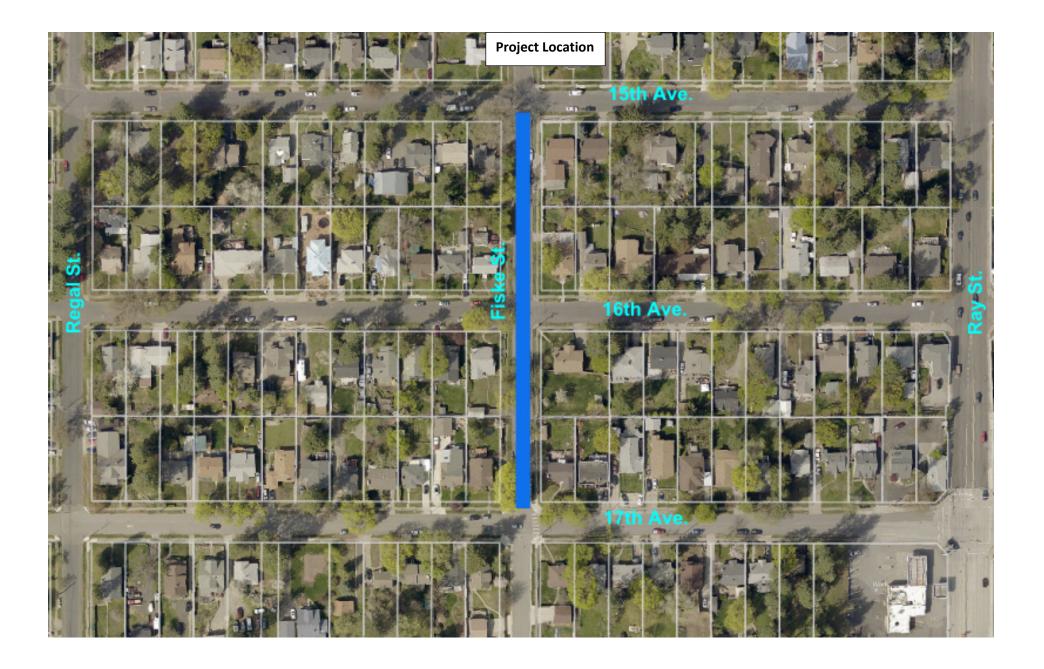
Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The projects which will use this on-call contract are consistent with our adopted six year programs as well as the annual budget and strategic initiative to advance street maintenance activities.









City of Spokane

PUBLIC WORKS CONTRACT

Title: 2023 RESIDENTIAL GRIND & OVERLAY

This Contract is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **INLAND ASPHALT COMPANY**, whose address is 5111 East Broadway Avenue, Spokane Valley, Washington 99212 as ("Contractor"), individually hereafter referenced as a "party", and together as the "parties".

The parties agree as follows:

- 1. <u>PERFORMANCE</u>. The Contractor will do all work, furnish all labor, materials, tools, construction equipment, transportation, supplies, supervision, organization and other items of work and costs necessary for the proper execution and completion of the work described in the Special Provisions entitled **2023 RESIDENTIAL GRIND & OVERLAY**.
- 2. <u>CONTRACT DOCUMENTS</u>. The contract documents are this Contract, the Contractor's completed bid proposal form, the Washington State Department of Transportation's Standard Specifications for Road, Bridge and Municipal Construction 2023, City of Spokane Special Provisions, contract provisions, contract plans, standard plans, addenda, various certifications and affidavits, supplemental agreements, change orders and subsurface boring logs (if any). These contract documents are on file in the Engineering Services Department and are incorporated into this Contract by reference as if they were set forth at length. In the event of a conflict, or to resolve an ambiguity or dispute, the order of precedence defined in the City of Spokane Special Provisions section 1-04.2 City Engineering Services File No. 2023044 shall apply.
- 3. <u>TIME OF PERFORMANCE</u>. The time of performance of the Contract shall be in accordance with the contract documents.
- 4. <u>LIQUIDATED DAMAGES</u>. Liquidated damages shall be in accordance with the contract documents.
- 5. <u>TERMINATION</u>. Either party may terminate this Contract in accordance with the contract documents.
- 6. <u>COMPENSATION</u>. This is a unit price contract, and upon full and complete performance by the Contractor, the City will pay only the amount set forth in Schedule A-1 for the actual quantities furnished for each bid item at a total cost not to exceed \$1,152,521.00 which includes all sales tax.

- 7. TAXES. Bid items in Schedule A-1 shall include sales tax.
- 8. <u>PAYMENT</u>. The Contractor will send its applications for payment to the Engineering Services Department, 998 E North Foothills Drive Spokane, WA 99207-2735. All invoices should include the City Clerk's File No. "OPR 2023-0532" and an approved L & I Intent to Pay Prevailing Wage number. The final invoice should include an approved Affidavit of Wages Paid number. Payment will not be made without this documentation included on the invoice. **Payment will be made via direct deposit/ACH** within thirty (30) days after receipt of the Company's application except as provided by state law. Five percent (5%) of the Contract price may be retained by the City, in accord with RCW 60.28 for a minimum of forty five (45) days after final acceptance, as a trust fund for the protection and payment of: the claims of any person arising under the Contract; and the State with respect to taxes imposed pursuant to Titles 50, 51 and 82 RCW which may be due from the Contractor.
- INDEMNIFICATION. The Contractor shall defend, indemnify, and hold the City and its 9. officers and employees harmless from all claims, demands, or suits at law or equity asserted by third parties for bodily injury (including death) and/or property damage which arise from the Contractor's negligence or willful misconduct under this Agreement, including attorneys' fees and litigation costs; provided that nothing herein shall require a Contractor to indemnify the City against and hold harmless the City from claims, demands or suits based solely upon the negligence of the City, its agents, officers, and employees. If a claim or suit is caused by or results from the concurrent negligence of the Contractor's agents or employees and the City, its agents, officers and employees, this indemnity provision shall be valid and enforceable to the extent of the negligence of the Contractor, its agents or employees. The Contractor specifically assumes liability and agrees to defend, indemnify, and hold the City harmless for actions brought by the Contractor's own employees against the City and, solely for the purpose of this indemnification and defense, the Contractor specifically waives any immunity under the Washington State industrial insurance law, or Title 51 RCW. The Contractor recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was the subject of mutual negotiation. The indemnity and agreement to defend and hold the City harmless provided for in this section shall survive any termination or expiration of this agreement.
- 10. <u>BONDS</u>. The Contractor may not commence work until it obtains all insurance, permits and bonds required by the contract documents and applicable law. This includes the execution of a performance bond and a payment bond on the forms attached, each equal to one hundred percent (100%) of the contract price, and written by a corporate surety company licensed to do business in Washington State.
- 11. <u>INSURANCE</u>. The Contractor represents that it and its employees, agents and subcontractors, in connection with the Contract, are protected against the risk of loss by the insurance coverages required in the contract documents. The policies shall be issued by companies that meet with the approval of the City Risk Manager. The policies shall not be canceled without at least minimum required written notice to the City as Additional Insured.
- 12. <u>CONTRACTOR'S WARRANTY</u>. The Contractor's warranty for all work, labor and materials shall be in accordance with the contract documents.
- 13. <u>WAGES</u>. The Contractor and all subcontractors will submit a "Statement of Intent to Pay Prevailing Wages" certified by the industrial statistician of the Department of Labor and Industries, prior to any payments. The "Statement of Intent to Pay Prevailing Wages" shall include: (1) the Contractor's registration number; and (2) the prevailing wages under RCW 39.12.020 and the

number of workers in each classification. Each voucher claim submitted by the Contractor for payment on a project estimate shall state that the prevailing wages have been paid in accordance with the "Statement(s) of Intent to Pay Prevailing Wages" on file with the City. Prior to the payment of funds held under RCW 60.28, the Contractor and subcontractors must submit an "Affidavit of Wages Paid" certified by the industrial statistician.

- 14. <u>STATEMENT OF INTENT TO PAY PREVAILING WAGES TO BE POSTED</u>. The Contractor and each subcontractor required to pay the prevailing rate of wages shall post in a location readily visible at the job site: (1) a copy of a "Statement of Intent to Pay Prevailing Wages" approved by the industrial statistician of the State Department of Labor and Industries; and (2) the address and telephone number of the industrial statistician of the Department of Labor and Industries where a complaint or inquiry concerning prevailing wages may be made.
- 15. <u>PUBLIC WORKS REQUIREMENTS</u>. The Contractor and each subcontractor are required to fulfill the Department of Labor and Industries Public Works and Prevailing Wage Training Requirement under RCW 39.04.350. The contractor must verify responsibility criteria for each first tier subcontractor, and a subcontractor of any tier that hires other subcontractors must verify the responsibility criteria listed in RCW 39.04.350(1) for each of its subcontractors. Verification shall include that each subcontractor, at the time of subcontract execution, meets the responsibility criteria. This verification requirement, as well as responsibility criteria, must be included in every public works contract and subcontract of every tier.

16. <u>SUBCONTRACTOR</u> RESPONSIBILITY.

- A. The Contractor shall include the language of this section in each of its first tier subcontracts, and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. Upon request of the City, the Contractor shall promptly provide documentation to the City demonstrating that the subcontractor meets the subcontractor responsibility criteria below. The requirements of this section apply to all subcontractors regardless of tier.
- B. At the time of subcontract execution, the Contractor shall verify that each of its first tier subcontractors meets the following bidder responsibility criteria:
 - 1. Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;
 - 2. Have a current Washington Unified Business Identifier (UBI) number;
 - 3. If applicable, have:
 - Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;
 - b. A Washington Employment Security Department number, as required in Title 50 RCW;
 - c. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;
 - d. An electrical contractor license, if required by Chapter 19.28 RCW;
 - e. An elevator contractor license, if required by Chapter 70.87 RCW.

- 4. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3).
- C. On Public Works construction projects, as defined in RCW 39.04.010, with an estimated cost of six hundred thousand dollars (\$600,000) or more, at least fifteen (15) percent of the labor hours on each project shall be performed by apprentices enrolled in a State-approved apprenticeship program; and for each contract in the project fifteen (15) percent of the labor hours for each craft that has an available state-approved apprenticeship program for Spokane County and utilizes more than one hundred sixty (160) hours in each contract; shall be performed by apprentices enrolled in a state-approved apprenticeship program.
 - 1. Subcontracting Requirements. The utilization percentages for apprenticeship labor for Public Works construction contracts shall also apply to all subcontracts of one hundred thousand dollars (\$100,000) or more within those contracts, and at least fifteen percent (15%) of the labor hours for each such subcontract shall be performed by apprentices in a state-approved apprenticeship program. For each craft that has an available apprenticeship program for Spokane county and performs more than one hundred sixty (160) hours on each project, fifteen (15) percent of the labor hours shall be performed by apprentices enrolled in a State-approved apprenticeship program
 - 2. Each subcontractor which this chapter applies to is required to execute a form, provided by the city, acknowledging that the requirements of Article X 07.06 SMC are applicable to the labor hours for the project.
- 17. <u>NONDISCRIMINATION</u>. No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration of or in connection with this Contract because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation including gender expression or gender identity, national origin, honorably discharged veteran or military status, the presence of any sensory, mental or physical disability, or use of a service animal by a person with disabilities. The Contractor agrees to comply with, and to require that all subcontractors comply with, Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act, as applicable to the Contractor.

18. EXECUTIVE ORDER 11246.

- A. The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The Contractor will take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include but not be limited to the following: employment upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.
- B. The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.
- C. The Contractor will send each labor union, or representative of workers with which it has a collective bargaining contract or other contract or understanding, a notice, to be provided

- by the agency contracting officer, advising the labor union or workers' representative of the Contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- D. The Contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- E. The Contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.
- F. In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract or with any of such rules, regulations or orders, this Contract may be canceled, terminated or suspended in whole or in part, and the Contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- G. The Contractor will include the provisions of paragraphs A through G in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: PROVIDED, HOWEVER, that in the event the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as the result of such direction, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- 19. <u>DEBARMENT AND SUSPENSION</u>. The Contractor has provided its certification that it is in compliance with and shall not contract with individuals or organizations which are debarred, suspended, or otherwise excluded from or ineligible from participation in Federal Assistance Programs under Executive Order 12549 and "Debarment and Suspension", codified at 29 CFR part 98.
- 20. <u>ASSIGNMENTS</u>. The Contractor may not assign, transfer or sublet any part of the work under this Contract, or assign any monies due, without the written approval of the City, except as may be required by law. In the event of assignment of accounts or monies due under this Contract, the Contractor specifically agrees to give immediate written notice to the City Administrator, no later than five (5) business days after the assignment.
- 21. <u>ANTI-KICKBACK</u>. No officer or employee of the City of Spokane, having the power or duty to perform an official act or action related to this Contract shall have or acquire any interest in the Contract, or have solicited, accepted or granted a present or future gift, favor, service or other thing of value from or to any person involved in the Contract. Contractor will comply with the Copeland "Anti-Kickback" Act (40 USC 3145), as supplemented by Department of Labor Regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States").

- 22. <u>COMPLIANCE WITH LAWS</u>. Each party shall comply with all applicable federal, state, and local laws and regulations that are incorporated herein by reference.
- 23. <u>DISPUTES</u>. This Contract shall be performed under the laws of the State of Washington. Any litigation to enforce this Contract or any of its provisions shall be brought in Spokane County, Washington.
- 24. <u>SEVERABILITY</u>. In the event any provision of this Contract should become invalid, the rest of the Contract shall remain in full force and effect.
- 25. <u>AUDIT / RECORDS</u>. The Contractor and its subcontractors shall maintain for a minimum of three (3) years following final payment all records related to its performance of the Contract. The Contractor and its subcontractors shall provide access to authorized City representatives, at reasonable times and in a reasonable manner to inspect and copy any such record. In the event of conflict between this provision and related auditing provisions required under federal law applicable to the Contract, the federal law shall prevail.
- 26. <u>BUSINESS REGISTRATION REQUIREMENT</u>. Section 8.01.070 of the Spokane Municipal Code states that no person may engage in business with the City without first having obtained a valid annual business registration. The Contractor shall be responsible for contacting the State of Washington Business License Services at www.dor.wa.gov or 360-705-6741 to obtain a business registration. If the Contractor does not believe it is required to obtain a business registration, it may contact the City's Taxes and Licenses Division at (509) 625-6070 to request an exemption status determination.
- 27. <u>CONSTRUAL</u>. The Contractor acknowledges receipt of a copy of the contract documents and agrees to comply with them. The silence or omission in the contract documents concerning any detail required for the proper execution and completion of the work means that only the best general practice is to prevail and that only material and workmanship of the best quality are to be used. This Contract shall be construed neither in favor of nor against either party.
- 28. <u>MODIFICATIONS</u>. The City may modify this Contract and order changes in the work whenever necessary or advisable. The Contractor will accept modifications when ordered in writing by the Director of Engineering Services, and the Contract time and compensation will be adjusted accordingly.
- 29. <u>INTEGRATION</u>. This Contract, including any and all exhibits and schedules referred to herein or therein set forth the entire Agreement and understanding between the parties pertaining to the subject matter and merges all prior agreements, negotiations and discussions between them on the same subject matter.
- 30. <u>OFF SITE PREFABRICATED ITEMS</u>. In accordance with RCW 39.04.370, the Contractor shall submit certain information about off-site, prefabricated, nonstandard, project specific items produced under the terms of the Contract and produced outside Washington as a part of the "Affidavit of Wages Paid" form filed with the State Department of Labor and Industries.
- 31. <u>FORCE MAJEURE</u>. Neither party shall be liable to the other for any failure or delay in performing its obligations hereunder, or for any loss or damage resulting therefrom, due to: (1) acts of God or public enemy, acts of government, riots, terrorism, fires, floods, strikes, lock outs, epidemics, act or failure to act by the other party, or unusually severe weather affecting City, Contractor or its subcontractors, or (2) causes beyond their reasonable control and which are not

foreseeable (each a "Force Majeure Event"). In the event of any such Force Majeure Event, the date of delivery or performance shall be extended for a period equal to the time lost by reason of the delay.

32. CLEAN AIR ACT.

Contractor must comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 USC 7401-7671q) and the Federal Water Pollution Control Act as amended (33 USC 1251-1387). Violations will be reported.

33. <u>USE OF PROJECT MANAGEMENT SOFTWARE</u>. The Contractor shall transmit all submittal documentation for proposed project materials by uploading it to the City's web based construction management software. A City representative will be available to assist in learning this process.

INLAND ASPHALT COMPANY	CITY OF SPOKANE				
By	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:

Payment Bond
Performance Bond
Certification Regarding Debarment
Schedule A-1
23-102

PAYMENT BOND

We, INLAND ASPHALT COMPANY, as principal, and	, as
surety, are held and firmly bound to the City of Spokane, Washington, in the sum of ONE	MILLION
ONE HUNDRED FIFTY-TWO THOUSAND FIVE HUNDRED TWENTY-ONE AND NO!	100 DOL-
LARS (\$1,152,521.00) the payment of which, we bind ourselves and our legal representation	atives and
successors, jointly and severally by this document.	

The principal has entered into a contract with the City of Spokane, Washington, to do all work and furnish all materials for the **2023 RESIDENTIAL GRIND & OVERLAY.** If the principal shall:

- A. pay all laborers, mechanics, subcontractors, material suppliers and all person(s) who shall supply such person or subcontractors; and pay all taxes and contributions, increases and penalties as authorized by law; and
- B. comply with all applicable federal, state and local laws and regulations;

then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation. Any judgment obtained against the City, which relates to or is covered by the contract or this bond, shall be conclusive against the principal and the surety, as to the amount of damages, and their liability, if reasonable notice of the suit has been given.

SIGNED AND SEALED on	·
	INLAND ASPHALT COMPANY,
	AS PRINCIPAL
	By: Title:
A valid POWER OF ATTORNEY	AS SURETY ,
for the Surety's agent must accompany this bond.	By: Its Attorney in Fact

STATE OF WASHINGTON)
County of) ss.)
I certify that I know or have	e satisfactory evidence that gned this document; on oath stated that he/she was author-
•	knowledged it as the agent or representative of the named ed to do business in the State of Washington, for the uses
DATED:	Signature of Notary Public
	My appointment expires

PERFORMANCE BOND

MALIAND ACRIALT COMPANY as principal and	
We, INLAND ASPHALT COMPANY, as principal, and	, as
Surety, are held and firmly bound to the City of Spokane, Washington, in the sum of ONE	MILLION
ONE HUNDRED FIFTY-TWO THOUSAND FIVE HUNDRED TWENTY-ONE AND NO	/100 DOL-
LARS (\$1,152,521.00) for the payment of which, we bind ourselves and our legal repre	esentatives
and successors, jointly and severally by this document.	
The main aireal has endement into a Contract with the City of Constract Medicinates to	4

The principal has entered into a Contract with the City of Spokane, Washington, to do all the work and furnish all materials for the **2023 RESIDENTIAL GRIND & OVERLAY**. If the principal shall:

- A. promptly and faithfully perform the Contract, and any contractual guaranty and indemnify and hold harmless the City from all loss, damage or claim which may result from any act or omission of the principal, its agents, employees, or subcontractors; and
- B. comply with all applicable federal, state and local laws and regulations;

SIGNED AND SEALED OR

then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation. Any judgment obtained against the City, which relates to or is covered by the Contract or this bond, shall be conclusive against the principal and the Surety, not only as to the amount of damages, but also as to their liability, if reasonable notice of the suit has been given.

SIGNED AND SEALED OIL	
	INLAND ASPHALT COMPANY,
	AS PRINCIPAL
	By:
A valid POWER OF ATTORNEY for the Surety's agent must	AS SURETY By:
accompany this bond.	Its Attorney in Fact

STATE OF WASHINGTON)
County of) SS.)
I certify that I know or have s	satisfactory evidence thatsigned this document; on oath stated that
	ocument and acknowledged it as the agent or representative of s authorized to do business in the State of Washington, for the
DATED on	
	Signature of Notary
	My appointment expires

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

- 1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
 - c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
 - d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.
- 2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.
- 3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

- 1. The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.
- 2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.
- 4. I understand that a false statement of this certification may be grounds for termination of the contract.

Name of Subrecipient / Contractor / Consultant (Type or Print)	Program Title (Type or Print)
Name of Certifying Official (Type or Print)	Signature
Title of Certifying Official (Type or Print)	Date (Type or Print)

SCHEDULE A-1 Tax Classification: Sales tax shall be included in unit prices

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTI- TIES	UNIT PRICE	TOTAL
1	ADA FEATURES SURVEYING	1.00 LS	\$ 2,750.00	\$ 2,750.00
2	APPRENTICE UTILIZATION	1.00 LS	\$ 14,000.00	\$ 14,000.00
3	REIMBURSEMENT OF THIRD PARTY DAMAGE	1.00 EST	\$ 1.00	\$ 1.00
4	SPCC PLAN	1.00 LS	\$ 510.00	\$ 510.00
5	POTHOLING	2.00 EA	\$ 830.00	\$ 1,660.00
6	PUBLIC LIAISON REPRESENTATIVE	1.00 LS	\$ 10,100.00	\$ 10,100.00
7	MOBILIZATION	1.00 LS	\$ 155,448.15	\$ 155,448.15
8	PROJECT TEMPORARY TRAFFIC CONTROL	1.00 LS	\$ 101,200.00	\$ 101,200.00
9	WORK ZONE SAFETY CONTINGENCY	1.00 FA	\$ 5,000.00	\$ 5,000.00
10	SEQUENTIAL ARROW SIGNS	40.00 HR	\$ 6.35	\$ 254.00
11	TYPE III BARRICADE	67.00 EA	\$ 110.50	\$ 7,403.50
12	CLEARING AND GRUBBING	1.00 LS	\$ 17,550.00	\$ 17,550.00
13	TREE ROOT TREATMENT	9.00 EA	\$ 830.00	\$ 7,470.00

14	TREE PROTECTION ZONE	70.00 EA	\$ 304.00	\$ 21,280.00
15	TREE PRUNING	67.00 EA	\$ 320.50	\$ 21,473.50
16	REMOVAL OF STRUCTURE AND OBSTRUCTION	1.00 LS	\$ 17,500.00	\$ 17,500.00
17	REMOVE EXISTING CURB	756.00 LF	\$ 16.55	\$ 12,511.80
18	REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY	492.00 SY	\$ 20.00	\$ 9,840.00
19	REMOVE MANHOLE, CATCH BASIN, OR DRYWELL	2.00 EA	\$ 1,700.00	\$ 3,400.00
20	REMOVE EXISTING ≤ 12 IN. DIA. PIPE	45.00 LF	\$ 61.00	\$ 2,745.00
21	SAWCUTTING CURB	58.00 EA	\$ 44.00	\$ 2,552.00
22	SAWCUTTING RIGID PAVEMENT	1,104.00 LFI	\$ 1.05	\$ 1,159.20
23	SAWCUTTING FLEXIBLE PAVEMENT	5,010.00 LFI	\$ 0.50	\$ 2,505.00
24	REMOVE UNSUITABLE FOUNDATION MATERIAL	10.00 CY	\$ 70.00	\$ 700.00
25	REPLACE UNSUITABLE FOUNDATION MATERIAL	10.00 CY	\$ 61.00	\$ 610.00
26	CSTC FOR SIDEWALK AND DRIVEWAYS	32.00 CY	\$ 287.00	\$ 9,184.00
27	CRACK SEALING, 1 INCH TO 3 INCH	18,423.00 LF	\$ 1.65	\$ 30,397.95
28	CRACK SEALING, 3 INCH TO 6 INCH	1,843.00 LF	\$ 7.65	\$ 14,098.95

29	HMA CL. 1/2 IN. MEDIUM TRAFFIC, 2 INCH THICK	18,423.00 SY	\$ 12.65	\$ 233,050.95
30	COMMERCIAL HMA FOR PRELEVELING CL. 3/8 IN.	406.00 TON	\$ 127.00	\$ 51,562.00
31	COMMERCIAL HMA FOR FEATHERING CL. 3/8 IN.	12.00 TON	\$ 582.00	\$ 6,984.00
32	HMA FOR PAVEMENT REPAIR CL. 1/2 IN. MEDIUM TRAFFIC, 4 INCH THICK	460.00 SY	\$ 52.55	\$ 24,173.00
33	PAVEMENT REPAIR EXCAVATION INCL. HAUL	460.00 SY	\$ 53.30	\$ 24,518.00
34	PLANING BITUMINOUS PAVEMENT - FULL WIDTH	10,160.00 SY	\$ 6.40	\$ 65,024.00
35	PLANING BITUMINOUS PAVEMENT - TAPER	4,001.00 SY	\$ 6.40	\$ 25,606.40
36	JOB MIX COMPLIANCE PRICE ADJUSTMENT	1.00 EST	\$ (1.00)	\$ (1.00)
37	COMPACTION PRICE ADJUSTMENT	11,100.00 EST	\$ 1.00	\$ 11,100.00
38	CATCH BASIN TYPE 1	2.00 EA	\$ 6,235.00	\$ 12,470.00
39	RETROFIT SURFACE INLET CB WITH FRAME & VANED GRATE	2.00 EA	\$ 1,650.00	\$ 3,300.00
40	RETROFIT SURFACE INLET CB WITH FRAME & BI-DIRECTIONAL VANED GRATE	1.00 EA	\$ 1,650.00	\$ 1,650.00
41	RETROFIT CURB & SURFACE INLET FRAME & GRATE WITH HOOD, FRAME & BI-DIREC- TIONAL VANED GRATE	6.00 EA	\$ 1,720.00	\$ 10,320.00
42	MH OR DW FRAME AND COVER (STAND-ARD)	17.00 EA	\$ 1,270.00	\$ 21,590.00
42		17.00 EA 11.00 EA	\$ 1,270.00 660.00	\$ 21,590.00 7,260.00

45	ADJUST EXISTING VALVE BOX, MON, OR CO IN ASPHALT	1.00 EA	\$ 885.00	\$ 885.00
46	CLEANING EXISTING DRAINAGE STRUCTURE	19.00 EA	\$ 630.00	\$ 11,970.00
47	TRENCH SAFETY SYSTEM	1.00 LS	\$ 1,660.00	\$ 1,660.00
48	CATCH BASIN DI SEWER PIPE 8 IN. DIA.	51.00 LF	\$ 188.00	\$ 9,588.00
49	ESC LEAD	1.00 LS	\$ 1,515.00	\$ 1,515.00
50	INLET PROTECTION	21.00 EA	\$ 166.00	\$ 3,486.00
51	TOPSOIL TYPE A, 2 INCH THICK	291.00 SY	\$ 27.70	\$ 8,060.70
52	SOD INSTALLATION	291.00 SY	\$ 11.50	\$ 3,346.50
53	2 IN. PVC IRRIGATION SLEEVE	156.00 LF	\$ 3.00	\$ 468.00
54	REMOVE AND REPLACE EXISTING SPRIN- KLER HEADS AND LINES	1.00 LS	\$ 3,300.00	\$ 3,300.00
55	CEMENT CONCRETE CURB	1,089.00 LF	\$ 44.50	\$ 48,460.50
56	CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS	1.00 LS	\$ 7,750.00	\$ 7,750.00
57	REFERENCE AND REESTABLISH SURVEY MONUMENT	2.00 EA	\$ 720.00	\$ 1,440.00
58	CEMENT CONCRETE SIDEWALK	477.00 SY	\$ 121.50	\$ 57,955.50
59	RAMP DETECTABLE WARNING	294.00 SF	\$ 27.60	\$ 8,114.40

Sumi	mary of Bid Items			Bid Total	\$ 1,152,521.00
		Sched	lule A-	1 Subtotal	\$ 1,152,521.00
61	WORD AND SYMBOL MARKINGS – DURABLE HEAT APPLIED	2.00 EA	\$	325.00	\$ 650.00
60	SIGNING, PERMANENT - CITY MANUFAC- TURED SIGNS	1.00 LS	\$	4,400.00	\$ 4,400.00

Project Number 2023044

Project Description2023 Residential G&OOriginal Date5/15/2023 2:14:00 PM

Project Number: 2023044		Engineer's Estimate		INLAND ASPHALT COMPANY (Submitted)		SHAMROCK PAVING INC (Submitted)		POE ASPHALT PAVIN INC (Submitted)		
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
			Tax C	lassification						
Schedi	ule 01	Sales tax s	hall be included	I in unit prices						
1	ADA FEATURES SURVEYING	1 LS	3,000.00	3,000.00	2,750.00	\$2,750.00	3,000.00	\$3,000.00	3,390.00	\$3,390.00
2	APPRENTICE UTILIZATION	1 LS	20,000.00	20,000.00	14,000.00	\$14,000.00	17,000.00	\$17,000.00	40,686.00	\$40,686.00
3	REIMBURSEMENT OF THIRD PARTY DAMAGE	1 EST	1.00	1.00	1.00	\$1.00	1.00	\$1.00	1.00	\$1.00
4	SPCC PLAN	1 LS	1,200.00	1,200.00	510.00	\$510.00	1,000.00	\$1,000.00	1,899.00	\$1,899.00
5	POTHOLING	2 EA	700.00	1,400.00	830.00	\$1,660.00	600.00	\$1,200.00	1,017.00	\$2,034.00
6	PUBLIC LIAISON REPRESENTATIVE	1 LS	15,000.00	15,000.00	10,100.00	\$10,100.00	15,000.00	\$15,000.00	73,500.00	\$73,500.00
7	MOBILIZATION	1 LS	87,000.00	87,000.00	155,448.1 5	\$155,448.15	109,000.0 0	\$109,000.00	248,678.0 0	\$248,678.00
8	PROJECT TEMPORARY TRAFFIC CONTROL	1 LS	80,000.00	80,000.00	101,200.0 0		179,653.8 0	\$179,653.80	153,792.0 0	\$153,792.00
9	WORK ZONE SAFETY CONTINGENCY	1 FA	5,000.00	5,000.00	5,000.00	\$5,000.00	5,000.00	\$5,000.00	5,000.00	\$5,000.00
10	SEQUENTIAL ARROW SIGNS	40 HR	8.00	320.00	6.35	\$254.00	12.50	\$500.00	13.60	\$544.00
11	TYPE III BARRICADE	67 EA	120.00	8,040.00	110.50	\$7,403.50	60.00	\$4,020.00	101.70	\$6,813.90
12	CLEARING AND GRUBBING	1 LS	5,000.00	5,000.00	17,550.00	\$17,550.00	9,500.00	\$9,500.00	21,527.00	\$21,527.00
13	TREE ROOT TREATMENT	9 EA	850.00	7,650.00	830.00	\$7,470.00	800.00	\$7,200.00	1,017.00	\$9,153.00
14	TREE PROTECTION ZONE	70 EA	350.00	24,500.00	304.00	\$21,280.00	300.00	\$21,000.00	373.00	\$26,110.00
15	TREE PRUNING	67 EA	400.00	26,800.00	320.50	\$21,473.50	300.00	\$20,100.00	393.30	\$26,351.10
16	REMOVAL OF STRUCTURE AND OBSTRUCTION	1 LS	10,000.00	10,000.00	17,500.00	\$17,500.00	7,500.00	\$7,500.00	21,685.00	\$21,685.00
17	REMOVE EXISTING CURB	756 LF	11.00	8,316.00	16.55	\$12,511.80	35.00	\$26,460.00	20.30	\$15,346.80
18	REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY	492 SY	20.00	9,840.00	20.00	\$9,840.00	69.00	\$33,948.00	24.40	\$12,004.80
19	REMOVE MANHOLE, CATCH BASIN, OR DRYWELL	2 EA	1,500.00	3,000.00	1,700.00	\$3,400.00	1,200.00	\$2,400.00	2,102.00	\$4,204.00
20	REMOVE EXISTING ≤ 12 IN. DIA. PIPE	45 LF	15.00	675.00	61.00	\$2,745.00	55.00	\$2,475.00	74.60	\$3,357.00

Project Number: 2023044		Engineer's Estimate		INLAND ASPHALT COMPANY (Submitted)		SHAMROCK PAVING INC (Submitted)		POE ASPHALT PAVING INC (Submitted)		
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
21	SAWCUTTING CURB	58 EA	35.00	2,030.00	44.00	\$2,552.00	40.00	\$2,320.00	54.30	\$3,149.40
22	SAWCUTTING RIGID PAVEMENT	1104 LFI	2.00	2,208.00	1.05	\$1,159.20	6.00	\$6,624.00	5.20	\$5,740.80
23	SAWCUTTING FLEXIBLE PAVEMENT	5010 LFI	1.00	5,010.00	0.50	\$2,505.00	0.60	\$3,006.00	2.40	\$12,024.00
24	REMOVE UNSUITABLE FOUNDATION MATERIAL	10 CY	52.00	520.00	70.00	\$700.00	40.00	\$400.00	85.40	\$854.00
25	REPLACE UNSUITABLE FOUNDATION MATERIAL	10 CY	56.00	560.00	61.00	\$610.00	55.00	\$550.00	74.60	\$746.00
26	CSTC FOR SIDEWALK AND DRIVEWAYS	32 CY	300.00	9,600.00	287.00	\$9,184.00	260.00	\$8,320.00	356.50	\$11,408.00
27	CRACK SEALING, 1 INCH TO 3 INCH	18423 LF	3.00	55,269.00	1.65	\$30,397.95	3.15	\$58,032.45	2.00	\$36,846.00
28	CRACK SEALING, 3 INCH TO 6 INCH	1843 LF	7.00	12,901.00	7.65	\$14,098.95	16.50	\$30,409.50	8.40	\$15,481.20
29	HMA CL. 1/2 IN. MEDIUM TRAFFIC, 2 INCH THICK	18423 SY	12.00	221,076.00	12.65	\$233,050.95	13.50	\$248,710.50	19.70	\$362,933.10
30	COMMERCIAL HMA FOR PRELEVELING CL. 3/8 IN.	406 TON	185.00	75,110.00	127.00	\$51,562.00	162.00	\$65,772.00	91.70	\$37,230.20
31	COMMERCIAL HMA FOR FEATHERING CL. 3/8 IN.	12 TON	550.00	6,600.00	582.00	\$6,984.00	450.00	\$5,400.00	426.70	\$5,120.40
32	HMA FOR PAVEMENT REPAIF CL. 1/2 IN. MEDIUM TRAFFIC, 4 INCH THICK	460 SY	50.00	23,000.00	52.55	\$24,173.00	52.00	\$23,920.00	85.40	\$39,284.00
33	PAVEMENT REPAIR EXCAVATION INCL. HAUL	460 SY	40.00	18,400.00	53.30	\$24,518.00	54.00	\$24,840.00	61.00	\$28,060.00
34	PLANING BITUMINOUS PAVEMENT - FULL WIDTH	10160 SY	5.00	50,800.00	6.40	\$65,024.00	5.00	\$50,800.00	6.00	\$60,960.00
35	PLANING BITUMINOUS PAVEMENT - TAPER	4001 SY	6.50	26,006.50	6.40	\$25,606.40	3.75	\$15,003.75	6.80	\$27,206.80
36	JOB MIX COMPLIANCE PRICE ADJUSTMENT	1 EST	(1.00)	(1.00)	(1.00)	(\$1.00)	(1.00)	(\$1.00)	(1.00)	(\$1.00)
37	COMPACTION PRICE ADJUSTMENT	11100 EST	1.00	11,100.00	1.00	\$11,100.00	1.00	\$11,100.00	1.00	\$11,100.00
38	CATCH BASIN TYPE 1	2 EA	4,000.00	8,000.00	6,235.00	\$12,470.00	4,000.00	\$8,000.00	7,866.00	\$15,732.00
39	RETROFIT SURFACE INLET CB WITH FRAME & VANED GRATE	2 EA	1,100.00	2,200.00	1,650.00	\$3,300.00	1,900.00	\$3,800.00	2,034.00	\$4,068.00

Project Number: 2023044		Engineer's Estimate		INLAND ASPHALT COMPANY (Submitted)		SHAMROCK PAVING INC (Submitted)		POE ASPHALT PAVING INC (Submitted)		
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
40	RETROFIT SURFACE INLET CB WITH FRAME & BI- DIRECTIONAL VANED GRATE	1 EA	1,200.00	1,200.00	1,650.00	\$1,650.00	1,900.00	\$1,900.00	2,034.00	\$2,034.00
41	RETROFIT CURB & SURFACE INLET FRAME & GRATE WITH HOOD, FRAME & BI- DIRECTIONAL VANED GRATE	6 EA	1,400.00	8,400.00	1,720.00	\$10,320.00	2,000.00	\$12,000.00	2,102.00	\$12,612.00
42	MH OR DW FRAME AND COVER (STANDARD)	17 EA	1,000.00	17,000.00	1,270.00	\$21,590.00	1,600.00	\$27,200.00	1,560.00	\$26,520.00
43	VALVE BOX AND COVER	11 EA	700.00	7,700.00	660.00	\$7,260.00	950.00	\$10,450.00	813.70	\$8,950.70
44	CONNECT 8 IN. DIA. PIPE TO EXISTING CB, DW, OR MH	2 EA	750.00	1,500.00	3,780.00	\$7,560.00	600.00	\$1,200.00	4,641.00	\$9,282.00
45	ADJUST EXISTING VALVE BOX, MON, OR CO IN ASPHALT	1 EA	650.00	650.00	885.00	\$885.00	850.00	\$850.00	1,085.00	\$1,085.00
46	CLEANING EXISTING DRAINAGE STRUCTURE	19 EA	500.00	9,500.00	630.00	\$11,970.00	300.00	\$5,700.00	1,085.00	\$20,615.00
47	TRENCH SAFETY SYSTEM	1 LS	3,500.00	3,500.00	1,660.00	\$1,660.00	1,725.00	\$1,725.00	2,034.00	\$2,034.00
48	CATCH BASIN DI SEWER PIPE 8 IN. DIA.	51 LF	125.00	6,375.00	188.00	\$9,588.00	125.00	\$6,375.00	230.60	\$11,760.60
49	ESC LEAD	1 LS	2,500.00	2,500.00	1,515.00	\$1,515.00	1,000.00	\$1,000.00	6,150.00	\$6,150.00
50	INLET PROTECTION	21 EA	100.00	2,100.00	166.00	\$3,486.00	135.00	\$2,835.00	203.40	\$4,271.40
51	TOPSOIL TYPE A, 2 INCH THICK	291 SY	15.00	4,365.00	27.70	\$8,060.70	30.00	\$8,730.00	12.20	\$3,550.20
52	SOD INSTALLATION	291 SY	23.00	6,693.00	11.50	\$3,346.50	26.00	\$7,566.00	36.60	\$10,650.60
53	2 IN. PVC IRRIGATION SLEEVE	156 LF	18.00	2,808.00	3.00	\$468.00	16.00	\$2,496.00	16.30	\$2,542.80
54	REMOVE AND REPLACE EXISTING SPRINKLER HEADS AND LINES	1 LS	10,000.00	10,000.00	3,300.00	\$3,300.00	3,200.00	\$3,200.00	43,262.00	\$43,262.00
55	CEMENT CONCRETE CURB	1089 LF	45.00	49,005.00	44.50	\$48,460.50	42.00	\$45,738.00	54.30	\$59,132.70
56	CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS	1 LS	5,000.00	5,000.00	7,750.00	\$7,750.00	7,500.00	\$7,500.00	9,086.00	\$9,086.00
57	REFERENCE AND REESTABLISH SURVEY MONUMENT	2 EA	900.00	1,800.00	720.00	\$1,440.00	700.00	\$1,400.00	1,363.00	\$2,726.00

Project Number: 2023044		Engineer's Estimate		INLAND ASPHALT COMPANY (Submitted)		SHAMROCK PAVING INC (Submitted)		POE ASPHALT PAVING INC (Submitted)		
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
58	CEMENT CONCRETE SIDEWALK	477 SY	90.00	42,930.00	121.50	\$57,955.50	116.00	\$55,332.00	149.20	\$71,168.40
59	RAMP DETECTABLE WARNING	294 SF	40.00	11,760.00	27.60	\$8,114.40	27.00	\$7,938.00	33.90	\$9,966.60
60	SIGNING, PERMANENT - CITY MANUFACTURED SIGNS	1 LS	5,500.00	5,500.00	4,400.00	\$4,400.00	4,200.00	\$4,200.00	5,425.00	\$5,425.00
61	WORD AND SYMBOL MARKINGS – DURABLE HEAT APPLIED	2 EA	400.00	800.00	325.00	\$650.00	350.00	\$700.00	400.10	\$800.20
Bid Total \$1,048,			048,217.50	\$	81,152,521.00	\$	51,249,000.00	\$	61,677,644.70	

SCHEDULE SUMMARY

	Sched 1	Sched 2	Sched 3	Sched 4	Total
ENGINEER'S ESTIMATE	1,048,217.50	0.00	0.00	0.00	1,048,217.50
INLAND ASPHALT COMPANY(Submitted)	1,152,521.00	0.00	0.00	0.00	1,152,521.00
SHAMROCK PAVING INC(Submitted)	1,249,000.00	0.00	0.00	0.00	1,249,000.00
POE ASPHALT PAVING INC(Submitted)	1,677,644.70	0.00	0.00	0.00	1,677,644.70

Low Bid Contractor: INLAND ASPHALT COMPANY

	Contractor's Bid	Engineer's Estimate	% Variance
Schedule 01	1,152,521.00	1,048,217.50	9.95 % Over Estimate
Schedule 02	0.00	0.00	% Under Estimate
Schedule 03	0.00	0.00	% Under Estimate
Schedule 04	0.00	0.00	% Under Estimate
Bid Totals	1.152.521.00	1.048.217.50	9.95 % Over Estimate

SPOKANE Agenda Sheet	for City Council N	leeting of:	Date Rec'd	5/10/2023		
05/22/2023			Clerk's File #	OPR 2023-0533		
			Renews #			
Submitting Dept	ENGINEERING SERVICE	S	Cross Ref #			
Contact Name/Phone	DAN BULLER	625-6391	Project #	2023049		
Contact E-Mail	DBULLER@SPOKANECI	TY.ORG	Bid #			
Agenda Item Type	Contract Item		Requisition #	CR 24940		
Agenda Item Name	0370 – LOW BID AWARD – 2023 PAVING UNPAVED STREETS – INLAND					
	ASPHALT					

Agenda Wording

Low Bid of Inland Asphalt Company (Spokane Valley, WA) for 2023 Paving Unpaved Streets - \$676,980.00. An administrative reserve of \$67,698.00, which is 10% of the contract price, will be set aside. (Various Neighborhood Councils)

Summary (Background)

On May 15, 2023 bids were opened for the above project. The low bid was from Inland Asphalt Company in the amount of \$676,980.00, which is \$54,110.02 or 8.7% above the Engineer's Estimate of \$622,869.98; one other bid was received as follows: Shamrock Paving, Inc. - \$794,000.00.

Lease? NO G	Grant related? NO	Public Works? YES				
Fiscal Impact		Budget Account				
Expense \$167,249. 0	68	# 1100 21700 42300 5420	1 23013			
Expense \$201,008.	76	# 1100 21700 42300 5420	1 23015			
Expense \$376,419.	56	# 1100 21700 42300 5420	1 23014			
Select \$		#				
<u>Approvals</u>		Council Notification	<u>s</u>			
Dept Head	BULLER, DAN	Study Session\Other	PIES 4/24/23			
Division Director	FEIST, MARLENE	Council Sponsor	Kinnear & Bingle			
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List				
Legal	HARRINGTON, MARGARET	eraea@spokanecity.org				
For the Mayor	PERKINS, JOHNNIE	publicworksaccounting@sp	ookanecity.org			
Additional Approval	<u>s</u>	kgoodman@spokanecity.or	rg			
<u>Purchasing</u>		ddaniels@spokanecity.org				
		jgraff@spokanecity.org				
	pyoung@spokanecity.org					
		Jared.Boucher@inlandnw.d	com (Signer)			

Briefing Paper PIES

Submitting Department:	mitting Department: Public Works, Engineering					
Contact Name	Dan Buller 625-6391					
Contact Email & Phone	dbuller@spokanecity.org					
Council Sponsor(s)	Lori Kinnear					
Select Agenda Item Type	X Consent Discussion Time Requested:					
Agenda Item Name	2023 Paving Unpaved Streets					
Summary (Background)	 This project paves the various currently unpaved streets shown in the attached exhibits which span all three council districts The paving to be done is strip paving – no curbing, no sidewalk, no street trees, etc. per city council established program guidelines. District 3 has additional street length as compared to the other districts due to a block having to be deleted from last year's project. This project is funded with TBD and local impact fees. 					
Proposed Council Action & Date:	None at this time. Following bid opening, we will bring a construction contract to Council for approval. This project is planned to advertise in April, 2023, start construction in about June or July 2023 and finish this fall.					
Fiscal Impact:						
Total Cost: This project is ex	pected to cost about \$0.7M.					
Approved in current year budg	et? X Yes 🔲 No 🔲 N/A					
_	time Recurring funds (generally street or utility funds)					
Expense Occurrence X One	-time 🔲 Recurring					
Other budget impacts: (revenu	e generating, match requirements, etc.)					
Operations Impacts						
What impacts would the propo	sal have on historically excluded communities?					
Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.						
How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?						
	N/A – This contract supports multiple public works projects and should not impact racial, gender identity, national origin, income level, disability, sexual orientation or other existing disparity factors.					

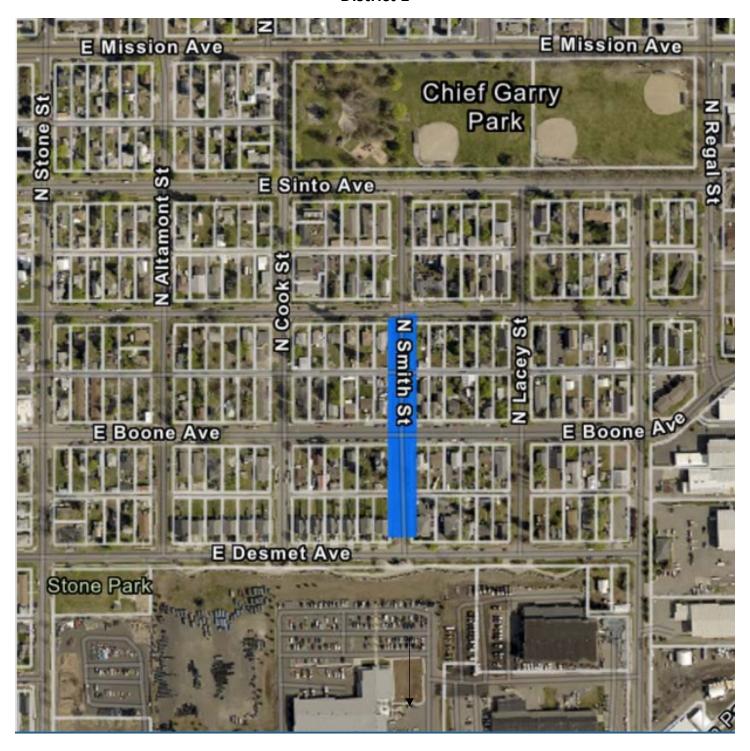
How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance.

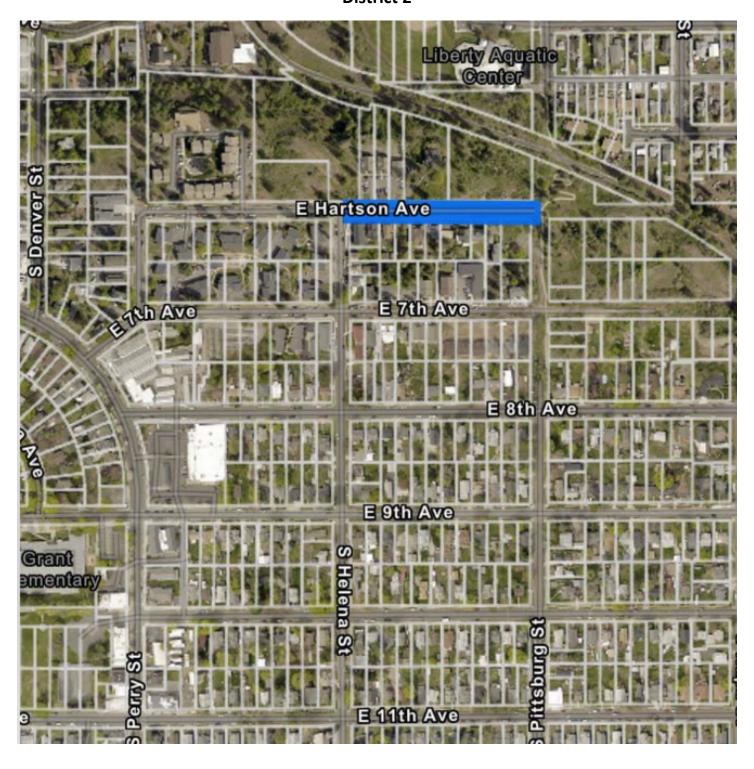
Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The projects which will use this on-call contract are consistent with our adopted six year programs as well as the annual budget and strategic initiative to advance street maintenance activities.

District 1

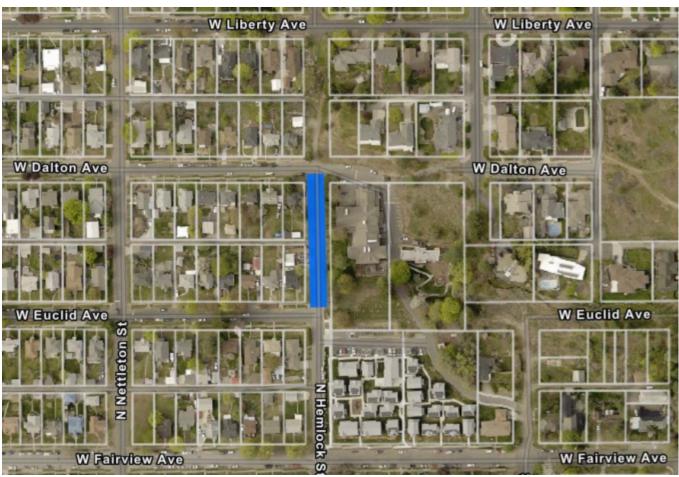


District 2



District 3





District 3 (continued)





City of Spokane

PUBLIC WORKS CONTRACT

Title: PAVING UNPAVED STREETS

This Contract is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **INLAND ASPHALT COMPANY**, whose address is 5111 East Broadway Avenue, Spokane Valley, Washington 99212 as ("Contractor"), individually hereafter referenced as a "party", and together as the "parties".

The parties agree as follows:

- 1. <u>PERFORMANCE</u>. The Contractor will do all work, furnish all labor, materials, tools, construction equipment, transportation, supplies, supervision, organization and other items of work and costs necessary for the proper execution and completion of the work described in the Special Provisions entitled **PAVING UNPAVED STREETS**.
- 2. <u>CONTRACT DOCUMENTS</u>. The contract documents are this Contract, the Contractor's completed bid proposal form, the Washington State Department of Transportation's Standard Specifications for Road, Bridge and Municipal Construction 2023, City of Spokane Special Provisions, contract provisions, contract plans, standard plans, addenda, various certifications and affidavits, supplemental agreements, change orders and subsurface boring logs (if any). These contract documents are on file in the Engineering Services Department and are incorporated into this Contract by reference as if they were set forth at length. In the event of a conflict, or to resolve an ambiguity or dispute, the order of precedence defined in the City of Spokane Special Provisions section 1-04.2 City Engineering Services File No. 2023049 shall apply.
- 3. <u>TIME OF PERFORMANCE</u>. The time of performance of the Contract shall be in accordance with the contract documents.
- 4. <u>LIQUIDATED DAMAGES</u>. Liquidated damages shall be in accordance with the contract documents.
- 5. <u>TERMINATION</u>. Either party may terminate this Contract in accordance with the contract documents.
- 6. <u>COMPENSATION</u>. This is a unit price contract, and upon full and complete performance by the Contractor, the City will pay only the amount set forth in Schedule A-1 for the actual quantities furnished for each bid item at a total cost not to exceed \$676,980.00 which includes all sales tax.

- 7. TAXES. Bid items in Schedule A-1 shall include sales tax.
- 8. <u>PAYMENT</u>. The Contractor will send its applications for payment to the Engineering Services Department, 998 E North Foothills Drive Spokane, WA 99207-2735. All invoices should include the City Clerk's File No. "OPR 2023-0533" and an approved L & I Intent to Pay Prevailing Wage number. The final invoice should include an approved Affidavit of Wages Paid number. Payment will not be made without this documentation included on the invoice. **Payment will be made via direct deposit/ACH** within thirty (30) days after receipt of the Company's application except as provided by state law. Five percent (5%) of the Contract price may be retained by the City, in accord with RCW 60.28 for a minimum of forty five (45) days after final acceptance, as a trust fund for the protection and payment of: the claims of any person arising under the Contract; and the State with respect to taxes imposed pursuant to Titles 50, 51 and 82 RCW which may be due from the Contractor.
- INDEMNIFICATION. The Contractor shall defend, indemnify, and hold the City and its 9. officers and employees harmless from all claims, demands, or suits at law or equity asserted by third parties for bodily injury (including death) and/or property damage which arise from the Contractor's negligence or willful misconduct under this Agreement, including attorneys' fees and litigation costs; provided that nothing herein shall require a Contractor to indemnify the City against and hold harmless the City from claims, demands or suits based solely upon the negligence of the City, its agents, officers, and employees. If a claim or suit is caused by or results from the concurrent negligence of the Contractor's agents or employees and the City, its agents, officers and employees, this indemnity provision shall be valid and enforceable to the extent of the negligence of the Contractor, its agents or employees. The Contractor specifically assumes liability and agrees to defend, indemnify, and hold the City harmless for actions brought by the Contractor's own employees against the City and, solely for the purpose of this indemnification and defense, the Contractor specifically waives any immunity under the Washington State industrial insurance law, or Title 51 RCW. The Contractor recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was the subject of mutual negotiation. The indemnity and agreement to defend and hold the City harmless provided for in this section shall survive any termination or expiration of this agreement.
- 10. <u>BONDS</u>. The Contractor may not commence work until it obtains all insurance, permits and bonds required by the contract documents and applicable law. This includes the execution of a performance bond and a payment bond on the forms attached, each equal to one hundred percent (100%) of the contract price, and written by a corporate surety company licensed to do business in Washington State.
- 11. <u>INSURANCE</u>. The Contractor represents that it and its employees, agents and subcontractors, in connection with the Contract, are protected against the risk of loss by the insurance coverages required in the contract documents. The policies shall be issued by companies that meet with the approval of the City Risk Manager. The policies shall not be canceled without at least minimum required written notice to the City as Additional Insured.
- 12. <u>CONTRACTOR'S WARRANTY</u>. The Contractor's warranty for all work, labor and materials shall be in accordance with the contract documents.
- 13. <u>WAGES</u>. The Contractor and all subcontractors will submit a "Statement of Intent to Pay Prevailing Wages" certified by the industrial statistician of the Department of Labor and Industries, prior to any payments. The "Statement of Intent to Pay Prevailing Wages" shall include: (1) the Contractor's registration number; and (2) the prevailing wages under RCW 39.12.020 and the

number of workers in each classification. Each voucher claim submitted by the Contractor for payment on a project estimate shall state that the prevailing wages have been paid in accordance with the "Statement(s) of Intent to Pay Prevailing Wages" on file with the City. Prior to the payment of funds held under RCW 60.28, the Contractor and subcontractors must submit an "Affidavit of Wages Paid" certified by the industrial statistician.

- 14. <u>STATEMENT OF INTENT TO PAY PREVAILING WAGES TO BE POSTED</u>. The Contractor and each subcontractor required to pay the prevailing rate of wages shall post in a location readily visible at the job site: (1) a copy of a "Statement of Intent to Pay Prevailing Wages" approved by the industrial statistician of the State Department of Labor and Industries; and (2) the address and telephone number of the industrial statistician of the Department of Labor and Industries where a complaint or inquiry concerning prevailing wages may be made.
- 15. <u>PUBLIC WORKS REQUIREMENTS</u>. The Contractor and each subcontractor are required to fulfill the Department of Labor and Industries Public Works and Prevailing Wage Training Requirement under RCW 39.04.350. The contractor must verify responsibility criteria for each first tier subcontractor, and a subcontractor of any tier that hires other subcontractors must verify the responsibility criteria listed in RCW 39.04.350(1) for each of its subcontractors. Verification shall include that each subcontractor, at the time of subcontract execution, meets the responsibility criteria. This verification requirement, as well as responsibility criteria, must be included in every public works contract and subcontract of every tier.

16. <u>SUBCONTRACTOR</u> RESPONSIBILITY.

- A. The Contractor shall include the language of this section in each of its first tier subcontracts, and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. Upon request of the City, the Contractor shall promptly provide documentation to the City demonstrating that the subcontractor meets the subcontractor responsibility criteria below. The requirements of this section apply to all subcontractors regardless of tier.
- B. At the time of subcontract execution, the Contractor shall verify that each of its first tier subcontractors meets the following bidder responsibility criteria:
 - 1. Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;
 - 2. Have a current Washington Unified Business Identifier (UBI) number;
 - 3. If applicable, have:
 - Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;
 - b. A Washington Employment Security Department number, as required in Title 50 RCW;
 - c. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;
 - d. An electrical contractor license, if required by Chapter 19.28 RCW;
 - e. An elevator contractor license, if required by Chapter 70.87 RCW.

- 4. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3).
- C. On Public Works construction projects, as defined in RCW 39.04.010, with an estimated cost of six hundred thousand dollars (\$600,000) or more, at least fifteen (15) percent of the labor hours on each project shall be performed by apprentices enrolled in a State-approved apprenticeship program; and for each contract in the project fifteen (15) percent of the labor hours for each craft that has an available state-approved apprenticeship program for Spokane County and utilizes more than one hundred sixty (160) hours in each contract; shall be performed by apprentices enrolled in a state-approved apprenticeship program.
 - 1. Subcontracting Requirements. The utilization percentages for apprenticeship labor for Public Works construction contracts shall also apply to all subcontracts of one hundred thousand dollars (\$100,000) or more within those contracts, and at least fifteen percent (15%) of the labor hours for each such subcontract shall be performed by apprentices in a state-approved apprenticeship program. For each craft that has an available apprenticeship program for Spokane county and performs more than one hundred sixty (160) hours on each project, fifteen (15) percent of the labor hours shall be performed by apprentices enrolled in a State-approved apprenticeship program
 - 2. Each subcontractor which this chapter applies to is required to execute a form, provided by the city, acknowledging that the requirements of Article X 07.06 SMC are applicable to the labor hours for the project.
- 17. <u>NONDISCRIMINATION</u>. No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration of or in connection with this Contract because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation including gender expression or gender identity, national origin, honorably discharged veteran or military status, the presence of any sensory, mental or physical disability, or use of a service animal by a person with disabilities. The Contractor agrees to comply with, and to require that all subcontractors comply with, Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act, as applicable to the Contractor.

18. EXECUTIVE ORDER 11246.

- A. The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The Contractor will take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include but not be limited to the following: employment upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.
- B. The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.
- C. The Contractor will send each labor union, or representative of workers with which it has a collective bargaining contract or other contract or understanding, a notice, to be provided

- by the agency contracting officer, advising the labor union or workers' representative of the Contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- D. The Contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- E. The Contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.
- F. In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract or with any of such rules, regulations or orders, this Contract may be canceled, terminated or suspended in whole or in part, and the Contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- G. The Contractor will include the provisions of paragraphs A through G in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: PROVIDED, HOWEVER, that in the event the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as the result of such direction, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- 19. <u>DEBARMENT AND SUSPENSION</u>. The Contractor has provided its certification that it is in compliance with and shall not contract with individuals or organizations which are debarred, suspended, or otherwise excluded from or ineligible from participation in Federal Assistance Programs under Executive Order 12549 and "Debarment and Suspension", codified at 29 CFR part 98.
- 20. <u>ASSIGNMENTS</u>. The Contractor may not assign, transfer or sublet any part of the work under this Contract, or assign any monies due, without the written approval of the City, except as may be required by law. In the event of assignment of accounts or monies due under this Contract, the Contractor specifically agrees to give immediate written notice to the City Administrator, no later than five (5) business days after the assignment.
- 21. <u>ANTI-KICKBACK</u>. No officer or employee of the City of Spokane, having the power or duty to perform an official act or action related to this Contract shall have or acquire any interest in the Contract, or have solicited, accepted or granted a present or future gift, favor, service or other thing of value from or to any person involved in the Contract. Contractor will comply with the Copeland "Anti-Kickback" Act (40 USC 3145), as supplemented by Department of Labor Regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States").

- 22. <u>COMPLIANCE WITH LAWS</u>. Each party shall comply with all applicable federal, state, and local laws and regulations that are incorporated herein by reference.
- 23. <u>DISPUTES</u>. This Contract shall be performed under the laws of the State of Washington. Any litigation to enforce this Contract or any of its provisions shall be brought in Spokane County, Washington.
- 24. <u>SEVERABILITY</u>. In the event any provision of this Contract should become invalid, the rest of the Contract shall remain in full force and effect.
- 25. <u>AUDIT / RECORDS</u>. The Contractor and its subcontractors shall maintain for a minimum of three (3) years following final payment all records related to its performance of the Contract. The Contractor and its subcontractors shall provide access to authorized City representatives, at reasonable times and in a reasonable manner to inspect and copy any such record. In the event of conflict between this provision and related auditing provisions required under federal law applicable to the Contract, the federal law shall prevail.
- 26. <u>BUSINESS REGISTRATION REQUIREMENT</u>. Section 8.01.070 of the Spokane Municipal Code states that no person may engage in business with the City without first having obtained a valid annual business registration. The Contractor shall be responsible for contacting the State of Washington Business License Services at www.dor.wa.gov or 360-705-6741 to obtain a business registration. If the Contractor does not believe it is required to obtain a business registration, it may contact the City's Taxes and Licenses Division at (509) 625-6070 to request an exemption status determination.
- 27. <u>CONSTRUAL</u>. The Contractor acknowledges receipt of a copy of the contract documents and agrees to comply with them. The silence or omission in the contract documents concerning any detail required for the proper execution and completion of the work means that only the best general practice is to prevail and that only material and workmanship of the best quality are to be used. This Contract shall be construed neither in favor of nor against either party.
- 28. <u>MODIFICATIONS</u>. The City may modify this Contract and order changes in the work whenever necessary or advisable. The Contractor will accept modifications when ordered in writing by the Director of Engineering Services, and the Contract time and compensation will be adjusted accordingly.
- 29. <u>INTEGRATION</u>. This Contract, including any and all exhibits and schedules referred to herein or therein set forth the entire Agreement and understanding between the parties pertaining to the subject matter and merges all prior agreements, negotiations and discussions between them on the same subject matter.
- 30. <u>FORCE MAJEURE</u>. Neither party shall be liable to the other for any failure or delay in performing its obligations hereunder, or for any loss or damage resulting therefrom, due to: (1) acts of God or public enemy, acts of government, riots, terrorism, fires, floods, strikes, lock outs, epidemics, act or failure to act by the other party, or unusually severe weather affecting City, Contractor or its subcontractors, or (2) causes beyond their reasonable control and which are not foreseeable (each a "Force Majeure Event"). In the event of any such Force Majeure Event, the date of delivery or performance shall be extended for a period equal to the time lost by reason of the delay.

31. CLEAN AIR ACT.

Contractor must comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 USC 7401-7671q) and the Federal Water Pollution Control Act as amended (33 USC 1251-1387). Violations will be reported.

32. USE OF PROJECT MANAGEMENT SOFTWARE. The Contractor shall transmit all submittal documentation for proposed project materials by uploading it to the City's web based construction management software. A City representative will be available to assist in learning this process.

INLAND ASPHALT COMPANY	CITY OF SPOKANE					
By Signature Date	By					
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: Payment Bond						

Performance Bond Certification Regarding Debarment Schedule A-1 23-101

	PAYMENT BOND
SEVÉN payme	We, INLAND ASPHALT COMPANY, as principal, and, as are held and firmly bound to the City of Spokane, Washington, in the sum of SIX HUNDRED NTY-SIX THOUSAND NINE HUNDRED EIGHTY AND NO/100 DOLLARS (\$676,980.00) the nt of which, we bind ourselves and our legal representatives and successors, jointly and severy this document.
and fur	The principal has entered into a contract with the City of Spokane, Washington, to do all work rnish all materials for the PAVING UNPAVED STREETS. If the principal shall:
A.	pay all laborers, mechanics, subcontractors, material suppliers and all person(s) who shall supply such person or subcontractors; and pay all taxes and contributions, increases and penalties as authorized by law; and
B.	comply with all applicable federal, state and local laws and regulations;
then th	is obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation. Any judgment obtained against the City, which relates to or is covered by the contract or this bond, shall be conclusive against the principal and the surety, as to the amount of damages, and their liability, if reasonable notice of the suit has been given.

SIGNED AND SEALED on	·
	INLAND ASPHALT COMPANY,
	AS PRINCIPAL
	By:
A valid POWER OF ATTORNEY	AS SURETY
for the Surety's agent must accompany this bond.	By: Its Attorney in Fact

STATE OF WASHINGTON)
County of) ss.)
I certify that I know or have	e satisfactory evidence that gned this document; on oath stated that he/she was author-
•	knowledged it as the agent or representative of the named ed to do business in the State of Washington, for the uses
DATED:	Signature of Notary Public
	My appointment expires

PERFORMANCE BOND

We, INLAND ASPHALT COMPANY, as principal, and	, as
Surety, are held and firmly bound to the City of Spokane, Washington, in the sum of SIX HUND	RED
SEVENTY-SIX THOUSAND NINE HUNDRED EIGHTY AND NO/100 DOLLARS (\$676,980.0)0) for
the payment of which, we bind ourselves and our legal representatives and successors, jointle severally by this document.	y and

The principal has entered into a Contract with the City of Spokane, Washington, to do all the work and furnish all materials for the **PAVING UNPAVED STREETS.** If the principal shall:

- A. promptly and faithfully perform the Contract, and any contractual guaranty and indemnify and hold harmless the City from all loss, damage or claim which may result from any act or omission of the principal, its agents, employees, or subcontractors; and
- B. comply with all applicable federal, state and local laws and regulations;

.....

then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation. Any judgment obtained against the City, which relates to or is covered by the Contract or this bond, shall be conclusive against the principal and the Surety, not only as to the amount of damages, but also as to their liability, if reasonable notice of the suit has been given.

SIGNED AND SEALED on	
	INLAND ASPHALT COMPANY,
	AS PRINCIPAL
	By: Title:
A valid POWER OF ATTORNEY for the Surety's agent must	AS SURETY By:
accompany this bond.	Its Attornev in Fact

STATE OF WASHINGTON	
County of) SS.)
I certify that I know or have sa	atisfactory evidence that signed this document; on oath stated that
	ocument and acknowledged it as the agent or representative of sauthorized to do business in the State of Washington, for the
DATED on	·
	Signature of Notary
	My appointment expires

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

- 1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
 - c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
 - d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.
- 2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.
- 3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

- The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.
- 2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.
- 4. I understand that a false statement of this certification may be grounds for termination of the contract.

Name of Subrecipient / Contractor / Consultant (Type or Print)	Program Title (Type or Print)
Name of Certifying Official (Type or Print)	Signature
Title of Certifying Official (Type or Print)	Date (Type or Print)

SCHEDULE A-1
Tax Classification: Sales tax shall be included in unit prices

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITIES	UNIT PRICE	TOTAL
1	ADA FEATURES SURVEYING	1.00 LS	\$ 579.00	\$ 579.00
2	APPRENTICE UTILIZATION	1.00 LS	\$ 8,520.00	\$ 8,520.00
3	REIMBURSEMENT OF THIRD PARTY DAMAGE	1.00 EST	\$ 1.00	\$ 1.00
4	SPCC PLAN	1.00 LS	\$ 538.00	\$ 538.00
5	POTHOLING	2.00 EA	\$ 1,475.00	\$ 2,950.00
6	PUBLIC LIAISON REPRESENTATIVE	1.00 LS	\$ 3,100.00	\$ 3,100.00
7	MOBILIZATION	1.00 LS	\$ 91,266.00	\$ 91,266.00
8	PROJECT TEMPORARY TRAFFIC CONTROL	1.00 LS	\$ 47,500.00	\$ 47,500.00
9	TYPE III BARRICADE	39.00 EA	\$ 114.00	\$ 4,446.00
10	CLEARING AND GRUBBING	1.00 LS	\$ 28,640.00	\$ 28,640.00
11	TREE ROOT TREATMENT	11.00 EA	\$ 860.00	\$ 9,460.00
12	TREE PROTECTION ZONE	31.00 EA	\$ 315.00	\$ 9,765.00
13	REMOVE TREE, CLASS I	3.00 EA	\$ 745.00	\$ 2,235.00

14	REMOVE TREE, CLASS II	1.00 EA	\$ 1,203.00	\$ 1,203.00
15	REMOVE TREE, CLASS III	1.00 EA	\$ 5,155.00	\$ 5,155.00
16	TREE PRUNING	34.00 EA	\$ 315.00	\$ 10,710.00
17	REMOVAL OF STRUCTURE AND OBSTRUCTION	1.00 LS	\$ 2,865.00	\$ 2,865.00
18	REMOVE EXISTING CURB	128.00 LF	\$ 29.00	\$ 3,712.00
19	REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY	44.00 SY	\$ 77.00	\$ 3,388.00
20	SAWCUTTING CURB	6.00 EA	\$ 46.00	\$ 276.00
21	SAWCUTTING RIGID PAVEMENT	120.00 LFI	\$ 1.10	\$ 132.00
22	SAWCUTTING FLEXIBLE PAVEMENT	2,500.00 LFI	\$ 0.60	\$ 1,500.00
23	ROADWAY EXCAVATION INCL. HAUL	1.00 LS	\$ 93,680.00	\$ 93,680.00
24	REMOVE UNSUITABLE FOUNDATION MATERIAL	1.00 CY	\$ 400.00	\$ 400.00
25	REPLACE UNSUITABLE FOUNDATION MATERIAL	1.00 CY	\$ 492.00	\$ 492.00
26	SELECT BORROW INCL. HAUL	30.00 CY	\$ 156.80	\$ 4,704.00
27	EXTRA WORK ALLOWANCE FOR ROCK EX- CAVATION - ROADWAY	60.00 CY	\$ 515.00	\$ 30,900.00
28	PREPARATION OF UNTREATED ROADWAY	7,225.00 SY	\$ 2.20	\$ 15,895.00
29	CRUSHED SURFACING TOP COURSE	940.00 CY	\$ 80.00	\$ 75,200.00

30	CSTC FOR SIDEWALK AND DRIVEWAYS	3.00 CY	\$ 1,625.00	\$ 4,875.00
31	HMA CL. 1/2 IN. MEDIUM TRAFFIC, 3 INCH THICK	7,225.00 SY	\$ 21.20	\$ 153,170.00
32	SOIL RESIDUAL HERBICIDE	7,225.00 SY	\$ 0.28	\$ 2,023.00
33	JOB MIX COMPLIANCE PRICE ADJUSTMENT	1.00 EST	\$ (1.00)	\$ (1.00)
34	COMPACTION PRICE ADJUSTMENT	1.00 EST	\$ 1.00	\$ 1.00
35	RETROFIT SURFACE INLET CB WITH FRAME & BI-DIRECTIONAL VANED GRATE	1.00 EA	\$ 1,600.00	\$ 1,600.00
36	MH OR DW FRAME AND COVER (STAND-ARD)	5.00 EA	\$ 1,700.00	\$ 8,500.00
37	CLEANING EXISTING DRAINAGE STRUCTURE	14.00 EA	\$ 795.00	\$ 11,130.00
38	ESC LEAD	1.00 LS	\$ 1,700.00	\$ 1,700.00
39	INLET PROTECTION	20.00 EA	\$ 92.00	\$ 1,840.00
40	STREET CLEANING	10.00 HR	\$ 166.00	\$ 1,660.00
41	TOPSOIL TYPE A, 2 INCH THICK	5.00 SY	\$ 800.00	\$ 4,000.00
42	HYDROSEEDING	920.00 SY	\$ 1.50	\$ 1,380.00
43	SOD INSTALLATION	5.00 SY	\$ 340.00	\$ 1,700.00
44	CEMENT CONCRETE CURB	155.00 LF	\$ 64.00	\$ 9,920.00

Summ	nary of Bid Items			Bid Total	\$ 676,980.00
		Sci	hedule A	A-1 Subtotal	\$ 676,980.00
48	RAMP DETECTABLE WARNING	48.00 SF	\$	28.00	\$ 1,344.00
47	CEMENT CONCRETE SIDEWALK	50.00 SY	\$	160.00	\$ 8,000.00
46	REFERENCE AND REESTABLISH SURVEY MONUMENT	2.00 EA	\$	1,088.00	\$ 2,176.00
45	CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS	1.00 LS	\$	2,750.00	\$ 2,750.00

Project Number 2023049

PAVEMENT

Project Description 2023 Paving Unpaved Streets District 1 **Original Date** 5/15/2023 1:45:00 PM

Project Number: 2023049			Engineer's	s Estimate	INLAND ASPHALT COMPANY (Submitted)		SHAMROCK PAVING INC (Submitted)	
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
			Tax C	lassification				
Sched	ule 01	Sales tax s	hall be included	l in unit prices				
1	ADA FEATURES SURVEYING	1 LS	3,000.00	3,000.00	579.00	\$579.00	750.00	\$750.00
2	APPRENTICE UTILIZATION	1 LS	5,000.00	5,000.00	8,520.00	\$8,520.00	23,000.00	\$23,000.00
3	REIMBURSEMENT OF THIRD PARTY DAMAGE	1 EST	1.00	1.00	1.00	\$1.00	1.00	\$1.00
4	SPCC PLAN	1 LS	750.00	750.00	538.00	\$538.00	1,000.00	\$1,000.00
5	POTHOLING	2 EA	800.00	1,600.00	1,475.00	\$2,950.00	600.00	\$1,200.00
6	PUBLIC LIAISON REPRESENTATIVE	1 LS	5,000.00	5,000.00	3,100.00	\$3,100.00	12,000.00	\$12,000.00
7	MOBILIZATION	1 LS	57,698.73	57,698.73	91,266.00	\$91,266.00	72,120.50	\$72,120.50
8	PROJECT TEMPORARY TRAFFIC CONTROL	1 LS	80,000.00	80,000.00	47,500.00	\$47,500.00	102,500.0 0	\$102,500.00
9	TYPE III BARRICADE	39 EA	100.00	3,900.00	114.00	\$4,446.00	58.00	\$2,262.00
10	CLEARING AND GRUBBING	1 LS	10,000.00	10,000.00	28,640.00	\$28,640.00	29,000.00	\$29,000.00
11	TREE ROOT TREATMENT	11 EA	850.00	9,350.00	860.00	\$9,460.00	800.00	\$8,800.00
12	TREE PROTECTION ZONE	31 EA	350.00	10,850.00	315.00	\$9,765.00	300.00	\$9,300.00
13	REMOVE TREE, CLASS I	3 EA	550.00	1,650.00	745.00	\$2,235.00	685.00	\$2,055.00
14	REMOVE TREE, CLASS II	1 EA	1,700.00	1,700.00	1,203.00	\$1,203.00	1,100.00	\$1,100.00
15	REMOVE TREE, CLASS III	1 EA	3,000.00	3,000.00	5,155.00	\$5,155.00	4,700.00	\$4,700.00
16	TREE PRUNING	34 EA	300.00	10,200.00	315.00	\$10,710.00	300.00	\$10,200.00
17	REMOVAL OF STRUCTURE AND OBSTRUCTION	1 LS	5,000.00	5,000.00	2,865.00	\$2,865.00	7,500.00	\$7,500.00
18	REMOVE EXISTING CURB	128 LF	8.00	1,024.00	29.00	\$3,712.00	30.00	\$3,840.00
19	REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY	44 SY	25.00	1,100.00	77.00	\$3,388.00	75.00	\$3,300.00
20	SAWCUTTING CURB	6 EA	25.00	150.00	46.00	\$276.00	130.00	\$780.00
21	SAWCUTTING RIGID	120 LFI	1.00	120.00	1.10	\$132.00	5.25	\$630.0

Project Number: 2023049			Engineer's	s Estimate	COMPANY			OCK PAVING INC lbmitted)
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
22	SAWCUTTING FLEXIBLE PAVEMENT	2500 LFI	1.00	2,500.00	0.60	\$1,500.00	1.30	\$3,250.00
23	ROADWAY EXCAVATION INCL. HAUL	1 LS	25,000.00	25,000.00	93,680.00	\$93,680.00	110,000.0 0	\$110,000.00
24	REMOVE UNSUITABLE FOUNDATION MATERIAL	1 CY	50.00	50.00	400.00	\$400.00	40.00	\$40.00
25	REPLACE UNSUITABLE FOUNDATION MATERIAL	1 CY	50.00	50.00	492.00	\$492.00	55.00	\$55.00
26	SELECT BORROW INCL. HAUL	30 CY	70.00	2,100.00	156.80	\$4,704.00	120.00	\$3,600.00
27	EXTRA WORK ALLOWANCE FOR ROCK EXCAVATION - ROADWAY	60 CY	200.00	12,000.00	515.00	\$30,900.00	280.00	\$16,800.00
28	PREPARATION OF UNTREATED ROADWAY	7225 SY	2.50	18,062.50	2.20	\$15,895.00	7.50	\$54,187.50
29	CRUSHED SURFACING TOP COURSE	940 CY	60.00	56,400.00	80.00	\$75,200.00	110.00	\$103,400.00
30	CSTC FOR SIDEWALK AND DRIVEWAYS	3 CY	150.00	450.00	1,625.00	\$4,875.00	1,050.00	\$3,150.00
31	HMA CL. 1/2 IN. MEDIUM TRAFFIC, 3 INCH THICK	7225 SY	35.00	252,875.00	21.20	\$153,170.00	21.50	\$155,337.50
32	SOIL RESIDUAL HERBICIDE	7225 SY	0.55	3,973.75	0.28	\$2,023.00	0.30	\$2,167.50
33	JOB MIX COMPLIANCE PRICE ADJUSTMENT	1 EST	(1.00)	(1.00)	(1.00)	(\$1.00)	(1.00)	(\$1.00)
34	COMPACTION PRICE ADJUSTMENT	1 EST	1.00	1.00	1.00	\$1.00	1.00	\$1.00
35	RETROFIT SURFACE INLET CB WITH FRAME & BI- DIRECTIONAL VANED GRATE	1 EA	1,500.00	1,500.00	1,600.00	\$1,600.00	1,575.00	\$1,575.00
36	MH OR DW FRAME AND COVER (STANDARD)	5 EA	1,200.00	6,000.00	1,700.00	\$8,500.00	1,260.00	\$6,300.00
37	CLEANING EXISTING DRAINAGE STRUCTURE	14 EA	550.00	7,700.00	795.00	\$11,130.00	265.00	\$3,710.00
38	ESC LEAD	1 LS	1,800.00	1,800.00	1,700.00	\$1,700.00	1,000.00	\$1,000.00
39	INLET PROTECTION	20 EA	150.00	3,000.00	92.00	\$1,840.00	130.00	\$2,600.00
40	STREET CLEANING	10 HR	225.00	2,250.00	166.00	\$1,660.00	250.00	\$2,500.00
41	TOPSOIL TYPE A, 2 INCH THICK	5 SY	130.00	650.00	800.00	\$4,000.00	125.00	\$625.00

Project Number: 2023049			Engineer's	eer's Estimate CO		D ASPHALT MPANY bmitted)	SHAMROCK PAVING INC (Submitted)	
Item No	Bid Item Description	Est Qty	Unit Price	Amount	Unit Price			Amount
42	HYDROSEEDING	920 SY	2.50	2,300.00	1.50	\$1,380.00	2.50	\$2,300.00
43	SOD INSTALLATION	5 SY	115.00	575.00	340.00	\$1,700.00	105.00	\$525.00
44	CEMENT CONCRETE CURB	155 LF	20.00	3,100.00	64.00	\$9,920.00	49.00	\$7,595.00
45	CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS	1 LS	1,500.00	1,500.00	2,750.00	\$2,750.00	7,000.00	\$7,000.00
46	REFERENCE AND REESTABLISH SURVEY MONUMENT	2 EA	750.00	1,500.00	1,088.00	\$2,176.00	800.00	\$1,600.00
47	CEMENT CONCRETE SIDEWALK	50 SY	100.00	5,000.00	160.00	\$8,000.00	146.00	\$7,300.00
48	RAMP DETECTABLE WARNING	48 SF	30.00	1,440.00	28.00	\$1,344.00	28.00	\$1,344.00
Bid Total		\$	622,869.98		\$676,980.00		\$794,000.00	

SCHEDULE SUMMARY

	Sched 1	Sched 2	Sched 3	Sched 4	Total
ENGINEER'S ESTIMATE	622,869.98	0.00	0.00	0.00	622,869.98
INLAND ASPHALT COMPANY(Submitted)	676,980.00	0.00	0.00	0.00	676,980.00
SHAMROCK PAVING INC(Submitted)	794,000.00	0.00	0.00	0.00	794,000.00

Low Bid Contractor: INLAND ASPHALT COMPANY

	Contractor's Bid	Engineer's Estimate	% Variance
Schedule 01	676,980.00	622,869.98	8.69 % Over Estimate
Schedule 02	0.00	0.00	% Under Estimate
Schedule 03	0.00	0.00	% Under Estimate
Schedule 04	0.00	0.00	% Under Estimate
Bid Totals	676,980.00	622,869.98	8.69 % Over Estimate

PMWeb

SPOKANE Agenda Sheet	Date Rec'd	5/10/2023		
05/22/2023	Clerk's File #	OPR 2023-0534		
		Renews #		
Submitting Dept	PLANNING & ECONOMIC	Cross Ref #		
Contact Name/Phone	TERI STRIPES X6597	Project #		
Contact E-Mail	TSTRIPES@SPOKANECITY.ORG	<u>Bid #</u>		
Agenda Item Type	Contract Item	Requisition #		
Agenda Item Name	0650 - MFTE CONDITIONAL AGREEMENT - LYONS FOURPLEX			

Agenda Wording

Multiple Family Housing Property Tax Exemption Conditional Agreement with WASHINGTON ESTATE SERVICES LLC for the future construction of approximately 52 units, at Parcel Number(s) 36283.0406, commonly known as 1911 E LYONS

Summary (Background)

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.

Lease? NO	Gr	ant related?	NO	Public Works?	NO		
Fiscal Imp	<u>act</u>			Budget Acc	<u>ount</u>		
Neutral :	\$			#			
Select	\$			#			
Select	\$			#			
Select	\$			#			
Approvals				Council Noti	fication	<u>s</u>	
Dept Head		GARDNER, S	PENCER	Study Session	\Other	UE 5/8/23	
Division Dir	<u>ector</u>	MACDONAL	D, STEVEN	Council Spons	sor	CMs Cathcart & Bingle	
<u>Finance</u>		ORLOB, KIM	BERLY	Distribution List			
<u>Legal</u>		HARRINGTO	N,	tstripes@spokanecity.org			
For the May	<u>or</u>	PERKINS, JO	HNNIE	jchurchill@spokanecity.org			
Additional	Approvals			smacdonald@spokanecity.org			
<u>Purchasing</u>				sgardner@spoka			
				rbenzie@spokanecity.org			
				mpiccolo@spokanecity.org			
				Gabe Taylor - copperriver15@gmail.com (Signer)			



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

This Conditional Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

Summary (Background)

Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

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



PLANNING & ECONOMIC DEVELOPMENT MFTE Committee Briefing Paper Urban Experience

Submitting Department	Planning and Economic Development						
Contact Name & Phone	Teri Stripes, 509-625-6597						
Contact Email	tstripes@spokanecity.org						
Council Sponsor(s)	Jonathan Bingle, Michael Cathcart						
Select Agenda Item Type	Consent Discussion Time Requested:						
Agenda Item Name	Multi-Family Tax Exemption (MFTE) Conditional Agreement						
Summary (Background)	Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC <u>08.15</u> Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the <u>MFTE - Lyons Fourplexes</u> Conditional application meets the Project Eligibility defined in SMC <u>08.15.040</u> and is located in a previously adopted Residential Target Areas identified in SMC <u>08.15.030</u> .						
	Once the project is constructed, the applicant intends to finalize as a 8-year Market Rate Exemption . This Conditional Agreement authorizes the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreement, which will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.						
Proposed Council Action & Date:	Approve the MFTE Conditional Agreement for the MFTE - Lyons Fourplexes at the May 22, 2023 City Council Meeting. Project Details: The applicant applied for a Conditional MFTE Agreement for 52 units, at 1911 & 2003 E LYONS AVE SPOKANE, WA Property is zoned RSF and the proposed use is allowed. Estimated Construction Costs: 8450000 Located in the Shiloh Hills neighborhood.						
Fiscal Impact:							
Total Cost: <u>\$0</u>							
Approved in current year budget?	☐ Yes ☐ No ☒ N/A						
Funding Source	☐ One-time ☐ Recurring						
Specify funding source:							
Expense Occurrence	☐ One-time ☐ Recurring						
Other budget impacts: (revenue generating, match requirements, etc.)							

Operation Impacts

What impacts would the proposal have on historically excluded communities?

SMC 08.15 Multi- Family Housing Property Tax Exemption

A. The purposes of this chapter are to:

- 1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
- 2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
- 3. increase the supply of mixed-income multifamily housing opportunities within the City;
- 4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
- 5. promote community development, neighborhood revitalization, and availability of affordable housing;
- 6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
- 7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

RCW 84.14.100

Report—Filing—Department of commerce audit or review—Guidance to cities and counties. (Expires January 1, 2058.)

- (1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW <u>84.14.021</u>, must file with a designated authorized representative of the city or county an annual report indicating the following:
- (a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date:
- (b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW <u>84.14.020</u> since the date of the certificate approved by the city or county;
- (c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and
- (d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.
- (2) All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:
- (a) The number of tax exemption certificates granted;
- (b) The total number and type of units produced or to be produced;

- (c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;
- (d) The actual development cost of each unit produced;
- (e) The total monthly rent or total sale amount of each unit produced;
- (f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and
- (g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.
- (3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.
- (b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to **RCW 84.14.110**.
- (c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.
- (4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.
- (5) This section expires January 1, 2058.

[2021 c 187 § 5; 2012 c 194 § 9; 2007 c 430 § 10; 1995 c 375 § 13.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 Annual Certification and Affordability Certification

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

- 1. A statement of occupancy and vacancy of the multi-family units during the previous year.
- 2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in **SMC 8.15.090** since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
- 3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of **SMC 8.15.090(A)(2)(b)** and RCW 84.14.020(1)(ii)(B).

- a. The reports shall be on a form provided by the City and shall be signed by the tenants.
 - b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
- 4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.
- B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017 Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Comprehensive Plan Land Use Policies:

LU 1.4 Higher Density Residential Uses

LU 3.5 Mix of Uses in Centers

LU 4.2 Land Uses That Support Travel Options and Active Transportation

LU 4.6 Transit-Supported Development

Comprehensive Plan Housing Policies:

H 1.9 Mixed-Income Housing

H 1.4 Use of Existing Infrastructure

H 1.10 Lower-Income Housing Development Incentives

H 1.11 Access to Transportation

H 1.18 Distribution of Housing Options

Comprehensive Plan Economic Development Policies:

ED 2.4 Mixed-Use

ED 7.4 Tax Incentives for Land Improvement



PLANNING & ECONOMIC DEVELOPMENT MULTIPLE FAMILY HOUSING PROPERTY TAX EXEMPTION AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as "City", and WASHINGTON ESTATE SERVICES, LLC, as "Owner/Taxpayer" whose business address is PO BOX 142112 SPOKANE VALLEY, WA 99214-2000.

WITNESSETH:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

MARTINDALE ADD LTS 15 THRU 21; EXC N 20FT THEREOF BLK 16 & E 1/2 OF VACATED NAPA ST LYG WLY OF & ADJ

&

MARTINDALE ADD EXC N20 FT L22TO25 B16

Assessor's Parcel Number(s) 36283.0406, 36283.0408

commonly known as

1911 & 2003 E LYONS AVE SPOKANE, WA.

WHEREAS, this property is located in the <u>Spokane Targeted Investment Area</u>. and is eligible to seek a Final Certificate of Tax Exemption post construction under the <u>8-year</u> <u>Market Rate Exemption</u>. as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

- 1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.
- 2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.
- 3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.
- (a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.
- 4. The Owner/Taxpayer intends to construct on the site, approximately <u>52</u> new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.
- 5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.
- 6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:
- (a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;
- (b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;
 - (c) a statement that the project meets the affordable housing requirements, if

- (d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.
- 7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.
- 8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:
- (a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;
- (b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;
- (c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and
- (d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.
- 9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

- 10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least 30%. of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).
- 11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.
- 12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.
- 13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.
- 14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.
- 15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.
- 16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.
- 17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this day of	20
CITY OF SPOKANE	WASHINGTON ESTATE SERVICES, LLC
Ву:	Ву:
Mayor, Nadine Woodward	lts:
Attest:	Approved as to form:
City Clerk	Assistant City Attorney

SPOKANE Agenda Sheet	Date Rec'd	5/10/2023		
05/22/2023	Clerk's File #	OPR 2023-0535		
		Renews #		
Submitting Dept	PLANNING & ECONOMIC	Cross Ref #		
Contact Name/Phone	TERI STRIPES X6597	Project #		
Contact E-Mail	TSTRIPES@SPOKANECITY.ORG	Bid #		
Agenda Item Type	Contract Item	Requisition #		
Agenda Item Name	0650 - MFTE CONDITIONAL AGREEME	IENT - CAMBRIDGE APARTMENTS		

Agenda Wording

Multiple Family Housing Property Tax Exemption Conditional Agreement with Ryan Towner for the future construction of approximately 30 units, at Parcel Number(s) 35194.2512, commonly known as 206 W 8th Ave.

Summary (Background)

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.

Lease?	NO	Grant related? NO		Public Works?	NO		
<u>Fiscal</u>	<u>Impact</u>			Budget Acc	<u>ount</u>		
Neutral	\$			#			
Select	\$			#			
Select	\$			#			
Select	\$			#			
Approv	/als			Council Not	ification	<u>S</u>	
Dept He	ad	GARDNER, SPENCE	R	Study Session	n\Other	UE 5/8/23	
Divisior	n Director	MACDONALD, STEV	VEN	Council Spon	sor	CMs Kinnear and	
<u>Finance</u>	<u>9</u>	ORLOB, KIMBERLY		Distribution List			
<u>Legal</u>		HARRINGTON,		tstripes@spokanecity.org			
For the	Mayor	PERKINS, JOHNNIE		jchurchill@spokanecity.org			
Additio	nal Approva	<u>ls</u>		smacdonald@spokanecity.org			
Purchas	Purchasing			sgardner@spok			
				rbenzie@spokanecity.org			
				mpiccolo@spokanecity.org			
				Ryan Towner - ryan@ltrealestateco.com (Signer)			



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

This Conditional Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

Summary (Background)

Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

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



PLANNING & ECONOMIC DEVELOPMENT MFTE Committee Briefing Paper Urban Experience

Submitting Department	Planning and Economic Development	
Contact Name & Phone	Teri Stripes, 509-625-6597	
Contact Email	tstripes@spokanecity.org	
Council Sponsor(s)	Lori Kinnear, Betsy Wilkerson	
Select Agenda Item Type	Consent Discussion Time Requested:	
Agenda Item Name	Multi-Family Tax Exemption (MFTE) Conditional Agreement	
Summary (Background)	Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC <u>08.15</u> Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the <u>MFTE - Cambridge Apartments</u> Conditional application meets the Project Eligibility defined in SMC <u>08.15.040</u> and is located in a previously adopted Residential Target Areas identified in SMC <u>08.15.030</u> . Once the project is constructed, the applicant intends to finalize as a <u>8-year Market Rate Exemption</u> . This Conditional Agreement authorizes the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreement, which will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.	
Proposed Council Action & Date:	Approve the MFTE Conditional Agreement for the MFTE - Cambridge Apartments at City Council Meeting. Project Details: The applicant applied for a Conditional MFTE Agreement for 30 units, at 206 W 8TH AVE SPOKANE, WA Property is zoned OR-150 and the proposed use is allowed. Estimated Construction Costs: 2500000 Located in the Cliff-Cannon neighborhood.	
Fiscal Impact:		
Total Cost: <u>\$0</u>		
Approved in current year budget?	☐ Yes ☐ No ☒ N/A	
Funding Source	One-time Recurring	
Specify funding source:		
Expense Occurrence	One-time Recurring	
Other budget impacts: (revenue generating, match requirements, etc.)		

Operation Impacts

What impacts would the proposal have on historically excluded communities?

SMC 08.15 Multi- Family Housing Property Tax Exemption

A. The purposes of this chapter are to:

- 1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
- 2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
- 3. increase the supply of mixed-income multifamily housing opportunities within the City;
- 4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
- 5. promote community development, neighborhood revitalization, and availability of affordable housing;
- 6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
- 7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

RCW 84.14.100

Report—Filing—Department of commerce audit or review—Guidance to cities and counties. (Expires January 1, 2058.)

- (1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW <u>84.14.021</u>, must file with a designated authorized representative of the city or county an annual report indicating the following:
- (a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;
- (b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW <u>84.14.020</u> since the date of the certificate approved by the city or county;
- (c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and
- (d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.
- (2) All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:
- (a) The number of tax exemption certificates granted;
- (b) The total number and type of units produced or to be produced;
- (c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;

- (d) The actual development cost of each unit produced;
- (e) The total monthly rent or total sale amount of each unit produced;
- (f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and
- (g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.
- (3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.
- (b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to **RCW 84.14.110**.
- (c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.
- (4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.
- (5) This section expires January 1, 2058.

[2021 c 187 § 5; 2012 c 194 § 9; 2007 c 430 § 10; 1995 c 375 § 13.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 Annual Certification and Affordability Certification

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

- 1. A statement of occupancy and vacancy of the multi-family units during the previous year.
- 2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in **SMC 8.15.090** since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
- 3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of **SMC 8.15.090(A)(2)(b)** and RCW 84.14.020(1)(ii)(B).

- a. The reports shall be on a form provided by the City and shall be signed by the tenants.
 - b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
- 4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.
- B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017 Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Comprehensive Plan Land Use Policies:

LU 1.4 Higher Density Residential Uses

LU 3.5 Mix of Uses in Centers

LU 4.2 Land Uses That Support Travel Options and Active Transportation

LU 4.6 Transit-Supported Development

Comprehensive Plan Housing Policies:

H 1.9 Mixed-Income Housing

H 1.4 Use of Existing Infrastructure

H 1.10 Lower-Income Housing Development Incentives

H 1.11 Access to Transportation

H 1.18 Distribution of Housing Options

Comprehensive Plan Economic Development Policies:

ED 2.4 Mixed-Use

ED 7.4 Tax Incentives for Land Improvement



PLANNING & ECONOMIC DEVELOPMENT MULTIPLE FAMILY HOUSING PROPERTY TAX EXEMPTION AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as "City", and Ryan Towner, as "Owner/Taxpayer" whose business address is 902 W GARLAND AVE SPOKANE, 99205.

WITNESSETH:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

19-25-43: A PARCEL OF LAND BEING A PORTION OF LOTS 7, 8, 9, AND 10, BLOCK 98, OF SECOND ADDITION TO RAILROAD ADDITION, LYING THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 19, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 7, BLOCK 98 OF SAID SECOND ADDITION TO RAILROAD ADDITION; THENCE ALONG THE NORTH RIGHT-OF-WAY OF 8TH AVENUE, NORTH 89*53'08" WEST A DISTANCE OF 199.91 FEET TO THE SOUTHEAST CORNER OF LOT 11, BLOCK 98 OF SAID SECOND ADDITION TO RAILROAD ADDITION; THENCE ALONG THE EAST LINE OF SAID LOT 11, BLOCK 98, NORTH 00*07'02" EAST A DISTANCE OF 111.00 FEET TO THE SOUTH LINE OF THE NORTH 38 FEET OF SAID LOT 10, BLOCK 98, BEING A 1/2 INCH REBAR WITH YELLOW PLASTIC CAP MARKED "LS 33141"; THENCE ALONG SAID SOUTH LINE OF THE NORTH 38 OF SAID LOT 10, BLOCK 98, SOUTH 89*53'08" EAST A DISTANCE OF 24.99 FEET TO THE EAST LINE OF THE WEST HALF OF SAID LOT 10, BLOCK 98, BEING A 1/2 INCH REBAR WITH YELLOW PLASTIC CAP MARKED "LS 33141"; THENCE CONTINUING ALONG THE EXTENSION OF SAID NORTH 38 FEET OF SAID LOT 10. BLOCK 98, SOUTH 89*53'08" EAST A DISTANCE OF 51.03 FEET TO THE EASTERLY FACE OF CURB; THENCE ALONG THE EASTERLY FACE OF CURB, NORTH 00*10'28" EAST. A DISTANCE 26.39 FEET TO INTERSECTION OF SAID EASTERLY FACE OF CURB AND THE EXTENSION OF THE NORTHERLY BACK OF CURB; THENCE ALONG THE NORTHERLY BACK OF CURB AND THE EXTENSION THEREOF, SOUTH 89*50'00" EAST A DISTANCE OF 123.86 FEET TO THE WEST RIGHT-OF-WAY OF MCCLELLAN

STREET; THENCE ALONG THE WEST RIGHT-OF-WAY OF SAID MCCLELLAN STREET, SOUTH 00*07'11" WEST, A DISTANCE OF 137.27 FEET TO THE POINT OF BEGINNING;

Assessor's Parcel Number(s) 35194.2512,

commonly known as **206 W 8TH AVE SPOKANE, WA**.

WHEREAS, this property is located in the <u>Spokane Targeted Investment Area</u>. and is eligible to seek a Final Certificate of Tax Exemption post construction under the <u>8-year</u> <u>Market Rate Exemption</u>. as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

- 1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.
- 2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.
- 3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.
- (a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.
- 4. The Owner/Taxpayer intends to construct on the site, approximately <u>30</u> new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.
 - 5. The Owner/Taxpayer agrees to complete construction of the agreed-upon

improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

- 6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:
- (a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;
- (b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;
- (c) a statement that the project meets the affordable housing requirements, if applicable; and
- (d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.
- 7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.
- 8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:
- (a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;
- (b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;
- (c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

- (d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.
- 9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.
- 10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least 30%. of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).
- 11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.
- 12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.
- 13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.
- 14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.
 - 15. In the event that any term or clause of this Conditional Agreement conflicts with

applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

- 16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.
- 17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC
 - 18 This Agreement is subject to approval by the City Council.

DATED this	_ day of		20		
CITY OF SPOKANE			Ryan Towner		
By:			Ву:		
Mayor, Nadine Woodw	ard	•	Its:		
Attest:		•	Approved as to form:		
City Clerk			Assistant City Attorney		

SPOKANE Agenda Sheet for City Council Meeting of:		Date Rec'd	5/17/2023
05/22/2023		Clerk's File #	CPR 2023-0002
		Renews #	
Submitting Dept	ACCOUNTING	Cross Ref #	
Contact Name/Phone	DERREK DANIELS 625-6005	Project #	
Contact E-Mail	DDANIELS@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Claim Item	Requisition #	
Agenda Item Name	5600-CLAIMS-2023		

Agenda Wording

Report of the Mayor of pending claims & payments of previously approved obligations through: 5/12/2023. Total:\$3,854,345.24 with Parks & Library claims being approved by their respective boards. Claims excluding Parks & Library Total:\$3,316,560.28.

Summary (Background)

Pages 1-23 Check numbers: 594252 - 594449 ACH payment numbers: 116155 - 116326 On file for review in City Clerks Office: 23 Page listing of Claims Note:

Lease?	NO	Grant related?	Public Works? NO	
<u>Fiscal</u>	<u>lmpact</u>		Budget Account	
Expense	\$ 3,316,56	0.28	# Various	
Select	\$		#	
Select	\$		#	
Select	\$		#	
Approv	als		Council Notification	<u>s</u>
Dept He	<u>ad</u>	MURRAY, MICHELLE	Study Session\Other	
Division	Director	WALLACE, TONYA	Council Sponsor	
<u>Finance</u>		MURRAY, MICHELLE	Distribution List	
Legal		SMITHSON, LYNDEN		
For the	<u>Mayor</u>	PERKINS, JOHNNIE		
<u>Additio</u>	nal Approv	<u>rals</u>		
Purchas	<u>sing</u>			

REPORT: PG3620		DATE:	05/15/23
SYSTEM: FMSAP	APPROVAL FUND SUMMARY	TIME:	08:19
USER: MANAGER		PAGE:	1
RUN NO: 19			

FUND	FUND NAME	AMOUNT
0100	GENERAL FUND	467,155.82
1100	STREET FUND	119,553.34
1200	CODE ENFORCEMENT FUND	8,262.11
1360	MISCELLANEOUS GRANTS FUND	2,071.00
1380	TRAFFIC CALMING MEASURES	120.00
1400	PARKS AND RECREATION FUND	856.50
1425	AMERICAN RESCUE PLAN	14,650.00
1460	PARKING METER REVENUE FUND	4,946.88
1620	PUBLIC SAFETY & JUDICIAL GRANT	9,218.94
1625	PUBLIC SAFETY PERSONNEL FUND	39,720.34
1640	COMMUNICATIONS BLDG M&O FUND	2,336.75
1680	CD/HS OPERATIONS	1,347.90
1970	FIRE/EMS FUND	305,552.39
1980	DEFINED CONTRIBUTION ADMIN FND	391.50
1990	TRANSPORTATION BENEFIT FUND	386,197.82
3200	ARTERIAL STREET FUND	119,612.17
4100	WATER DIVISION	155,662.57
4250	INTEGRATED CAPITAL MANAGEMENT	269,756.81
4300	SEWER FUND	98,805.95
4480	SOLID WASTE FUND	81,552.59
4700	DEVELOPMENT SVCS CENTER	11,867.18
5100	FLEET SERVICES FUND	181,414.19
5110	FLEET SVCS EQUIP REPL FUND	2,967.63
5200	PUBLIC WORKS AND UTILITIES	355.27
5300	IT FUND	11,623.93
5400	REPROGRAPHICS FUND	10,219.99
5500	PURCHASING & STORES FUND	42.62
5600	ACCOUNTING SERVICES	125.25
5700	MY SPOKANE	5,280.00
5810	WORKERS' COMPENSATION FUND	213.10
5830	EMPLOYEES BENEFITS FUND	670,872.38
5900	FACILITIES MANAGEMENT FUND OPS	13,748.37
5904	FACILITIES CAPITAL	35,356.00
6070	FIREFIGHTERS' PENSION FUND	162,481.39
6080	POLICE PENSION FUND	95,622.47
6255	LAW ENFORCEMENT RECORDS MGMT	8,629.50
6730	PARKING & BUSINESS IMPROV DIST	214.54

TOTAL: 3,298,805.19

CITY OF SPOKANE DATE: 05/15/
COUNCIL CHECK RANGE/TOTAL TIME: 08:19 REPORT: PG3640 DATE: 05/15/23 SYSTEM: FMSAP PAGE: 1

USER: MANAGER RUN NO: 19

CHECK #	VENDOR	CITY	LIBRARY	PARKS
00594252	2M COMPANY LLC	5,175.10		
00594253				
00594254	M & L SUPPLY CO INC	214.54 40,149.29		
00594255	T-MOBILE	96.91		
00594256	WA STATE DEPT/TRANSPORTATION	15,000.00		
00594257	WHITE BLOCK COMPANY INC	923.45		
00594258	WHITE BLOCK COMPANY INC ENVISIONWARE INC		9,221.41	
00594259	HOUDINI INTERACTIVE LLC		12,000.00	
	MICHAEL MIDKIFF		100.00	
	JACK NISBET		100.00	
	SPOKANE CITY TREASURER		7,399.43	
00594263	SPOKANE PUBLIC LIBRARY IMPRE		5.57	
00594264	T-MOBILE		57.48	
00594265	SAFETY KLEEN CORPORATION			596.56
00594266	ADVANCE AUTO PARTS	56.06		
	ALASKA RUBBER GROUP INC	334.27		
00594268	CASCADE ENGINEERING INC	56.06 334.27 42,181.47		
	CENTURYLINK	848.27		
00594270	WATERCO OF THE PACIFIC NORTH CUMMINS ALLISON CORP	472.55		
00594271	CUMMINS ALLISON CORP	166.12		
00594272	DIRECT AUTOMOTIVE DISTRIBUTI	460.72		
00594273	INDUSTRIAL WELDING CO INC	20,257.27		
00594274	JIT TRUCK PARTS LLC	77.67		
00594275	JIT TRUCK PARTS LLC Danna Martin Ashley Svihl	5.40		
00594276	Ashley Svihl	5.60 3.00		
00594277	Dana (frii) s	.3 . ()()		
00594278	Cheryl Hartzog	12.20		
00594279	Patrick Arguinchona	17.60		
00594280	Douglas Hammerstrom	40.72 5.54		
00594281	Andre Bellamy			
00594282	David Basaraba	9.36		
00594283	Catherine Kashork Dakota Keller-Rickard Christie Pearson	14.39		
00594284	Dakota Keller-Rickard	6.40		
00594285	Christie Pearson	7.04		
00594286	Beth Vercic	4.60		
	Conor Craigen	18.80		
	Donavon Garner	12.80		
	Daniel Nailen	7.40		
	Derrick Oliver	18.80		
	Conrad Milsap	1.80		
	Claudia Curran	5.80		
	David Overstreet	20.00		
	Angela Mariani Bryan White	10.00 11.90		
	Christie Anderson	32.43		
	David Scholl	17.60		
	David Scholl Dani Vang	8.80		
	Heather Jackson	15.20		
	Cherri Brown	30.10		
	Bonnie Lupton	8.80		
	Brittney Mauer	12.00		
	Araceli Medina	0.40		
	Derek Dryden	1.30		
30374304	Deten Diyacii	1.50		

REPORT: PG3640 CITY OF SPOKANE DATE: 05/15/23 SYSTEM: FMSAP COUNCIL CHECK RANGE/TOTAL TIME: 08:19 USER: MANAGER PAGE: 2

CHECK #	VENDOR	CITY	LIBRARY	PARKS
00594305	Diane Lloyd Debbie Sperling Debbie Krum Deb Herr Dee Mcgonigle Didi Mcloughlin Don Savage Dustin Neiman Cindy Bryant Debra Lapiers Deborah Condon Dorothy Adams NORTH SPOKANE IRRIGATION SPOKANE COUNTY WATER DIST NO	11.60		
00594306	Debbie Sperling	31.30		
00594307	Debbie Krum	3.92		
00594308	Deb Herr	6.40		
00594309	Dee Mcgonigle	18.80		
00594310	Didi Mcloughlin	9.20		
00594311	Don Savage	15.20		
00594312	Dustin Neiman	7.90		
00594313	Cindy Bryant	6.90		
00594314	Debra Lapiers	18.80		
00594315	Deborah Condon	2.20		
00594316	Dorothy Adams	9.69		
00594317	NORTH SPOKANE IRRIGATION	42.01		
00594318	SPOKANE COUNTY WATER DIST NO	22.14		
00594319	T-MOBILE	593.50		
00594320	BIG BELLY SOLAR LLC			11,346.90
00594321	ADVANCED HEARING LLC	139.72		
00594322	JAMES K BUNCH	1,799.98		
00594323	CSL TECHRIDGE 2018 LLC	6,465.00		
00594324	MICHAEL D DONAHOE	3,004.04		
00594325	EVERGREEN FOUNTAINS LLC	700.00		
00594326	EVERGREEN FOUNTAINS LLC	4,173.00		
00594327	EVERGREEN FOUNTAINS LLC	4,854.00		
00594328	EVERGREEN FOUNTAINS LLC	1,100.00		
00594329	FAIRWINDS SPOKANE LLC	56,791.00		
00594330	Dorothy Adams NORTH SPOKANE IRRIGATION SPOKANE COUNTY WATER DIST NO T-MOBILE BIG BELLY SOLAR LLC ADVANCED HEARING LLC JAMES K BUNCH CSL TECHRIDGE 2018 LLC MICHAEL D DONAHOE EVERGREEN FOUNTAINS LLC FAIRWINDS SPOKANE LLC MADRONA PEAK LLC CHERYL A GRAVES RONALD GRAVES RONALD HOLM RICHARD JORGENSON OMNICARE LLC JAMES F POWELL UNITED METHODIST HOMES ROSAUER'S PHARMACY SC AUDIOLOGY PLLC SNOW PEAK 1 LIBERTY LAKE REA SPOKANE CARE GROUP LLC SPOKANE LIFELINE INC SULLIVAN VENTURES, LLC RAYMOND WAYERSKI	7,710.93		
00594331	CHERYL A GRAVES	300.00		
00594332	RONALD GRAVES	128.61		
00594333	RHONALD HOLM	182.21		
00594334	RICHARD JORGENSON	83.97		
00594335	OMNICARE LLC	45.85		
00594336	JAMES F POWELL	295.00		
00594337	UNITED METHODIST HOMES	6,955.00		
00594338	UNITED METHODIST HOMES	7,184.00		
00594339	UNITED METHODIST HOMES	90.36		
00594340	UNITED METHODIST HOMES	2,000.00		
00594341	ROSAUER'S PHARMACI	2,391.90		
00594342	CNOW DEAK 1 I IDEDMY TAKE DEA	7 225 00		
00594343	SNOW PEAK I LIBERTI LAKE REA	7,323.00		
00594344	SPONANE CARE GROUP LLC	0,720.00		
00594345	SULLIVAN VENTURES, LLC	6 510 00		
00594340	RAYMOND WAYERSKI	140.00		
00594347	ROBERT W WEBB	500.00		
	WELLTOWER PEGASUS TENNANT LL			
	CALE AMERICA INC	7,130.00		591.44
	J & H TOOLING			301.66
	CENTURYLINK			998.92
	WATERCO OF THE PACIFIC NORTH			9.82
	GENERAL STORE INC			122.74
	HERRES BACKFLOW & CONSTRUCTI			100.00
	M & L SUPPLY CO INC			34.90
	CSWW INC			101.96
				202.50

RUN NO: 19

CHECK # VENDOR CITY LIBRARY PARKS

00594359 SPOKANE CITY TREASURER 00594399 ROBERT BACON 00594400 SKYLER BROWN 00594401 SPENCER GARDNER 00594402 ALEX-CIANA HOWIE 00594403 ARLO HUBER & SON INC 00594405 MARA HANSON 00594406 ANGELA R BAILEY 00594407 SEFNCO COMMUNICATIONS 00594408 QUALITY CANOPY CONST INC 00594409 LAUREEN KAILEY 00594410 WARREN CARLE 00594411 DAVID FIOROTTO 00594412 KYLE BAKER 00594413 PARAS HOMES LLC 00594414 CHASE HUBBARD 00594415 FORREST HURLEY 00594416 SARAH RANDOLPH 00594417 DAVID SMITH 00594418 JACOB SPARACO 00594419 MAINSTREAM ELECTRIC LLC 00594420 MAINSTREAM ELECTRIC LLC 00594421 DMITRIY GRIBOV 00594421 DMITRIY GRIBOV 00594422 COTTER ENTERPRISES 00594423 COTTER ENTERPRISES 00594424 COTTER ENTERPRISES 00594425 NUKEY REALTY & PROPERTY 00594426 SPOKANE PUBLIC SCHOOLS 00594427 SPOKANE PUBLIC SCHOOLS 00594428 SPOKANE PUBLIC SCHOOLS 00594429 SPOKANE PUBLIC SCHOOLS 00594430 SPOKANE PUBLIC SCHOOLS 00594431 SPOKANE PUBLIC SCHOOLS 00594433 SPOKANE PUBLIC SCHOOLS 00594434 JEFFREY D SAWYER 00594435 PEROVICH PARTNERS INC 00594436 SPOKANE CITY TREASURER 00594437 SPOKANE CITY TREASURER 00594438 SPOKANE CITY TREASURER 00594438 SPOKANE CITY TREASURER 00594439 SARAH THOMPSON 00594441 T-MOBILE 00594441 T-MOBILE	17,478.33	
00594399 ROBERT BACON	10.00	
00594400 SKYLER BROWN	1,347.90	
00594401 SPENCER GARDNER	44.64	
00594402 ALEX-CIANA HOWIE	1,532.33	
00594403 ARLO HUBER & SON INC	4,578.00	
00594404 CBRE, INC	797.75	
00594405 MARA HANSON	157.56	
00594406 ANGELA R BAILEY	2,299.54	
00594407 SEFNCO COMMUNICATIONS	490.49	
00594408 QUALITY CANOPY CONST INC	367.25	
00594409 LAUREEN KAILEY	18.50	
00594410 WARREN CARLE	48.00	
00594411 DAVID FIOROTTO	48.00	
00594412 KYLE BAKER	48.00	
00594413 PARAS HOMES LLC	1,950.00	
00594414 CHASE HUBBARD	48.00	
00594415 FORREST HURLEY	48.00	
00594416 SARAH RANDOLPH	48.00	
00594417 DAVID SMITH	48.00	
00594418 JACOB SPARACO	48.00	
00594419 MAINSTREAM ELECTRIC LLC	40.00	
00594420 MAINSTREAM ELECTRIC LLC	15.00	
00594421 DMITRIY GRIBOV	48.00	
00594422 DONALD GARDNER	48.00	
00594423 COTTER ENTERPRISES	650.00	
00594424 COTTER ENTERPRISES	650.00	
00594425 NUKEY REALTY & PROPERTY	357.20	
00594426 SPOKANE PUBLIC SCHOOLS	49.34	
00594427 SPOKANE PUBLIC SCHOOLS	84.55	
00594428 SPOKANE PUBLIC SCHOOLS	49.34	
00594429 SPOKANE PUBLIC SCHOOLS	49.34	
00594430 SPOKANE PUBLIC SCHOOLS	49.34	
00594431 SPOKANE PUBLIC SCHOOLS	32,684.77	
00594432 ZACH LEIGHTON	106.50	
00594433 RICHARD JOLIN	1,978.50	
00594434 JEFFREY D SAWYER	186.78	
00594435 PEROVICH PARTNERS INC	1,868.27	
00594436 SPOKANE CITY TREASURER	215.00	
00594437 SPOKANE CITY TREASURER	427.75	
00594438 SPOKANE CITY TREASURER	681.00	
00594439 SARAH THOMPSON	132.00	
00594440 T-MOBILE	29.75	
00594441 T-MOBILE	21.28	
00594442 MICHAEL L VANDER GIESSEN	607.58	
00594443 WA STATE PATROL	8,629.50	
00594444 HOWDEN USA COMPANY	50,920.18	
00594445 WATER DEPARTMENT	421.50	
00594446 JACKSON PACIFIC INC		2,050.86
00594447 WONDERPLAY, INC		1,078.56
00594448 SWIRE PACIFIC HOLDINGS, INC		1,356.90
00594449 WA STATE DEPT OF REVENUE		110,169.18
		.,

CHECK #	VENDOR	CITY	LIBRARY	PARKS
80116156 80116157 80116158	ACTION MATERIALS NORTHWEST INDUSTRIAL SERVICE AVISTA UTILITIES BANNER FURNACE & FUEL CHASE YOUTH FOUNDATION	2,315.55 440.00 6,212.80 135.16 11,250.00	563.29	2,658.95

80116160	CINTAS CORPORATION	1,334.34	38.15	
	CONSOLIDATED SUPPLY CO	1,668.74		
	COPIERS NORTHWEST INC			1,092.80
	CORE & MAIN LP	14,630.10		
80116164	DEVRIES INFORMATION MANAGEME	25.65		
80116165	EXPRESS NAME TAGS & MORE, IN		12.91	
	FASTENAL CO	1,962.14		
80116167	GORLEY LOGISTICS LLC	•		50.74
80116168	FREIGHT WAY INC			600.00
80116169	H D FOWLER COMPANY	748.40		
80116170	HUMANIX HUMAN RESOURCE		3,572.00	
80116171	MICROSOFT CORPORATION		5,207.67	
	NORCO INC	1,016.98		
80116173	NORFOLK BEARINGS & SUPPLY CO	3,216.11		
80116174	PETE LIEN & SONS INC	11,080.15		
80116175	SITEONE LANDSCAPE SUPPLY LLC	345.72		
80116176	SPOKANE COUNTY TREASURER	38.02		
80116177	SPOKANE INDEPENDENT METRO	14,650.00		
80116178	SPRAGUE PEST CONTROL/DIV OF			269.79
80116179	TECHNICAL FURNITURE SYSTEMS		11,622.21	
80116180	TECHNICAL FURNITURE SYSTEMS THE HUNTINGTON NATIONAL BANK			78,394.34
80116181	URLACHER ENTERPRISES INC DBA		4,695.72	
80116182	WEST PLAINS AIRPORT AREA	4,207.55		
80116183	JENNIE ANDERSON		84.82	
80116184	PAUL H CHAPIN		610.82	
80116185	REMELISA CULLITAN		72.50	
80116186	PAUL H CHAPIN REMELISA CULLITAN NIKKI HANSHAW MIAOLING HUANG LARRY B HUGHES REBEKAH MACE NEIL, MASON JONATHAN ROSARIO SHANE SPONCLER	45.98		
80116187	MIAOLING HUANG		11.46	
80116188	LARRY B HUGHES		18.34	
80116189	REBEKAH MACE		106.95	
80116190	NEIL, MASON		43.56	
80116191	JONATHAN ROSARIO		43.10	
00110102	DIMINE DIGNOLLIC		44.21	
80116193	ABM JANITORIAL SERVICES SOUT	2,344.82		
80116194	ACTION MATERIALS	893.90		
80116195	ALSCO DIVISION OF ALSCO INC	2,252.27		
80116196	ARAMARK UNIFORM SERVICES AVISTA UTILITIES	115.12		
80116197	AVISTA UTILITIES	45,801.35		
80116198	BECKER BUICK-GMC INC BROWNSCAPE LLC	812.45		
80116199	BROWNSCAPE LLC	9,041.55		
	BUCK'S TIRE & AUTOMOTIVE	1,351.60		
80116201	BUDINGER & ASSOCIATES INC	1,401.22		
80116202	CDW GOVERNMENT INC	4,458.01		
80116203	CINTAS CORPORATION	1,116.94		
80116204	COLEMAN OIL COMPANY LLC	28,326.99		
00116005	CONNETT OTT THE	6,974.03		
80116206	COPIERS NORTHWEST INC	786.97		
80116207	CORWIN OF SPOKANE LLC	3,512.63		

CHECK #	VENDOR	CITY	LIBRARY	PARKS
	CUMMINS NORTHWEST LLC ALBERT A BERGER	1,083.70		442.40
80116210	DEVRIES INFORMATION MANAGEME	25.65		442.40
80116212	GWP HOLDINGS LLC ELECTRIC CITY INC	2,130.96		28,461.20
	ELJAY OIL CO INC ENNIS-FLINT TRADING INC	4,834.93 10,763.05		
	ENVIRONMENT CONTROL OF SPOKA FASTENAL CO	4,895.00 2,850.86		

80116217 GORLEY LO	OGISTICS LLC RUCK CENTERS INC DBA	91.49	
80116218 GORDON TH	RUCK CENTERS INC DBA	19,017.26	
OO116010 AMV CUDE	r		273.00
80116220 THE HIDE	OUT/ROYCE SHIELDS LOPMENT CORP DBA LAWN & TREE CARE FERRELL LANDSCAPE ITECTURE INC	425.10	
80116221 CPM DEVE	LOPMENT CORP DBA	74,957.89	
80116222 KEYSTONE	LAWN & TREE CARE	163.50	
80116223 MICHAEL 3	TERRELL LANDSCAPE		145.00
80116224 NAC ARCH	ITECTURE	5,490.00	
80116225 NORLIFT	INC	588.16	
80116226 OVERHEAD	DOOR CO OF SPOKANE HINERY INC NCE SYSTEMS		2,270.48
80116227 PAPE MACE	HINERY INC	455.62	
80116228 PERFORMAN	NCE SYSTEMS		1,507.14
80116229 SHAMROCK	NCE SYSTEMS MANUFACTURING INC LANDSCAPE SUPPLY LLC Y MOBILE MIX INC COUNTY TREASURER REGIONAL COMMUNICATI	15,362.57	
80116230 SITEONE 1	LANDSCAPE SUPPLY LLC	33.91	
80116231 SPECIALTY	Y MOBILE MIX INC	757.55	
80116232 SPOKANE (COUNTY TREASURER	2,081.79	
80116233 SPOKANE I	REGIONAL COMMUNICATI	151,202.77	128.53
80116234 SPRAGUE 1	PEST CONTROL/DIV OF		128.53
80116235 STARPLEX	CORP	2,019.60	
80116236 STELLAR	CORP INDUSTRIAL SUPPLY IN	2,019.60 359.36	
80116237 THE HUNT:	INDUSTRIAL SUPPLY IN INGTON NATIONAL BANK IGHT OF WAY WIRELESS ON EQUIPMENT ATERIALS		4,081.68
80116238 TIERRA R	IGHT OF WAY	780.00	,
80116239 VERIZON V	WIRELESS	282.00	
80116240 WASHINGTO	ON EQUIPMENT	2,587.33	
80116241 WSF LLC	~	227.01	
80116242 ACTION MA	ATERIALS		583.89
80116244 BATTERY S	EYSTEMS INC ERGY INC INC ATED ELECTRICAL CONSULTING LLC		583.89 5.45
80116245 CLEAN EN	ERGY INC	19,405.11	
80116246 COMPUNET	INC	6,997.80	
80116247 CONSOLIDA	ATED ELECTRICAL	•	1,625.40
80116248 DESIMONE	CONSULTING LLC	6,667.00	,
80116249 DEVRIES	INFORMATION MANAGEME	257.20	
80116250 ENTERPRIS	CONSULTING LLC INFORMATION MANAGEME SE FM TRUST C INC	9,808.05	176.08 265.83
80116251 GALLS LLC	C	2,282.96	176.08
80116252 GRAINGER	INC	•	265.83
80116253 HALME CO	NSTRUCTION INC DISTRIBUTORS	387,307.76	
80116254 HORIZON I	DISTRIBUTORS	•	393.76
80116255 HOWELER 8	YOON ARCHITECTURE		83,826.90
80116256 INCAPSULA	YOON ARCHITECTURE ATE LLC SALES COMPANY SHEET METAL COMPANY YES PC H LLC	5,280.00	393.76 83,826.90
80116257 KENWORTH	SALES COMPANY	1,456.73	
80116258 KRUEGER S	SHEET METAL COMPANY	29,866.00	
80116259 LEE & HAY	YES PC	856.50	
80116260 MEGA WASH	H LLC	3,958.86	
		,	

CHECK #	VENDOR	CITY	LIBRARY	PARKS
80116261	MOSS GREEN INC			313.92
80116262	WESLEY HOWARD MORRIS	475.00		
80116263	NORTH RIDGE HOUSE INC	9,850.00		
80116264	PREMERA BLUE CROSS OR	575,744.71		
80116265	SOLID WASTE SYSTEMS INC	14,100.32		
80116266	SUMMIT LAW GROUP PLLC	21,978.43		
80116267	JEFFREY THOMPSON			1,822.80
80116268	TOBY'S BODY & FENDER INC	11,419.76		
80116269	VERIZON WIRELESS	170.48		
80116270	TATE D ANDRIE			174.23
80116271	ALICE M BUSCH			685.79
80116272	GREGORY C HARSHMAN	2,937.60		
80116273	ANATEK LABS INC	99.00		

80116274 80116275 80116276 80116277 80116278 80116280 80116281 80116282 80116283 80116284 80116285 80116287 80116289 80116290 80116291 80116292 80116293 80116294 80116295 80116296 80116297 80116298 80116298 80116298 80116298 80116300 80116301 80116302 80116302	ARAMARK UNIFORM SERVICES THE BUNKER TRI-CITIES LLC CLARK'S CONTAINERS LLC COMCAST COMPUNET INC COPIERS NORTHWEST INC RYAN J DALESSI DELL MARKETING LP DEVRIES INFORMATION MANAGEME ENCORE VENTURES LLC FEDERAL EXPRESS CORP/DBA FED GRAINGER INC GUNARAMA WHOLESALE INC H20 SOLUTIONS LLC INTOXIMETERS KERSHAWS INC LANGUAGE LINE SERVICES BART LOGUE LUTHERAN COMMUNITY SERVICES OGLETREE DEAKINS NASH SMOAK OTHRAM INC SHI CORP SPOKANE REGIONAL COMMUNICATI US BANK P CARD PAYMENTS VERIZON WIRELESS WEST CENTRAL COMMUNITY WSF LLC AMANDA BROWN AMBER GROE ROGER H HAWKES	443.37 496.56 100.01 303.66 5,667.17 11,893.70 419.58 40,064.02 66.68 1,894.86 5.07 389.78 114.18 4,660.84 5,810.80 1,051.35 207.17 17.00 3,408.14 391.50 59.59 5,416.80 151,202.77 387,628.46 27,635.32 479.79 5,546.44 426.30 31.57 120.00	25,997.15 9,314.26 16,549.77 6,580.01 17,613.45 184.20 1,269.32
80116304	AM HARDWARE CO	120.00	25,997.15
80116305 80116306 80116307 80116308 80116309 80116310 80116311 80116312 80116313	AVISTA UTILITIES COLEMAN OIL COMPANY LLC STEVE CONNER CONTRACT DESIGN ASSOCIATES I CREEK AT QUALCHAN GOLF COURS DELL MARKETING LP DELTA DENTAL OF WASHINGTON DOUGLAS CO INC EQUIPMENTSHARE.COM INC	9,938.49 40,974.61	9,314.26 16,549.77 6,580.01 17,613.45 184.20 1,269.32 1,403.39

REPORT: PG3640 FMSAP DATE: 05/15/23 TIME: 08:19 PAGE: 7 CITY OF SPOKANE COUNCIL CHECK RANGE/TOTAL USER: MANAGER

RUN NO: 19

CHECK #	VENDOR	CITY	LIBRARY	PARKS
80116314	MARUBENI AMERICA CORPORATION			4,178.67
80116315	CPM DEVELOPMENT CORP DBA	451,183.74		
80116316	KAISER FOUNDATION HEALTH PLA	162,618.06		
80116317	MALLORY PAINT STORE INC			3,783.61
80116318	NORTHWEST FENCE COMPANY INC			1,579.05
80116319	OXARC INC			2,628.36
80116320	PLANET TURF			4,604.62
80116321	SANDBAGGERS CLUB LLC			15,181.40
80116322	SHI CORP			404.73
80116323	SITEONE LANDSCAPE SUPPLY LLC			2,766.75
80116324	T & T GOLF MANAGEMENT INC			24,015.03
80116325	TPC HOLDING INC			1,570.73
80116326	WILBUR ELLIS COMPANY			3,409.67
		3,316,560.28	55,631.60	482,153.36

CITYWIDE TOTAL: 3,854,345.24

REPORT: PG3630 SYSTEM: FMSAP USER: MANAGER RUN NO: 19 DATE: 05/15/23

TIME: PAGE: 1

HONORABLE MAYOR
AND COUNCIL MEMBERS

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0020 -	NONDEPARTMENTAL
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DO30 - POLICE OMBUDSMAN BART LOGUE PER DIEM ACH PMT NO 80116291	,978.43 17.00
TOTAL FOR 0020 - NONDEPARTMENTAL 21 030 - POLICE OMBUDSMAN BART LOGUE PER DIEM ACH PMT NO 80116291	17.00
BART LOGUE PER DIEM ACH PMT NO 80116291	
BART LOGUE PER DIEM ACH PMT NO 80116291	
0100 - GENERAL FUND	
ALEX-CIANA HOWIE GRANT CASH PASS THRU ACCOUNT	, 532.33
JEFFREY D SAWYER GRANT CASH PASS THRU ACCOUNT CHECK NO 00594434	178.00
SARAH THOMPSON GRANT CASH PASS THRU ACCOUNT CHECK NO 00594439	132.00
US BANK P CARD PAYMENTS PCARD ADVANCE PYMT REC ACH PMT NO 80116297 387	,628.46
	 ,470.79
230 - CIVIL SERVICE	
DEVRIES INFORMATION MANAGEMENT MISC SERVICES/CHARGES ACH PMT NO 80116282	8.55
TOTAL FOR 0230 - CIVIL SERVICE	8.55
320 - COUNCIL	
DESIMONE CONSULTING LLC PROFESSIONAL SERVICES	,667.00
TOTAL FOR 0320 - COUNCIL 6	,667.00
370 - ENGINEERING SERVICES	
ABM JANITORIAL SERVICES SOUTH LAUNDRY/JANITORIAL SERVICES	, 344.82
HONORABLE MAYOR 05/15 AND COUNCIL MEMBERS PAGE	
PROCESSING OF VOUCHERS RESULTS IN CLAIMS AS FOLLOWS:	
ARAMARK UNIFORM SERVICES LAUNDRY/JANITORIAL SERVICES AUS WEST LOCKBOX ACH PMT NO 80116274	19.49

ENTERPRISE FM TRUST ATTN: CUSTOMER BILLING		2,231.63
TOTAL FOR 0370 -	ENGINEERING SERVICES	4,595.94
0410 - FINANCE		
VERIZON WIRELESS	CELL PHONE	
	ACH PMT NO 80116298	222.73
TOTAL FOR 0410 -	FINANCE	222.73
0500 - LEGAL		
DEVRIES INFORMATION MANAGEMENT		
	ACH PMT NO 80116282	8.55
JEFFREY D SAWYER	OTHER TRANSPORTATION EXPENSES CHECK NO 00594434	8.78
MICHAEL L VANDER GIESSEN	AIRFARE CHECK NO 00594442	607.58
RYAN J DALESSI	CLE TRAVEL ACH PMT NO 80116280	419.58
ZACH LEIGHTON	CLE TRAVEL CHECK NO 00594432	106.50
TOTAL FOR 0500 -	LEGAL	1,150.99
0520 - MAYOR		
	OFFICE SUPPLIES ACH PMT NO 80116279	140.81
DEVRIES INFORMATION MANAGEMENT	CONTRACTUAL SERVICES ACH PMT NO 80116282	8.55
TOTAL FOR 0520 -	MAYOR	149.36
0550 - NEIGHBORHOOD SERVICES		
AMBER GROE	LOCAL MILEAGE ACH PMT NO 80116302	31.57
	MINOR EQUIPMENT ACH PMT NO 80116281	343.68
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 4
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	

0580 - OFFICE OF YOUTH

CHASE YOUTH FOUNDATION CONTRACTUAL SERVICES

TOTAL FOR 0580 -	OFFICE OF YOUTH	11,250.00
0620 - HUMAN RESOURCES		
VERIZON WIRELESS	CELL PHONE ACH PMT NO 80116298	255.72
TOTAL FOR 0620 -	HUMAN RESOURCES	255.72
0650 - PLANNING SERVICES		
KERSHAWS INC	PRINTING/BINDING/REPRO ACH PMT NO 80116289	120.69
SPENCER GARDNER	OTHER TRANSPORTATION EXPENSES CHECK NO 00594401	44.64
TOTAL FOR 0650 -	PLANNING SERVICES	165.33
0680 - POLICE		
ARAMARK UNIFORM SERVICES AUS WEST LOCKBOX	LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116274	321.18
COMCAST	IT/DATA SERVICES ACH PMT NO 80116277	303.66
COPIERS NORTHWEST INC	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116279	108.86
FEDERAL EXPRESS CORP/DBA FEDEX	POSTAGE ACH PMT NO 80116284	5.07
GALLS LLC	CLOTHING ACH PMT NO 80116251	2,282.96
GRAINGER INC	OPERATING SUPPLIES ACH PMT NO 80116285	389.78
GUNARAMA WHOLESALE INC	MINOR EQUIPMENT ACH PMT NO 80116286	114.18
KERSHAWS INC	OFFICE SUPPLIES ACH PMT NO 80116289	739.02
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 5
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
LANGUAGE LINE SERVICES LANGUAGE LINE LLC	INTERPRETER COSTS ACH PMT NO 80116290	207.17
OTHRAM INC	CONTRACTUAL SERVICES ACH PMT NO 80116294	59.59
THE BUNKER TRI-CITIES LLC	CLOTHING ACH PMT NO 80116275	496.56
T-MOBILE	MOBILE BROADBAND CHECK NO 00594441	21.28

VERIZON WIRELESS	CELL PHONE ACH PMT NO 80116298	10,647.67
VERIZON WIRELESS	MOBILE BROADBAND	10,017.07
VERTZON WINEEESS	ACH PMT NO 80116298	14,617.40
WEST CENTRAL COMMUNITY DEVELOPMENT ASSOCIATION INC		479.79
TOTAL FOR 0680 -	POLICE	30,794.17
0700 - PUBLIC DEFENDER		
ARAMARK UNIFORM SERVICES AUS WEST LOCKBOX	LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116196	54.56
TOTAL FOR 0700 -	PUBLIC DEFENDER	54.56
1100 - STREET FUND		
ARAMARK UNIFORM SERVICES AUS WEST LOCKBOX	LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116196	60.56
CPM DEVELOPMENT CORP DBA INLAND ASPHALT COMPANY	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116221	74,957.89
ENNIS-FLINT TRADING INC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116214	10,763.05
FASTENAL CO	OPERATING SUPPLIES ACH PMT NO 80116216	2,270.22
SHAMROCK MANUFACTURING INC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116229	15,362.57
SPECIALTY MOBILE MIX INC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116231	757.55
SPOKANE COUNTY WATER DIST NO 3	PUBLIC UTILITY SERVICE CHECK NO 00594318	22.14
STELLAR INDUSTRIAL SUPPLY INC	CLOTHING ACH PMT NO 80116236	359.36
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 6
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
WA STATE DEPT/TRANSPORTATION EASTERN REGION	OTH DUES/SUBSCRIPTNS/MEMBERSHP CHECK NO 00594256	15,000.00
TOTAL FOR 1100 -	STREET FUND	119,553.34
1200 - CODE ENFORCEMENT FUND		
ARLO HUBER & SON INC HUBER TRAILER SALES	MACHINERY/EQUIPMENT CHECK NO 00594403	4,578.00
CLARK'S CONTAINERS LLC	OPERATING RENTALS/LEASES ACH PMT NO 80116276	100.01

DEVRIES INFORMATION MANAGEMENT	MISC SERVICES/CHARGES ACH PMT NO 80116282	25.65
ENTERPRISE FM TRUST ATTN: CUSTOMER BILLING	OPERATING RENTALS/LEASES ACH PMT NO 80116250	1,413.10
SPOKANE COUNTY TREASURER	CONTRACTUAL SERVICES ACH PMT NO 80116232	2,081.79
WATERCO OF THE PACIFIC NORTH WEST, INC	NON-TRAVEL MEALS/LGHT RFRSHMT CHECK NO 00594270	63.56
TOTAL FOR 1200 -	CODE ENFORCEMENT FUND	8,262.11
1360 - MISCELLANEOUS GRANTS FUND		
	AIRFARE CHECK NO 00594402	1,093.97
ALEX-CIANA HOWIE	GRANT CASH PASS THRU ACCOUNT CHECK NO 00594402	1,532.33-
ALEX-CIANA HOWIE	LODGING CHECK NO 00594402	306.36
ALEX-CIANA HOWIE	PER DIEM CHECK NO 00594402	132.00
CDW GOVERNMENT INC	MINOR EQUIPMENT ACH PMT NO 80116202	2,071.00
JEFFREY D SAWYER	GRANT CASH PASS THRU ACCOUNT CHECK NO 00594434	178.00-
JEFFREY D SAWYER	OTHER TRANSPORTATION EXPENSES CHECK NO 00594434	18.00
JEFFREY D SAWYER	PER DIEM CHECK NO 00594434	160.00
SARAH THOMPSON	GRANT CASH PASS THRU ACCOUNT CHECK NO 00594439	132.00-
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 7
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
SARAH THOMPSON	PER DIEM CHECK NO 00594439	132.00
TOTAL FOR 1360 -	MISCELLANEOUS GRANTS FUND	2,071.00
1380 - TRAFFIC CALMING MEASURES		
BUDINGER & ASSOCIATES INC	CONSTRUCTION OF FIXED ASSETS ACH PMT NO 80116201	120.00
TOTAL FOR 1380 -	TRAFFIC CALMING MEASURES	120.00

LEE & HAYES PC PROFESSIONAL SERVICES

TOTAL FOR 1400 -	- PARKS AND RECREATION FUND	856.50
1425 - AMERICAN RESCUE PLAN		
SPOKANE INDEPENDENT METRO BUSINESS ALLIANCE		14,650.00
TOTAL FOR 1425 -	- AMERICAN RESCUE PLAN	14,650.00
1460 - PARKING METER REVENUE FUNI		
AMANDA BROWN	OPERATING SUPPLIES ACH PMT NO 80116301	426.30
Andre Bellamy 105 Tisbury Dr	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594281	5.54
5	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594294	10.00
	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594303	0.40
Ashley Svihl 2410 Fleet St	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594276	5.60
Beth Vercic 1903 E 15th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594286	4.60
±	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594301	8.80
Brittney Mauer 1203 W 9th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594302	12.00
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 8
PROCESSING OF VOUCHERS RES	SULTS IN CLAIMS AS FOLLOWS:	
Bryan White 618 E 25th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594295	11.90
Catherine Kashork 124 W 18th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594283	14.39
Cherri Brown 507 E Joseph Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594300	30.10
Cheryl Hartzog 3137 W Queen Pl	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594278	12.20
Christie Anderson 5827 Pennyflower Ct	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594296	32.43
Christie Pearson 7067 W Tesemini Dr	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594285	7.04
Cindy Bryant 1212 W 22nd Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594313	6.90
Claudia Curran 928 W 20th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594292	5.80

Conor Craigen 131 W 37th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594287	18.80
Conrad Milsap 1707 E Joseph Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594291	1.80
CUMMINS ALLISON CORP	REPAIR & MAINTENANCE SUPPLIES CHECK NO 00594271	166.12
Dakota Keller-Rickard 517 W Euclid Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594284	6.40
Dana Gruis 2311 S Davis Ct	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594277	3.00
Dani Vang 1015 E Cozza Dr #185	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594298	8.80
Daniel Nailen 1319 N Lindeke St	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594289	7.40
Danna Martin 819 E Silver Pine Rd	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594275	5.40
David Basaraba 2320 S Jefferson St	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594282	9.36
David Overstreet 3411 E 9th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594293	20.00
David Scholl 9301 W 1000N Rd	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594297	17.60
Deb Herr 7210 W Melville Rd	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594308	6.40
7210 W Melville Na	CHECK NO 00394300	0.40
HONORABLE MAYOR AND COUNCIL MEMBERS	CHECK NO 00394300	05/15/23 PAGE 9
HONORABLE MAYOR AND COUNCIL MEMBERS	RESULTS IN CLAIMS AS FOLLOWS:	05/15/23
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling 12727 N Dakota St #A Deborah Condon	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594306 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594315 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9 3.92 31.30
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling 12727 N Dakota St #A Deborah Condon 13122 E San Juan Ln Debra Lapiers	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594306 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594315 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594314 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9 3.92 31.30 2.20
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling 12727 N Dakota St #A Deborah Condon 13122 E San Juan Ln Debra Lapiers 1600 N Bent Barrell Trail Dee Mcgonigle	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594306 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594315 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594314 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9 3.92 31.30 2.20 18.80
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling 12727 N Dakota St #A Deborah Condon 13122 E San Juan Ln Debra Lapiers 1600 N Bent Barrell Trail Dee Mcgonigle 1424 E Woodcliff Rd Derek Dryden	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594306 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594315 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594314 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594309 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9 3.92 31.30 2.20 18.80
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling 12727 N Dakota St #A Deborah Condon 13122 E San Juan Ln Debra Lapiers 1600 N Bent Barrell Trail Dee Mcgonigle 1424 E Woodcliff Rd Derek Dryden 4214 S Sullivan Rd Derrick Oliver	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594306 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594315 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594314 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594309 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594304 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594304 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9 3.92 31.30 2.20 18.80 18.80
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS F Debbie Krum 10808 E 46th Ave Debbie Sperling 12727 N Dakota St #A Deborah Condon 13122 E San Juan Ln Debra Lapiers 1600 N Bent Barrell Trail Dee Mcgonigle 1424 E Woodcliff Rd Derek Dryden 4214 S Sullivan Rd Derrick Oliver 601 E 9th Ave Diane Lloyd	RESULTS IN CLAIMS AS FOLLOWS: DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594307 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594306 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594315 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594314 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594309 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594304 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594290 DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594290 DEPOSIT-REFUNDS IN PROGRESS	05/15/23 PAGE 9 3.92 31.30 2.20 18.80 18.80 1.30

Don Savage 24702 E Maxwell Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594311	15.20
Donavon Garner 915 E Rockwood Blvd	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594288	12.80
Dorothy Adams 11116 Silver Lake South Rd	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594316	9.69
Douglas Hammerstrom 7202 N Quamish Dr	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594280	40.72
Dustin Neiman 3512 E 23rd Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594312	7.90
Heather Jackson 9010 N Rosebury Ln	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594299	15.20
Patrick Arguinchona 1203 E 56th Ave	DEPOSIT-REFUNDS IN PROGRESS CHECK NO 00594279	17.60
PEROVICH PARTNERS INC dba SPEEDPRO IMAGING	OPERATING SUPPLIES CHECK NO 00594435	1,868.27
	OPERATING SUPPLIES CHECK NO 00594433	1,978.50
TOTAL FOR 1460 -	PARKING METER REVENUE FUND	4,946.88
20 - PUBLIC SAFETY & JUDICIAL G HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 10
HONORABLE MAYOR AND COUNCIL MEMBERS		
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES		
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES	SULTS IN CLAIMS AS FOLLOWS: MINOR EQUIPMENT ACH PMT NO 80116288	PAGE 10
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW	SULTS IN CLAIMS AS FOLLOWS: MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES	PAGE 10 5,810.80 3,408.14
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 -	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT	PAGE 10 5,810.80 3,408.14
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 -	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT	PAGE 10 5,810.80 3,408.14
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 -	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT IND COMPUTERS	PAGE 10 5,810.80 3,408.14 9,218.94
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 - 25 - PUBLIC SAFETY PERSONNEL FU DELL MARKETING LP %DELL USA LP TOTAL FOR 1625 -	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT IND COMPUTERS ACH PMT NO 80116281 PUBLIC SAFETY PERSONNEL FUND	PAGE 10 5,810.80 3,408.14 9,218.94
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 - 25 - PUBLIC SAFETY PERSONNEL FU DELL MARKETING LP *DELL USA LP TOTAL FOR 1625 - 40 - COMMUNICATIONS BLDG M&O FU	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT IND COMPUTERS ACH PMT NO 80116281 PUBLIC SAFETY PERSONNEL FUND	PAGE 10 5,810.80 3,408.14 9,218.94
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES INTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 25 - PUBLIC SAFETY PERSONNEL FU DELL MARKETING LP % DELL USA LP	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT IND COMPUTERS ACH PMT NO 80116281 PUBLIC SAFETY PERSONNEL FUND IND LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116215	9,218.94
HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RESINTOXIMETERS LUTHERAN COMMUNITY SERVICES NW TOTAL FOR 1620 - 25 - PUBLIC SAFETY PERSONNEL FUR DELL MARKETING LP EDELL USA LP TOTAL FOR 1625 - 40 - COMMUNICATIONS BLDG M&O FUR ENVIRONMENT CONTROL OF SPOKANE KEYSTONE LAWN & TREE CARE	MINOR EQUIPMENT ACH PMT NO 80116288 CONTRACTUAL SERVICES ACH PMT NO 80116292 PUBLIC SAFETY & JUDICIAL GRANT IND COMPUTERS ACH PMT NO 80116281 PUBLIC SAFETY PERSONNEL FUND IND LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116215 SNOW REMOVAL SERVICES	9,218.94 39,720.34 2,255.00

1680 - CD/HS OPERATIONS	
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1680 - CD/HS OPERATIONS		
SKYLER BROWN	AIRFARE CHECK NO 00594400	1,086.40
	PER DIEM CHECK NO 00594400	261.50
TOTAL FOR 1680 -	CD/HS OPERATIONS	1,347.90
1970 - FIRE/EMS FUND		
ENVIRONMENT CONTROL OF SPOKANE		2,640.00
KEYSTONE LAWN & TREE CARE	SNOW REMOVAL SERVICES ACH PMT NO 80116222	81.75
SPOKANE REGIONAL COMMUNICATION	CONTRACTUAL SERVICES ACH PMT NO 80116296	302,405.54
THE HIDE OUT/ROYCE SHIELDS	PERSONAL PROTECTIVE EQUIPMENT ACH PMT NO 80116220	425.10
TOTAL FOR 1970 -	FIRE/EMS FUND	305,552.39
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 11
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
1980 - DEFINED CONTRIBUTION ADMIN	FND	
OGLETREE DEAKINS NASH SMOAK & STEWART PC	CONTRACTUAL SERVICES ACH PMT NO 80116293	391.50
TOTAL FOR 1980 -	DEFINED CONTRIBUTION ADMIN FND	391.50
1990 - TRANSPORTATION BENEFIT FUN		
CPM DEVELOPMENT CORP DBA INLAND ASPHALT COMPANY	CONTRACTUAL SERVICES	386,197.82
TOTAL FOR 1990 -	TRANSPORTATION BENEFIT FUND	386,197.82
3200 - ARTERIAL STREET FUND		
BUDINGER & ASSOCIATES INC	CONSTRUCTION OF FIXED ASSETS ACH PMT NO 80116201	240.00
BUDINGER & ASSOCIATES INC	CONTRACTUAL SERVICES ACH PMT NO 80116201	60.00
HALME CONSTRUCTION INC	CONSTRUCTION OF FIXED ASSETS ACH PMT NO 80116253	119,312.17
TOTAL FOR 3200 -	ARTERIAL STREET FUND	119,612.17

4100 - WATER DIVISION

ACTION MATERIALS	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116194	2,113.61
ANATEK LABS INC	CONTRACTUAL SERVICES ACH PMT NO 80116273	99.00
ANGELA R BAILEY PO BOX 806	REFUNDS CHECK NO 00594406	2,299.54
AVISTA UTILITIES	PUBLIC UTILITY SERVICE ACH PMT NO 80116157	67.30
CINTAS CORPORATION	LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116160	1,334.34
CONSOLIDATED SUPPLY CO	INVENTORY PURCHASES FOR WATER ACH PMT NO 80116161	1,668.74
CORE & MAIN LP	INVENTORY PURCHASES FOR WATER ACH PMT NO 80116163	12,139.43
CORE & MAIN LP	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116163	2,490.67
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 12
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
CPM DEVELOPMENT CORP DBA INLAND ASPHALT COMPANY		47,886.74
ENTERPRISE FM TRUST ATTN: CUSTOMER BILLING	OPERATING RENTALS/LEASES ACH PMT NO 80116250	1,179.36
FASTENAL CO	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116166	1,962.14
H D FOWLER COMPANY	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116169	748.40
M & L SUPPLY CO INC	INVENTORY PURCHASES FOR WATER CHECK NO 00594254	36,656.95
M & L SUPPLY CO INC	REPAIR & MAINTENANCE SUPPLIES CHECK NO 00594254	3,492.34
MARA HANSON 26001 BUDDE RD	REFUNDS CHECK NO 00594405	157.56
NORCO INC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116172	85.18
NORTHWEST INDUSTRIAL SERVICES DBA AMERICAN ON SITE SERVICES		110.00
	REFUNDS CHECK NO 00594425	357.20
SEFNCO COMMUNICATIONS MASTEC NETWORK SOLUTIONS		490.49
SITEONE LANDSCAPE SUPPLY LLC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116175	345.72
SPOKANE CITY TREASURER	REFUNDS CHECK NO 00594438	1,323.75

SPOKANE COUNTY TREASURER	PERMITS/OTHER FEES ACH PMT NO 80116176	38.02
SPOKANE PUBLIC SCHOOLS 200 N BERNARD ST	REFUNDS CHECK NO 00594431	32,966.68
T-MOBILE	TELEPHONE CHECK NO 00594255	96.91
WATER DEPARTMENT IMPREST FUND	PARKING/TOLLS (LOCAL) CHECK NO 00594445	13.50
WATER DEPARTMENT IMPREST FUND	PERMITS/OTHER FEES CHECK NO 00594445	408.00
WEST PLAINS AIRPORT AREA PUBLIC DEVELOPMENT AUTHORITY	OTHER MISC CHARGES ACH PMT NO 80116182	4,207.55
WHITE BLOCK COMPANY INC	REPAIR & MAINTENANCE SUPPLIES CHECK NO 00594257	923.45
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 13
PROCESSING OF VOUCHERS RES	SULTS IN CLAIMS AS FOLLOWS:	
TOTAL FOR 4100 -	- WATER DIVISION	155,662.57
4250 - INTEGRATED CAPITAL MANAGEN	MENT	
BUDINGER & ASSOCIATES INC	CONSTRUCTION OF FIXED ASSETS ACH PMT NO 80116201	981.22
HALME CONSTRUCTION INC	CONSTRUCTION OF FIXED ASSETS ACH PMT NO 80116253	267,995.59
TIERRA RIGHT OF WAY SERVICES LTD	CONSTRUCTION OF FIXED ASSETS ACH PMT NO 80116238	780.00
TOTAL FOR 4250 -	- INTEGRATED CAPITAL MANAGEMENT	269,756.81
4310 - SEWER MAINTENANCE DIVISION	1	
2M COMPANY LLC	OPERATING SUPPLIES CHECK NO 00594252	5,175.10
ACTION MATERIALS	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116194	1,095.84
AVISTA UTILITIES	UTILITY LIGHT/POWER SERVICE ACH PMT NO 80116157	1,633.39
AVISTA UTILITIES	UTILITY NATURAL GAS ACH PMT NO 80116157	807.76
CENTURYLINK	TELEPHONE CHECK NO 00594269	330.88
COPIERS NORTHWEST INC	OPERATING RENTALS/LEASES ACH PMT NO 80116206	786.97
CPM DEVELOPMENT CORP DBA INLAND ASPHALT COMPANY		17,099.18
NORTHWEST INDUSTRIAL SERVICES	OPERATING RENTALS/LEASES	

DBA AMERICAN ON SITE SERVICES	ACH PMT NO 80116156	330.00
ROBERT BACON	PARKING/TOLLS (LOCAL) CHECK NO 00594399	10.00
SITEONE LANDSCAPE SUPPLY LLC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116230	33.91
T-MOBILE	CELL PHONE CHECK NO 00594319	563.75
WSF LLC dba WESTERN SYSTEMS &	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116300	5,546.44
	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116241	227.01
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 14
PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
TOTAL FOR 4310 -	SEWER MAINTENANCE DIVISION	33,640.23
4320 - RIVERSIDE PARK RECLAMATION	FAC	
	PROFESSIONAL SERVICES ACH PMT NO 80116278	5,667.17
COPIERS NORTHWEST INC	OPERATING RENTALS/LEASES ACH PMT NO 80116279	1,715.32
	EQUIPMENT REPAIRS/MAINTENANCE CHECK NO 00594444	50,920.18
T-MOBILE	CELL PHONE CHECK NO 00594319	29.75
WESLEY HOWARD MORRIS DBA MORRIS NETWORK CONTRACTING	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116262	475.00
TOTAL FOR 4320 -	RIVERSIDE PARK RECLAMATION FAC	58,807.42
4330 - STORMWATER		
AVISTA UTILITIES	UTILITY LIGHT/POWER SERVICE ACH PMT NO 80116197	3,731.12
AVISTA UTILITIES	UTILITY NATURAL GAS ACH PMT NO 80116157	227.83
CENTURYLINK	TELEPHONE CHECK NO 00594269	265.72
ENCORE VENTURES LLC DBA FASTSIGNS OF SPOKANE	PRINTING/BINDING/REPRO ACH PMT NO 80116283	1,894.86
NORTH SPOKANE IRRIGATION DIST #8	PUBLIC UTILITY SERVICE CHECK NO 00594317	42.01
VERIZON WIRELESS	TELEPHONE ACH PMT NO 80116239	196.76

TOTAL FOR 4330 - STORMWATER

6,358.30

4490 - SOLID WASTE DISPOSAL

4490 - SOLID WASTE DISPOSAL		
AVISTA UTILITIES	UTILITY NATURAL GAS ACH PMT NO 80116305	9,938.49
	OPERATING SUPPLIES ACH PMT NO 80116158	135.16
ELJAY OIL CO INC	LUBRICANTS ACH PMT NO 80116213	151.73
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 15
PROCESSING OF VOUCHERS RES	CULTS IN CLAIMS AS FOLLOWS:	
ELJAY OIL CO INC	MOTOR FUEL-OUTSIDE VENDOR ACH PMT NO 80116213	1,502.80
FASTENAL CO	OPERATING SUPPLIES ACH PMT NO 80116216	97.83
FASTENAL CO	PERSONAL PROTECTIVE EQUIPMENT ACH PMT NO 80116216	252.13
FASTENAL CO	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116216	230.68
GORLEY LOGISTICS LLC dba FIKES NORTHWEST		8.32
KENWORTH SALES COMPANY	OPERATING RENTALS/LEASES ACH PMT NO 80116257	1,456.73
NORCO INC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116172	931.80
NORFOLK BEARINGS & SUPPLY CO	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116173	3,216.11
PAPE MACHINERY INC	BUILDING REPAIRS/MAINTENANCE ACH PMT NO 80116227	455.62
PETE LIEN & SONS INC	CHEMICAL/LAB SUPPLIES ACH PMT NO 80116174	11,080.15
WASHINGTON EQUIPMENT MANUFACTURING CO INC	REPAIR & MAINTENANCE SUPPLIES ACH PMT NO 80116240	2,587.33
WATERCO OF THE PACIFIC NORTH WEST, INC	OPERATING SUPPLIES CHECK NO 00594270	179.03
TOTAL FOR 4490 -	- SOLID WASTE DISPOSAL	32,223.91
4500 - SOLID WASTE COLLECTION		
ALSCO DIVISION OF ALSCO INC	LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116195	2,252.27
AVISTA UTILITIES	UTILITY NATURAL GAS ACH PMT NO 80116197	2,527.68
CASCADE ENGINEERING INC	MINOR EQUIPMENT CHECK NO 00594268	42,181.47

	LEPHONE ECK NO 00594269	251.67
DEVRIES INFORMATION MANAGEMENT MI	SC SERVICES/CHARGES H PMT NO 80116164	12.82
	PERATING SUPPLIES TH PMT NO 80116217	83.17
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 16
PROCESSING OF VOUCHERS RESULT	S IN CLAIMS AS FOLLOWS:	
TOTAL FOR 4500 - SO	LID WASTE COLLECTION	47,309.08
4530 - SOLID WASTE LANDFILLS		
	ARM/SECURITY SERVICES TH PMT NO 80116235	2,019.60
TOTAL FOR 4530 - SO	LID WASTE LANDFILLS	2,019.60
4700 - DEVELOPMENT SVCS CENTER		
CBRE, INC DE ASP FOR PROVIDENCE ST. JOSEPH CH	POSIT-MISCELLANEOUS DEPOSITS	797.75
	MPUTERS TH PMT NO 80116202	4,736.70
	RMIT REFUNDS PAYABLE ECK NO 00594414	48.00
	RMIT REFUNDS PAYABLE ECK NO 00594424	1,300.00
DAVID FIOROTTO PE 2800 AL OGDON WAY CH	RMIT REFUNDS PAYABLE ECK NO 00594411	48.00
	RMIT REFUNDS PAYABLE ECK NO 00594417	48.00
DEVRIES INFORMATION MANAGEMENT MI AC	SC SERVICES/CHARGES CH PMT NO 80116210	25.65
	RMIT REFUNDS PAYABLE ECK NO 00594421	48.00
DONALD GARDNER PE 1400 EVERGREEN RD CH	RMIT REFUNDS PAYABLE ECK NO 00594422	48.00
ENTERPRISE FM TRUST OP ATTN: CUSTOMER BILLING AC	ERATING RENTALS/LEASES TH PMT NO 80116250	2,016.33
ATTN: CUSTOMER BILLING AC FORREST HURLEY PE		2,016.33 48.00
ATTN: CUSTOMER BILLING AC FORREST HURLEY PE PO BOX 28 CH JACOB SPARACO PE	H PMT NO 80116250	·
ATTN: CUSTOMER BILLING AC FORREST HURLEY PE PO BOX 28 CH JACOB SPARACO PE 5629 E EVERETT CH KYLE BAKER PE	RH PMT NO 80116250 RMIT REFUNDS PAYABLE BECK NO 00594415 RMIT REFUNDS PAYABLE	48.00

9611 N SUNDANCE DR	CHECK NO 00594409	18.50
MAINSTREAM ELECTRIC LLC 12822 E INDIANA AVE	PERMIT REFUNDS PAYABLE CHECK NO 00594420	55.00
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 17
PROCESSING OF VOUCHERS	RESULTS IN CLAIMS AS FOLLOWS:	
PARAS HOMES LLC 603 N HAVANA ST	PERMIT REFUNDS PAYABLE CHECK NO 00594413	1,950.00
QUALITY CANOPY CONST INC ATTN DON TAGGERT	PERMIT REFUNDS PAYABLE CHECK NO 00594408	367.25
ROGER H HAWKES	ADVISORY TECHNICAL SERVICE ACH PMT NO 80116303	120.00
SARAH RANDOLPH 829 FOX RIDGE RD	PERMIT REFUNDS PAYABLE CHECK NO 00594416	48.00
WARREN CARLE 1120 N 6TH ST	PERMIT REFUNDS PAYABLE CHECK NO 00594410	48.00
TOTAL FOR 470	00 - DEVELOPMENT SVCS CENTER	11,867.18
100 - FLEET SERVICES FUND		
ADVANCE AUTO PARTS	VEHICLE REPAIR & MAINT SUPPLY CHECK NO 00594266	56.06
ALASKA RUBBER GROUP INC DBA ARG INDUSTRIAL	VEHICLE REPAIR & MAINT SUPPLY CHECK NO 00594267	334.27
AVISTA UTILITIES	COMPRESSED NATURAL GAS FUEL ACH PMT NO 80116197	37,120.43
AVISTA UTILITIES	UTILITY LIGHT/POWER SERVICE ACH PMT NO 80116197	5,380.92
AVISTA UTILITIES	UTILITY NATURAL GAS ACH PMT NO 80116197	517.72
BECKER BUICK-GMC INC	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116198	812.45
BUCK'S TIRE & AUTOMOTIVE	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116200	1,351.60
CINTAS CORPORATION	LAUNDRY/JANITORIAL SERVICES ACH PMT NO 80116203	1,116.94
CLEAN ENERGY INC	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116245	19,405.11
COLEMAN OIL COMPANY LLC	MOTOR FUEL-OUTSIDE VENDOR ACH PMT NO 80116204	28,326.99
CONNELL OIL INC DBA CO-ENERGY	LUBRICANTS ACH PMT NO 80116205	6,974.03
CORWIN OF SPOKANE LLC CORWIN FORD SPOKANE	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116207	3,512.63
	VEHICLE REPAIR & MAINT SUPPLY	

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PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
DIRECT AUTOMOTIVE DISTRIBUTING DIV OF GEM INC	VEHICLE REPAIR & MAINT SUPPLY CHECK NO 00594272	460.72
ELJAY OIL CO INC	LUBRICANTS ACH PMT NO 80116213	3,180.40
GORDON TRUCK CENTERS INC DBA PACIFIC TRUCK CENTERS	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116218	11,904.13
GORDON TRUCK CENTERS INC DBA PACIFIC TRUCK CENTERS	VEHICLE REPAIR & MAINT SUPPLY ACH PMT NO 80116218	7,113.13
GWP HOLDINGS LLC	VEHICLE REPAIR & MAINT SUPPLY	2.130 96

DIV OF GEM INC	CHECK NO 00594272	460.72
ELJAY OIL CO INC	LUBRICANTS ACH PMT NO 80116213	3,180.40
GORDON TRUCK CENTERS INC DBA PACIFIC TRUCK CENTERS		11,904.13
GORDON TRUCK CENTERS INC DBA PACIFIC TRUCK CENTERS	VEHICLE REPAIR & MAINT SUPPLY ACH PMT NO 80116218	7,113.13
GWP HOLDINGS LLC DBA DOBBS PETERBILT	VEHICLE REPAIR & MAINT SUPPLY ACH PMT NO 80116211	2,130.96
INDUSTRIAL WELDING CO INC	EQUIPMENT REPAIRS/MAINTENANCE CHECK NO 00594273	20,257.27
JIT TRUCK PARTS LLC	VEHICLE REPAIR & MAINT SUPPLY CHECK NO 00594274	77.67
MEGA WASH LLC	CONTRACTUAL SERVICES ACH PMT NO 80116260	3,958.86
NORLIFT INC	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116225	588.16
SOLID WASTE SYSTEMS INC dba SWS EQUIPMENT INC		14,100.32
TOBY'S BODY & FENDER INC	EQUIPMENT REPAIRS/MAINTENANCE ACH PMT NO 80116268	11,419.76
WATERCO OF THE PACIFIC NORTH WEST, INC	OPERATING SUPPLIES CHECK NO 00594270	229.96
TOTAL FOR 5100 -	FLEET SERVICES FUND	181,414.19
5110 - FLEET SVCS EQUIP REPL FUND		
ENTERPRISE FM TRUST ATTN: CUSTOMER BILLING	OPERATING RENTALS/LEASES ACH PMT NO 80116250	2,967.63
TOTAL FOR 5110 -	FLEET SVCS EQUIP REPL FUND	2,967.63
5200 - PUBLIC WORKS AND UTILITIES		
DEVRIES INFORMATION MANAGEMENT	CONTRACTUAL SERVICES ACH PMT NO 80116249	270.03
VERIZON WIRELESS	CELL PHONE ACH PMT NO 80116239	85.24

TOTAL FOR 5200 - PUBLIC WORKS AND UTILITIES 355.27

PROCESSING OF VOUCHERS RESULTS IN CLAIMS AS FOLLOWS:

5300 - IT FUND

ARAMARK UNIFORM SERVICES		3.06
	HARDWARE MAINTENANCE ACH PMT NO 80116202	2,349.69-
COMPUNET INC LB 410802	SOFTWARE MAINTENANCE ACH PMT NO 80116246	6,997.80
DEVRIES INFORMATION MANAGEMENT	CONTRACTUAL SERVICES ACH PMT NO 80116282	15.38
SHI CORP	IT/DATA SERVICES ACH PMT NO 80116295	2,309.73
SHI CORP	SOFTWARE MAINTENANCE ACH PMT NO 80116295	3,107.07
T-MOBILE	IT/DATA SERVICES CHECK NO 00594440	29.75
VERIZON WIRELESS	CELL PHONE ACH PMT NO 80116298	1,510.83
TOTAL FOR 5300 -	IT FUND	11,623.93
5400 - REPROGRAPHICS FUND		
ARAMARK UNIFORM SERVICES		99.64
	OPERATING RENTALS/LEASES ACH PMT NO 80116279	9,928.71
KERSHAWS INC	OPERATING SUPPLIES ACH PMT NO 80116289	191.64
TOTAL FOR 5400 -	REPROGRAPHICS FUND	10,219.99
5500 - PURCHASING & STORES FUND		
VERIZON WIRELESS	CELL PHONE ACH PMT NO 80116298	42.62
TOTAL FOR 5500 -	PURCHASING & STORES FUND	42.62
5600 - ACCOUNTING SERVICES		
	CELL PHONE ACH PMT NO 80116298	85.24
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PROCESSING OF VOUCHERS RESULTS IN CLAIMS AS FOLLOWS:

VERIZON WIRELESS IT/DATA SERVICES

TOTAL FOR 5600 -	ACCOUNTING SERVICES	125.25
5700 - MY SPOKANE		
	SUBSCRIPTION BASED IT ARNGMTS ACH PMT NO 80116256	5,280.00
TOTAL FOR 5700 -	MY SPOKANE	5,280.00
5810 - WORKERS' COMPENSATION FUND)	
VERIZON WIRELESS	CELL PHONE ACH PMT NO 80116298	213.10
TOTAL FOR 5810 -	WORKERS' COMPENSATION FUND	213.10
5830 - EMPLOYEES BENEFITS FUND		
	INSURANCE CLAIMS ACH PMT NO 80116311	36,334.61
KAISER FOUNDATION HEALTH PLAN OF WASHINGTON	INSURANCE CLAIMS ACH PMT NO 80116316	162,618.06
PREMERA BLUE CROSS OR SPOKANE CITY TREASURER	INSURANCE CLAIMS ACH PMT NO 80116264	471,919.71
TOTAL FOR 5830 -	EMPLOYEES BENEFITS FUND	670,872.38
5900 - FACILITIES MANAGEMENT FUND	OPS	
BROWNSCAPE LLC	BUILDING REPAIRS/MAINTENANCE ACH PMT NO 80116199	9,041.55
H20 SOLUTIONS LLC	BUILDING REPAIRS/MAINTENANCE ACH PMT NO 80116287	4,660.84
NIKKI HANSHAW	LOCAL MILEAGE ACH PMT NO 80116186	45.98
TOTAL FOR 5900 -	FACILITIES MANAGEMENT FUND OPS	13,748.37
5904 - FACILITIES CAPITAL		
KRUEGER SHEET METAL COMPANY	BUILDING REPAIRS/MAINTENANCE ACH PMT NO 80116258	29,866.00
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PROCESSING OF VOUCHERS RES	ULTS IN CLAIMS AS FOLLOWS:	
NAC ARCHITECTURE	PROFESSIONAL SERVICES ACH PMT NO 80116224	5,490.00
TOTAL FOR 5904 -	FACILITIES CAPITAL	35,356.00

6200 - FIREFIGHTERS' PENSION FUND

6200 - FIREFIGHTERS' PENSION FUN	D	
ADVANCED HEARING LLC	SERVICE REIMBURSMENT CHECK NO 00594321	139.72
CSL TECHRIDGE 2018 LLC DBA TECHRIDGE OAKS AL & MC		4,910.00
CSL TECHRIDGE 2018 LLC DBA TECHRIDGE OAKS AL & MC		1,555.00
DELTA DENTAL OF WASHINGTON	SERVICE REIMBURSEMENT ACH PMT NO 80116311	1,570.00
EVERGREEN FOUNTAINS LLC	SERVICE REIMBURSEMENT CHECK NO 00594326	4,173.00
EVERGREEN FOUNTAINS LLC	SERVICE REIMBURSMENT CHECK NO 00594325	700.00
FAIRWINDS SPOKANE LLC	SERVICE REIMBURSEMENT CHECK NO 00594329	24,625.00
FAIRWINDS SPOKANE LLC	SERVICE REIMBURSMENT CHECK NO 00594329	10,007.00
MADRONA PEAK LLC GENERATIONS HOME CARE	SERVICE REIMBURSEMENT CHECK NO 00594330	5,228.74
MADRONA PEAK LLC GENERATIONS HOME CARE	SERVICE REIMBURSMENT CHECK NO 00594330	2,482.19
MICHAEL D DONAHOE	SERVICE REIMBURSMENT CHECK NO 00594324	3,004.04
NORTH RIDGE HOUSE INC	SERVICE REIMBURSEMENT ACH PMT NO 80116263	5,000.00
NORTH RIDGE HOUSE INC	SERVICE REIMBURSMENT ACH PMT NO 80116263	4,850.00
OMNICARE LLC EVERGREEN PHARMACEUTICAL LLC	SERVICE REIMBURSMENT CHECK NO 00594335	37.79
PREMERA BLUE CROSS OR SPOKANE CITY TREASURER	SERVICE REIMBURSEMENT ACH PMT NO 80116264	54,418.51
RHONALD HOLM	SERVICE REIMBURSMENT CHECK NO 00594333	182.21
ROSAUER'S PHARMACY	SERVICE REIMBURSMENT CHECK NO 00594341	62.14
HONORABLE MAYOR AND COUNCIL MEMBERS		05/15/23 PAGE 22
PROCESSING OF VOUCHERS RE	SULTS IN CLAIMS AS FOLLOWS:	
SC AUDIOLOGY PLLC DBA SPOKANE AUDIOLOGY CLINIC	SERVICE REIMBURSMENT CHECK NO 00594342	30.00
SNOW PEAK 1 LIBERTY LAKE REAL ESTATE LLC	SERVICE REIMBURSEMENT CHECK NO 00594343	4,475.00
SNOW PEAK 1 LIBERTY LAKE REAL ESTATE LLC	SERVICE REIMBURSMENT CHECK NO 00594343	2,850.00

SPOKANE CARE GROUP LLC dba PINE RIDGE ALZHEIMER'S		8,120.00
SPOKANE CARE GROUP LLC dba PINE RIDGE ALZHEIMER'S		600.00
SPOKANE LIFELINE INC	SERVICE REIMBURSMENT CHECK NO 00594345	81.69
UNITED METHODIST HOMES dba ROCKWOOD SOUTH HILL		14,139.00
UNITED METHODIST HOMES dba ROCKWOOD SOUTH HILL	SERVICE REIMBURSMENT CHECK NO 00594340	2,090.36
WELLTOWER PEGASUS TENNANT LLC dba SOUTH HILL VILLAGE		5,335.00
WELLTOWER PEGASUS TENNANT LLC dba SOUTH HILL VILLAGE		1,815.00
TOTAL FOR 6200 -	- FIREFIGHTERS' PENSION FUND	162,481.39
55 - LAW ENFORCEMENT RECORDS MG	GMT	
WA STATE PATROL	DEPOSIT-SPD STATE REMITTANCE CHECK NO 00594443	8,629.50
		0 620 50
TOTAL FOR 6255 -	- LAW ENFORCEMENT RECORDS MGMT	8,629.50
	- LAW ENFORCEMENT RECORDS MGMT	8,629.30
00 - POLICE PENSION	- LAW ENFORCEMENT RECORDS MGMT SERVICE REIMBURSMENT CHECK NO 00594331	
00 - POLICE PENSION CHERYL A GRAVES	SERVICE REIMBURSMENT CHECK NO 00594331	300.00
00 - POLICE PENSION CHERYL A GRAVES DELTA DENTAL OF WASHINGTON	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT	300.00 3,070.00
00 - POLICE PENSION	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT	300.00
00 - POLICE PENSION CHERYL A GRAVES DELTA DENTAL OF WASHINGTON EVERGREEN FOUNTAINS LLC EVERGREEN FOUNTAINS LLC	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT	300.00 3,070.00 4,854.00
000 - POLICE PENSION 	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT CHECK NO 00594328 SERVICE REIMBURSEMENT	300.00 3,070.00 4,854.00 1,100.00
00 - POLICE PENSION CHERYL A GRAVES DELTA DENTAL OF WASHINGTON EVERGREEN FOUNTAINS LLC EVERGREEN FOUNTAINS LLC FAIRWINDS SPOKANE LLC HONORABLE MAYOR AND COUNCIL MEMBERS	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT CHECK NO 00594328 SERVICE REIMBURSEMENT	300.00 3,070.00 4,854.00 1,100.00 16,362.00
00 - POLICE PENSION CHERYL A GRAVES DELTA DENTAL OF WASHINGTON EVERGREEN FOUNTAINS LLC EVERGREEN FOUNTAINS LLC FAIRWINDS SPOKANE LLC HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT CHECK NO 00594328 SERVICE REIMBURSEMENT CHECK NO 00594329	300.00 3,070.00 4,854.00 1,100.00 16,362.00
00 - POLICE PENSION CHERYL A GRAVES DELTA DENTAL OF WASHINGTON EVERGREEN FOUNTAINS LLC EVERGREEN FOUNTAINS LLC FAIRWINDS SPOKANE LLC HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES FAIRWINDS SPOKANE LLC	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT CHECK NO 00594328 SERVICE REIMBURSEMENT CHECK NO 00594329	300.00 3,070.00 4,854.00 1,100.00 16,362.00 05/15/23 PAGE 23
CHERYL A GRAVES DELTA DENTAL OF WASHINGTON EVERGREEN FOUNTAINS LLC EVERGREEN FOUNTAINS LLC FAIRWINDS SPOKANE LLC HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT CHECK NO 00594328 SERVICE REIMBURSEMENT CHECK NO 00594329 SULTS IN CLAIMS AS FOLLOWS: SERVICE REIMBURSMENT CHECK NO 00594329 SERVICE REIMBURSMENT CHECK NO 00594329 SERVICE REIMBURSEMENT	300.00 3,070.00 4,854.00 1,100.00 16,362.00 05/15/23 PAGE 23
CHERYL A GRAVES DELTA DENTAL OF WASHINGTON EVERGREEN FOUNTAINS LLC EVERGREEN FOUNTAINS LLC FAIRWINDS SPOKANE LLC HONORABLE MAYOR AND COUNCIL MEMBERS PROCESSING OF VOUCHERS RES FAIRWINDS SPOKANE LLC GREGORY C HARSHMAN	SERVICE REIMBURSMENT CHECK NO 00594331 SERVICE REIMBURSEMENT ACH PMT NO 80116311 SERVICE REIMBURSEMENT CHECK NO 00594327 SERVICE REIMBURSMENT CHECK NO 00594328 SERVICE REIMBURSEMENT CHECK NO 00594329 SULTS IN CLAIMS AS FOLLOWS: SERVICE REIMBURSMENT CHECK NO 00594329 SERVICE REIMBURSMENT CHECK NO 00594329 SERVICE REIMBURSEMENT ACH PMT NO 80116272 SERVICE REIMBURSMENT	300.00 3,070.00 4,854.00 1,100.00 16,362.00 05/15/23 PAGE 23 5,797.00 2,937.60

EVERGREEN PHARMACEUTICAL LLC	CHECK NO 00594335	8.06
PREMERA BLUE CROSS OR SPOKANE CITY TREASURER		49,406.49
RAYMOND WAYERSKI	SERVICE REIMBURSMENT CHECK NO 00594347	140.00
RICHARD JORGENSON	SERVICE REIMBURSMENT CHECK NO 00594334	83.97
ROBERT W WEBB	SERVICE REIMBURSMENT CHECK NO 00594348	500.00
RONALD GRAVES	SERVICE REIMBURSMENT CHECK NO 00594332	128.61
ROSAUER'S PHARMACY	SERVICE REIMBURSMENT CHECK NO 00594341	2,329.76
SULLIVAN VENTURES, LLC DBA SULLIVAN PARK ASSISTED LVG		5,160.00
SULLIVAN VENTURES, LLC DBA SULLIVAN PARK ASSISTED LVG		1,350.00
TOTAL FOR 6300 -	POLICE PENSION	95,622.47
6730 - PARKING & BUSINESS IMPROV	DIST	
BRUCE LONGMEIER 1016 W RAILROAD AVE	SPECIAL ASSESSMENT PRIN (CURR) CHECK NO 00594253	214.54
TOTAL FOR 6730 -	PARKING & BUSINESS IMPROV DIST	214.54
TOTAL	CLAIMS	3,298,805.19

SPOKANE Agenda Sheet	for City Council Meeting of:	Date Rec'd	5/17/2023
05/22/2023		Clerk's File #	CPR 2023-0003
		Renews #	
Submitting Dept	ACCOUNTING	Cross Ref #	
Contact Name/Phone	MICHELLE MURRAY 6032	Project #	
Contact E-Mail	MMURRAY@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Claim Item	Requisition #	
Agenda Item Name	5600-ACCOUNTING-PAYROLL		

Agenda Wording

Report of the Mayor of pending payroll claims of previously approved obligations through: May 13, 2023. Payroll check #567880 through check #568056 \$8,864,748.52

Summary (Background)

N/A

Lease? NO G	rant related? NO	Public Works? NO	
Fiscal Impact		Budget Account	
Expense \$ 8,864,748.5	2	# N/A	
Select \$		#	
Select \$		#	
Select \$		#	
<u>Approvals</u>		Council Notifications	<u>s</u>
Dept Head	MURRAY, MICHELLE	Study Session\Other	
<u>Division Director</u>	WALLACE, TONYA	Council Sponsor	
<u>Finance</u>	MURRAY, MICHELLE	Distribution List	
<u>Legal</u>	SMITHSON, LYNDEN		
For the Mayor	PERKINS, JOHNNIE		
Additional Approvals	<u>s</u>		
<u>Purchasing</u>			

PAYROLL RECAP BY FUND PAY PERIOD ENDING MAY 13, 2023

FUND	FUND NAME	TOTAL
0100	GENERAL FUND	
0030	POLICE OMBUDSMAN	12,881.85
0230	CIVIL SERVICE	33,389.17
0260	CITY CLERK	20,073.61
0320	COUNCIL PUBLICATIONS	60,121.68
0330 0370	PUBLIC AFFAIRS / COMMUNICATIONS ENGINEERING SERVICES	30,707.66 190,542.48
0410	FINANCE	44,764.80
0430	GRANTS MNGMT & FINANCIAL ASSIST	0.00
0450	CD/HS DIVISION	12,487.20
0470	HISTORIC PRESERVATION	7,724.00
0480	OFFICE OF CIVIL RIGHTS, EQUITY, & INCLUSION	3,200.80
0500	LEGAL	128,417.77
0520	MAYOR	37,063.02
0550	NEIGHBORHOOD SERVICES	17,688.80
05601	MUNICIPAL COURT	119,332.80
0570	OFFICE OF HEARING EXAMINER	7,984.00
0620	HUMAN RESOURCES	26,485.21
0650	PLANNING SERVICES	59,445.20
0680	POLICE	2,108,019.97
0690	PROBATION SERVICES	44,276.01
0700	PUBLIC DEFENDERS	89,199.24
0750	ECONOMIC DEVELOPMENT	9,368.80
0860	TREASURER	0.00
	TOTAL GENERAL FUND	3,063,174.07

FUND	FUND NAME	TOTAL
1100	STREET	277,508.19
1200	CODE ENFORCEMENT	60,891.73
1300	LIBRARY	241,586.85
1380	TRAFFIC CALMING MEASURES	2,985.60
1400	PARKS AND RECREATION	380,204.40
1425	AMERICAN RESCUE PLAN	5,414.40
1460	PARKING METER	34,188.06
1620	PUBLIC SAFETY & JUDICIAL GRANT	20,614.28
1625	PUBLIC SAFETY PERSONNEL	208,330.95
1680	CD/HS	66,844.83
1970	EMS FUND	1,787,008.69
4100	WATER	474,277.94
4250	INTEGRATED CAPITAL FUND	58,234.50
4300	SEWER	628,136.26
4480	REFUSE	617,027.67
4600	GOLF	66,023.07
4700	GENERAL SERVICES FUND	182,486.16
5100	FLEET SERVICE	131,292.10
5200	PUBLIC WORKS & UTILITY FUND	56,342.19
5300	MIS	210,082.82
5400	REPROGRAPHICS	7,443.20
5500	PURCHASING	27,455.20
5600	ACCOUNTING SERVICES	120,255.26
5700	MY SPOKANE	34,636.25
5750	PROJECT MANAGEMENT OFFICE	24,022.40
5810	WORKER'S COMPENSATION	22,657.72
5830	SELF-FUNDED MEDICAL/DENTAL	10,105.60
5900	ASSET MANAGEMENT	38,101.33
6060	CITY RETIREMENT	7,416.80

8,864,748.52

TOTAL

MEETING MINUTES City of Spokane City Council Study Session May 4, 2023

Call to Order: 11:06 a.m.

Recording of the meeting may be viewed here at https://vimeo.com/spokanecitycouncil.

Direct link: https://vimeo.com/823856966

Attendance:

Committee Members Present: Council President Breean Beggs (left at 11:50 a.m.), Council Members Kinnear (chaired from 11:50 a.m. until adjournment), Stratton (virtual), Cathcart, and Zappone (left at 11:51 a.m.)

Committee Members Absent: Council Members Wilkerson and Bingle

Agenda Items:

- 1. We All Belong Presentation
 - Presenter:

Derek Landers

Action taken:

No action taken. Presentation and discussion only.

- 2. Public Safety Overtime Study: Fire & Police
 - > Presenters:

Greg Mathews, Matrix Consulting

Action taken:

No action taken. Presentation and discussion only.

Executive Session: None

Adjournment:

The meeting adjourned at 12:15 p.m.

Minutes prepared and submitted for publication in the May 17, 2023, issue of the Official Gazette.

Hannahlee Allers Director, Council Office
Approved by City Council on May 22, 2023.
 Breean Beggs
City Council President
Attest:
Terri L. Pfister
City Clerk

MINUTES OF SPOKANE CITY COUNCIL

Monday, May 8, 2023

BRIEFING SESSION

The Briefing Session of the Spokane City Council held on the above date was called to order at 3:35 p.m. in the Council Chambers in the Lower Level of the Municipal Building, 808 West Spokane Falls Boulevard, Spokane, Washington.

Roll Call

On roll call, Council President Beggs and Council Members Bingle, Cathcart, Kinnear, Stratton, Wilkerson, and Zappone were present.

Assistant City Attorney Mike Piccolo (sitting in for Administrator Johnnie Perkins who was absent); Hannahlee Allers, Director-City Council Office; City Council Policy Advisor Chris Wright; and City Clerk Terri Pfister were also present for the meeting.

Current Agenda Review

The City Council reviewed the May 8, 2023, Current Agenda.

<u>Fleet Services request to amend vehicle purchases (OPR 2022-0572) (Council Sponsors:</u>
<u>Council Members Cathcart and Bingle)</u>

Motion by Council Member Zappone, seconded by Council Member Wilkerson, **to substitute** the language of OPR 2022-0572 so it reads:

"Fleet Services request to amend OPR 2022-0572 to change which vehicles are to be purchased as follows: purchase up to 46 Ford K8 Hybrid Police Patrol vehicles, except that if Ford cancels any amount allocated to the Spokane Police Department from its 2022 order, Police may instead upon written notice to City Council purchase Ford K8 Police Interceptors in an amount to make up for the cancelled orders of hybrid vehicles."

Motion carried 7-0.

Suspension of Council Rules

Motion by Council Member Kinnear, seconded by Council Member Wilkerson, **to suspend** the Council Rules for the purposes of adjusting the agenda; **carried 7-0.**

Interlocal Agreement with Spokane Regional Broadband Development Authority (OPR 2023-0490) (Council Sponsors: Council Members Cathcart and Wilkerson)

Motion by Council Member Stratton, seconded by Council Member Kinnear, **to add** Interlocal Agreement with Spokane Regional Broadband Development Authority regarding necessary open access broadband infrastructure, services, delivery enhancements, and digital equity solutions, to tonight's Consent Agenda; **carried 7-0.**

<u>Low Bid regarding Garland Avenue Pathway, Shaw Middle School project (OPR 2023-0467) (Hillyard Neighborhood) (Council Sponsor: Council Member Kinnear)</u>

Motion by Council Member Bingle, seconded by Council Member Cathcart, **to defer** OPR 2023-0467—Low Bid for Garland Avenue Pathway, Shaw Middle School project—to May 15, 2023, Agenda; **carried 7-0.**

Advance Agenda Review

The City Council received an overview from staff on the May 15, 2023, Advance Agenda items.

Service Level Agreement with Spokane Regional Emergency Communications (OPR 2023-0301) (Deferred from April 17, 2023, Agenda) (Council Sponsors: Council Members Cathcart and Bingle)

Motion by Council Member Stratton, seconded by Council Member Wilkerson, **to defer** the Service Level Agreement with Spokane Regional Emergency Communications regarding emergency communications services for the dispatch of fire related emergency services to June 12, 2023, Agenda; **carried 7-0**.

No-cost Contract Amendment with ParkMobile, LLC (OPR 2022-0129) (Council Sponsor: Council Member Cathcart)

Motion by Council Member Cathcart, seconded by Council Member Bingle, **to remove** the No-cost Contract Amendment with ParkMobile, LLC (Atlanta, GA) correcting an error on Exhibit F relating to the transaction processing fee from the May 15, 2023, Agenda; **carried 7-0**.

First Reading ordinance C36383

Motion by Council Member Zappone, seconded by Council Member Wilkerson, **to substitute** Ordinance C36383 with updated version; **carried 7-0.**

Action to Approve May 15, 2023, Advance Agenda

Following staff reports and Council inquiry and discussion regarding the May 15, 2023, Advance Agenda items, the City Council took the following action (pursuant to Council Rule 2.1.B):

Motion by Council Member Stratton, seconded by Council Member Bingle, **to adopt** the May 15, 2023, Advance Agenda, as adjusted; **carried 7-0.**

Council Recess/Executive Session

The City Council adjourned at 4:15 p.m. No Executive Session was held. The City Council reconvened at 6:05 p.m. for the Legislative Session.

LEGISLATIVE SESSION

Pledge of Allegiance

The Pledge of Allegiance was led by Council President Beggs.

Roll Call

On roll call, Council President Beggs and Council Members Bingle, Cathcart, Kinnear, Stratton, Wilkerson, and Zappone were present.

Hannahlee Allers, Director-City Council Office; City Council Policy Advisor Chris Wright; and City Clerk Terri Pfister were also present for the meeting.

Poetry at the Podium

Dennis Held presented the poem "Home Court Advantage."

There were no **Council Committee Reports**.

MAYORAL PROCLAMATIONS

May 14, 2023 Mother's Day

Council Member Bingle read the proclamation. No individuals were present to accept the proclamation.

May 12, 2023 Provider Appreciation Day

Council Member Stratton read the proclamation. Leanne Dixon, Harvard Park Children's Learning Center accepted the proclamation and remarked on the event.

May 2023 Asian American Heritage Month

Council Member Kinnear read the proclamation. Sarah Dixit, Co-Chair of APIC, accompanied by Ryann Louie, also Co-Chair of APIC, accepted the proclamation and remarked on the event.

The above proclamations are attached to these minutes for reference.

COMMUNITY REPORTS

Asian American Dancers

Naghmana Sherazi, APIC, introduced in the form of dance the vibrancy and diversity of the Asian and Asian-American community in Spokane and the Asian heritage, and she invited Dr. Gates and her students from Natanam School of Dance to provide a dance routine. Next, Rowena Pineda, Board Chair of APIC Spokane, introduced the IMPACT Company Team from Dance Motionz, a recreational and competitive dance studio where dancers compete locally and nationally, to perform their competitive hip-hop routine.

Ms. Sherazi then introduced a group of students from the Natanam School to perform a Bollywood dance routine.

Aging and Long-Term Care of Eastern Washington (ALTCEW)

Lynn Kimball, Executive Director, presented a report on Aging and Long-Term Care of Eastern Washington. She recognized Dr. Maria Hernandez-Peck in the audience who has been the City's appointee to the Planning and Management Council for over 30 years. Aging and Long-Term Care of Eastern Washington serves older adults and people with disabilities and the goal is to help people stay at home, to live in the community, and to have support. ALTCEW serves a five-county area in Eastern Washington. Ms. Kimball noted two of the new things ALTCEW is doing is dementia support and the other is housing assistance.

In 2022, ALTCEW served 9,278 people in Spokane:

- 3,937 with information and assistance
- 4,520 with Medicaid in-home care services
- Supported serving 2,793 seniors 206,280 meals
- Provided 2,342 Medicare counseling contacts
- Supported 683 unpaid family caregivers
- Provided access to services like legal assistance, adult day services, minor home repair, bathing assistance, medication management, and more
- 60% of clients at or below 100% Federal Poverty Level

There were no **Reports from Neighborhood Councils**.

There were no **Boards and Commissions Appointments**.

There were **no Administrative Reports**.

OPEN FORUM

Council President Beggs provided an overview of the Open Forum rules. The following individual(s) spoke during the Open Forum:

- Cherrie Barnett
- Dennis Flynn
- Rick Bocook
- William Hagy
- Ivan Urnovitz
- Will Hulings
- Justice Foral
- Zach Widmer

Megra Flatman

CONSENT AGENDA

Subsequent to the opportunity for public testimony and an opportunity for Council commentary, with no individuals requesting to speak, the following action was taken:

Upon 7-0 Voice Vote (in the affirmative), the City Council approved Staff Recommendations for the following items:

Five-year Value Blanket with Allied Envelope (Spokane) for the purchase of envelopes for multiple City departments from May 15, 2023, through May 14, 2028—\$100,000 annually (plus tax.) (OPR 2023-0462 / RFQ 5862-23) (Council Sponsor: Council Member Bingle)

Purchase of traffic paint for the Street Department utilizing Washington State Contract No. 02817 and Pierce County Contract No. SC-109061—\$150,000. (OPR 2023-0463) (Council Sponsor: Council Member Kinnear)

Amendment to previously-authorized Purchase from Salt Distributors, Inc. (Spokane Valley, WA) for additional road salt for the Street Department utilizing Washington State Contract No. 11021 due to unanticipated winter conditions—additional \$42,255.27. Total purchase amount: \$182,255.27. (OPR 2022-0899) (Council Sponsors: Council Members Kinnear and Bingle)

Amendment to Value Blanket with GMCO (formerly Roadwise) for additional liquid deicer for the Street Department utilizing pricing on Washington State Contract No. 02714 due to unanticipated winter conditions—additional \$172,644.76. Total purchase amount: \$1,672,644.76. (OPR 2022-0165) (Council Sponsors: Council Members Kinnear and Bingle)

Purchase from Dobbs Peterbilt (Liberty Lake, WA) of three rear load truck chassis and Labrie rear load bodies for the Solid Waste Collection Department utilitizing Sourcewell Contract Crane Carrier Company #060920 - Labrie #091219LEG—estimated expenditure \$1,500,000. (OPR 2023-0464) (Council Sponsors: Council Members Kinnear and Bingle)

Three-year Contract with Maas Energy Works (Redding, CA) to supply renewable natural gas for use in our Solid Waste Collections Fleet and to assist the City in receiving associated alternative fuel credits —\$230,000 estimated revenue annually. (OPR 2023-0465 / RFP 5849-23) (Council Sponsors: Council Members Kinnear and Bingle)

Five-year Value Blanket with Two Rivers Terminal, LLC (Pasco, WA) for the purchase of Citric Acid 50% solution for the Riverside Park Water Reclamation Facility on an asneeded basis from May 8, 2023, through May 7, 2028—\$987,812.50. (OPR 2023-0466 / ITB 5869-23) (Council Sponsor: Council Member Kinnear)

Fleet Services request to amend OPR 2022-0572 to change which vehicles are to be purchased as follows: purchase up to 46 Ford K8 Hybrid Police Patrol vehicles, except that if Ford cancels any amount allocated to the Spokane Police Department from its 2022 order, Police may instead upon written notice to City Council purchase Ford K8 Police Interceptors in an amount to make up for the cancelled orders of hybrid vehicles. (OPR 2022-0572) (Language substituted during the 3:30 p.m. Briefing Session) (Council Sponsors: Council Members Cathcart and Bingle)

Master Contract Renewal 2 of 2 with F.A. Bartlett Tree Expert Company (Spokane Valley, WA) for arborist on-call services for multiple City departments from May 1, 2023, through April 30, 2024—not to exceed \$250,000. (OPR 2020-0359 / IRFP 5239-20) (Council Sponsor: Council Member Wilkerson)

Amendment to Consultant Agreement with HDR Engineering, Inc. (Spokane) for On-Call Civil Engineering Services for 2021-2023 non-federal aid projects from August 16, 2021, through July 31, 2023—additional \$300,000. Total contract amount: \$700,000. (OPR 2021-0528 / ENG 2021090) (Council Sponsor: Council Member Kinnear)

Low Bid of Landmark Structures I, LP (Fort Worth, TX) for High System Additional Reservoir project—\$9,842,000 (plus tax). An administrative reserve of \$984,200 (plus tax), which is 10% of the contract price, will be set aside. (OPR 2023-0468 / ENG 2017108) (Southgate Neighborhood) (Council Sponsor: Council Member Kinnear)

Special Counsel Contract Amendment No. 2 with Craig Trueblood of the Law Firm K&L Gates, LLP (Spokane) for outside counsel services regarding the appeal of the City's NPDES permit—additional \$100,000. Total contract amount: \$250,000. (OPR 2022-0644) (Council Sponsor: Council Member Kinnear)

Value Blanket with CompuNet for the purchase of Cisco hardware products and license subscriptions without bringing each purchase over the City purchase limit of \$50,000 to City Council for approval—\$450,000 (incl. tax). (OPR 2023-0469) (Council Sponsor: Council Member Bingle)

Contract with Journal Technologies, Inc. (JTI) (Logan, UT) for annual maintenance & support of City's Legal Case Management System (eSeries) from March 1, 2023, through February 28, 2024—\$150,719.62 (plus tax). JTI was deemed a Sole Source provider. (OPR 2023-0470) (Council Sponsor: Council Member Bingle)

Contract Renewal with Carahsoft, Inc. (Reston, VA) for Salesforce licenses including annual maintenance and support from May 1, 2023, through April 30, 2024—\$122,633.11 (plus tax). (OPR 2019-0293 / RFP 4481-18) (Council Sponsor: Council Member Bingle)

Memorandum of Understanding and Agreement with Spokane Neighborhood Action Programs to establish and manage a program for applicant qualification verification services to provide transparent and fair utility bill cost relief to City customers from May 1,

2023, through April 30, 2026—\$352,000. (OPR 2023-0471) (Council Sponsor: Council Member Kinnear)

Assistance Awards in accordance with the approved Tranche 3 of ARPA Allocations Small Business Assistance Awards to 28 additional local small businesses due to extension of Round 1—additional \$710,479.43. Total Round 1 awards: \$2,061,806.60. (OPR 2023-0078) (Council Sponsors: Council Members Stratton and Wilkerson)

New Access Agreement allowing for the continuation of access to an existing cell tower near the Dwight Merkel Sports Complex. (OPR 2023-0472) (Council Sponsor: Council Member Stratton)

Report of the Mayor of pending:

- a. Claims and payments of previously approved obligations, including those of Parks and Library, through April 28, 2023, total \$5,535,971.54 (Check Nos.: 593819-594040; ACH Nos.: 115564-115783), with Parks and Library claims approved by their respective boards. Warrants excluding Parks and Library total \$5,100,140. (CPR 2023-0002)
- b. Payroll claims of previously approved obligations through April 29, 2023: \$8,602,639.38 (Check Nos.: 567719-567878). (CPR 2023-0003)

City Council Meeting Minutes: April 24, 2023. (CPR 2023-0013)

Interlocal Agreement with Spokane Regional Broadband Development Authority regarding necessary open access broadband infrastructure, services, delivery enhancements, and digital equity solutions. (OPR 2023-0490) (Council Sponsors: Council Members Cathcart and Wilkerson)

LEGISLATIVE AGENDA

SPECIAL BUDGET ORDINANCES

Special Budget Ordinance C36381 (Council Sponsors: Council Members Stratton and Kinnear)

After public testimony and Council commentary, the following actions were taken:

Motion by Council Member Bingle, seconded by Council Member Bingle, **to defer** Special Budget Ordinance C36381 to June 5, 2023; **rejected 2-5.**

Upon 6-1 Roll Call Vote, the City Council **passed Special Budget Ordinance C36381** amending Ordinance No. C36345 passed by the City Council December 12, 2022, and entitled, "An Ordinance adopting the Annual Budget of the City of Spokane for 2023, making appropriations to

the various funds of the City of Spokane government for the fiscal year ending December 31, 2023, and providing it shall take effect immediately upon passage," and declaring an emergency and appropriating funds in:

Real Estate Excise Tax Fund

- 1) Increase appropriation by \$1,000,000.
- A) Of the increased appropriation, \$1,000,000 is provided solely as an operating transfer-out to the Capital Facilities Fund.

(and)

Capital Facilities Fund

- 1) Increase revenue by \$1,000,000.
- A) Of the increased revenue, \$1,000,000 is provided solely as an operating transfer-in from the Real Estate Excise Tax Fund.
- 2) Increase appropriation by \$1,000,000.
- A) Of the increased appropriation, \$1,000,000 is provided solely for capital expenditures related to the permanent construction of restroom and shower facilities at TRAC.

(This action arises from the need to make capital improvements at TRAC for eventual cost savings.)

Ayes: Beggs, Bingle, Kinnear, Stratton, Wilkerson, and Zappone

Nays: Cathcart Abstain: None Absent: None

EMERGENCY ORDINANCES

Emergency Ordinance C36386

Subsequent to public testimony and Council commentary, the following action was taken:

Upon 7-0 Roll Call Vote, the City Council **passed Emergency Ordinance C36386**, concerning the unauthorized use and possession of controlled substances, counterfeit substances or legend drugs, and creating a new Chapter 10.76 of the Spokane Municipal Code; and declaring an emergency.

Ayes: Beggs, Bingle, Cathcart, Kinnear, Stratton, Wilkerson, and

Zappone

Nays: None Abstain: None Absent: None

RESOLUTIONS

Resolutions 2023-0035 and 2023-0036 (Council Sponsors: Council Members Kinnear and Bingle)

After an opportunity for public testimony, with one individual requesting to speak, and the opportunity for Council commentary, the following action was taken:

Upon 7-0 Roll Call Vote, the City Council **adopted** the following Resolutions:

RES 2023-0035 Reducing the speed limit on certain arterials to a

seasonal Playground 20 miles per hour, as identified in

Exhibit A attached to the resolution.

RES 2023-0036 Reducing the speed limit on Belt Street, from 30 miles

per hour (mph) to a year-round Playground 20 miles per hour (mph), from 30 feet south of Rockwell Avenue to

Wellesley Avenue.

Ayes: Beggs, Bingle, Cathcart, Kinnear, Stratton, Wilkerson, and

Zappone

Nays: None Abstain: None Absent: None

There were no Final Reading Ordinances.

FIRST READING ORDINANCES

The following Ordinance was read for the first time, with further action deferred. There was an opportunity for public testimony on the first reading ordinances, with no individuals requesting to speak.

ORD C35383 Relating to Water; amending SMC section 13.04.2025 of chapter 13.04

of the Spokane Municipal Code; and setting an effective date. (Council Sponsors: Council President Beggs and Council Members Kinnear and

Bingle)

There were no **Special Considerations**.

There were no **Hearings**.

_	_	 			
Λ	\mathbf{r}	JR			NIT
			\mathbf{N}	_	

There being	no further	business to	o come	before	the City	Council,	the med	eting a	adjourne	d
at 8:21 p.m.										

Minutes	prepared	and	submitted	for	publication	in	the	May	24,	2023,	issue	of th	e	Official
Gazette														

Terri Pfister City Clerk

Approved by Spokane City Council on May 22, 2023.

Breean Beggs
City Council President

MEETING MINUTES City of Spokane City Council Study Session May 18, 2023

Call to Order: 11:10 a.m.

Recording of the meeting may be viewed here at https://vimeo.com/spokanecitycouncil.

Direct link: https://vimeo.com/828105825

Attendance:

Committee Members Present: Council President Breean Beggs, Council Members Kinnear, Stratton, Cathcart, Wilkerson, Bingle and Zappone

Committee Members Absent: None

Agenda Items:

- 1. Budget Discussions
 - > Presenter:

Matt Boston, City Council Budget Director

Action taken:

No action taken. Presentation and discussion only.

Executive Session: None

Adjournment:

The meeting adjourned at 12:14 p.m.

Minutes prepared and submitted for publication in the May 24, 2023, issue of the Official Gazette.

Hannahlee Allers
Director, Council Office

Approved by City Council on May 22, 2023.

Breean Beggs City Council President
Attest:
Terri L. Pfister

City Clerk

SPOKANE Agenda Sheet	for City Council Meeting of:	Date Rec'd	5/10/2023
05/22/2023		Clerk's File #	RES 2023-0038
		Renews #	
Submitting Dept	HUMAN RESOURCES	Cross Ref #	
Contact Name/Phone	TONYA WALLACE 625-6845	Project #	
Contact E-Mail	TWALLACE@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Resolutions	Requisition #	
Agenda Item Name	COUNCIL CONFIRMATION OF MAYORA	L APPOINTEE - RISK I	MANGER

Agenda Wording

Confirm the Appointment of Jon "Scott" Jordan as the Risk Manager

Summary (Background)

Jon "Scott" Jordan was selected for appointment to the position by Mayor Woodward and is being presented for confirmation to Risk Manager.

Lease? NO G	Grant related? NO	Public Works? NO	
Fiscal Impact		Budget Account	
Select \$		#	
Approvals		Council Notification	<u>s</u>
Dept Head	MOSS, DAVID	Study Session\Other	Public Safety 5-1-2023
Division Director	MOSS, DAVID	Council Sponsor	CP Beggs / CM Kinnear
<u>Finance</u>	BUSTOS, KIM	Distribution List	
Legal	PICCOLO, MIKE	twallace@spokanecity.org	
For the Mayor	PERKINS, JOHNNIE	ehaugen@spokanecity.org	
Additional Approval	<u>ls</u>	jlargent@spokanecity.org	
<u>Purchasing</u>			

Committee Agenda Sheet Public Safety

Submitting Department	Human Resources
Contact Name & Phone	Tonya Wallace, CFO
Contact Email	twallace@spokanecity.org 509-625-6845
Council Sponsor(s)	Council President Beggs / CM Kinnear
Select Agenda Item Type	☐ Consent ☐ Discussion Time Requested: 5 min.
Agenda Item Name	Council Confirmation of Mayoral Appointee – Risk Manager
Summary (Background)	 Appointment of Jon "Scott" Jordan as Risk Manager.
	Jon "Scott" Jordan was selected for appointment to the position by Mayor Woodward and is being presented for confirmation to Risk Manager.
Proposed Council Action & Date:	Confirm the Appointment of Jon "Scott" Jordan as the Risk Manager.
	-time ⊠Recurring
Operations Impacts	
	osal have on historically excluded communities? N/A
1	alyzed, and reported concerning the effect of the program/policy by national origin, income level, disability, sexual orientation, or other
How will data be collected regards the right solution? N/A	arding the effectiveness of this program, policy or product to ensure it
	ns with current City Policies, including the Comprehensive Plan, tal Improvement Program, Neighborhood Master Plans, Council

RESOLUTION 2023 - 0038

A resolution approving the appointment of Jon Scott Jordan as the Risk Manager for the City of Spokane.

WHEREAS, Section 24 of the City Charter provides that the Mayor shall have the power to appoint department heads subject to the approval of the City Council; and

WHEREAS, Section 2.14 F of the City Council Rules of Procedures states that approval of appointment of department heads shall be by resolution during the City Council's legislative session; and

WHEREAS, after full consideration, Mayor Nadine Woodward has appointed Jon Scott Jordan as the Risk Manager for the City of Spokane.

2022

NOW, THEREFORE, BE IT RESOLVED by the City Council for the City of Spokane that it hereby approves the appointment of Jon Scott Jordan as the Risk Manager for the City of Spokane.

ADODTED BY THE CITY COLINCIL ON

ADOPTED BY THE CITY COO	NOIL ON, 2023.
	City Clerk
Approved as to form:	
Assistant City Attorney	

SPOKANE Agenda Sheet	for City Council Meeting of:	Date Rec'd	5/10/2023
05/22/2023		Clerk's File #	RES 2023-0039
		Renews #	
Submitting Dept	PLANNING & ECONOMIC	Cross Ref #	OPR 2018-0811
	DEVELOPMENT		
Contact Name/Phone	TERI STRIPES 6597	Project #	
Contact E-Mail	TSTRIPES@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Resolutions	Requisition #	
Agenda Item Name	BEACON HILL DEVELOPMENT AGREEM	IENT AMENDMENT #	2

Agenda Wording

Seeking approval of the 2nd Amendment of the Development Agreement, with Beacon Hill Opportunity Zone, LLC., Howard Capital Group, LLC., and Beacon Hill Spokane extending the term to September 13, 2026

Summary (Background)

At the December 12, 2016, pursuant to Resolution 2018-0097 Council approved Amendment #1 to the Beacon Hill Development Agreement, which extended the current term to September 13, 2023. As that date is approaching the developer has proposed a three-year time extension. Amendment #2 will extend the term to September 13, 2026.

Lease? NO	Grant related? NO	Public Works? NO	
Fiscal Impact		Budget Account	
Neutral \$		#	
Select \$		#	
Select \$		#	
Select \$		#	
Approvals		Council Notification	<u>s</u>
Dept Head	BLACK, TIRRELL	Study Session\Other	Urban Experience 5/8/23
Division Directo	MACDONALD, STEVEN	Council Sponsor	Cms Bingle and Cathcart
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List	
<u>Legal</u>	HARRINGTON,	tstripes@spokanecity.org	
	MARGARET		
For the Mayor	PERKINS, JOHNNIE	sgardner@spokanecity.org	
Additional App	<u>provals</u>	jrichman@spokanecity.org	
<u>Purchasing</u>		smacdonald@spokanecity.	org
		jchurchill@spokanecity.org	5
		rbenzie@spokanecity.org	
		publicworksaccounting@s	ookanecity.org

Committee Agenda Sheet Urban Experience – May 8, 2023

Submitting Department	Planning and Economic Development				
Contact Name & Phone	Teri Stripes				
Contact Email	tstripes@spokanecity.org				
Council Sponsor(s)	District CMs Cathcart & Bingle				
Select Agenda Item Type	Consent Discussion Time Requested:				
Agenda Item Name	Beacon Hill Development Agreement Amendment #2				
Summary (Background)	At the December 12, 2016, pursuant to Resolution 2018-0097 Council approved Amendment #1 to the Beacon Hill Development Agreement, which extended the current term to September 13, 2023. As that date is approaching the developer has proposed a three-year time extension. Amendment #2 will extend the term to September 13, 2026.				
Proposed Council Action & Date	Approval of the 2 nd Amendment of the Development Agreement, with Beacon Hill Opportunity Zone, LLC., Howard Capital Group, LLC., and Beacon Hill Spokane extending the term to September 13, 2026.				
Fiscal Impact: Total Cost: Approved in current year budg					
Funding Source One-tile Specify funding source:	_				
Expense Occurrence One-ti	me 🔲 Recurring				
	e generating, match requirements, etc.)				
Operations Impacts					
what impacts would the propo	What impacts would the proposal have on historically excluded communities?				
The NE Hillyard Neighborhood of Spokane includes 12,599 of Spokane's most economically distressed residents, who suffer from some of the highest rates of poverty.					
, ,	·				
residents, who suffer from som	· · · · · · · · · · · · · · · · · · ·				
residents, who suffer from som This Neighborhood and resider	ne of the highest rates of poverty. Into have been negatively impacted by the current Housing Crisis. Incompleted, will add a significant number of housing units				
residents, who suffer from som This Neighborhood and resider The Beacon Hill Development of affordable to many different in How will data be collected, and	ne of the highest rates of poverty. Into have been negatively impacted by the current Housing Crisis. Incompleted, will add a significant number of housing units				
residents, who suffer from som This Neighborhood and residen The Beacon Hill Development of affordable to many different in How will data be collected, and racial, ethnic, gender identity, if	nts have been negatively impacted by the current Housing Crisis. Once completed, will add a significant number of housing units acome levels. Once divided, and reported concerning the effect of the program/policy by				

Not Applicable

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Comprehensive Plan Land Use Policies:

LU 1.4 Higher Density Residential Uses

Comprehensive Plan Housing Policies:

H 1.9 Mixed-Income Housing

H 1.4 Use of Existing Infrastructure

H 1.18 Distribution of Housing Options

Comprehensive Plan Transportation Policies:

TR 9: Promote Economic Opportunity

TR 17: Paving Existing Unpaved Streets

Comprehensive Plan Economic Development Policies:

ED 7.4 Tax Incentives for Land Improvement

Comprehensive Plan Capital Facilities Policies:

CFU 1.1 Level of Service

CFU 2.1 Available Public Facilities

CFU 4.1 Compact Development

CFU 6.1 Community Revitalization

CFU 6.2 Economic Development

Comprehensive Plan Natural Environment Policies:

NE 13.1 Walkway and Bicycle Path System

City of Spokane Housing Action Plan (2021)

The Yard Redevelopment Master Plan (2017)

Greater Hillyard North-East Planning Alliance (GHNEPA) Neighborhood Plan (2010)

RESOLUTION NO. 2023-0039

A RESOLUTION APPROVING A SECOND AMENDMENT OF A DEVELOPMENT AGREEMENT REGARDING THE PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT REFERRED TO AS BEACON HILL

- A. WHEREAS, Beacon Hill Opportunity Zone, LLC owns Spokane County Parcel No. 35022.0019;
- B. WHEREAS, Howard Capital Group, LLC owns Spokane County Parcel No. 35025.9036 and 35022.0012;
- C. WHEREAS, Beacon Hill Spokane, Inc. owns Spokane County Parcel Nos. 35022.0050 and 35022.0040;
- D. WHEREAS, collectively the Owners own that certain real property which is located in the Beacon Hill area of Spokane, which property is further described in Exhibit "A," attached hereto and incorporated by reference herein (hereafter the "Property");
- E. WHEREAS, pursuant to Findings, Conclusions, and Decision dated February 8, 2011, File No. Z1000033PPUD, the City of Spokane Hearing Examiner granted preliminary approval of a plat and planned unit development (PUD) in order to allow subdivision of the Property into 141 residential lots (the "Project" or "Preliminary Approval"). The Project is known as Beacon Hill;
- F. WHEREAS, on or about November 26, 2018, pursuant to Resolution 2018-0097, the City Council approved a Development Agreement extending the expiration of the preliminary approval until September 13, 2023 (the "Development Agreement");
- G. WHEREAS, the Owners have requested an additional three-year extension of the Development Agreement in order to extend the time to file a final plat as set forth herein;
- H. WHEREAS, the City is a Washington Municipal Corporation with land use planning and permitting authority over all land within its corporate limits and has the authority to enter into Development Agreements pursuant to RCW 36.70B.170(1);
- I. WHEREAS, The City has promulgated regulations for Development Agreements in Section 17A.060 of the Spokane Municipal Code (SMC) and the Development Agreement was prepared in accordance with those provisions; and
- I. Pursuant to RCW 36.70B.200, the City held a public hearing with respect to consideration and approval of this Extension of the Development Agreement.

NOW, THEREFORE - - it is hereby resolved by the Spokane City Council;

- 1. The foregoing recitals and the contents of the attached Second Amendment of Development Agreement are hereby adopted as the Council's findings in support of this Resolution.
- 2. The Second Amendment of Development Agreement, which provides for an additional 3-year extension of the preliminary approval, is hereby approved and the Mayor is hereby authorized to execute it on behalf of the City.

	ADOPTED	by the	Spokane	City	Council	this	day of
20	_•						
						City Clerk	
Approv	ved as to for	m:					
Assista	nt City Atto	rney					

Exhibit 1

<u>Development Agreement</u>

When recorded return to: City of Spokane Attn: City Clerk 808 W Spokane Falls Blvd Spokane, WA 99201

SECOND AMENDMENT OF DEVELOPMENT AGREEMENT

This Second Amendment of Development Agreement ("Agreement") is entered into this
day of, 2023 (the "Effective Date") by and among City of Spokane, a municipal
corporation of the State of Washington (the "City"), Beacon Hill Opportunity Zone, LLC, a
Washington limited liability company, Howard Capital Group, LLC, a Washington limited
liability company, and Beacon Hill Spokane, Inc., a Washington corporation, (collectively the
"Owner"), collectively referred to hereinafter as the "Parties."

RECITALS

- A. WHEREAS, Beacon Hill Spokane, Inc., David L Baker, a single man, Peter D. and M. Linda Rayner, husband and wife, the original owners of the real property subject to that certain Development Agreement dated December 11, 2018, as amended on March 17, 2022, transferred interests in portions of the real property subject to the Development Agreements and the current Owners of the property subject to the Development Agreement, as amended, are as follows:
 - a. Beacon Hill Opportunity Zone, LLC (as to APN: 35022.0019)
 - b. Howard Capital Group, LLC (as to APNs 35025.9036 and 35022.0112)
 - c. Beacon Hill Spokane, Inc. (as to APNs: 35022.0050 and 35022.0040)
 - d. City of Spokane (as to APN: 35022.0041)
- B. WHEREAS, Owner owns that certain real property located in the Beacon Hill area of Spokane, which property is further described in Exhibit A (the "**Property**"); and
- C. WHEREAS, pursuant to Findings, Conclusions, and Decision dated February 8, 2011, File No. Z1000033-PPUD, the City of Spokane Hearing Examiner granted preliminary approval of a plat and planned unit development (PUD) in order to allow subdivision of the property into 141 residential lots (the "**Project**" or "**Preliminary Approval**"). The Preliminary Approval was originally set to expire on September 13, 2018, but was granted a one-year extension by the Director of Planning and Developer Services; and

- D. WHEREAS, on or about November 26, 2018, pursuant to Resolution 2018-0097, the City Council approved a Development Agreement extending the expiration of preliminary approval until September 13, 2023 (the "**Development Agreement**"); and
- E. WHEREAS, Owner has requested an additional three-year extension of the Development Agreement in order to extend the time to file a final plat as set forth here; and

NOW, THEREFORE, based on the foregoing Recitals, the Parties agree as follows:

TERMS

- 1. <u>Development Agreement</u>. The Development Agreement dated December 11, 2018 and filed for record on January 18, 2019 under recording number 6776491, records of Spokane County (the "Development Agreement"), and the First Amendment to Development Agreement dated March 17, 2022 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. Extension of Time. Unless terminated earlier as provided herein, the duration of the Development Agreement shall be extended and shall remain in effect until amended in writing by the parties or until September 13, 2026 (hereinafter, "Term"). Unless the Development Agreement is terminated earlier as provided therein, the expiration date (or the time by which the Owner must submit a final plat and PUD meeting all of the requirements of the Preliminary Approval) of the Project is extended until September 13, 2026. Provided, pursuant to RCW 36.70B.170, the city reserves the right to impose new or different regulations to the extent required by a serious threat to public health and safety.
- 3. <u>Recordation of Agreement</u>. The Owner shall cause this Agreement and any amendment(s) or termination to it to be recorded with the Spokane County Auditor.
- 4. <u>Counterparts</u>. This Agreement may be executed in several counterparts, each of which shall be an original and shall constitute one and the same instrument. All Exhibits hereto are hereby incorporated by specific reference into this Agreement, and their terms are made a part of this Agreement as though fully recited herein.
- 5. <u>Termination</u>. This Agreement shall be deemed terminated and of no further effect upon the entry of a final judgment (and the exhaustion of all appeals setting aside such final judgment), voiding this Agreement. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder.
- 6. <u>Appeal</u>. Without limiting any appeal rights, and subject to SMC 17G.060.210, a person with standing, as defined in Washington land use case law, may appeal to the hearing examiner a project permit or project permits issued pursuant to this Agreement by filing with the permit application department a written appeal within fourteen days of the date of the written decision on the project permit.

CITY OF SPOKANE, WASHINGTON

	By:	
Attest:	Approved as to form:	
Clerk	Assistant City Attorney	
BEACON HILL SPOKANE, INC.		
By: Peter D. Rayner		
Its: President BEACON HILL OPPORTUNITY ZON	E, LLC	
By: Its: Manager		
HOWARD CAPITAL GROUP, LLC		

Ryan Bath Its: Manager

STATE OF WASHINGTON))
County of Spokane) SS.
oath stated that they were authorize	re me and said persons acknowledged that they signed this document, on d to sign it and acknowledged it as the Mayor and the City Clerk, respec- unicipal corporation, to be the free and voluntary act of such party for the
DATED:	Notary Public in and for Washington State, residing at
	My appointment expires
STATE OF WASHINGTON :	SS.
County of Spokane :	. 10
to execute the instrument as the Pre	know or have satisfactory evidence that, on this day of Peter D. Rayner signed this instrument, on oath stated that he is authorized sident of Beacon Hill Spokane, Inc., and acknowledged it to be his free and and purposes mentioned in the instrument.
	, I have hereunto set my hand and official seal the day and year first above
written.	Slever H Lun
Notary Public State of Washington Edward H Turner Commission No. 10981 Commission Expires 06-10	

STATE OF WASHINGTON :
: SS.
County of Spokane :
I hereby certify that I know or have satisfactory evidence that, on this Hall day of MALCH. , 2023, Peter D. Rayner signed this instrument, on oath stated that he is authorized to execute the instrument as the Manager of Beacon Hill Opportunity Zone, LLC and acknowledged it to be his free and voluntary act of such party for uses and purposes mentioned in the instrument.
IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above
written.
Notary Public State of Washington Edward H Turner Commission No. 109813 Commission Expires 06-10-25 Notary Public in and for the State of Washington, residing at Spokane My commission expires: 0 - 10 - 25
STATE OF WASHINGTON : : ss.
County of Spokane :
I hereby certify that I know or have satisfactory evidence that, on this day of execute the instrument as the Manager of Howard Capital Group, LLC, and acknowledged it to be his free and voluntary act of such party for uses and purposes mentioned in the instrument.
IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above
written.
Despay H Lu
Notary Public State of Washington Edward H Turner Commission No. 109816 Notary Public in and for the State of Washington, residing at Spokane My commission expires: My commission expires:

SPOKANE Agenda Sheet	for City Council Meeting of:	Date Rec'd	5/10/2023
05/22/2023		Clerk's File #	ORD C36387
		Renews #	
Submitting Dept	PLANNING & ECONOMIC	Cross Ref #	
	DEVELOPMENT		
Contact Name/Phone	TYLER KIMBRELL 6733	Project #	
Contact E-Mail	TKIMBRELL@SPOKANECITY.ORG	Bid #	
Agenda Item Type	First Reading Ordinance	Requisition #	
Agenda Item Name	BICYCLE PARKING CODE UPDATE		

Agenda Wording

Proposed update to SMC 17C.230.110 Minimum Required Parking Spaces and SMC 17C 230.200 Bicycle Parking to align with the goals and policies of the Bicycle Master Plan and the City of Spokane Comprehensive Plan.

Summary (Background)

Current code language was adopted on January 12, 2015 (ORD C35212), two years prior to the 2017 Bicycle Master Plan and Comprehensive Plan update. On March 22 and April 12, 2023, the City of Spokane Plan Commission held a public hearing and recommended approval of the proposed code changes with two amendments as described in the attached packet. On January 25 and February 22, 2023, the Plan Commission held workshops to discuss the proposed code updates.

Lease? NO G	rant related? NO	Public Works? NO		
Fiscal Impact		Budget Account		
Neutral \$		#		
Select \$		#		
Select \$		#		
Select \$		#		
Approvals		Council Notification	<u>s</u>	
Dept Head	BLACK, TIRRELL	Study Session\Other	Urban Experience	
			12/12/22, UE 5/8/23	
Division Director	BLACK, TIRRELL	Council Sponsor	CP Beggs and CM	
			Zappone	
<u>Finance</u>	ORLOB, KIMBERLY	Distribution List		
<u>Legal</u>	PICCOLO, MIKE	tkimbrell@spokanecity.org		
For the Mayor	PERKINS, JOHNNIE	tblack@spokanecity.org		
Additional Approvals	<u> </u>	cquinnhurst@spokanecity.org		
<u>Purchasing</u>		sgardner@spokanecity.org		
		smacdonald@spokanecity.	org	
		rbenzie@spokanecity.org		
		jchurchill@spokanecity.org	Ţ,	

Committee Agenda Sheet Urban Experience

Submitting Department	Planning Services				
Contact Name & Phone	Tyler Kimbrell X6733				
Contact Email	tkimbrell@spokanecity.org				
Council Sponsor(s)	Council President Beggs & Councilmember Zappone				
Select Agenda Item Type	☐ Consent ☐ Discussion Time Requested: 10 minutes				
Agenda Item Name	Bicycle Parking Code Update				
Summary (Background)	Proposed update to SMC 17C.230.110 Minimum Required Parking Spaces and SMC 17C 230.200 Bicycle Parking to align with the goals and policies of the Bicycle Master Plan and the City of Spokane Comprehensive Plan.				
	Current code language was adopted on January 12, 2015 (ORD C35212), two years prior to the 2017 Bicycle Master Plan and Comprehensive Plan update.				
	On March 22 and April 12, 2023, the City of Spokane Plan Commission held a public hearing and recommended approval of the proposed code changes with two amendments as described in the attached packet.				
	On January 25 and February 22, 2023, the Plan Commission held workshops to discuss the proposed code updates.				
	On December 12, 2022, staff provided a general overview of the proposed code update topics and process at the Urban Experience Committee.				
Proposed Council Action & Date:	2 nd reading and public hearing to consider adoption of the proposed text amendments June 5, 2023				
Fiscal Impact:					
Total Cost:	at2				
Approved in current year budg	et? □ Yes □ No ☒ N/A				
Funding Source \square One-time \square Recurring Specify funding source:					
Expense Occurrence One-time Recurring					
Other budget impacts: (revenu	e generating, match requirements, etc.)				
Operations Impacts					
What impacts would the proposal have on historically excluded communities?					
Ensuring sufficient and accessible bicycle parking supports more equitable active transportation opportunities.					

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Shared mobility trip origin and destination data can be reviewed to assess whether the presence of new and upgraded bicycle parking facilities are associated with changes in shared scooter and bicycle trip patterns.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

N/A

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Improving the currently adopted bicycle parking requirements will bring the SMC into alignment with the goals and policies in the City of Spokane's Bicycle Master Plan and Comprehensive Plan.

Improved bicycle parking standards promote active transportation ridership, leading to less reliance on personal motor vehicles which can relieve congestion on roadways, decrease greenhouse gas emissions, and promote a more active pedestrian street network.

Bicycle parking requirements also increase the viability of compact, walkable neighborhoods which promote higher density housing that can assist in combatting the current housing shortage.

ORDINANCE NO C36387

An ORDINANCE relating to minimum parking spaces required and bicycle parking amending Spokane Municipal Code (SMC) Sections 17C.230.110 and 17C.230.200.

WHEREAS, the City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act (GMA) as set forth in RCW 36.70A. including a transportation element meeting the requirements of RCW 36.70A.070(6); and,

WHEREAS, the transportation element of the City's Comprehensive Plan includes a Bicycle Master Plan (BMP) which has a stated goal of tripling the bicycle commute mode share with a further stated goal of increasing the commute mode share to five percent over a twenty-year period; and,

WHEREAS, The Association of Pedestrian Bicycle Professionals released *Bicycle Parking Guidelines 2nd Edition* which is an industry-standard guidance document for updating bicycle parking standards within municipal code and includes bicycle parking rates for reaching a five percent commute mode share; and,

WHEREAS, the proposed actions are consistent with and supported by the Spokane Comprehensive Plan and BMP, as outlined in the Plan Commission Findings of Fact, Conclusions, and Recommendations (Exhibit A); and,

WHEREAS, by virtue of the public process outlined in Exhibits A and B, interested agencies and the public have had opportunities to participate throughout the process and all persons wishing to comment on the amendment were given opportunity to be heard; and,

WHEREAS, the City has complied with RCW 36.70A.370 in the adoption of this Ordinance; and,

WHEREAS, on February 6, 2023, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed changes to the Unified Development Code; and,

WHEREAS, on February 1, 2023, a notice of intent to adopt and request for State Environment Protection Act (SEPA) agency comments was issued for the draft code pertaining to Minimum Required Parking Spaces and Bicycle Parking. The comment period ended on February 16,2023. Two comments were received, one from the Spokane Tribe of Indians and the other from the City of Spokane Streets Department; and,

WHEREAS, A SEPA Determination of Nonsignificance and Checklist were issued by Planning Services on March 2, 2023. The comment period ended on March 22, 2023. No comments were received; and.

WHEREAS, prior to the Plan Commission public hearing, a legal notice was published in the *Spokesman-Review* on March 8 and March 15, 2023; and,

WHEREAS, on March 22, 2023, the Plan Commission held a public hearing on the proposed amendment. No public testimony was given. Plan Commission deferred deliberation to April 12, 2023; and,

WHEREAS, following the deferred deliberation on April 12, 2023, Plan Commission voted to recommend the City Council adopt, with modification, the proposed amendments (see Exhibit A); and,

WHEREAS, the City Council adopts the recitals set forth herein as its findings and conclusions in support of tis adoption of this ordinance and further adopts the findings, conclusions, and recommendations from the Planning Services Staff Report (Exhibit B) and the City of Spokane Plan Commission (Exhibit A) for the same purposes; and,

NOW, THEREFORE, the City of Spokane Does ordain:

Section 17C.230.110 Minimum Required Parking Spaces

A. Purpose.

The purpose of required parking spaces is to provide enough parking to accommodate the majority of traffic generated by the range of uses, which might locate at the site over time. As provided in subsection (B)(3) of this section, bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long-term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

- B. Minimum Number of Parking Spaces Required.
 - The minimum number of parking spaces for all zones is stated in Table 17C.230-1. Table 17C.230-2 states the required number of spaces for use categories. The standards of Table 17C.230-1 and Table 17C.230-2 apply unless specifically superseded by other portions of the city code.
 - 2. Joint Use Parking.

Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the planning and economic development services director as part of a building or zoning permit application or land use review:

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
- b. The location and number of parking spaces that are being shared.
- An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
- d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
- 3. ((Bicycle parking may substitute for up to ten percent of required parking. For every five nonrequired bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.)) Bicycle parking may substitute for up to twenty-five (25) percent of required vehicle parking. For every four (4) short-term bicycle parking spaces, the motor vehicle parking requirement is reduced by one space. For every one (1) long-term bicycle parking space, the motor vehicle parking required is reduced by one space. Vehicle parking associated with residential uses may only be substituted by long-term bicycle parking. Existing parking may be converted to take advantage of this provision. Required bicycle parking spaces may be used to substitute for vehicle parking.
- 4. Existing Uses.

The off-street parking and loading requirements of this chapter do not apply retroactively to

established uses; however:

- a. the site to which a building is relocated must provide the required spaces; and
- b. a person increasing the floor area, or other measure of off-street parking and loading requirements, by addition or alteration, must provide spaces as required for the increase, unless the requirement under this subsection is five spaces or fewer.

5. Change of Use.

When the use of an existing building changes, additional off-street parking and loading facilities must be provided only when the number of parking or loading spaces required for the new use(s) exceeds the number of spaces required for the use that most recently occupied the building. A "credit" is given for the most recent use of the property for the number of parking spaces that would be required by the current parking standards. The new use is not required to compensate for any existing deficit.

- a. If the proposed use does not generate the requirement for greater than five additional parking spaces more than the most recent use then no additional parking spaces must be added.
- b. For example, a non-conforming building with no off-street parking spaces most recently contained an office use that if built today would require three off-street parking spaces. The use of the building is proposed to be changed to a restaurant that would normally require six spaces. The three spaces that would be required of the existing office use are subtracted from the required number of parking spaces for the proposed restaurant use. The remainder is three spaces. Since the three new spaces is less than five spaces no off-street parking spaces would be required to be installed in order to change the use of the building from an office use to a restaurant use.

6. Uses Not Mentioned.

In the case of a use not specifically mentioned in Table 17C.230-2, the requirements for offstreet parking shall be determined by the planning and economic development services director. If there is/are comparable uses, the planning and economic development services director's determination shall be based on the requirements for the most comparable use(s). Where, in the judgment of the planning and economic development services director, none of the uses in Table 17C.230-2 are comparable, the planning and economic development services director may base his or her determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

C. Carpool Parking.

For office, industrial, and institutional uses where there are more than twenty parking spaces on the site, the following standards must be met:

- Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before nine a.m. on weekdays. More spaces may be reserved, but they are not required.
- 2. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
- 3. Signs must be posted indicating these spaces are reserved for carpool use before nine

a.m. on weekdays.

Section 17C.230.200 Bicycle Parking

A. Purpose.

Bicycle parking is required to encourage the use of bicycles by providing safe and convenient places to park bicycles.

- ((1. Bicycle parking facilities, either off-street or in the street right-of-way, shall be provided in RMF, RHD, CC1, CC2, CC3, CC4, O, OR, NR, NMU, CB, GC, and industrial zones for any new use which requires twenty or more automobile parking spaces according to Table 17C.230-1 or Table 17C.230-2. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.
 - a. The number of required bicycle parking spaces shall be five percent of the number of required off-street auto parking spaces.
 - When any covered automobile parking is provided, all bicycle parking shall be covered.
- 2. Within downtown and FBC CA1, CA2, CA3, zones bicycle parking facilities, either off-street or in the street right-of-way, shall be provided. The number of spaces shall be the largest amount based on either subsections (a) or (b) below.
 - a. The number of required bicycle parking spaces shall be five percent of the number of off-street auto parking spaces being provided, whether the auto parking spaces are required by code or not.
 - b. A minimum of one bicycle parking space shall be provided for every ten thousand square feet of building area. When a building is less than ten thousand square feet in building area at least one bicycle parking space shall be provided.
 - When any covered automobile parking is provided, all bicycle parking shall be covered.
 - d. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.
- 3. Bicycle parking facilities accessory to nonresidential uses shall be located on the lot orwithin eight hundred feet of the lot. Bicycle parking accessory to residential uses shall belocated on-site. Bicycle parking facilities shared by more than one use are encouraged. Bicycle and automobile parking areas shall be separated by a barrier or painted lines.))

B. Applicability.

- 1. The required number of bicycle parking spaces in all zones except Centers and Corridors for uses in SMC 17C.190 is identified in Table 17C.230-5. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
 - a. No short-term bicycle parking is required for the following uses.
 - i. All uses under "Residential categories"
 - ii. Commercial parking
 - iii. Drive-through facilities
 - iv. All uses under "Other Categories"
 - v. All uses under "Industrial Categories"
 - b. No long-term bicycle parking is required for the following uses.
 - i. Commercial parking

- ii. Drive-through facilities
- iii. Mini-storage facilities
- iv. Park and open areas
- v. Schools
- vi. All uses under "Other Categories"
- 2. The required number of bicycle parking spaces for allowed uses in Center and Corridor Zones is identified in Table 17C.230-6. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
 - <u>a.</u> No short-term bicycle parking is required for the following uses.
 - i. Residential
 - ii. Public parking lot
 - iii. Drive-through business on pedestrian streets
 - iv. Mobile food vending
 - v. Limited industrial
 - vi. Heavy Industrial
 - vii. Motor vehicle sales, rental, repair, or washing
 - viii. Automotive parts and tires (with exterior storage or display)
 - b. No long-term bicycle parking is required for the following uses.
 - i. Park and open areas
 - ii. Structured parking
 - iii. Public parking lot
 - iv. Drive-through business on pedestrian streets
 - v. Self-storage or warehouse
 - vi. Mobile food vending
- 3. Change of Use.
 - <u>a.</u> When the use of an existing building changes, bicycle parking shall be provided to meet the standards set forth in this section, except where the new number of required spaces is within ten percent of the existing number of spaces.
- 4. The bicycle parking requirements of this section do not retroactively apply to established uses; however:
 - <u>a.</u> When increasing the floor area or other measures of bicycle parking requirements by addition or alteration, spaces, as required for the increase, shall be provided; and
 - b. The site to which a building is relocated must provide the required spaces.
- 5. Uses Not Mentioned.
 - <u>a.</u> In the case of a use not specifically mentioned in Table 17C.230-5 or Table 17C.230-6, the requirements for bicycle parking shall be determined by the Planning Director.

C. Short-term bicycle parking standards

Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

- 1. Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.
- 2. Short-term bicycle parking shall be placed on stable, firm, and slip-resistant surfaces consistent with ADA requirements.

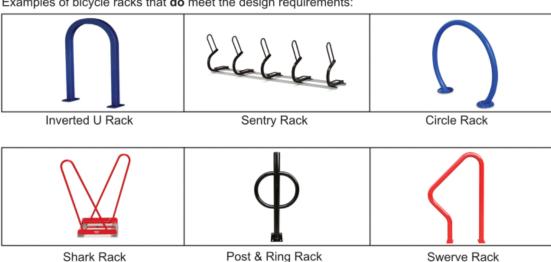
3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position with a minimum of two points of contact to the bicycle frame and without damage to the wheels, frame, or components (see below for examples that meet and do not meet this requirement).

Examples of allowed and not allowed bike racks

Examples of bicycle racks that **do not** meet the design requirements:



Examples of bicycle racks that do meet the design requirements:



- 4. Short-term bicycle parking must be located:
 - a. Within 50 feet of a main entrance; and
 - b. On-site or within the adjacent public right-of-way.
 - i. If within the public right-of-way, bicycle racks must be entirely within the pedestrian buffer strip.
 - c. Outside of a building or enclosure.
 - d. As to not conflict with the opening of vehicle doors.
 - e. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
 - f. Short-term bicycle parking where the number of required spaces is based on the provided vehicle parking (see Basic Utilities and Parks and Open Space in Table 17C.230-5) shall be grouped and located within or adjacent to the vehicle parking area.
 - i. If located within the vehicle parking area the bicycle racks shall be protected from vehicle interference such as the opening of car doors and potential collision by ensuring adequate space between vehicle parking stalls and bicycle parking.
- 5. Property owners and businesses located on the same side of the street and on the same block may establish a grouped bicycle parking area where short-term bicycle parking solutions may be

implemented.

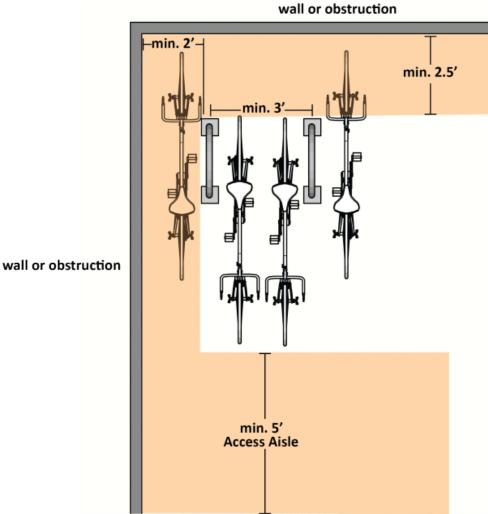
- <u>a.</u> These areas shall be located no further than 200 feet from the main entrance of each business or property they intend to serve.
- b. The racks shall be at a location that can be reached by an accessible route.
- c. Bicycle parking shall meet all other relevant standards of this section.
- 6. If the development is unable to provide short-term bicycle parking as described, the developer may explore options such as:
 - a. On-site short-term bicycle parking beyond fifty (50) from the main entrance.
 - b. Bicycle parking located at the rear of the building.
 - c. Bicycle parking located within the building.
 - d. As agreed between the applicant and the Planning Director.

D. Long-term bicycle parking standards

<u>Long-term bicycle parking provides employees, students, residents, commuters, and others who</u> generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

- 1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
- 2. A garage dedicated exclusively to a residential unit may fulfill the requirements for one (1) long-term bicycle parking space.
- 3. Long-term bicycle parking must be provided in racks or lockers.
 - a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - <u>ii.</u> Cargo, tandem, long-tailed, or similar bicycles that do not fit into vertical bicycle racks.
- 4. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack:
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - <u>ii.</u> A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of two (2) feet six (6) inches of perpendicular spacing between bicycle racks and walls or obstructions; and
 - iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.

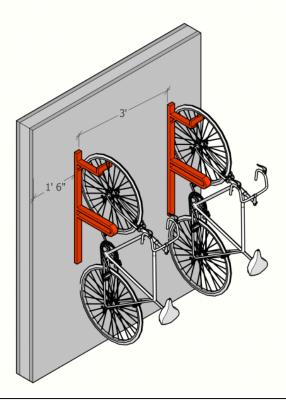
Spacing requirements for horizontal long-term bicycle racks



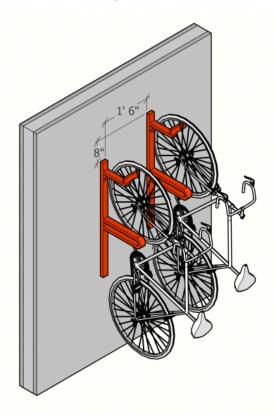
b. For vertical wall-mounted racks:

- i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and
- ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
- iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.

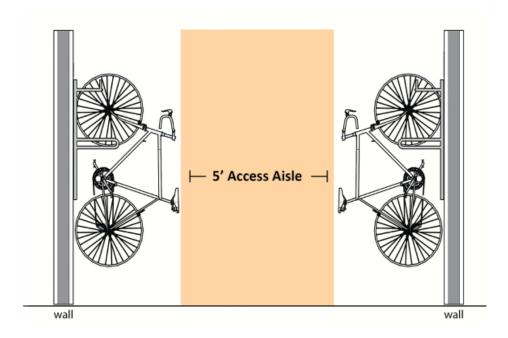
Wall-mounted bicycle rack without vertical off-sets



Wall-mounted bicycle racks with vertical off-sets



Wall-mounted vertical bike rack access aisle



- 5. Long-term bicycle parking must be covered. The cover must be,
 - a. Permanent; and
 - b. Impervious.
- 6. Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.
- <u>7. Long-term bike storage design details must be provided with site layouts to determine the number of bicycle parking spaces.</u>
- 8. To provide security the bicycle parking must be,
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or
 - c. In a permanently anchored, enclosed, and secured bike locker.
- 9. Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. Bicycle parking shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
- 10. Residential in-unit long-term bicycle parking does not count towards fulfilling the requirements of long-term bicycle parking.
- 11. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
 - <u>a.</u> The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.

TABLE 17C.230-5 BICYCLE PARKING BY USE					
	RESIDENTIAL CATEGORIES				
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	
Group Living		None	0	1 per 10 residents	
Residential	Multifamily		<u> </u>		
Household Living	dwellings of ten or more units	<u>None</u>	<u>0</u>	0.5 per unit	
Living		MMERCIAL CATEGO	RIES	<u> </u>	
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	
Adult Business		1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	
Commercial Outdoor Recreation		1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	
Commercial Parking		<u>None</u>	<u>0</u>	<u>None</u>	
Drive-through Facility		<u>None</u>	<u>0</u>	<u>None</u>	
Major Event Entertainment		1 per 60 seats	<u>2</u>	None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area	
Office	General Office	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area	
Office	Medical/Dental Office	1 per 20,000 sq. ft. of floor area	2	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area	

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Quick Vehicle Servicing		1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
	Retail, Personal Service, Repair-oriented	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
	Restaurants and Bars	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Retail Sales and Service	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
	Temporary Lodging	1 per 30 rentable rooms	<u>2</u>	None below 30 rentable rooms; and then 1 per 30 rentable rooms
	<u>Theaters</u>	1 per 30 seats	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft.
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Mini-storage Facilities		2 per development	<u>2</u>	<u>None</u>
Vehicle Repair		1 per 20,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
INDUSTRIAL CATEGORIES USE SPECIFIC USES PROJUBED PASSIBLE PROJUBED				
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING

Industrial Services, Railroad Yards, Wholesale Sales		<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
Manufacturing and Production		<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
Warehouse and Freight Movement		<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
Waste-related		<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
	INS	TITUTIONAL CATEGO	ORIES	
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING
Basic Utilities		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	None below 20 vehicle spaces; and then 1 per 20 vehicle spaces (whether vehicle parking is required by code or not)
Colleges		1 per 20,000 sq. ft. of floor area associated with each building	2	None below 30 staff/faculty; and then 1 per 30 staff/faculty
Community				None below
<u>Service</u>		1 per 5,000 sq. ft. of floor area	2	12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area

	0	1		1
Medical Centers		1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Parks and Open Areas[1] [2]		1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	<u>2</u>	<u>None</u>
Religious Institutions		1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Schools	Grade, Elementary, Junior High	1 per classroom	<u>2</u>	<u>None</u>
	High School	1 per classroom	2	None
	<u> </u>	OTHER CATEGORIE	 S	
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING
<u>Agriculture</u>		<u>None</u>	<u>None</u>	<u>None</u>
Aviation and Surface Passenger Terminals		<u>None</u>	<u>None</u>	<u>None</u>
Detention Facilities		<u>None</u>	<u>None</u>	<u>None</u>
Essential Public Facilities		None	None	<u>None</u>
Wireless Communication Facilities		<u>None</u>	<u>None</u>	<u>None</u>
Rail Lines and Utility Corridors		<u>None</u>	<u>None</u>	<u>None</u>

[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as habitat viewing station.

[2] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.

[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.

TABLE 17C.230-6 CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES				
CENTERS AND CORRIDORS USE CATEGORIES	REQUIRED SHORT- TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG- TERM BICYCLE PARKING	
Residential	<u>None</u>	<u>0</u>	0.5 per unit	
Hotels, including Bed and Breakfast Inns	1 per 30 rentable rooms	2	None below 30 rentable rooms; and then 1 per 30 rentable rooms	
Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	
Eating and Drinking Establishments	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	
Restaurants without Cocktail Lounges	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	
Professional and Medical Offices	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area	
Entertainment, Museum and Cultural	1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser	<u>2</u>	None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area	
Government, Public Service or Utility Structures, Social Services and Education	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	
Religious Institutions	1 per 20,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area	

Parks and Open Space [1]	1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	<u>2</u>	<u>None</u>
Structured Parking [2]	1 per 10 vehicle parking spaces	2	<u>None</u>
Public Parking Lot	<u>None</u>	<u>0</u>	<u>None</u>
Limited Industrial (if entirely within a building)	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
Heavy Industrial	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
<u>Drive-through Businesses</u> <u>on Pedestrian Streets</u>	<u>None</u>	<u>0</u>	<u>None</u>
Motor Vehicles Sales, Rental, Repair or Washing	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Automotive Parts and Tires (with exterior storage or display)	<u>None</u>	<u>0</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Gasoline Sales (serving more than six vehicles)	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Gasoline Sale (serving six vehicles or less)	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then ft. of floor area
Self-storage or Warehouse	<u>None</u>	<u>0</u>	<u>None</u>
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Winery and Microbreweries	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Mobile Food Vending	<u>None</u>	<u>0</u>	<u>None</u>

- [1] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.
- [2] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the structure. There is no requirement for the parking to be in a secured enclosure.
- [3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.

Passed the City Council _		
-	Council President	
Attest: City Clerk		
Approved as to form:Assist	tant City Attorney	
Mayor		Date
Effective Date		

CITY OF SPOKANE PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS REGARDING BICYCLE PARKING CODE UPDATE

A recommendation of the City of Spokane Plan Commission to the City Council to approve amendments to the Spokane Municipal Code proposed by Bicycle Parking Code Update text amendments. The proposal amends the Unified Development Code (UDC) Section 17C.230.110, Minimum Required Parking Spaces, and 17C.230.200, Bicycle Parking.

FINDINGS OF FACT:

- A. The City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act (GMA) as set forth in RCW 36.70A, including a transportation element meeting the requirements of RCW 36.70A.070(6).
- B. The 2017 periodic update to the Comprehensive Plan included an update to the Bicycle Master Plan, as an appendix to Chapter 4 Transportation, establishing various goals and policies including "Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities."
- C. The Bicycle Master Plan includes the goal of tripling the bicycle commute mode share with a further stated goal of increasing the commute mode share to five percent over a twentyyear period.
- D. The Association of Pedestrian and Bicycle Professionals released *Bicycle Parking Guidelines 2nd Edition* which is an industry-standard guidance document for updating municipal code related to bicycle parking and includes bicycle parking rates for reaching a five percent commute mode share.
- E. Outreach and public communication began in December 2022 and included the following among others:
 - 1. Presentations at the Urban Experience committee on December 12, 2022;
 - 2. Public Advisory Committee stakeholder meetings on January 9, 2023 and February 15, 2023;
 - 3. Plan Commission Workshops on January 25, 2023, and February 22, 2023;
 - 4. Bicycle Advisory Board workshop on January 17, 2023;
 - 5. Plan Commission Transportation Subcommittee workshops on December 6, 2022, and February 7, 2023;
 - 6. Pedestrian Transportation and Traffic Committee presentation on February 28, 2023;
 - 7. A virtual open house on February 15, 2023;
 - 8. A Bike Parking Survey open from February 15, 2023, to March 15, 2023, where 260 responses were received.

- F. Public comment, as well as agency and department comments, received prior to the March 22, 2023, Plan Commission public hearing were included in the staff report as Exhibits D and E.
- G. On January 25, 2023, and February 22, 2023, the Spokane Plan Commission held workshops to discuss draft language, receive updates on public feedback as well as city department and agency comments, and review and evaluate with city staff alternatives to proposed text changes.
- H. On February 06, 2023, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed changes to the Unified Development Code pursuant to RCW 36.70A.106.
- I. On February 1, 2023, a notice of intent to adopt and request for SEPA agency comments was issued for the draft code pertaining to Minimum Required Parking Spaces and Bicycle Parking. The comment period ended on February 16, 2023. Two comments were received, one from the Spokane Tribe of Indians and the other from the City of Spokane Streets Department.
- J. A State Environmental Protection Act (SEPA) Determination of Nonsignificance and Checklist were issued by Planning Services on March 2, 2023. The comment period ended on March 22, 2023. No comments were received.
- K. A legal notice of public hearing was published in the *Spokesman-Review* on March 8 and March 15, 2023.
- L. The proposed text amendments were drafted and reviewed consistent with the requirements of RCW 36.70A.370 to assure protection of private property rights.
- M. Amendments to Title 17 are subject to review and recommendation by the Plan Commission.
- N. The Plan Commission held a public hearing on March 22, 2023, to obtain public comments on the proposed amendments. At the March 22, 2023, Public Hearing verbal testimony was closed, and Plan Commission deferred deliberation to April 12, 2023. No further written comment was received between March 22, 2023, and April 12, 2023.
- O. During deliberations held on April 12, 2023, the Plan Commission discussed concern regarding the storage of e-bikes in dedicated long-term bicycle storage facilities with the presence of potentially combustible lithium-ion batteries that may have health and safety implications. Plan Commission asked for further investigation into the issue by appropriate City departments.
- P. During deliberations held on April 12, 2023, the Plan Commission discussed a motion to modify the proposed text concerning vehicle parking substitutions allowing required bicycle parking to count towards reducing minimum vehicle parking requirements, the motion passed with ten aye votes, zero nay votes, and zero Commissioner(s) abstaining.
- Q. During deliberations held on April 12, 2023, the Plan Commission discussed a motion to modify the proposed text concerning change of use to provide an exception to requiring

- additional bicycle parking where the change of use would cause a less than ten percent increase in bicycle parking, the motion passed with six aye votes, four nay votes, and zero Commissioner(s) abstaining.
- R. During deliberations held on April 12, 2023, the Plan Commission discussed a motion to modify the proposed text concerning residential in-unit long-term storage of bicycle parking to allow in-unit long-term bicycle parking to count towards the long-term bicycle parking requirements, the motion failed with five aye votes, five nay votes, and zero Commissioner(s) abstaining.
- S. Except as otherwise indicated in the above findings, the Spokane Plan Commission adopts the findings and analysis set forth in the staff report prepared for the proposal.
- T. The Spokane Plan Commission finds that the proposed text amendments meet the decision criteria established in SMC 17G.025.010(G).

CONCLUSIONS:

Based upon the draft text amendments, staff report and analysis (which is hereby incorporated into these findings, conclusions, and recommendations), SEPA review, agency and public comments received, and public testimony presented, the Spokane Plan Commission makes the following conclusions with respect to the text amendments to Minimum Required Parking Spaces, and Bicycle Parking:

- 1. The Plan Commission finds that the proposed amendments bear a substantial relation to the public health, safety, welfare, and protection of the environment pursuant to the requirements outlined in SMC 17G.025.010(G).
- 2. The proposed text amendments will implement the goals and policies of the Comprehensive Plan and the Bicycle Master Plan.
- Interested agencies and the public have had extensive opportunities to participate throughout the process and persons desiring to comment were given an opportunity to comment.
- 4. SEPA review was completed for the proposal, and pursuant to SEPA, any adverse environmental impacts associated with the draft regulations will be mitigated by enforcement of the City's development regulations.
- 5. The Plan Commission finds that the proposed amendments are consistent with the applicable provisions of the Comprehensive Plan, particularly the following adopted Shaping Spokane goals and policies:
 - a. Chapter 3: Land Use Goal 4 Transportation, Policy LU 4.6 Transit-Supported Development
 - b. Chapter 4: Transportation Goal TR B Provide Transportation Choices
 - c. Chapter 4: Transportation Goal TR C Accommodate Access to Daily Needs and Priority Destinations
 - d. Chapter 4: Transportation Goal TR F Enhance Public Health and Safety
 - e. Chapter 4: Transportation Policy TR 1 Transportation Network for All Users
 - f. Chapter 4: Transportation Policy TR 5 Active Transportation
 - g. Chapter 4: Transportation Policy TR 6 Commercial Center Access
 - h. Chapter 4: Transportation Policy TR 9 Promote Economic Opportunity
 - i. Chapter 4: Transportation Policy TR 20 Bicycle/Pedestrian Coordination
 - j. Bicycle Master Plan Policy BMP 1: Continually increase the bicycle mode share for all trips
 - k. Bicycle Master Plan Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities

RECOMMENDATION:

In the matter of the ordinances pertaining to Minimum Required Parking Spaces, and Bicycle Parking, amending the Unified Development Code of the City of Spokane;

As based on the above listed findings and conclusions, the Spokane Plan Commission takes the following actions:

 By a vote of ten to zero, recommends to the Spokane City Council the APPROVAL WITH MODIFICATION of the proposed amendments to Section 17C.230.110, Minimum Required Parking Spaces.

Amend 17C.230.110(B)(3), from the draft text for vehicle parking substitutions to allow for required bicycle parking to count towards the substitution of minimum required vehicle parking.

 By a vote of ten to zero, recommends to the Spokane City Council the APPROVAL WITH MODIFICATION of the proposed amendments to Chapter 17C.230.200, Bicycle Parking, as amended during the deliberations to include the following modification:

Amend 17C.230.200(B)(3)(a), Change of Use, from the draft text for bicycle parking to reflect that if a change in use results in a less than ten percent increase in the number of required bicycle parking spaces, the development is not required to implement more bicycle parking.

 Authorizes the President to prepare and sign on the Commission's behalf a written decision setting forth the Plan Commission's findings, conclusions, and recommendations on the proposed amendments.

Greg Francis
Greg Francis (Apr 17, 2023 10:38 PDT)

Greg Francis (Apr 17, 2023 10:38 PDT)

Greg Francis, President Spokane Plan Commission

Apr 17, 2023

PC Findings and Conclusions Bike Parking Code Update - FINAL

Final Audit Report 2023-04-17

Created: 2023-04-17

By: Jackie Churchill (jchurchill@spokanecity.org)

Status: Signed

Transaction ID: CBJCHBCAABAApf1v48BtB6az3AG1tafDu3rFts2leBFg

"PC Findings and Conclusions Bike Parking Code Update - FIN AL" History

- Document created by Jackie Churchill (jchurchill@spokanecity.org) 2023-04-17 2:49:59 PM GMT- IP address: 73.83.121.207
- Document emailed to gfrancis@spokanecity.org for signature 2023-04-17 2:50:24 PM GMT
- Email viewed by gfrancis@spokanecity.org 2023-04-17 5:37:00 PM GMT- IP address: 65.133.88.36
- Signer gfrancis@spokanecity.org entered name at signing as Greg Francis 2023-04-17 5:38:29 PM GMT- IP address: 65.133.88.36
- Document e-signed by Greg Francis (gfrancis@spokanecity.org)
 Signature Date: 2023-04-17 5:38:31 PM GMT Time Source: server- IP address: 65.133.88.36
- Agreement completed. 2023-04-17 - 5:38:31 PM GMT

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STAFF REPORT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES DEPARTMENT

То:	City Plan Commission	City Plan Commission		
Subject:	Bicycle Parking Requirements	Bicycle Parking Requirements		
	Tyler Kimbrell	Colin Quinn-Hurst		
Staff Contact:	Planner II	Associate Planner		
	tkimbrell@spokanecity.org	cquinnhurst@spokanecity.org		
Report Date:	March 15, 2023			
Hearing Date:	March 22, 2023			
Recommendation:	Approval			

I. SUMMARY

These City-initiated text amendments are proposed to update the Spokane Municipal Code according to strategies outlined in the adopted Bicycle Master Plan and Comprehensive Plan. The proposed draft code would revise Spokane Municipal Code (SMC) Chapter 17C.230.110 Minimum Required Parking Spaces and Chapter 17C.230.200 Bicycle Parking. The proposed draft code has been developed by City staff, with the input of various committees and public feedback. The full-text amendments can be found attached as **Exhibit A**.

II. BACKGROUND

The City of Spokane's Comprehensive Plan and Bicycle Master Plan both highlight the need for accessible, well-designed, and readily available bicycle parking throughout the City. Adopted city goals include reaching 5% commute mode share by bicycle by 2037 and quadrupling bicycle ridership in that timeframe to achieve community goals centered on health, livability, economic development and accommodating safe and convenient transportation options for all modes and all users. Reaching these goals requires high-quality end-of-trip bicycle parking facilities in quantities that both encourage bicycle ridership and accommodate the gradually increasing numbers of people bicycling to destinations throughout the city. Meeting this increasing demand requires both short-term bike parking facilities, generally for stays under 2 hours, and long-term bike parking infrastructure for stays beyond 2 hours at places of work and residence. Achieving these goals also requires placement and spacing short-term bicycle parking facilities in convenient locations that do not impede building access, pedestrian right-of-way, or vehicle access. Similarly, accommodating higher levels of bicycle ridership requires long-term bicycle parking facilities with sufficient security, weather protection, and ease of access. The proposed bicycle parking code updates address each of these characteristics, setting standards in terms of quantity and quality for both short-term and long-term bicycle parking.

III. PROCESS

DEVELOPMENT CODE AMENDMENT PROCEDURE

Article III Section 21, Amendments and Repeals, of the City of Spokane Charter provides for the ability of amendments of the Charter and Spokane Municipal Code through ordinances. Title 17 is known as the Unified Development Code (UDC) and is incorporated into the Spokane Municipal Code to implement the City's Comprehensive Plan, and by reference, the requirements of the Washington State Growth Management Act (GMA). Section 17G.025.010 establishes the procedure and decision criteria that the City uses to review and amend the UDC. The City may approve amendments to the UDC if it is found that a proposed amendment is consistent with the provisions of the Comprehensive Plan, and bears a substantial relation to public health, safety, welfare, and protection of the environment.

ROLE OF THE CITY PLAN COMMISSION

The proposed text amendments require a review process set forth in Section 17G.025.010(F) SMC. The Plan Commission is responsible for holding a public hearing and forwarding its findings, conclusions, and recommendations to the City Council. Utilizing the decision criteria in 17G.025 SMC, the Plan Commission may recommend approval, modification, or denial of the proposal.

The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council or may modify the findings as necessary to support their final recommendation.

ROLE OF CITY COUNCIL

The City Council will also conduct a review process considering the proposed text amendment, public comments and testimony, the staff report, and the Plan Commission's recommendation. The final decision to approve, modify, or deny the proposed amendment rests with the City Council. Proposals adopted by ordinance after public hearings are official amendments to the Spokane Municipal Code.

COMMUNITY ENGAGEMENT

Engagement establishing the foundation for the text amendments was a part of the great effort taken by the Bicycle Master Plan (BMP) and the Comprehensive Plan update process in the years leading up to the 2017 update. The public process for the Bicycle Parking Code Update Project was designed around the refinement of the draft code and ensuring that the new requirements met the intent of the BMP and the Comprehensive Plan's vision and goals for bicycle parking. Taking into consideration many viewpoints obtained from a wide range of stakeholders was critical in developing the draft code, these viewpoints were obtained from various meetings, surveys, and comment periods. Below is a list summarizing the bulk of the process.

City Council- Urban Experience	December 12, 2022
Plan Commission Workshops	January 25, 2023
	February 22, 2023
Technical Advisory Committee:	October 25, 2023
Subject matter experts from affected City departments	November 22, 2022
and divisions.	February 28, 2023
Public Advisory Committee:	January 9, 2023
Representatives from affected stakeholder groups.	February 15, 2023
Bicycle Advisory Board	January 17, 2023
Plan Commission Transportation Subcommittee	December 6, 2022
	February 7, 2023
Pedestrian Transportation and Traffic Committee	February 28, 2023
Virtual Open House	February 15, 2023
Bike Parking Survey (see Exhibit B ¹)	February 15, 2023 – March 15, 2023

SEPA REVIEW

As outlined in Section 17G.025.010 SMC, notices of proposals to amend the UDC are distributed and interested parties should be made aware of such proposals during the Plan Commission review, including the SEPA checklist and determination. Similarly, a public notice published in the *Spokesman-Review* fourteen days prior to the Plan Commission public hearing is required.

¹ Survey results may also be found at the following link https://arcg.is/19iuyy0

This proposal was properly noticed pursuant to Section 17G.025.010(E). See **Exhibit C** for the SEPA Determination of Non-significance issued on March 2, 2023.

COMMENTS RECEIVED

Written comments received prior to March 15 were provided to the Plan Commission attached to the agenda packet for the scheduled March 22, 2023 public hearing as **Exhibit D**. All written public comments received by the planning department between March 15 to March 22 by 4:00 p.m. will be circulated to the Plan Commission prior to the public hearing scheduled at 4:00 p.m. March 22, 2023.

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as **Exhibit E**. Agency/City department comment was received regarding this application:

- Spokane Tribe of Indians
- · City of Spokane Street Department

IV. ANALYSIS

PROPOSAL DESCRIPTION

Following the adoption of the Bicycle Master Plan and the 2017 Update to the Comprehensive Plan the City of Spokane Planning Services and Economic Development is recommending amending the bicycle parking code. The recommended text amendments seek to align development regulations with the vision and goals of the community in creating a more bicycle friendly city.

This proposal will amend Spokane Municipal Code: Section 17C.230.110 Minimum Required Parking Spaces, and 17C.230.200 Bicycle Parking.

VEHICLE PARKING SUBSTITUTION

Vehicle parking substitutions are a Transportation Demand Management (TDM) strategy that seeks to gain efficiencies in the transportation system to reduce demand for auto travel. One TDM strategy specifically related to the goal of improving cycling infrastructure is allowing the replacement of vehicle parking with bicycle parking. Under the current development regulations in SMC 17C.230.110, as of February 2023, applicants can replace up to ten percent of the vehicle parking by replacing one vehicle parking space with five bicycle parking spaces. This provision does not differentiate between long-term and short-term parking. This provision only applies to bicycle parking beyond the minimum bicycle parking required in SMC 17C.230.200.

When considering the space requirements for vehicle parking versus bicycle parking it should be noted that the space requirement for a single bicycle is approximately 16 square feet² whereas a vehicle parking space is approximately 153 square feet.³ This does not include additional spacing requirements such as driveways, aisles, landscaping, pedestrian access, street furniture, walls, etc. These spacing requirements show that it is possible to fit approximately 8 to 10 bicycle parking spaces in one vehicle parking space.

To align with the goals and policies of the comprehensive plan and the bicycle master plan, and to improve upon existing TDM strategies, the proposed text amendments:

- Increase the percentage of allowed vehicle substitution from ten percent to twenty-five percent.
- Differentiate the substitution rate for long-term and short-term bicycle parking.
- Maintain that the vehicle substitution provision only applies to bicycle parking spaces beyond the minimum requirement.

² Typical bike dimensions are 6 feet in length, 3.5 feet in height, and 2 feet in width. *Bicycle Parking Guidelines*, 2nd *edition*. Association of Pedestrian and Bicycle Professionals (APBP).

³ Minimum Parking Space and Aisle Dimensions. SMC 17C.230.140.

THE RATE OF BICYCLE PARKING & LAND USE VS ZONING

The proposed text amendments recommend changing the way in which the bicycle parking requirements are calculated. The changes are two-fold: the first is a change that decouples bicycle parking requirements from vehicle parking requirements, and the second is a transition from requirements based on zoning to requirements based on use type.

In SMC17C.230.200 as of February 2023, bicycle parking is a function of vehicle parking. In most cases, the number of required bicycle parking spaces will be five percent of the required vehicle parking. To ensure that bicycle parking is not unwittingly affected by changes and possible reductions in the vehicle parking requirements going forward, the proposed amendments to the bicycle parking code include a land use table with variable rates of bicycle parking based on the square footage of a building. The recommended rates and options provided were determined based on several factors including best practices from the Association of Pedestrian and Bicycle Professionals (APBP), stakeholder discussions, and analysis of best-in-class cities for cycling. A comparison spreadsheet provided by Bicycle Security Advisors⁴ with best practices and best-in-class cities is attached as **Exhibit F**.

Additionally, the proposed amendments text amendments change the bicycle parking requirements to be based on the use type of the development rather than the zone in which the development is being built. Various use types have different cycling and bike storage demands and therefore different needs in terms of bicycle parking. The proposed text amendments alter this by implementing a land use table for bicycle parking requirements with use types as established in other areas of the Unified Development Code (UDC), allowing easy integration and familiarity for Current Planning staff.

SHORT-TERM & LONG-TERM BICYCLE PARKING

Short-term bicycle parking is typically found in front of retail and institutional buildings within the public right-of-way on the sidewalk next to parking meters, street trees, and street furniture. The proposed text amendments ensure the implementation of well-designed bike racks to protect the bicycle from damage and theft. Standards for short-term bicycle parking are referenced from the APBP's *Essentials of Bike Parking* attached as **Exhibit G**.

Long-term bicycle parking is intended for those who keep their bike locked for extended periods of time, typically residents and employees. Most commonly, long-term storage takes the form of secured enclosures (external to the principal structure or within the parking garage), bike lockers, and/ or bike storage rooms located within the principal structure. As of February 2023, the adopted bicycle parking code does not differentiate between short-term and long-term parking. The differentiation of short-term and long-term parking is a key element in the proposed text amendments. Standards for long-term bicycle parking in the proposed text amendments were developed in combination with stakeholder feedback, public feedback, and guidance from the APBP.

IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES

Section <u>17G.025.010</u> SMC establishes the review criteria for text amendments to the Unified Development Code. In order to approve a text amendment, City Council shall consider the findings and recommendations of the Plan Commission along with the approval criteria outlined in the Code. The applicable criteria are shown below in *bold and italic* with staff analysis following the complete list. Review of the Comprehensive Plan goals and policies indicates that the proposal meets the approval criteria for internal consistency set forth in SMC 17G.025.010(G). Excerpts of the applicable goals and policies, and their Comprehensive Plan discussion points, are contained in **Exhibit H**.

17G.025.010(G) APPROVAL CRITERIA

1. The proposed amendment is consistent with the applicable provisions of the comprehensive plan.

⁴ https://bicyclesecurityadvisors.com/best-practice-guides/parking/zoning-building-codes/

- Chapter 3: Land Use Goal 4 Transportation, Policy LU 4.6 Transit-Supported Development
- Chapter 4: Transportation Goal TR B Provide Transportation Choices
- Chapter 4: Transportation Goal TR C Accommodate Access to Daily Needs and Priority Destinations
- Chapter 4: Transportation Goal TR F Enhance Public Health and Safety
- Chapter 4: Transportation Policy TR 1 Transportation Network for All Users
- Chapter 4: Transportation Policy TR 5 Active Transportation
- Chapter 4: Transportation Policy TR 6 Commercial Center Access
- Chapter 4: Transportation Policy TR 9 Promote Economic Opportunity
- Chapter 4: Transportation Policy TR 20 Bicycle/Pedestrian Coordination
- Bicycle Master Plan Policy BMP 1: Continually increase the bicycle mode share for all trips

Bicycle Master Plan Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities

2. The proposed amendment bears a substantial relation to public health, safety, welfare, and protection of the environment.

Staff Analysis: The proposed amendments bear a substantial relation to public health, safety, welfare, and the protection of the environment. By updating requirements for both short-term and long-term bicycle parking, in terms of both quantity and quality, the proposed amendments comply with State Law and carry out the recommendations adopted in the City's Bicycle Master Plan and the City's Comprehensive Plan. The proposed updates to the bicycle parking sections of the Spokane Municipal Code support these comprehensive plan goals and policies by requiring the provision of safe, secure and accessible short-term and long-term bicycle parking, in sufficient quantities and of a quality to promote bicycle ridership as a safe, healthy, low-cost and low-emission transportation option. By requiring end-of-trip bicycle facilities according to land use type and increasing incentives for replacing vehicle parking with bicycle parking, the proposed updates support opportunities for the use of active forms of transportation. In their application to new developments and major redevelopments, the proposed updates to the bicycle parking code increase opportunities for high-quality short-term and long-term bicycle parking in sufficient quantities to support an increase in bicycle ridership. This enacts one of the recommended strategies to achieve the City's adopted goal to quadruple bicycle ridership and achieve 5% bicycle commute mode share by 2037, as stated in the Bicycle Master Plan, an adopted appendix of the City's Comprehensive Plan.

V. DISCUSSION

The proposed text amendments are intended to provide a base for future revisions in the bicycle parking code. As cycling becomes a more popular choice for commuting, bicycle parking requirements can be analyzed under the structure of the proposed text amendments. The bicycle parking code, as of February 2023, does not consider use types that may have various demands for cyclists and bicycle parking. Furthermore, the current bicycle parking code's reliance on vehicle parking inhibits the consideration of bicycles in more dense areas that have lower vehicle parking requirements.

The proposed bicycle parking use tables (draft table 17C.230.200-3 and draft table 17C.230.200-4) were developed starting with the recommended five percent commute mode share recommendations from the Association of Pedestrian and Bicycle Professionals (APBP). The rates of bicycle parking were refined through discussion with the Public Advisory Committee, Technical Advisory Committee, and various groups such as the Bicycle Advisory Board and Plan Commission Transportation Subcommittee, followed by feedback from the general public through an online public workshop and survey. Recommended rates of bicycle parking in the draft use tables are not aligned with the Bicycle Master Plan's goal of a five percent commute mode share for cycling based on the APBP's recommendation, falling below the recommended quantities to achieve that level of ridership. However, as previously mentioned, the structure of the proposed text amendments allows simpler revision of the bicycle parking code moving forward as bicycle ridership increases.

At the February 22, 2023 Plan Commission workshop, commissioners requested alternatives to the use table that align with the APBP's recommended bicycle parking rates for reaching a five percent commute mode share consistent with the Comprehensive Plan's adopted goal for bicycle ridership. This is attached as **Exhibit I**.

VI. CONCLUSION

Based on the facts and findings presented herein, staff concludes that the requested text amendments to the Unified Development Code satisfy the applicable criteria for approval as set forth in SMC Section 17G.025.010. To comply with RCW 36.70A.370 the proposed text amendments have been evaluated to ensure proposed changes do not result in unconstitutional takings of private property.

VII. STAFF RECOMMENDATION

Following the close of public testimony and deliberation regarding conclusions with respect to the review criteria and decision criteria detailed in SMC 17G.025.010, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested code amendments to the Unified Development Code.

Staff **recommends approval** of the requested minimum required parking spaces and bicycle parking amendments and recommends that the Plan Commission adopt the facts and findings of the staff report.

VIII. LIST OF EXHIBITS

- A. Proposed Draft Text Amendments
- B. Survey Results
- C. SEPA Determination of Non-Significance
- D. Public Comments
- E. Agency Comment
- F. Best Practices Spreadsheet
- G. APBP Essentials of Bike Parking
- H. Comprehensive Plan Goals and Policies
- I. 5% Mode Share Use Table

EXHIBIT A

Section ___. That SMC section 17C.230.110 is amended to read as follows:

Section 17C.230.110 Minimum Required Parking Spaces

A. Purpose.

The purpose of required parking spaces is to provide enough parking to accommodate the majority of traffic generated by the range of uses, which might locate at the site over time. As provided in subsection (B)(3) of this section, bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long-term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum Number of Parking Spaces Required.

1. The minimum number of parking spaces for all zones is stated in Table 17C.230-1. Table 17C.230-2 states the required number of spaces for use categories. The standards of Table 17C.230-1 and Table 17C.230-2 apply unless specifically superseded by other portions of the city code.

2. Joint Use Parking.

Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the planning and economic development services director as part of a building or zoning permit application or land use review:

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
- b. The location and number of parking spaces that are being shared.
- c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
- d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
- 3. ((Bicycle parking may substitute for up to ten percent of required parking. For every five nonrequired bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is

reduced by one space. Existing parking may be converted to take advantage of this provision.)) Bicycle parking may substitute for up to twenty-five (25)

percent of required vehicle parking. For every four (4) nonrequired short-term bicycle parking spaces, the motor vehicle parking requirement is reduced by one space. For every one (1) nonrequired long-term bicycle parking space, the motor vehicle parking required is reduced by one space. Vehicle parking associated with residential uses may only be substituted by long-term bicycle parking. Existing parking may be converted to take advantage of this provision.

At the PC workshop on 2/22/2023 there was discussion regarding the 25% vehicle substitution rate, and how long-term bike parking and short-term bike parking could have separate applicability.

4. Existing Uses.

The off-street parking and loading requirements of this chapter do not apply retroactively to established uses; however:

- a. the site to which a building is relocated must provide the required spaces; and
- b. a person increasing the floor area, or other measure of off-street parking and loading requirements, by addition or alteration, must provide spaces as required for the increase, unless the requirement under this subsection is five spaces or fewer.

5. Change of Use.

When the use of an existing building changes, additional off-street parking and loading facilities must be provided only when the number of parking or loading spaces required for the new use(s) exceeds the number of spaces required for the use that most recently occupied the building. A "credit" is given for the most recent use of the property for the number of parking spaces that would be required by the current parking standards. The new use is not required to compensate for any existing deficit.

- a. If the proposed use does not generate the requirement for greater than five additional parking spaces more than the most recent use then no additional parking spaces must be added.
- b. For example, a non-conforming building with no off-street parking spaces most recently contained an office use that if built today would require three off-street parking spaces. The use of the building is proposed to be changed to a restaurant that would normally require six spaces. The three spaces that would be required of the existing office use are subtracted from the required number of parking spaces for the proposed restaurant use. The remainder is three spaces. Since the three new spaces is less than five spaces no off-street parking spaces

would be required to be installed in order to change the use of the building from an office use to a restaurant use.

6. Uses Not Mentioned.

In the case of a use not specifically mentioned in Table 17C.230-2, the requirements for off-street parking shall be determined by the planning and economic development services director. If there is/are comparable uses, the planning and economic development services director's determination shall be based on the requirements for the most comparable use(s). Where, in the judgment of the planning and economic development services director, none of the uses in Table 17C.230-2 are comparable, the planning and economic development services director may base his or her determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

C. Carpool Parking.

For office, industrial, and institutional uses where there are more than twenty parking spaces on the site, the following standards must be met:

- Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before nine a.m. on weekdays. More spaces may be reserved, but they are not required.
- 2. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
- 3. Signs must be posted indicating these spaces are reserved for carpool use before nine a.m. on weekdays.

Section ___. That SMC section 17C.230.200 is amended to read as follows.

Section 17C.230.200 Bicycle Parking

A. Purpose.

Bicycle parking is required to encourage the use of bicycles by providing safe and convenient places to park bicycles.

- ((1. Bicycle parking facilities, either off-street or in the street right-of-way, shall be provided in RMF, RHD, CC1, CC2, CC3, CC4, O, OR, NR, NMU, CB, GC, and industrial zones for any new use which requires twenty or more automobile parking spaces according to Table 17C.230-1 or Table 17C.230-2. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.
 - a. The number of required bicycle parking spaces shall be five percent of the number of required off-street auto parking spaces.
 - b. When any covered automobile parking is provided, all bicycle parking shall be covered.
- 2. Within downtown and FBC CA1, CA2, CA3, zones bicycle parking facilities, either off-street or in the street right of-way, shall be provided. The number of spaces shall be the largest amount based on either subsections (a) or (b) below.
 - a. The number of required bicycle parking spaces shall be five percent of the number of off-street auto parking spaces being provided, whether the auto parking spaces are required by code or not.
 - b. A minimum of one bicycle parking space shall be provided for every ten thousand square feet of building area. When a building is less than ten thousand square feet in building area at least one bicycle parking space shall be provided.
 - c. When any covered automobile parking is provided, all bicycle parking shall be covered.
 - d. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.
- 3. Bicycle parking facilities accessory to nonresidential uses shall be located on the lot or within eight hundred feet of the lot. Bicycle parking accessory to residential uses shall be located on-site. Bicycle parking facilities shared by more than one use are encouraged. Bicycle and automobile parking areas shall be separated by a barrier or painted lines.))

B. Applicability.

- 1. The required number of bicycle parking spaces in all zones except Centers and Corridors for uses in SMC 17C.190 is identified in Table 17C.230-3. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
 - a. No short-term bicycle parking is required for the following uses.
 - i. All uses under "Residential categories"
 - ii. Commercial parking
 - iii. Drive-through facilities
 - iv. All uses under "Other Categories"
 - v. All uses under "Industrial Categories"
 - b. No long-term bicycle parking is required for the following uses.
 - i. Commercial parking
 - ii. <u>Drive-through facilities</u>
 - iii. Mini-storage facilities
 - iv. Park and open areas
 - v. Schools
 - vi. All uses under "Other Categories"
- 2. The required number of bicycle parking spaces for allowed uses in Center and Corridor Zones is identified in Table 17C.230-4. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
 - a. No short-term bicycle parking is required for the following uses.
 - i. Residential
 - ii. Public parking lot
 - iii. Drive-through business on pedestrian streets
 - iv. Mobile food vending
 - v. Limited industrial
 - vi. Heavy Industrial
 - vii. Motor vehicle sales, rental, repair, or washing
 - viii. Automotive parts and tires (with exterior storage or display)
 - b. No long-term bicycle parking is required for the following uses.
 - i. Park and open areas
 - ii. Structured parking
 - iii. Public parking lot
 - iv. Drive-through business on pedestrian streets

- v. Self-storage or warehouse
- vi. Mobile food vending
- 3. Change of Use.
 - a. When the use of an existing building changes, bicycle parking shall be provided to meet the standards set forth in this section.
- 4. The bicycle parking requirements of this section do not retroactively apply to established uses; however:
 - a. When increasing the floor area or other measures of bicycle parking requirements by addition or alteration, spaces, as required for the increase, shall be provided; and
 - b. The site to which a building is relocated must provide the required spaces.
- 5. Uses Not Mentioned.
 - a. In the case of a use not specifically mentioned in Table 17C.230-3 or Table 17C.230-4, the requirements for bicycle parking shall be determined by the Planning Director.

C. Short-term bicycle parking standards

<u>Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.</u>

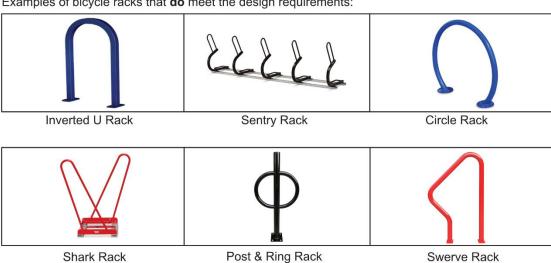
- 1. <u>Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.</u>
- 2. <u>Short-term bicycle parking shall be placed on stable, firm, and slip-resistant surfaces consistent with ADA requirements.</u>
- 3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position with a minimum of two points of contact to the bicycle frame and without damage to the wheels, frame, or components (see figure 1 below for examples that meet and do not meet this requirement).

Figure 1 Short-term bicycle racks that meet and do not meet the design requirements

Examples of bicycle racks that **do not** meet the design requirements:



Examples of bicycle racks that **do** meet the design requirements:



- 4. Short-term bicycle parking must be located:
 - a. Within 50 feet of a main entrance; and
 - b. On-site or within the adjacent public right-of-way.
 - i. If within the public right-of-way, bicycle racks must be entirely within the pedestrian buffer strip.
 - c. Outside of a building or enclosure.
 - d. As to not conflict with the opening of vehicle doors.
 - e. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
 - f. Short-term bicycle parking where the number of required spaces is based on the provided vehicle parking (see Basic Utilities and Parks and Open Space in Table 17C.230-3) shall be grouped and located within or adjacent to the vehicle parking area.
 - i. If located within the vehicle parking area the bicycle racks shall be protected from vehicle interference such as the opening of car doors and potential collision by ensuring adequate space between vehicle parking stalls and bicycle parking.

- 5. Property owners and businesses located on the same side of the street and on the same block may establish a grouped bicycle parking area where short-term bicycle parking solutions may be implemented.
 - a. <u>These areas shall be located no further than 200 feet from the main entrance of each business or property they intend to serve.</u>
 - b. The racks shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
- 6. <u>If the development is unable to provide short-term bicycle parking as described,</u> the developer may explore options such as:
 - a. On-site short-term bicycle parking beyond fifty (50) from the main entrance.
 - b. Bicycle parking located at the rear of the building.
 - c. Bicycle parking located within the building.
 - d. As agreed between the applicant and the Planning Director.

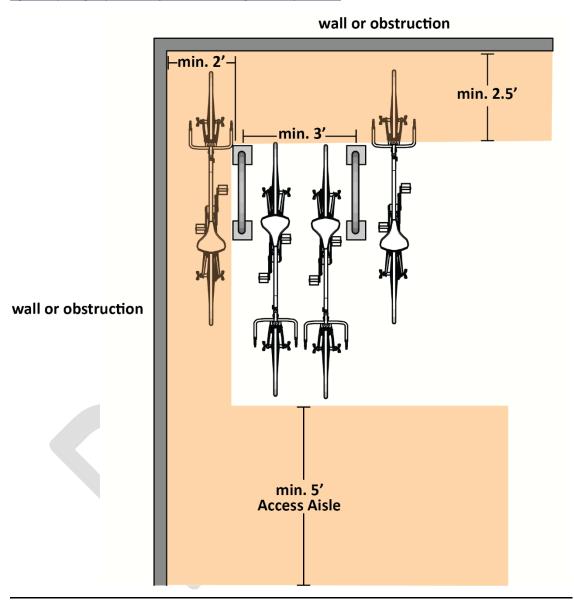
D. Long-term bicycle parking standards

Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

- 1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
- 2. A garage dedicated exclusively to a residential unit may fulfill the requirements for one (1) long-term bicycle parking space.
- 3. <u>Long-term bicycle parking must be provided in racks or lockers.</u>
- Staff comment: garage provision amended for clarity- at the PC workshop on 2/22/2023 it was noted that original language may cause confusion.
- a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - ii. <u>Cargo, tandem, long-tailed, or similar bicycles that do not fit into vertical bicycle racks.</u>
- 4. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack (see figure 2):
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and

- iii. A minimum of two (2) feet six (6) inches of perpendicular spacing between bicycle racks and walls or obstructions; and
- iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.

Figure 2 Spacing requirements for horizontal long-term bicycle racks



b. For vertical wall-mounted racks (see figures 3 and 4):

i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and

- ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
- iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.

Figure 3 Wall-mounted bicycle rack without vertical off-sets

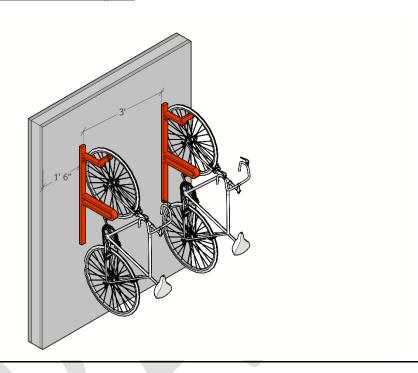


Figure 4 Wall-mounted bicycle racks with vertical off-sets

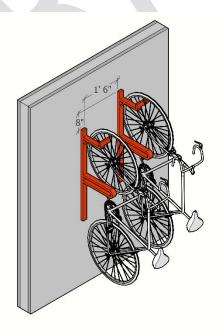
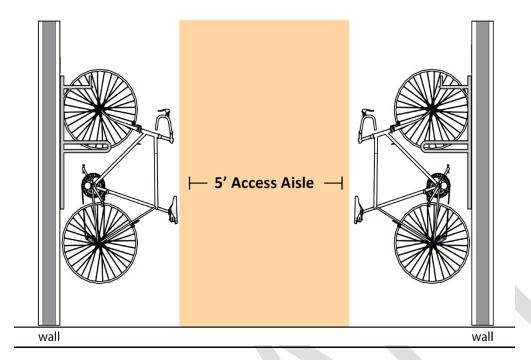


Figure 5 Wall-mount vertical bike rack access aisle



- 5. Long-term bicycle parking must be covered. The cover must be,
 - a.Permanent; and
 - b. Impervious.
- 6. <u>Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.</u>
- 7. <u>Long-term bike storage design details must be provided with site layouts to determine the number of bicycle parking spaces.</u>
- 8. To provide security the bicycle parking must be,
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or
 - c. In a permanently anchored, enclosed, and secured bike locker.
- 9. <u>Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.</u>
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. <u>Bicycle parking shall be at a location that can be reached by an accessible</u> route.
 - c. <u>Bicycle parking shall meet all other relevant standards of this section.</u>

- 10. Residential in-unit long-term bicycle parking does not count towards fulfilling the requirements of long-term bicycle parking.
- 11. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
 - a. The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.

At the February 22, 2023 workshop Plan Commission discussed the removal of in-unit parking counting towards the long-term parking requirements.

Staff note: this would not restrict any person from storing their bicycle in their residence should they choose to do so.



	TABLE 17C.230-3			
		BICYCLE PARKING BY US	SE	
		RESIDENTIAL CATEGORI		
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM	BASELINE SHORT-TERM	REQUIRED LONG-TERM
		BICYCLE PARKING [3]	BICYCLE PARKING [3]	BICYCLE PARKING
Group Living	_	<u>None</u>	<u>0</u>	1 per 10 residents
Residential	Multifamily dwellings of ten	None	<u>0</u>	0.5 per unit
Household Living	or more units			0.0 per unit
		COMMERCIAL CATEGORI		
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING
Adult Business	-	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Commercial Outdoor Recreation	-	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Commercial Parking	_	None	<u>0</u>	None
<u>Drive-through</u> Facility	_	None	<u>0</u>	<u>None</u>
Major Event Entertainment	-	1 per 60 seats	<u>2</u>	None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area
Office	General Office	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area
Office	Medical/Dental Office	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area
Quick Vehicle Servicing	-	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area

	Retail, Personal Service, Repair-oriented	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
	Restaurants and Bars	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Retail Sales and Service	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
	Temporary Lodging	1 per 30 rentable rooms	2	None below 30 rentable rooms; and then 1 per 30 rentable rooms
	<u>Theaters</u>	1 per 30 seats	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft.
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Mini-storage Facilities	_	2 per development	<u>2</u>	<u>None</u>
Vehicle Repair	-	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
		INDUSTRIAL CATEGORIE		
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING
Industrial Services, Railroad Yards, Wholesale Sales	-	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
Manufacturing and Production	-	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area

Warehouse and Freight Movement Waste-related	-	<u>None</u> None	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area None below 20,000 sq. ft. of floor area; and then 1
<u>vvasio-related</u>	-	INSTITUTIONAL CATEGOR		per 20,000 sq. ft. of floor area
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM	BASELINE SHORT-TERM	REQUIRED LONG-TERM
		BICYCLE PARKING [3]	BICYCLE PARKING [3]	BICYCLE PARKING
Basic Utilities	-	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	None below 20 vehicle spaces; and then 1 per 20 vehicle spaces (whether vehicle parking is required by code or not)
Colleges	-	1 per 20,000 sq. ft. of floor area associated with each building	2	None below 30 staff/faculty; and then 1 per 30 staff/faculty
Community Service	-	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
<u>Daycare</u>	-	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Medical Centers	-	1 per 20,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Parks and Open Areas[1] [2]		1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	<u>None</u>

Religious Institutions	-	1 per 20,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
<u>Schools</u>	Grade, Elementary, Junior High	1 per classroom	<u>2</u>	<u>None</u>
	High School	1 per classroom	2	None
		OTHER CATEGORIES		
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM	BASELINE SHORT-TERM	REQUIRED LONG-TERM
		BICYCLE PARKING	BICYCLE PARKING [3]	BICYCLE PARKING
Agriculture	_	<u>None</u>	None	<u>None</u>
Aviation and Surface Passenger Terminals	-	<u>None</u>	<u>None</u>	<u>None</u>
Detention Facilities		<u>None</u>	<u>None</u>	<u>None</u>
Essential Public Facilities	_	<u>None</u>	<u>None</u>	<u>None</u>
Wireless Communication Facilities	-	<u>None</u>	<u>None</u>	<u>None</u>
Rail Lines and Utility Corridors	-	<u>None</u>	<u>None</u>	None

^[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as habitat viewing station.

[2] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.

[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.

TABLE 17C.230-4 CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES				
CENTERS AND CORRIDORS USE CATEGORIES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT- TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	
Residential	None	0	0.5 per unit	

Hotels, including Bed and Breakfast Inns	1 per 30 rentable rooms	<u>2</u>	None below 30 rentable rooms; and then 1 per 30 rentable rooms
Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Eating and Drinking Establishments	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Restaurants without Cocktail Lounges	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Professional and Medical Offices	1 per 20,000 sq. ft. of floor area	2	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area
Entertainment, Museum and Cultural	1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser	2	None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area
Government, Public Service or Utility Structures, Social Services and Education	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Religious Institutions	1 per 20,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Parks and Open Space [1]	1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	<u>None</u>
Structured Parking [2]	1 per 10 vehicle parking spaces	<u>2</u>	<u>None</u>
Public Parking Lot	<u>None</u>	<u>0</u>	<u>None</u>
Limited Industrial (if entirely within a building)	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
Heavy Industrial	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area

Drive-through Businesses on Pedestrian Streets	<u>None</u>	<u>0</u>	<u>None</u>
Motor Vehicles Sales, Rental, Repair or Washing	<u>None</u>	<u>0</u>	None below 20,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Automotive Parts and Tires (with exterior storage or display)	<u>None</u>	<u>0</u>	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Gasoline Sales (serving more than six vehicles)	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Gasoline Sale (serving six vehicles or less)	1 per 5,000 sq. ft. of floor area	<u>2</u>	None below 12,000 sq. ft. of floor area; and then ft. of floor area
Self-storage or Warehouse	<u>None</u>	<u>0</u>	<u>None</u>
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Winery and Microbreweries	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
Mobile Food Vending	None	<u>0</u>	<u>None</u>

^[1] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.

^[2] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the structure. There is no requirement for the parking to be in a secured enclosure.

^[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.

EXHIBIT B



Tell us about your building's bike parking

The City of Spokane is working to triple the percent of people commuting to work by bicycle and quadruple the percent of daily trips by bike, as established in the City's Comprehensive Plan.

But where will all those bikes park?

The City's Planning Services Department is in the middle of reviewing and updating the Bicycle Parking code requirements to ensure the availability of safe, comfortable, adequate and secure bicycle parking for new buildings and major redevelopments throughout the City, as the existing code doesn't meet the community goals and standards identified in the City's Bicycle Master Plan and Comprehensive Plan. For more information about the project in general, the <u>project website</u> provides additional background.

While the City has convened a Public Advisory Committee made up of developers, agency staff and institutional representatives, at this time we haven't received broad-based user input from the people who would use these bike parking facilities.

Please take this questionnaire to let us know about YOUR experience as someone living, traveling and storing your bicycle in Spokane.

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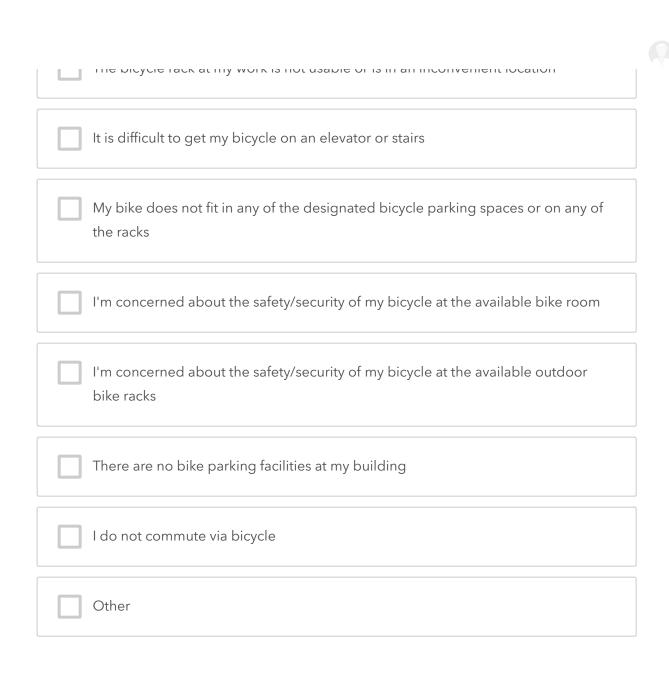


Bicycle parking at work

Where would you prefer to park your bicycle at your workplace?*

Secure bike room refers to a dedicated fully-enclosed space with vertical and horizontal racks, accessible only by building tenants through a secured door.

	In a se	cure and covered bike cage located outside my building
	In a de	dicated rack that has been placed in my office space
	In a gr	ound floor, secure bike room accessible by a door from the sidewalk or
	In a se	cure bike room located on my individual floor
	In a se	cure bike room or cage in the automobile parking area
Re	eset	
work	olace?	most challenging part of parking your bicycle at your
	Parkin	g a wet, muddy bike in my workspace is causing damage
	My pla	ace of work does not allow me to store my bike in my workspace



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B-5

Employee and Apartment Bike Parking Survey

Bicycle parking at home

Where would you prefer to park your bicycle at your residence? (Please rank the following options from 1 (your top choice) to 5)*

***Secure bike room** refers to a fully-enclosed, dedicated room with horizontal and vertical bike racks, accessible only by tenants via a secured door.

	In a secure bike room located on my individual floor
	In a secure bike room or cage in the automobile parking area (including garage)
	In a secure and covered bike cage located outside my building
	In a dedicated rack that has been placed in my residential (apartment, condo) unit
	In a ground floor, secure bike room accessible by a door from the sidewalk or street
What aparti	is the most challenging part of parking your bicycle at your ment building? ou may select multiple answers
	Parking a wet, muddy bike in my unit is causing damage
	My building manager does not allow me to store my bike in my room and/or balcony

The bicycle rack in my unit is not usable or is in an inconvenient location
It is difficult to get my bicycle on the elevator
My bike does not fit in any of the designated bicycle parking spaces or on any of the racks
I'm concerned about the safety/security of my bicycle in the bike room
I'm concerned about the safety/security of my bicycle on the available outdoor bike racks
The bike room is too full
The outdoor bike racks are too full
There are no bike parking facilities at my building
I do not ride a bicycle
Other

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Proposed long-term bicycle parking

Below is an excerpt from the proposed DRAFT Bike Parking code updates. This section applies specifically to long-term bicycle parking in new buildings or major redevelopments. Here is a link to a full version of the draft code update.

Long-term bicycle parking standards

Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

- 1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
- 2. A garage dedicated exclusively to one or two housing units shall meet all long-term bicycling parking requirements for the associated units.
- 3. Long-term bicycle parking must be provided in racks or lockers.
 - a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - ii. Cargo, tandem, long-tailed or similar bicycles that do not fit into vertical bicycle racks.
- 4. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack:
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of two (2) feet six (6) inches of perpendicular spacing between bicycle racks and walls or obstructions; and
 - iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.
 - b. For vertical wall-mounted racks:
 - i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and

Dicycle parking; and

- iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.
- 5. Long-term bicycle parking must be covered. The cover must be,
 - a. Permanent; and
 - b. Impervious.
- 6. Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.
- 7. Long-term bike rack or bike locker design details must be provided with site layouts in order to determine the number of bicycle parking spaces accommodated by each rack.
- 8. To provide security the bicycle parking must be,
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or
 - c. In a permanently anchored, enclosed, and secured bike locker.
- 9. Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. Bicycle parking shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
- 10. Up to fifty percent (50%) of long-term bicycle parking for residential uses may be located within a dwelling unit. Long-term bicycle parking in a residential dwelling unit shall be:
 - a. A designated bicycle storage closet; or
 - b. A private outdoor area where the bicycle can be secured to a vertical or horizontal rack.
 - i. The rack must be permanently affixed to the ground or wall; and
 - ii. The outdoor area must be covered to protect the bicycle from weather events.
- 11. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
 - a. The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.

B-8



standards for long-term bicycle parking location?*

Please see the details provided above.

0	0	0	0	0
Strongly disagree	Disagree	Neutral	Agree	Strongly agree

Individual Standard Ratings -

Please let us know what you think of each standard (1 thru 11 above) by rating them 1 to 3 (1 being "dislike" 2 being "neutral" and 3 being "like")

Standard 1



Standard 2



Standard 3



Standard 4



Standard 5



Standard 6



Januaru /	
Standard 8	
Standard 9	
Standard 10	
Standard 11	
Please leave any other coparking standards here.	omments regarding the long-term bicycle
Back Next	Page 4 of 6

0



Background Information

Just a couple more questions! If you could please provide us with some more information about your bicycle use and interest, this will help us better understand the results of this survey.

How would you describe your interest in long-term bicycle parking?*

I currently park my bicycle at my place of work during my shift						
I currently park my bicycle at my apartment or condo						
With better long-term parking, I would consider parking my bicycle at my place of work during my shift						
With better long-term parking, I would consider parking my bicycle at my apartment or condo						
Other						
f other, please describe						
How many bicycles does your household own?* Question optional						

0	1-bicycle
0	2-bicycles
0	3-bicycles
0	4-bicycles
0	5-bicycles
	More than 5 bicycles
0	
What	types of bicycle(s) do you own?*
What	
What	types of bicycle(s) do you own?*
What	types of bicycle(s) do you own?* None
What	types of bicycle(s) do you own?* None Traditional 2-wheeled bike
What	None Traditional 2-wheeled bike Recumbent bike

6-1	OIVE
Tra	ailer
Ot	her
How wou	uld you describe your current bicycle use?*
Str	rong and Fearless - I ride in any condition
O En	thused and Confident - I enjoy riding in good weather, on low-speed streets
O Int	rerested but Concerned - I would consider riding if there were safe places to
O No	o way, no how - Bicycling is not an option I would ever consider
Back	Next Page 5 of 6

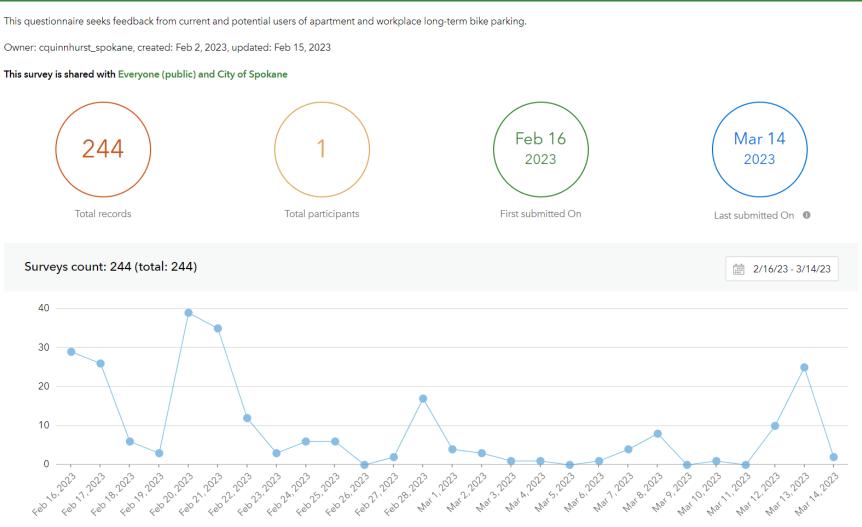


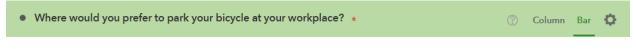
Thank you!

We very much appreciate your participation in this survey, if you would like additional information please visit <u>our webpage</u>.

Before you go, if there is anything else you'd like to tell us please comment below.						
Back	Submit	Page 6 of 6				





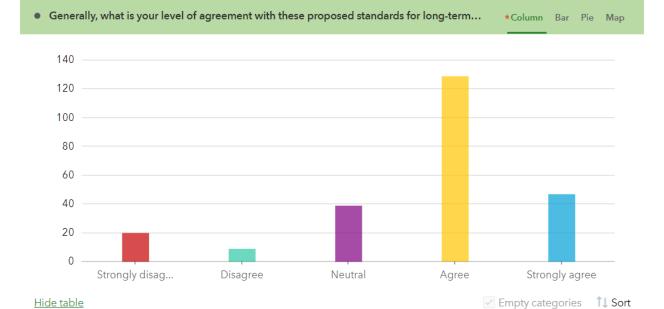




Rank	Answers	1	2	3	4	5	Average score
1	In a ground floor, secure bike room accessible by a door from the sidewalk or street	41.39% 101	17.21% 42	21.31% 52	11.48% 28	8.61% 21	3.71
2	In a secure bike room or cage in the automobile parking area	19.26% 47	22.54% 55	20.08% 49	22.95% 56	15.16% 37	3.08
3	In a secure and covered bike cage located outside my building	17.21% 42	22.54% 55	20.08% 49	20.49% 50	19.67% 48	2.97
4	In a secure bike room located on my individual floor	11.89% 29	23.36% 57	17.62% 43	25.82% 63	21.31% 52	2.79
5	In a dedicated rack that has been placed in my office space	10.25% 25	14.34% 35	20.9% 51	19.26% 47	35.25% 86	2.45

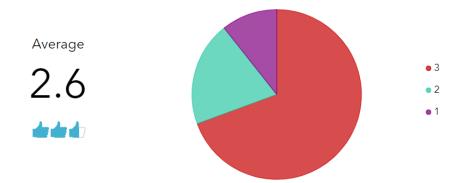


Rank	Answers	1	2	3	4	5	Average score
1	In a ground floor, secure bike room accessible by a door from the sidewalk or street	31.97% 78	19.26% 47	24.18% 59	16.39% 40	8.2% 20	3.50
2	In a secure bike room or cage in the automobile parking area (including garage)	21.72% 53	19.67% 48	20.9% 51	22.54% 55	15.16% 37	3.10
3	In a secure bike room located on my individual floor	15.16% 37	27.05% 66	18.85% 46	22.54% 55	16.39% 40	3.02
4	In a dedicated rack that has been placed in my residential (apartment,	20.08%	20.08% 49	14.75% 36	16.39% 40	28.69% 70	2.86
5	In a secure and covered bike cage located outside my building	11.07% 27	13.93% 34	21.31% 52	22.13% 54	31.56% 77	2.51



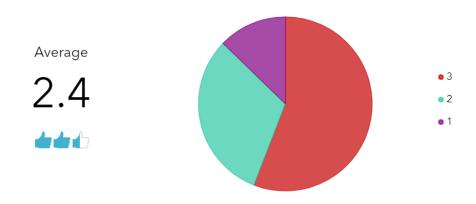
Answers	Count	Percentage
Strongly disagree	20	8.2%
Disagree	9	3.69%
Neutral	39	15.98%
Agree	129	52.87%
Strongly agree	47	19.26%

• • Standard 1 Column Bar Pie Map



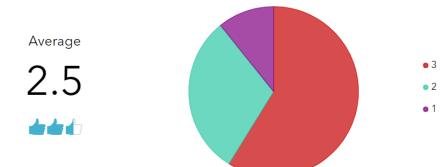
Hide table		Empty categories	↑↓ Sort
Answers	Count	Percentage	
3	143	58.61%	
2	41	16.8%	
1	22	9.02%	

• • Standard 2 Column Bar Pie Map



<u>Hide table</u>		Empty categories	T‡ Sort
Answers	Count	Percentage	
3	114	46.72%	
2	64	26.23%	
1	26	10.66%	

• • Standard 3 Column Bar Pie Map

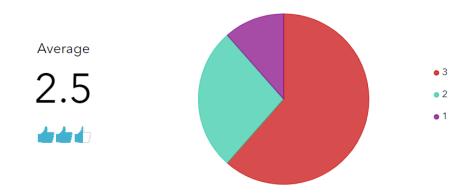


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Answers	Count	Percentage	
3	120	49.18%	
2	62	25.41%	

• • Standard 4 Column Bar Pie Map

22

9.02%



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Answers	Count	Percentage	
3	123	50.41%	
2	54	22.13%	
1	23	9.43%	

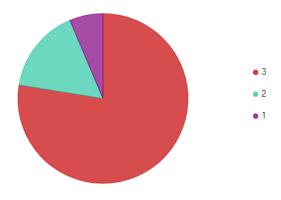
• • Standard 5

Column Bar Pie Map

Average

2.7





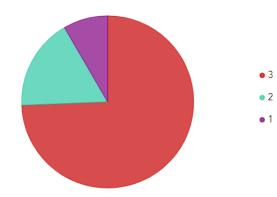
<u>Hide table</u>		✓ Empty categories ↑↓ Sort
Answers	Count	Percentage
3	159	65.16%
2	33	13.52%
1	13	5.33%

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Average

2.7





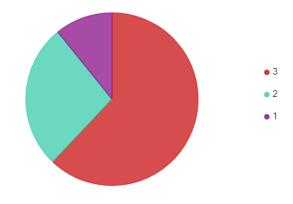
<u>Hide table</u>		✓ Empty categories ↑↓ Sort
Answers	Count	Percentage
3	151	61.89%
2	35	14.34%
1	17	6.97%

• Standard 7 Column Bar Pie Map

Average

2.5





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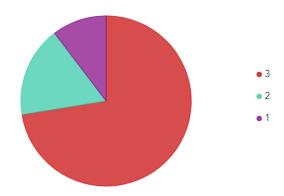
Answers	Count	Percentage
3	126	51.64%
2	55	22.54%
1	22	9.02%

• • Standard 8 Column Bar Pie Map



2.6





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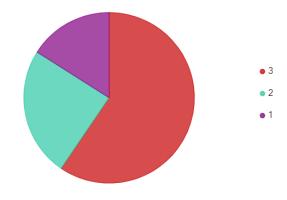
Answers	Count	Percentage
3	147	60.25%
2	35	14.34%
1	21	8.61%

• • Standard 9 Column Bar Pie Map

Average

2.4





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✓ Empty categories ↑↓ Sort

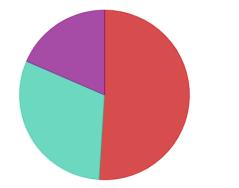
Answers	Count	Percentage
3	119	48.77%
2	49	20.08%
1	32	13.11%

• Standard 10 Column Bar Pie Map

Average

2.3





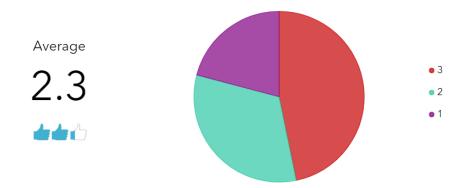
• 3

21

Hide table

Answers	Count	Percentage
3	102	41.8%
2	61	25%
1	37	15.16%

• • Standard 11 Column Bar Pie Map



<u>Hide table</u>		Empty categories	T↓ Sort
Answers	Count	Percentage	
3	94	38.52%	
2	65	26.64%	
1	42	17.21%	



Response

You should be addressing the bicycle on the roadway laws. It's too dangerous for bicyclists to legally commute, especially downtown, because the way the law is written. If people can't commute in safety, bike parking at the workplace is a waste of time and money.

You have got to make a policy about electric bikes, especially in bike lanes and sidewalks. These bikes can go up to 20 miles per hour. In my opinion they should not be allowed in bike lanes and sidewalks over a certain speed.

Yay! Safe spaces when visiting locations and dwellings! I am a bike rider!

Why no bicycle parking requirement for passenger airline terminals? Bike lanes lead to the airport... who lobbied against that requirement? E-bikes need covered parking in more locations downtown, including Riverfront Park. People are replacing their sole mode of transportation (cars) with e-bikes and want to be able to take them downtown and not worry about theft or damage. Bike lockers are needed in various locations around town for more expensive and/or e bikes that must stay out of the elements. Please conduct a survey locally on e-bike usage and trailor bicycle facilities to this currently overlooked user group.

What will this actually change. The downtown core is very unsafe and the bike infrastructure is a joke. The centennial trail is the only bike highway the city has and bike traffic is not even a priority. Develop a trail network so people can commute safely. It does no good to install storage if the rider can't safely make the trip.

WHAT IS THE PLAN FOR STORING/PARKING THREE-WHEELED OR TRICYCLE BIKES FOR THOSE WHOSE PHYSICAL LIMITATIONS RESTRICT THEM FROM A TWO-WHEELED / BICYCLE TYPE BIKE?

We need more protected bike lanes and all parks need secured bike garages.

We need long term bicycle parking at public facilities: What do I do if I want to go to the Arena, Riverfront Park, the Podium or Downtown Stadium for an event with my \$4000 pedal-assist e-bike? Leave it for 4 hours unattended with just a lock?? These locations need weather protected and sight obscured bike lockers for the public's more expensive and generally larger e-bikes or cargo bikes.

Very well though out . Excellent standards to help promote safe storage of bicycles. I have had multiple bikes stolen in a different city. Standards like this would have prevented both

This is great for new development, but there needs to be a concerted effort to provide safe parking on the city streets for businesses, restaurants, grocery stores etc as well as for historic areas. So much of the city is over a hundred years old and it can take decades for some places to implement a change that would trigger these requirements.

This is dumb. Focus on things that make an impact on at least 10% of the population. This is a great example of focusing on the small things and not the big issues. Clean up the homeless mess before making rules about bicycle parking!

This is all fine and good, but who will maintain the spaces? Where can the biker go to get help when things go wrong? Who will verify if the space is actually being used, or has the user vacated the apartment etc.? Should there be a fee for using the space, so that unused bikes are not just sitting there taking up space?

These bike parking standards are excessive. The population of the City of Spokane largely uses vehicle parking, which is limited enough. The bicycle code for the City of Spokane has created a significant negative impacts on motor vehicle traffic and parking. Bike lanes in the City of Spokane are underutilized because they're not needed. With only a few good months of bicycle riding weather for the majority of the public, biking is not a viable means of regular transportation. Stop spending millions of dollars and impacting developers with these requirements. Make Spokane a city that attracts business and residents by having smooth flowing traffic and plenty of parking options. Parking downtown is already a nightmare for customers and employees.

These all make good sense to me.

The issue with biking in Spokane is not so much access to long term parking as it is the need for safe bike lanes/routes to be more thoroughly dispersed throughout the city. If you live and work along the river, on the periphery of the downtown area, or in the university district, you can get to work by bike reasonably safely, but if you live even just a few blocks outside of these regions, it can be incredibly dangerous to bike to work/school. We need more bike lanes/routes connecting to highly used areas, such as Sacred Heart Medical Center, Northtown/Garland District, whitworth, SCC, etc.

The biggest problem with bike storage (short or long term) is vandalism. If the bike is visible to non-owner it is subjected to vandalism (cables cut, wheels damaged or removed, painted, seats cut, etc). None of the solutions addresses vandalism. Theft occurs even if the bike is locked securely. If they are not locked in a location that limits access to owners, the bike is high risk for being stolen.

Strong consideration must be given to addressing the storage of e-bikes and in particular, prohibiting storage and/or charging of L-lon batteries in those areas not predictably within view of the owner.

Instead, while the bicycle can be stored in a dedicated area, the battery must be stored in the owners residence or workstation.

Standard 8: worried if the enclosure doesnt have a ceiling and is made of chain link, bikes will still get stolen— they are often light enough to lift in one hand. Standard 11 makes me worried that developers will create reasonable-sounding excuses for why they cannot provide bike parking. Similar to how some corporations consider legal fines as the cost of doing business, it seems to create a loophole which any developer could squeeze through. I don't know how to make it more binding, but I am concerned.

Some kind of language that ensures long-term bicycle parking cages located in or near parking structures are placed a safe distance from car traffic would be helpful.

Responsibility is on me. I really don't like where this is going. I also have a car that I use all year long. Personally, my bike is for recreation most of the few months I can use it in Spokane.

Requiring parking 300 ft from the business seems to far, I would like to be able to see my bike while I'm at the business. 150 ft?

Regarding standard 9, it would be best if all of the businesses within the shared parking zone are in the same block, avoiding crossing streets when going from bike parking to final destination.

Re: #10: It is extremely control-freak to make any law that "Up to fifty percent (50%) of long-term bicycle parking for residential uses may be located within a dwelling unit." .. SERIOUSLY Spokane? What about the other 50%? Are you purposely creating reasons for domestic issues amongst neighbors who have to decide which 50% of the residents are the lucky ones? Where's the *equality* when only 50% of residents will have the right to have a bike in their apartment. .. If I were the Governor: I'd make a law that forbids any from making laws denying a person the right to park their bicycle in their apartment. Who are the people that decided that only 50% of an apartments' residents should continue to have the right to park their bicycle in their apartment? Shame on them for being control-freakers. .. #9 grants people rights that they already have, and then clause #9a limits those rights = you're attempting to take away rights you have no valid reason to take.

Property theft is a serious concern in this city. Residential parking requirements will need to require a cage, locker, or secure room if you want people to feel comfortable leaving their bikes there. A covered bike rack won't cut it.

Please keep the sidewalks clear for pedestrians. Park bikes off the sidewalks.

People who ride bikes should rent places that have facilities for bikes There should be "NO" laws requiring landlords to make facilities bike friendly. This would increase rents on building where people who don't bike. Keep laws out of this!!!

Outdoor parking is the most vulnerable to theft, so it should be the least encouraged option for long-term storage.

Number 10 - I'm ok with up to 80% being in the unit, but the rack language needs to be cleaned up. Is a rack actually required? 10.b.i "a rack shall be provided and permanently affixed to..."

None of this will matter. The shit humans these political clowns love so much will destroy whatever is put in place. The fucking bums and tweakers will steal, shit on, piss all over, and destroy whatever. AND THE IDIOTS ON CITY COUNCIL WILL JUST ALLOT MORE MONEY FOR THEM

None

Nobody wants to park their bikes on outside racks anymore. There's just too many bike thieves and the police are too busy or just don't care about bike theft.

No bicycle racks/parking on sidewalks

Most riders main concern with long term bike storage is security, the racks are always outside and out of the way which means no one sees if people mess with them. I use Lime more than my own bike when available largely in part due to the ability to park them basically anywhere.

It is most important to consider while offering various levels of bike storage, protection against theft in bulk storage containers/garages with security cameras as well as a security roster electronically or otherwise for access. Individual bike lockers have been used over the years by default as homeless housing, and or suffered vandalism and or theft - offering bike racks at area businesses it ideal alongside educational tips to prevent theft and or potential damage to personal property.

If we were in a more temperate climate a bike program could work. Not here.

If we used STA buses similar to how the Dutch use there Trains, most bicycles for commuters would remain down town for long term storage and be parked at STA facilities: Downtown and/or satellite Park and Rides.. We need a paradigm shift in use between auto, public transportation for bicycle users. A simple rail that you can lock to is an alternative to a bicycle rack and allows for a better use of facilities having narrow & physical constraints, also true of sidewalks. Shared garages are difficult for multiple users/owners to manage. In addition the City should consider giving up one potential parking space in each block of the city core for on street covered bicycle storage.

I'm very happy the city is working on this issue. There is a lack of secured (and even non secured) bike parking in Spokane.

I'm glad to see you all working through this because it's very needed. I hope that building owners are willing to collaborate with the city on creating better bike parking especially for e-bikes.

I would like the city to dedicate 1 or 2 parking garage floors to bike and scooter parking.

I would be very skeptical about allowing landlords out of this obligation—it's not that difficult to meet.

I think the maximum distance from the bicycle enclosure to its business location ought to be 100' instead of 300'.

I think the city should consider the impact of e-bikes on bike commuting and the needs of those bikers. Electric bikes are larger than traditional bikes and take up considerably more room. Also, the ability to charge an e-bike within the bike cage should also be considered.

I think that roads without pot holes is a more basic necessity prior to bicycle parking. I understand that bicycle traffic could reduce road wear, however, due to Spokane's winter weather, bicycling is often seasonal. Our busses require adequate roads. Let's stick to the basics before spending money on bike storage.

I think bicycle parking locations in Dwelling Units could cause disruption and force tenants to shun others for muddying up the dwelling units with their bikes. Maybe lower it to 25% and then I would be fine with the change. But 10 could cause some day-to-day problems. Also, I do not know enough about bicycles to talk on Standard 4. Other then this, I think this is a great idea! Especially with the rise of free, electric bicycles, this will allow electric bicycles off the streets and into nice parking spaces.

I think as long as what you have is secure, any effort is better than none. I've had 5 bikes stolen since moving back to Spokane- all were locked and within view of many windows and open businesses. Spokane needs to keep up with how quickly thieves are moving to break locks and follow-up on the obvious chop shops going on around downtown. I can't tell you how many times I've seen someone selling bikes on the corner that they clearly didn't obtain by honest means. I love that Spokane is trying so hard to make the city more pedestrian/biker friendly but even having pretty racks or outdoor rooms won't help if they aren't truly secure. Maybe a coded entry? Badge entry for businesses (so that even former employees can't give codes out)?

I strongly support these recommendations regarding long-term bicycle parking. I do think, though, that business owners and landlords should be required to consistently communicate what the bike parking options are. In other words, there should never be an employee or resident who doesn't know what bike parking is available to them. I've seen employees choose not to ride their bike to work because they are unaware that secure bike parking exists - this is a barrier that cannot exist in a bike friendly city.

I might be misreading the standards, but it looks like they are proposing the outdoor bike racks would be sufficient? Thats a problem, given the prevalence of bike theft in this town. "Property owners and businesses located on the same block may establish a grouped bicycle parking area..." Meaning install a standard bike rack? We need a couple of secure downtown bicycle parking garages for cyclists going downtown not to work but to dine of shop.

I love cycling in Spokane and often commute, taking my kids to school. I really appreciate the strides the bicycle planning commission is taking to improve the cycling infrastructure in our city. Thank you.

I like the requirements for horizontal parking - as someone who has a heavy bike and does not want to dead lift it to a rack. Controlled security is also a must - including places to lock your bike WITHIN the locker. This is from someone who had a bike stolen out of a locked storage area because another person let the thief into the cage.

I have an adult tricycle- hard to place and secure, At this point I work from home and use my bike for grocery shopping and close errands. My medical facility has no parking for me.

I greatly appreciate any effort to make the city more cycle friendly. Bike lanes, traffic safety and driver education/tolerance also need to be addressed at some point. Thank you again

I don't have much to say about most of these. To me, the most important is that the bike storage is covered. I think that requiring a separate/locked enclosure could unintentionally make things more complicated because you would have to carry an extra key/card to access storage, which could be a problem for guests, etc

Guidance is great; regulations that impede property development are undesirable.

Good work, keep it up!

For standard 11, possible alternative solutions should be provided

For standard 11, impose a fee for places that do not instal bike racks to penalize loop holes be taken advantage of by businesses not wanting to pay to install bike racks. Encouraging more biking by having protected bike storage is so important to the city of Spokane because it takes cars off the road minimizing traffic collisions and road wear/tear

Finally, now lets do this right for all citizens.

Due to Spokane's weather, you can only bike limited days. We need to address year around solutions.

Developers need to be held responsible for adequate bike AND auto parking. It's out of control.

Covered individual bike parking out of sight is the most desirable

commuter and e-bikes have accessories like lights, panniers, etc. that require more security than locking to a bike rack can provide, which is why the provision of "long term parking" even for relatively short trips is important.

Bikes will get stolen and moved to athol

Bikes can still be stolen from racks or rooms in which any resident has access. Additional security measures which can be applied to individual bikes such as bars should also be made available/usable to prevent this kind of theft.

Bicycles need to be treated like any other vehicle. Licensed. Total lighting. Either a car parking spot with lock up capabilities or an area similar for bikes and charged loads ke a car. We are in an E-Bike era.

Bicycle parking should be encouraged in areas near shopping centers and restaurants to make food more accessible to cyclists.

As a bicycle commuter to work, storing my bike inside the building is a must. It provides the greatest protection from it being stolen.

Are you familiar with the state CTR program. It would answer many of your questions. Check with the county engineer department

All of these requirements are insane. Most people don't even commute by bike accept in the milder months in Spring and Fall. Too snowy in the winter, too hot in the summer. Are you going to require

showers? this is a massive overreach. Have you even studied if more people will actually ride bikes if parking is available? It doesn't seem that parking is the issue keeping people from riding bikes.

AGAIN I CALL BS. YOU ARE OVER REACHING THE NEED FOR COMPELING OTHERS TO CONFORM TO A VERY MINOR PERCENT OF THE POPULATION USING BIKES. IT IS A DOWNTOWN ISSUE AND SHOULD NOT CONCERN THE VAST MAJORITY OF THE COUNTY. ONLY THOSE THAT OWN THE PROPERTIES SHOULD HAVE A SAY IN ANY SUCH PROGRAM. IF YOU ARE A RENTER YOU HAVE NO RIGHTS IN THIS TYPE OF ISSUE. IF YOU DISAGREE THEN YOU SHOULD USE YOUR OWN FUNDING NOT TAX PAYER FUNDS TO ROLL OUT A PROGRAM. STOP WASTING OUR TIME AND MONEY. NEITHER ARE YOURS.

Adding this requirement to building codes or city projects only adds cost to buildings. The city shouldn't be in the business of adding cost to buildings unless it impacts the safety of said buildings. This is an inefficient and ineffective way to encourage bike use.

Add more protected bike lanes but get rid of the death by ride turn where you make a bike rider to dart out into traffic while avoiding a car from hitting them while making a right turn.

Access to bike parking at Sacred Heart requires coming up over a curb, the racks are so close together it can be difficult to get in and out, and in the summer it is hard to find an opening to put the bike.

A locked space is the key. Bicycle lockers are best.

- 3. Planning for an increased number of e-bikes with horizontal parking would be very wise. Is 25% enough? 8. This applies to 8 or any other mention of a 'secure room', doors should have something like a Interlocking Astragal Offset Bar in place to prevent theft. I had my bike stolen from a 'secure room' in my former building, that was locked and FOB secured, it however did not have an Interlocking Astragal Offset Bar. My current building has one installed on the bike room (and all exterior doors) and there haven't been any bike thefts in my current building. 9. I understand the need to be reasonable but 300ft is quite far and my present safety and accessibility concerns. 10. I think that developers could slap a bike hanger in you closet and satisfy this requirement and then you wouldn't be able to use the closet as a pantry, etc. It should be dedicated. And not more expensive. 11. The keyword is reasonable, it must be enforced and we should not cave to cheap developers.
- 3. Expecting developers to accommodate every type of bike (section 2) is unreasonable. 9. Collaboration in some cases might work, but who pays for it, maintains it, and pays taxes on the new structure? This seems like a headache. 11. Why give selective developers option for out. Either go all in or none.

25% of total parking space is insufficient for people who can't lift their bike into a vertical space or have cargo/tandem/long-tailed bikes

20 and 40 foot shipping containers should not be entertained. They are dark, moldy, and lack necessary visibility. 1 three wheeler, a quad pedaled ADA vehicle, or a new human resident can ruin shipping container bike parking for a whole building of cyclists.

You need to stop bike thieves from stealing bikes. No one will want to leave their bike if it's not there when they get back. I have had bikes stolen when locked to a secure rack, under a security camera, had clear footage of the thief, and was told by officers that it would not be investigated. Leaving a

bike unattended for even a few minutes is a flip of a coin if it will be there, in one piece, when you get back. I've been commuting by bicycle every day for over 30yrs and it's not as safe as it was in years past. There are other issues that need addressed before you worry about parking.



• If other, please describe

Word cloud





Response

Won't ride my bike downtown because there is no secured parking structure

With the best parking in the world I wouldn't ride my bike. Spokane has too much violent crime and bikes are always in the way.

See previous comment

See below

Road money before bike money. Finish the North/South Freeway first.

Retired but thru the CTR program businesses had to provide cages for their employees bikes

Quit focusing on a small fraction of people! Fix the big issues first

NOT INTERESTED AT ALL. A SIMILAR THOUGHT FOR THE VAST MAJORITY. RIDE YOUR BIKES ON THE TRAIL SYSTEM NOT ON THE STREETS.

No interest

little accommodation for adult tricycle style.

Keep laws out of this!!!

It's my responsibility to find my own "safe parking."

It is dwindling. After having 4 bikes stolen in 1.5 years by the sub par citizens that the liberal pukes in this state love, I am considering buying a 3rd car instead.

If I didn't have room for my bike, I wouldn't own one. I am 57, female and love riding my bike. But I do not expect to put my bike problem on someone else. No no no!

I would ride my bike more often if it were more accessible to park at work

I used to park my bike at my place of work during my shift, but stopped due to lifestyle changes. I would like to do so again.

I remote work now so my home/work bike parking are the same, in my secure garage. When I worked in office, options were a) a closet, b) an empty cubicle, and c)eventually a dedicated, secured bike storage area.

I park my bike in my house

I park at home. I'm retired, so my bicycle parking mostly is at public places downtown.

I have kids, so improved bike paths and bicycle infrastructure would encourage me to ride my bike more since I need to consider transportation with my kids schedule as well.

I have a garage. Dont commute by bike.

I don't commute via bike

I don't ride a bike for transportation

I do not utilize a bicycle

I do not ride my bike to work

I DO NOT RIDE A BIKE

I currently park my bike on my balcony (within my unit).

I am homeowner. I need better, more secure parking at businesses that I frequent.

I am a retired home-owner now, but while I was working, availability of long-term parking at work was the primary consideration for riding to work, rather than driving. the deciding

Don't bike need better public transportation.

Currently park my bike behind my place of employment (elementary school) because no rack on grounds that fit my bike. Park it behind school by businesses on a bike/art structure on Perry street. Exposed to elements,...

Currently locked inside residence or locked garage

Concerned citizen

You did not really give enough space above for a complete answer.

With better parking options I would choose to ride to work more often

We currently bring our bikes up through the elevator and into our office space. We do not really have space and would really benefit from alternative bike parking.

The emphasis on bicycle commuting in this survey is driving me nuts. I want to ride downtown to shop or dine, but I don't because there is no where safe to park my bike.

See previous comment

See above?

Our building has no bicycle parking.

In my garage

If parking was better I would bring my bike down town more.

If I want to ride, it's my responsibility to keep bikes safe, not some other person, entity or state.

I'm retired and live at residential home.

I'm disappointed that so far no mention has been made of bicycle parking in public areas.

I store my bike in a garage at my residence and in my office space at work.

I like to shop by bike and go out by bike, but often can't do so because there's no parking I trust.

I keep my bicycle inside at my residence (house)

I don't use a bicycle

I am not currently in a position to bike to bike to work, nor store my bike at an apartment. I do support interests in making biking more accessible and safer.

I am a retired home-owner now, but while I was working, availability of long-term parking at work was the primary consideration for riding to work, rather than driving.

Don't bike need better public transportation.

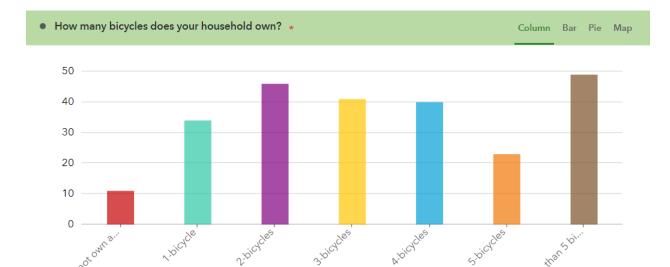
Described above

Concerns while visiting downtown and leaving the bike unattended

Cannot afford to park car downtown so I have to commute

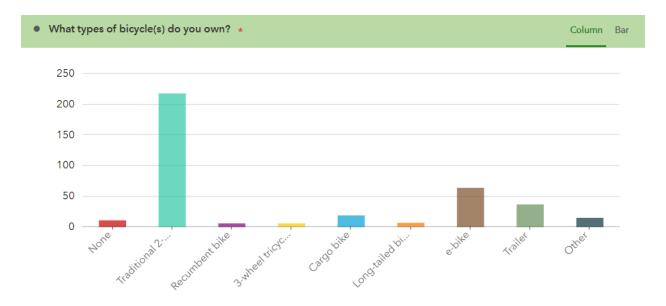
Biking is recreational and an individuals issue to figure out storage!

As I look for apartments and houses, I do not see options for bikes outside of a garage. It would be nice to have options to securly store bikes.

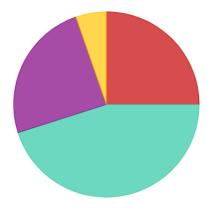


Hide table	_/	Empty categories	↑↓ Sort

Answers	Count	Percentage
I do not own a bicycle	11	4.51%
1-bicycle	34	13.93%
2-bicycles	46	18.85%
3-bicycles	41	16.8%
4-bicycles	40	16.39%
5-bicycles	23	9.43%
More than 5 bicycles	49	20.08%



<u>Hide table</u>		✓ Empty categories ↑↓ Sort
Answers	Count	Percentage
None	11	4.51%
Traditional 2-wheeled bike	218	89.34%
Recumbent bike	6	2.46%
3-wheel tricycle	6	2.46%
Cargo bike	19	7.79%
Long-tailed bike	7	2.87%
e-bike	64	26.23%
Trailer	37	15.16%
Other	15	6.15%



- Strong and Fearless I ride in any condition
- Enthused and Confident I enjoy riding in good weather, on low-speed streets
- Interested but Concerned I • would consider riding if there were safe places to ride
- No way, no how Bicycling is not an option I would ever consider

Hide table

✓ Empty categories ↑↓ Sort

Answers	Count	Percentage
Strong and Fearless - I ride in any condition	61	25%
Enthused and Confident - I enjoy riding in good weather, on low-spee d streets	110	45.08%
Interested but Concerned - I would consider riding if there were safe places to ride	60	24.59%
No way, no how - Bicycling is not an option I would ever consider	13	5.33%



Response

Your proposed rule #11 was wrong too .. No person (the bicyclist) should have to submit a request seeking permission from another person (the Planning Director) with the hopes that they may be granted special permission to continue parking their bicycle in their apartment without a fixed bicycle rack or designated bike storage closet. Spokane's control-freak law-makers are abusing their authority to even suggest an SMC that declares that only 50% of an apartment building's residents can continue to park their bicycle in their unit. Most restaurants in Spokane don't have bike racks or even a designated place to lock a bike to. A bicycling customer has to find a large tree to lock their bike to. That's where the bicycle problem is in Spokane. Now the City wants to update the 'codes' to mandate that only 50% of the residents in my apartment building get to be the lucky ones to continue to park their bicycle in their unit? .. *Lose the bike or be evicted to homeless* ??

YOUR BIKERS DO NOT SHARE THE ROAD AND ARE A HASZARD TO THE PUBLIC TRAFFIC FLOW ALMOST EVERY DAY. WITH PUBLIC TRANSPERTATION THERE IS NO NEED FOR BIKES. THAT IS HOW YOUR BUS SYSTEM IS PUSHING THEIR EXPANSION.

Would these parking requirements also apply to a place like an STA Park and Ride?

Why don't all neighborhoods have a bike path

WHNC and residents of West Hills have been very excited about the Susie Stephens trail that has been proposed and funded back in 2022. I'm most pleased to see here in Spokane the various levels of paths, lanes, and trails for cyclists over the years, as I've enjoyed the safety aspects of both Urban Commuting throughout various bike lanes, in addition to cycling greater distances for overall mental health and fitness. The level of property crimes, theft, and vandalism has grown dramatically, particularly for bicycles, so the more security in bike storage, the better, including security measures such as cameras are most important, even with placement for bike racks in front of business or condos. Best Regards William Hagy WHNC•Chair

WHAT IS THE PLAN FOR RECUMBANT BICYCLES AND TRICYCLES? WILL THERE BE CONSIDERATION FOR CHARGING STATIONS FOR E-BIKES? SHOULD THE CHARGING STATIONS BE LOCATED IN A SECURE OUTDOORS OR MECHANICALLY VENTILATED LOCATION DUE TO POSSIBLE FIRE AND ASSOCIATED TOXIC GASES HAZARD? FIRE SPRINKLERS, DETECTORS, SECURITY SYSTEMS?

We sold our bikes because we no longer feel safe in Spokane . The Centennial Trail and downtown Spokane are danger zones.

We need more basic bicycle racks all around the city. There is often no bike rack anywhere near where you need to go, so you end up locking your bike to a street sign.

This is great! Thanks for doing the work to bring these guidelines into being.

This is great you are looking at bike parking. We ride around 1,000 miles per year. We have had issues with homelesss people downtown especially at riverfront park, trying to steal our bikes.

This is also important in the lower density areas as well. I'd highly consider developing similar standards around schools as well.

This city is a complete joke. You don't care about our input here.

There's too much gravel in the bike lanes. It's a slip hazard. I don't worry about falling as much as I worry about falling a foot away from traffic. Also a truck switched from one side of the street to the other to play "chicken" with me two weeks ago. Not a first.

There are some nice bike riding options in town. however, many parts of town do not have good or safe bike riding conditions on the streets. Many streets in town are narrow and do not provide room for a bike. We need more bike lanes or paths to make a bicycle an option for the city.

The largest deterrent to bicycling in Spokane is theft. Dedicated, separated bike lanes are great but right now there is nowhere safe to lock up my bike in all of downtown. We need bike cages or secured garages.

The city should work on making protected bike lanes in more heavily trafficked areas. Adding more bike parking will only be utilized if there's safe bicycle infrastructure for cyclists to commute with.

The City of Spokane has neglected a core ingredient in encouraging bicycle commuting: how to get across the Spokane River in the vicinity of downtown. Think about it, what are the options? The Post Street bridge is closed and there are no bike lanes on Monroe, Maple, or Washington/Stevens bridges. Don't tell me 'just ride on the sidewalk,' that's not safe for actual pedestrians. Don't tell me 'just ride through Riverfront Park,' it's often mobbed with pedestrians in full-random mode. Also, the ridiculous interruption of the bike lane with a 1-foot-high concrete barrier in front of the Chase building on Main Ave is idiotic. It routes bike traffic right up onto the sidewalk, where it's not even legal to ride a bike due to the hazard of colliding with a pedestrian in downtown. Are you trying to get people hurt? The straight-through bike lane that used to be there was fine.

The bike infrastructure here is terribly designed and terribly maintained. Motorists also are free to harass and endanger cyclists with no repercussions. Until this is addressed, cycling will not be popular here.

Thanks for working on this project

Thanks for looking for input on this matter!

Thank you so much for working on parking in Spokane. Fear of my bike getting stolen or tampered with prevents me from spending much time downtown

Thank you for working to integrate bikes into our community better. Spokane is so small, that if we had good bike infrastructure and good incentives, we could possibly drastically reduce the amount of cars on the road, pollution in the air, traffic, and danger for pedestrians. It just makes sense here. Thanks so much. I'm very interested in the future of bike infrastructure here, and would like to help make it an accessible reality. Thank you for trying to do this as well!

Thank you for improving bicycle riding in Spokane!

Thank you for doing this.

Thank you for codifying rack type and spacing! There are some terrible racks out there.

Stop adding building costs. Building codes need to be curtailed and cut back to the strictly essential to increase availability and affordability of housing.

Standards? It seems the horse is behind the cart concerning standards. A - 2" rail spaced 12" from wall and about 36" from ground to secure bicycles to, in addition to rack standard. Add racks as demand increases by allowing for sufficient sq footage in design. Request feedback from cyclists to when more parking is required.

Spokane streets are terrible. Potholes and uneven surfaces discourage me from commuting by bike.

Spokane needs secure public bike parking downtown! Development standards won't help all the existing buildings that have no secure bike parking

Spokane needs more protected bike lanes and secured bike parking garages. Every paid car parking lot downtown needs to have a secured covered bike parking structure.

Spokane needs dedicated bike lanes. It's the wild, wild west out there. Some traffic law enforcement (speeding, turn signals, dangerous driving, etc.) AND ticketing for violations of bike lane areas (it's hard to bike a block or two without running into a vehicle parked or waiting there) might go a long way to helping make biking a safer, viable method of transportation. Dedicated multi-use trails connecting major hub areas of town would be a wonderful option!

Put the survey out again after all the talking is done. Show a working model for cyclists to try for themselves. Good Luck.

Prosecute bike thieves! Bikes have gotten incredibly expensive, and losing one to theft can be as financially damaging as losing a car to theft, especially since insurance often denies coverage for theft in high crime areas like Spokane, even if it was locked.

Prior to living in Spokane I biked 75% of my work commutes. Since moving to Spokane I bike 0%. The bike lanes are not adequate nor are they protective of bikers. Many times new bike lanes have been

added right into existing car lanes which seems more of a 'gesture' than an actually usable lane. I attempted to bike to work and around town when I first moved here but found the conditions/environment too dangerous. Having adequate places to part bikes is important but these spaces will go unused if the actual conditions of biking in Spokane are not improved.

Please study barriers to riding. I would commute more, for example if there was a bike lane continuously from Liberty Lake to Downtown on Sprague. I hate that the Centennial Trail takes you on busy roads out in the Argonne District. You all are completely missing the mark. The massive bike lane on Riverside is completely unnecessary as it doesn't connect to anything and is completely worthless for 6 months out of the year. Plans like these should be in areas of the country with more seasonal weather that would actually allow year round cycling. Not here.

Please make cycle tracks, not bike lanes. Cars park in the bike lanes and render them useless

Please don't make a law that increases rent or costs on people who don't bicycle!!!!

Please continue your work.

Please complete trail networks so we can use bike parking. I would love to discuss the values of installing bike pullouts.

Please advocate for secure long term bike parking in apartments!!

Nothing I would like to say.

Not sure how you expect landlords/businesses to pay for this. Also, a very small portion of the population bikes. I'm not sure all this bike friendly stuff (like restricting vehicle lanes to accommodate bike lanes) is really worth it for the number who ride. Mind you, I ride to work around 3x per week in decent weather.

Not at this time

No bicycle parking/racks on sidewalk

My work offered an outdoor vertical caged in storage for bicycles in the parking lot. In the 5 years I worked at the County Public Works Building, no one ever used it. There is too great of a concern for bikes to get stolen. There is no cover on the existing cage. I chose to store my bike in my work space instead. I prefer commuting on the Centennial Trail or Kendall Yards whenever possible, even if it means I have to bike further. If I am on the trail and away from car traffic, I feel safer. The addition of bike lanes running N-S and connecting to the Centennial Trail would increase the safety of bicycle commuters.

More protected bike lanes! This is all worthless if the best bike lanes we have it just a stripe of white paint.

More incentives should be provided to builders and property owners at construction phase to reduce vehicle parking spaces with bicycle parking spaces; but employers with long term bicycle parking spaces should also have on-site shower, lockers, or changing rooms for employees who bike to work.

More Dedicated Bike Lanes and bike infrastructure! Traffic has continued to get so much worse, and area drivers are angry and some dangerous. The more bikes being used and safer the bike commute can be, the less traffic.

More bike racks outside businesses in Spokane, please!

Longer term bike storage or lockers needed in downtown leisure and park locations.

It would be great to have a safe place to park bicycles in downtown Spokane. It would be much more convenient if you didn't have to worry about your bike while enjoying many of the great activities downtown has to offer.

It would be great to have a map or app of where to lock up a bike downtown. Sometimes it is hard to find places to lock a bike and if you are crunched for time it makes things worse. Some areas are very visible like the racks in Perry but other can be hard to find like Lincoln Heights shopping map only had them in front if Trader joes.

It is fantastic that you are hoping to encourage biking! Thank you for your efforts.

If you want to improve bicycle commuting rates, you should also have new office buildings include shower and changing facilities. A lot of people don't ride to work because they'll get sweaty and stinky and they can't stay that way and maintain a professional standard. You also need more dedicated bike infrastructure on the roads, and more law enforcement taking care of wreckless drivers. I have been hit while legally riding my bike to work, and the drivers have only gotten (markedly) worse since then. You also need to keep bike lanes clear, including of snow, road debris, and construction signs.

If you can't go the speed limit, you shouldn't be in the road.

If the city of Spokane really wants to encourage bicycle commuting, there needs to be special attention made to road conditions and maintenance of bike lanes. Bike lanes are consistently covered in gravel and other debris, making accelerating and stopping more hazardous. Bikes lanes are never plowed and are consistently covered in snow and ice in the winter. There also needs to be a way to trigger a green light for a bicyclist to more easily navigate intersections.

I'm glad to see the city doing more for people on bikes. More must be done! Safe and secure parking is a great step, but to get more people commuting and recreating by the healthiest, safest and most efficient mode of transportation we need protected bike lanes, e-bike incentives and strong support from elected officials. Keep it up!

I'd love to see more parking spaces in Spokane be dedicated to bike parking - potentially even bike lockers in parking spaces. It would be great to see how many people might start biking if there were secure areas to park bikes!

I would recommend regular spot awareness tutorials on the local TV or social media news throughout the better/bike riding weather explaining TO CAR DRIVERS (1)that bike riders cannot ride in the basically POORLY-maintained-by-the-city street GUTTERS, that bike riders need at least 1/2 to 2/3 of a driving lane to be able to ride safely, (2) that honking at a biker could actually cause an accident, (3) when entering an arterial from a side street, a driver should check carefully for bikers approaching in a straight line, who are hard to see coming toward the driver, approaching in a straight line mostly

from the left of the driver. I usually wave to draw attention to my approach, (4) and not to underestimate the speed of a biker. Thank you.

I think the 300 feet rule should include not having to cross the street. It should have to be on the same block

I really appreciate the city's interest in making Spokane more bike friendly. I think this is a very good first step and I hope you consider our feedback. Especially related to security. Interlocking Astragal Offset Bars are essential. If you develop these regulations and incentivize biking and make it a more practical method of transportation people will use it and we can lead the region in safe, bike and pedestrian friendly streets. Thank you!

I LOVE biking as a way to stay fit and positively impact the environment. HOWEVER, my main concerns with biking (in place of driving) are the fear or being hit by a vehicle while in the bike lane, and the fear of having my bike stolen. TWICE I have had my bike stolen, when locked up on a bike rack within feet of my apartment/home door. (One bike was stolen from an apartment complex, the other from a rental home). Both times I was using a designated bike rack and it was locked. At work, if I can't store it somewhere where I can see it, I don't feel safe parking it there.

I know this is about bike parking but protected bike lanes would really improve and encourage more people to commute by bike.

I just want to re-emphasize that increasing the amount of safe bike lanes and routes that can efficiently connect housing areas to centers of employment for bikers should be a higher concern that raising the standards of bike parking.

I have some concern about requiring bike storage on residential units (esp. rentals, apartments, new construction). Most rentals can accommodate a bicycle within the living space and requirements will only drive up the cost to develop/remodel and that will increase costs/rents.

I have been waiting for this conversation! I am fortunate to have a great bike parking situation at work with secured, covered parking in a locked room in the parking garage but using my bike for errands on a regular basis is challenging because of the lack of secure parking to go to dine out or for shopping. These parking solutions would greatly help in being able to put the car away for most of the bike riding season (late March- mid October, for me).

I have been a bike commuter for 30+years. I've seen Spokane gain more acceptance of bike commuting and enjoy using bike lanes. However, now the issue has changed. I've had bikes stolen from outdoor racks(even with high quality locks) and I've been accosted by homeless people when riding through downtown on me way to work. I actually carry pepper spray on my bike now because of several frightening episodes with homeless people.

I am more concerned about parking my bike at locations I visit (Gym, stores, etc) and parking it on the street. I have had my bike stolen from downtown and it had a ulock.

I am just so thrilled this is being talked about and planned. I know more residents in my neighborhood of West Central specifically that bike over driving. A community bike shop where there are tools and

manuals for doing maintenance would be huge for our community; bike part swap meets, free workshops on maintenance, helmet-fitting, etc.

I am encouraged to see this survey. If you build it, they will come. Spokane and Spokane Valley is desperately in need of infrastructure for alternative forms of transportation besides your standard automobile based system. Along with better public transit like buses, and hopefully some day rail or streetcars, supporting a growing population of biking commuters is a great step and I thoroughly encourage more work to be done to achieve these goals. Thanks!

God Heavens what's next. Showers? I do have to clean up some when I get to work but I can handle that myself too... I don't work down town. Minihaha area is where I live. Commute to the old playfair area 2.5 miles. I don't even use the bike lanes that are already in place.

Go communism.

expand parking racks In downtown with high visibility to deter bike thieves; 2-3 basic racks per city blocks especially from Sprague down to Spokane Falls Blvd, Monroe to Division st.

E-trike is my choice of transportation or the bus when daylight hours are short. I choose not to own a vehicle.

Especially for apartment storage, consider larger/heavier mountain bikes in addition to road-going bicycles.

E-bikes are a hugely growing form of active transportation. Please conduct a survey to obtain insight on local usage and if necessary begin tailoring bicycle facilities for e-bike usage also. Previous considerations for bike routes, such as hills become no problem on a commute with an e-bike.

easy money for drugs for the homeless

Country homes is terrible to bike on. There should be a separate bike road that runs along it but is physically separated from the car road.

City streets are suitable for bicycle riding. Creating burdensome laws for business/building owners in a city where residents also need a vehicle for transportation due to inclement weather is counter productive. Any measures like this should go to a vote of the public before implementation.

Both safety on streets through downtown and safe parking at work/school are concerns limiting my family from riding daily. With solutions to those issues, we'd be more frequent cyclists. I used to be, but long term parking at my place of work and safety taking a child on the back of my bike deterred interest.

bike parking is great, but safe separate bicycle lanes would be most important to me. Much like Vancouver BC has for bikes.

Bike parking is critical, not just as condos/apartments and corporate offices but also at retail shops including restaurants, grocery stores, clothing stores, etc. It's frustrating to ride my bike to places downtown but then have no secure space to park/lock them. Also, we need more protected bike

infrastructure to get from point A to point B. Our car centric planning is bad for our city and citizens. Thanks for all you do to push Spokane forward to becoming a better bike city.

Bicycle planning in Spokane is frustrating. We are finally getting some bike lanes but they are dangerous ones. We want to encourage bicycle use but there is nowhere safe to park your bike and the police have zero interest in preventing or prosecuting bicycle theft. Now we have a survey that assumes every respondent is a bicycle commuter. I want to ride to Aunties and buy a book and find my bicycle still there when I come out.

Better bike routes connecting Spokane to the valley would be great! If the centennial trail pathway could be connected that would be super helpful, or if the apple way trail could connect to ben burr? It's the treacherous car filled patches between that discourage my biking commute.

Am very much looking forward to being able to get more cars off the roads.

Also need individual bike Parking at events such as Gonzaga since you cannot bring backpacks into the venue you need to park your bike and leave your helmet and gear outside in a protected covered and hopefully unseen situation as to not have it stolen

EXHIBIT C



NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(s): Bicycle Parking Code Update (non-project)

PROPONENT: City of Spokane

DESCRIPTION OF PROPOSAL: This proposal will amend Spokane Municipal Code (SMC): Sections 17C.230.110 and 17C.230.200. The proposed update to section 17C.230.110 revises the vehicle substitution provisions to allow up to twenty-five percent of vehicle parking to be substituted by bicycle parking. The proposed update to section 17C.230.200 revises the bicycle parking code to require short-term and long-term bicycle parking throughout the city. The exact amendments to the code will be available online at the following address: https://my.spokanecity.org/projects/bicycle-parking-code-update/.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: This proposal has a City-wide impact

LEAD AGENCY: City of Spokane

DETERMINATION:

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 upon request.

Date Is	ssued: March 2, 2023 Signature:	
Addres	ss: 808 W. Spokane Falls Blvd., Spokane, WA 99201	Phone: 509-625-6097
Respo	nsible Official: Spencer Gardner	Position/Title: Director, Planning Services
****	************	**********
	later than 4:00 p.m. on March 22, 2023 if they are in	ntended to after the DNS.
	14 days from the date of issuance (below). Commen	
[X]	This DNS is issued under 197-11-340(2); the lead age	·
	further comment period on the DNS.	
[]	This DNS is issued after using the optional DNS proc	ess in section 197-11-355 WAC. There is no
l J	There is no comment period for this DNS.	

APPEAL OF THIS DETERMINATION

After a determination has become final, appeal may be made to:

Responsible Official: City of Spokane Hearing Examiner

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Email: hearingexaminer@spokanecity.org Phone: 509-625-6010



Deadline: 21 days from the date of the signed DNS

12:00 p.m. on March 23, 2023

The appeal must be on forms provided by the Responsible Official and make specific factual objections. Appeals must be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

SEPA City Nonproject DNS Bicycle Parking Code Update

Final Audit Report 2023-03-02

Created: 2023-03-01

By: Jackie Churchill (jchurchill@spokanecity.org)

Status: Signed

Transaction ID: CBJCHBCAABAA8dbFBGmH9O-kAiqjkw2QHR1W8sva_uxy

"SEPA City Nonproject DNS Bicycle Parking Code Update" Hist ory

- Document created by Jackie Churchill (jchurchill@spokanecity.org) 2023-03-01 10:30:05 PM GMT- IP address: 198.1.39.252
- Document emailed to sgardner@spokanecity.org for signature 2023-03-01 10:30:58 PM GMT
- Email viewed by sgardner@spokanecity.org 2023-03-02 1:42:33 AM GMT- IP address: 198.1.39.252
- Signer sgardner@spokanecity.org entered name at signing as Spencer Gardner 2023-03-02 1:42:53 AM GMT- IP address: 198.1.39,252
- Document e-signed by Spencer Gardner (sgardner@spokanecity.org)

 Signature Date: 2023-03-02 1:42:55 AM GMT Time Source: server- IP address: 198.1.39.252
- Agreement completed. 2023-03-02 - 1:42:55 AM GMT

EXHIBIT D

From: James Bond
To: Kimbrell, Tyler
Subject: Bike thieves???

Date: Tuesday, February 7, 2023 11:15:22 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

What good is putting up bike locks if no one will pursue bike thieves and put them in jail? My friends bike was stolen right outside of a city council meeting is that okay with you guys?

Sent from Yahoo Mail on Android

From: Jim Frank
To: Kimbrell, Tyler

Subject: Re: City of Spokane- Bicycle Parking Code Update Public Advisory Committee Meeting #1

Date: Tuesday, January 10, 2023 12:14:34 PM

Attachments: image002.png

image003.png image004.png

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks for the opportunity to participate in the bicycle parking advisory committee meeting. I'm a big supporter of increased pedestrian and bicycle mobility. We have tried very hard to build pedestrian and bike infrastructure into our projects and we have seen the benefits that come from providing good sidewalks, bike lanes and separated pedestrian/bike trails. What your code classifies as "short term" bike parking is very important. Far and away more important than what the proposed code terms "long term" bike parking.

The short term parking that has been outlined in the tables seem reasonable to me, The real problem is that the sidewalks in the city are so deficient in most places that placing the parking in the public ROW (which is where it is best located) will be very challenging. The city needs to take more responsibility in the design and reconstruction of roads to be sure that not only is there space for bike racks but that they are installed as part of the road construction, particularly in center and corridor locations and business districts. Bike parking should be as much a part of the road design as are street trees and sidewalks. It is essentially part of a "complete street" design. The code places a lot of responsibility on private property owners with little attention to the responsibility of the city. When we design roads, Summit Parkway for example, bike and pedestrian infrastructure (including bike parking) are built into the road design.

I would like to comment further about "long term" parking. In my experience, long term bike parking is by far the least important factor in developing a vibrant bike culture in a community. I think the requirement for a minimum of one covered long term bike parking space for every building, business or land use over 1000 square feet is a very burdensome requirement that provides little if any benefit. The vast majority of homeowners and renters, those that are potentially bike commuters, store their bike in their homes or garages. Requiring group storage of bikes in rental communities, businesses or institutions has generally failed everywhere it has been attempted. Our own experience in building such facilities in both Kendall yards and Liberty Lake is that they are almost never used. The usage has been so low we have converted those spaces to other uses. The value of the bikes is too high and very few will risk leaving bikes where others have access. I strongly recommend that the long term parking requirement be removed from the code. It places a very disportionate responsibility on small business owners and will provide very little if any benefit. The way the code is currently drafted 100 small retail businesses would be required to have one covered long term space each while a large 100,000 square foot office building would only require 5 spaces. In Washington less than 1% of commuters use a bike. bikecommuting-united-states Long term bike storage is not a significant barrier to bike commuting, the lack of safe bike routes and infrastructure is.

On residential use the long term bike parking standards are equally problematic. Over 70 percent of households live in a house that they either own or rent. The large majority of the balance live in larger apartment complexes that nearly all have a significant number of units

with garages. Apartment residents will only store the bikes in either the garage or in their unit if they don't have a garage.

Thanks again for the opportunity to participate and comment.

Jim

On Sat, Jan 7, 2023 at 6:39 AM Kimbrell, Tyler < tkimbrell@spokanecity.org > wrote:

Hi All,

Please find the updated agenda with the Teams meeting link for next week's Bicycle Parking Code Update meeting.

See you next week,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org |spokanecity.org



This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

 From:
 Kimbrell, Tyler

 To:
 MELVIN NEIL

 Cc:
 Quinn-Hurst, Colin

Subject: RE: code

Date: Monday, February 6, 2023 7:11:00 AM

Attachments: <u>image002.png</u>

image003.png image004.png

Hi Melvin,

Thanks for your feedback! We currently allow 10% of vehicle parking to be substituted with bike parking. Of course, the substitution is optional and is meant to provide flexibility for developments that just can't quite squeeze in more vehicle parking spaces.

If you have other suggestions/ comments please don't hesitate to reach out.

Kind regards,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org |spokanecity.org







This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: MELVIN NEIL < mkneil@comcast.net>
Sent: Sunday, February 5, 2023 11:30 AM
To: Kimbrell, Tyler < tkimbrell@spokanecity.org>

Subject: code

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I feel that 25% is way to much space for bike parking. I think you should start with maybe 10% and see if that is to little, and if so then expand to more.

Mel Neil

 From:
 Kimbrell, Tyler

 To:
 Comstock NHC Chair

 Cc:
 Quinn-Hurst, Colin

Subject: RE: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code

Date: Monday, February 6, 2023 7:15:00 AM

Attachments: <u>image002.png</u>

image003.png image004.png

Hi John,

Thanks for your feedback. Is there anything, in particular, you're concerned about? Happy to discuss.

Kind regards,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org | spokanecity.org



This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Comstock NHC Chair <comstockneighborhoodcouncil@gmail.com>

Sent: Friday, February 3, 2023 3:44 PM

To: Churchill, Jackie <jchurchill@spokanecity.org>; Kimbrell, Tyler <tkimbrell@spokanecity.org> **Subject:** Re: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code

[CAUTION - EXTERNAL EMAIL - Verify Sender]

This is a joke right?

If not, the City has gone truly insane.

John Schram, Comstock

On Fri, Feb 3, 2023 at 3:27 PM Churchill, Jackie < <i style="cellpadding: 150%;">ichurchill@spokanecity.org> wrote:

Good Afternoon,

The City of Spokane is proposing an update to the Bicycle Parking Code amending Spokane Municipal Code (SMC): Sections 17C.230.110 and 17C.230.200. The proposed update to section 17C.230.110 revises the vehicle substitution provisions to allow up to twenty-five percent of vehicle parking to be substituted by bicycle parking. The proposed update to

section 17C.230.200 revises the bicycle parking code to require short-term and long-term bicycle parking throughout the city. The exact amendments to the code will be available online at the following address: https://my.spokanecity.org/projects/bicycle-parking-code-update/.

Please direct any questions or comments to Tyler Kimbrell, at tkimbrell@spokanecity.org

Thank you, Jackie



Jackie Churchill | Planning & Economic Development Services | Clerk III 509.625.6986 | fax 509.625.6013 | <u>ichurchill@spokanecity.org</u>



EXHIBIT E



DATE: February 13th, 2023

TO: Tyler Kimbrell, Planning & Development

FROM: Bobby Halbig, Street Department

SUBJECT: Plan Review

PROJECT #: SEPA request for comment for proposed amendment to the Bicycle Parking Code

We have reviewed the design plans and have the following comment(s).

General

1 Planning needs to re-review the history of Palouse Trails Apartments.

2 Parked bicycles shall not block a pedestrian access route and maintain a minimum 4-foot accessible path.

17C.230.110(B)3

Parking is already an issue within the public ROW, reducing requirements within the code will exacerbate an already volatile issue.

17C.230.200(B)5

4 1,000 sq ft needs to be increased to at least 5,000 sq ft, preferably 10,000 sq ft.

Gerald Okihara, P.E.

Marcus Eveland

Printed on Ecycled paper E-2

From: Kimbrell, Tyler Halbig, Bobby To:

Okihara, Gerald; Eveland, Marcus; Kells, Patty; Black, Tirrell; Quinn-Hurst, Colin; Gardner, Spencer Cc:

Subject: RE: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code

Date: Friday, February 17, 2023 8:37:00 AM

Attachments: image002.png

image003.png image004.png

Dear Bobby,

Thank you for the comments you submitted to the "SEPA request for comment for proposed amendment to the Bicycle Parking Code." Below is a response to your comments in the order in which they were submitted.

1. Planning needs to re-review the history of Palouse Trail Apartments.

Thank you for the comment. We have reviewed previous emails regarding the issues of car parking on the northern shoulder of the Palouse Highway.

Parked bicycles shall not block a pedestrian access route and maintain a minimum 4-foot accessible path.

The City Design Standards require a 7-foot sidewalk zone in Commercial and Downtown zones and a 5-foot sidewalk zone in Residential and Industrial zones, this code amendment does not interfere with that standard. Standard plans proposed in tandem with this update show this clear zone requirement.

3. Parking is already an issue within the public ROW, reducing requirements within the code will exacerbate an already volatile issue.

The bicycle parking substitution provision is meant to provide an optional means for development to increase the efficiency of developed space for environmental and financial benefits. This provision does not require the reduction of vehicle parking spaces.

4. 1,000 sq ft needs to be increased to at least 5,000 sq ft, preferably 10,000 sq ft.

Based on discussions with developers as part of a public advisory committee, this provision has been adjusted and increased for most land uses.

Regards,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org |spokanecity.org







This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Halbig, Bobby <bhalbig@spokanecity.org> Sent: Monday, February 13, 2023 7:43 AM

To: Kimbrell, Tyler <tkimbrell@spokanecity.org>

Cc: Okihara, Gerald <gokihara@spokanecity.org>; Eveland, Marcus <meveland@spokanecity.org>;

Kells, Patty <pkells@spokanecity.org>

Subject: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code

Good morning Tyler,

The Street Department has reviewed the document(s), please find our comments attached. Best regards,



Bobby Halbig | City of Spokane | Traffic Engineering Specialist I, Traffic Operations 509.232-8846 | fax 509.232.8830 | <u>bhalbig@spokanecity.org</u> | <u>spokanecity.org</u>









Spokane Tribe of Indians Tribal Historic Preservation Office

P.O. Box 100 Wellpinit WA 99040

February 2, 2023

To: Jackie Churchill, Planner

RE: Bicycle Parking Code

Ms. Churchill,

Thank you for contacting the Tribe's Historic Preservation Office. We appreciate the opportunity to provide a cultural consult for your project, the intent of this process is to preserve and protect all cultural resources whenever protection is feasible.

In response we concur with recommendations made that the city is requesting a bicycle parking code, at this time I have no concern on code change, however if any ground disturbing activity there will be more consultation needed to complete this project.

However, if any artifacts or human remains are found upon inadvertent discovery, this office should be immediately notified and the work in the immediate area cease.

Should additional information become available or scope of work change our assessment may be revised.

Our tribe considers this a positive action that will assist us in protecting our shared heritage.

If question arise, contact my office at (509) 258 - 4222.

Sincerely,

Randy Abrahamson Tribal Historic Preservation Officer. Spokane Tribe of Indians

EXHIBIT F

Land Use		Share Goal in	BSA Guide - 10% Mode Share Goal in 10 years	BSA Guide - 20% Mode Share Goal in 15 years	APBP Guide - Urban - For 5% Mode Share	Seattle Urban Centers & Station-Area Overlay Zones		Cambridge	Los Angeles	Pittsburgh	Oakland	Portland OR	San Francisco	Vancouver BC	Victoria BC
Residential Single-Family Dwellings	LT OLT		1 LT	2 LT	No LT req.	Londo		No LT req. for single-			No LT req.		Dwelling Units (on lots	For a principal dwelling	1
Single-Parinip Dwellings Two-Family Dwellings Rectories, parsonages				211	INO L1 req.			family dwellings, but for townhouses: 1.00 LT / unit for the first 20 units in a building, 1.05 LT / unit for additional units.			No El Teq.		with 3 units or less): Provide secure, weather protected space meeting dimensions set in Zoning Administrator Bulletin No. 9, one per	unit with lock-off unit, depending on the neighborhood, a minimum of 1.25 or spaces for each principal dwelling unit and a minimum of 0.75 spaces for each lock-off unit.	
													otherwise used for automobile parking or other purposes		
	ST No ST	req.	No ST req.	No ST req.	No ST req.			No ST req. for single- family dwllings, but for townhouses: 0.10 ST / unit on a lot (for lots with 4 or more units).			No ST req.		No ST req.	No ST req.	
Multi-Unit Residential (Cambridge: Townhouse & Multifamily Dwellings)	LT 1.0 LT	/ unit	1.25 LT / unit	1.5 LT / unit	0.50 LT / bedroom	0.25 LT / unit	0.50 LT / unit	1.0 LT / unit for the first 20 units in a building, 1.05 LT / unit for additional units.	1.0 LT / unit & guest room	0.33 LT / unit for 12 or more units	0.25 LT / unit	1.5 LT / unit in Centra City 1.0 LT / unit outside CC	LT / unit. For student housing, 1.5 LT / unit up to 100 units, afterwhich 0.75 LT /	2.25 / unit, depending on housing size and	1.0 LT / unit
	ST 0.20 S	ST / unit	0.25 ST / unit	0.30 ST / unit	2 ST or 0.10 ST / bedroom	No ST req.		0.10 ST / unit on a lot (for lots with 4 or more units).	2 ST or 0.10 ST / unit		0.05 ST / unit		unit. 0.05 ST / unit. For student housing, 0.10 , unit.	Generally, 6 ST for an development with mor than 20 units, and in some situations 0.20 ST / unit for smaller developments	y 6 ST at every entrance e
Elderly oriented congregate housing	LT 0.50 L	T / bed	0.75 LT / bed	1.0 LT / bed	0.50 LT / bedroom	0.50 LT / bed		0.50 LT / unit					0.10 ST / bed or unit	2 ST + 0.04 ST / bed	
	ST 0.20 S	ST / bed	0.25 ST / bed	0.30 ST / bed	2 ST or 0.10 ST / bedroom	No ST req. No ST req.		0.05 ST / unit					0.04 ST / unit	or unit No ST req.	
Group Living	LT 0.50 L	T / bed	0.75 LT / bed	1.0 LT / bed	bedioom	0.50 LT / bed						2 LT or 0.05 LT / bed	0.25 LT / bed up to 100 beds, afterwhich 0.20 LT / bed	0	
	ST 0.20 S		0.25 ST / bed	0.30 ST / bed		No ST req.						No ST req.	0.04 ST / unit.		
Lodging houses, convents, monasteries, dormitories, fraternities, sororities	LT 0.50 L	T / bed	0.75 LT / bed	1.0 LT / bed		0.50 LT / bed		0.50 LT / bed				0.125 LT / bed	0.25 LT / bed up to 100 beds, afterwhich 0.20 LT / bed. For student housing, 1.5 LT / bed up to 100 beds, afterwhich 0.75 LT /	0	
	ST 0.20 S	ST / bed	0.25 ST / bed	0.30 ST / bed		No ST req.		0.05 ST/ bed				No ST req.	unit. 0.04 ST / bed. For student housing, 0.08	,	
Hotels, motels, Tourist houses	LT 0.05 L room		0.075 LT / rentable room	0.10 LT / rentable room		0.05 LT / rentable room	0.05 LT / hotel room	0.02 LT / sleeping room	2 LT or 0.05 LT / guest room	t 0-5 employees: 0 6-20 employees: 1 21-80 employees: 2 Over 80: 0.05/employee		2 LT or 0.05 LT / rentable room 2 ST or 0.05 ST / rentable room	0.0333 LT / rentable room	0.0333 LT / dwelling, housekeeping & sleeping unit; No req. for a bed & breakfast.	
	room , 1,000	, PLUS 0.20 ST / sf for rence/meeting	0.10 ST / rentable room , PLUS 0.35 ST / 1,000 sf for conference/meeting rooms	0.20 ST / rentable room , PLUS 0.50 ST / 1,000 sf for conference/meeting rooms		2 ST		0.05 ST / sleeping room	2 ST or 0.05 ST / guest room				2 ST or 0.0333 ST / rentable room, PLUS 0.20 ST / 1,000 sf for conference & meeting space.	6 ST for any development containing a minimum of 75 dwelling, housekeeping or sleeping units, or any combination thereof.	
Vancouver: Communal Care Facilities: Group Residence and Detoxification			Treated as medical center or congregate housing	Treated as medical center or congregate housing										0.01 LT / bed No ST req.	
Vancouver-only: Live-Work Units	LT 1LT/	unit	1.5 LT / unit	2 LT / unit										1.25 LT / unit	
-	ST 0.50 S		0.75 ST / unit	1.0 ST / unit										6 ST for any development containing 20 or more units	

General or professional offices	LT 0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft	2.0 LT / 1,000 sq.ft	2 LT or 0.15 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.30 LT / 1,000 sf 0.06 ST / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf	0.20 LT / 1,000 sf. For professional offices, 0.125 LT / 1,000 sf in	2 LT or 0.10 LT / 1,000 sf	0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	0.186 LT / 1,000 sf
									>20,000 sf	downtown; 0.10 LT / 1,000 sf everywhere else.				
	ST 0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.083 ST / 1,000 sf			2 ST or 0.20 ST / 1,000 sf		For professional offices, 0.0667 ST / 1,000 sf in downtown; 0.05 ST / 1,000 sf everywehere else.	2 ST or 0.025 ST / 1,000 sf	2 ST for offices over 5,000 sf + 1 additional ST for every 50,000 sf	6 ST for any development containing > 64,582 sf	0.186 ST / 1,000 sf
Arts/crafts studios	LT 0.25 LT / 1,000 sq.ft	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft		0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.30 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	everyweriere else.	2 LT or 0.10 LT / 1,000 sf	2 LT or 0.20 LT / 1,000 sf	No LT req.	
	ST 0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf		0.083 ST / 1,000 sf		0.06 ST / 1,000 sf		- <u></u>		2 ST or 0.025 ST / 1,000 sf	2 ST or 0.40 ST / 1,000 sf	No ST req.	
Technical offices, research labs	LT 0.25 LT / 1,000 sq.ft	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft	2 LT or 0.15 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.20 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	sf 0.10 LT / 1,000 sf	0.10 LT / 1,000 sf		2 LT for > 5,000 sf, or 0.0833 LT / 1,000 sf	0.186 LT / 1,000 sf	0.186 LT / 1,000 sf
	ST 0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST or 0.05 ST / 1.000 sf	0.025 ST / 1,000 sf		0.06 ST / 1,000 sf	2 ST or 0.10 LT / 1,000	>20,000 sf	0.20 ST / 1,000 sf	2 ST or 0.025 ST /	2 ST; 4 ST for > 50.000 sf	6 ST for > 64,582 sf	0.186 ST / 1,000 sf
Banks, financial offices (ground floor)	LT 0.25 LT / 1,000 sq.ft	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft	2 LT or 0.15 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.30 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf	0.125 LT / 1,000 sf in downtown; 0.10 LT / 1,000 sf everywhere	2 LT or 0.10 LT / 1,000 sf		0.186 LT / 1,000 sf	0.186 LT / 1,000 sf
	ST 0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.025 ST / 1,000 sf		0.50 ST / 1,000 sf	2 ST or 0.10 LT / 1,000 sf	>20,000 sf	else. 0.0667 ST / 1,000 sf in downtown; 0.05 ST / 1,000 sf everywehere	2 ST or 0.025 ST / 1,000 sf	2.0 ST + 1.333 ST / 1,000 sf	6 ST for any development containing > 64,582 sf	0.186 ST / 1,000 sf
Sales & services, heavy	LT 0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf		0.25 LT / 1,000 sf	0.20 LT / 1,000 sf for retail over 10,000 sf)		2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.083 LT / 1,000 sf		2 LT or 0.0667 LT / 1,000 sf		
	ST 0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf		0.025 ST / 1,000 sf			2 ST or 0.10 LT / 1,000 sf		2 ST or 0.05 ST / 1.000 sf		2 ST or 0.20 ST / 1.000 sf		
Retail stores, consumer service	LT 0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	0.083 LT / 1,000 sf	0.20 LT / 1,000 sf (for retail over 10,000 sf)	0.10 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or: 0.125 LT /	2 LT or 0.083 LT / 1,000 sf	0.133 LT / 1,000 sf	0.186 LT / 1,000 sf	For shopping centre: 0.111 LT / 1,000 sf for first 53,820 sf, thereafter 0.056 LT / 1,000 sf
	ST 0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 LT or 0.20 ST / 1,000 sf	0.50 ST / 1,000 sf		0.60 ST / 1,000 sf	2 ST or 0.50 LT / 1,000 sf		0.33 or 0.20 ST / 1,000 sf, depending on business type.	0 2 ST or 0.20 ST / 1,000 sf	2 ST or 0.40 ST / 1,000 sf up to 50,000 sf, afterwhich 0.10 ST / 1,000 sf (consumer/personal service is treated the same as financial services and	0.557 ST / 1,000 sf	For shopping centre: 0.260 ST / 1,000 sf for first 53,820 sf, thereafter 0.130 ST / 1,000 sf
Food & convenience stores	LT 0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	0.083 LT / 1,000 sf	0.20 LT / 1,000 sf (for retail over 10,000 sf)	0.10 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or: 0.125 LT / 1,000 sf in downtown; 0.0833 LT / 1,000 sf everywhere else.	2 LT or 0.083 LT / 1,000 sf	0.133 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST 0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2.0 ST / 1,000 sf	2 ST or 0.50 ST / 1,000 sf	0.50 ST / 1,000 sf		1.00 ST / 1,000 sf	2 ST or 0.10 LT / 1,000 sf		0.50 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf	2 ST or 0.40 ST / 1,000 sf up to 50,000 sf, afterwhich 0.10 ST / 1,000 sf	0.557 ST / 1,000 sf	
Restaurants, bars	LT 0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.5 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	0.083 LT / 1,000 sf		0.20 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or: 0.125 LT / 1,000 sf in downtown; 0.0833 LT / 1,000 sf everywhere else.		0.133 LT / 1,000 sf		
	ST 0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2.0 ST / 1,000 sf	2 ST or 0.50 ST / 1,000 sf	0.50 ST / 1,000 sq.ft ii UC/SAO	n .	1.00 ST / 1,000 sf	2 ST or 0.50 LT / 1,000 sf		0.50 ST / 1,000 sf (for some businesses it's 0.33 or 0.20 ST / 1,000 sf)		2.0 ST + 1.333 ST / 1,000 sf		
Industrial Manufacturing & Production	LT 0.25 LT / 1,000 sf	0.5 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.083 LT /	0.25 LT / 1,000 sf		0.08 LT / 1,000 sf	2 LT or 0.10 LT / 1,000	1 LT for 6 001-20 000	2 LT or 0.0667 LT /	2 LT or 0.067 LT /	2 T for > 5 000 sf or	0.093 LT / 1,000 sf or	0.0782 LT / 1,000 sf
manufacturing & Floudettoll	L1 0.23 L1 / 1,000 SI	0.0 E1 / 1,000 SI	1.0 L1 / 1,000 SI	1,000 sf	0.20 E1 / 1,000 SI		·	sf	sf 0.10 LT / 1,000 sf >20,000 sf	1,000 sf	1,000 sf	0.0833 LT / 1,000 sf	0.059 / employee, whichever is greater	0.0702 LT / 1,000 SI
	ST 0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST at each entrance; or as prescribed by agency director	No ST req.		0.06 ST / 1,000 sf	2 ST or 0.10 ST / 1,000 sf		No ST req.	No ST req.	2 ST; 4 ST for > 50,000 sf	No ST req.	0.0196 ST / 1,000 sf
Warehouse & Freight Movement	LT 0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf		0.25 LT / 1,000 sf		0.08 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 ST or 0.025 LT / 1,000 sf	2 LT or 0.025 LT / 1,000 sf	0.025 LT / 1,000 sf	0.093 LT / 1,000 sf or 0.059 / employee, whichever is greater	0.0782 LT / 1,000 sf
	ST 0.05 ST / 1,000 sf	0.10 ST / 1,000 sf	0.20 ST / 1,000 sf		No ST req.		0.06 ST / 1,000 sf	2 ST or 0.10 ST / 1,000 sf	- 20,000 SI	No ST req.	No ST req.	No ST req.	No ST req.	0.0196 ST / 1,000 sf

Auto repair, auto sales	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf			0.08 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	sf 0.10 LT / 1,000 sf	1,000 sf; for auto repair, 0.05 LT /		2 LT or 0.0667 LT / 1,000 sf		0.0782 LT / 1,000 sf
	ST	0.10 ST / 1,000 sf	0.20 ST / 1,000 sf	0.40 ST / 1,000 sf	2 LT or 0.05 ST / 1,000 sf			0.06 ST / 1,000 sf	2 ST or 0.10 ST / 1,000 sf	>20,000 sf	employee 2 ST or 0.05 ST / 1,000 sf; no req. for auto repair		2 ST or 0.20 ST / 1,000 sf		0.0196 ST / 1,000 sf
Events, Gathering, & Recreation															
Entertainment / Major Event Entertainment	LI	0.075 LT / employee for stadiums/areas with capacity > 2,000	stadiums/areas with capacity > 2,000	stadiums/areas with capacity > 2,000	employee	0.083 LT / 1,000 sf		0.10 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf		10 LT or 0.025 LT / seat	0.05 LT / employee for stadiums/areas with capacity > 2,000	No L1 req.	
	ST	attendees. 0.05 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, 50% of which must have valet (an attendant watching	attendees. 0.10 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, 75% of which must have valet (an attendant watching	attendees. 0.20 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, 75% of which must have valet (an attendant watching	5% of max daily attendance	0.05 ST / seat & 1 ST 1,000 non-seat sq.ft	/	1.00 ST / 1,000 sf		>20,000 sf		No ST req.	attendees. 0.05 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, a portion of which must have valet (an attendant watching	0.02 ST / seat	
Theaters, gathering halls	LT	0.075 LT / employee	0.15 LT / employee	0.30 LT / employee	2 LT or 0.075 LT / employee	0.083 LT / 1,000 sf		0.08 LT / 1,000 sf	2 LT; 2.857 LT / 1,000 sf; or 0.02 LT / seat	sf 0.10 LT / 1,000 sf			5 LT for venues with < 500 capacity; 10 LT for venues with > 500	No LT req.	
	ST	0.05 ST / seat + 5.0 ST / 1,000 non-seat sf		0.20 ST / seat + 20.0 ST / 1,000 non-seat sf	5% of max daily attendance	0.05 ST / seat & 1.0 ST / 1,000 non-seat s	F	1.00 ST / 1,000 sf	2 ST; 1.429 ST / 1,000 sf; or 0.01 ST / seat	>20,000 sf			capacity. 0.02 ST / seat	0.02 ST / seat	
Parks & Commercial Outdoor Recreation	LT	0.10 LT / employee	0.25 LT / employee	0.50 LT / employee	2 LT or 0.075 LT / employee			0.10 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf		10 LT or 0.05 LT / car			
	ST	/ car (including	attendance; or 1.0 ST acar (including adjacent	whichever is greatest. 100% of the bike parking must be covered unless the	/ attendance			1.00 ST / 1,000 sf	5 ST or 0.10 ST / 1,000 sf	>20,000 sf		No ST req.			
Fitness Centers & Indoor Sports Centers	LT	0.10 LT / 1,000 sf	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf					2 LT or 0.50 LT / 1,000 sf	sf 0.10 LT / 1,000 sf				0.372 LT / 1,000 sf	
	ST	0.75 ST / 1,000 sf	1.5 ST / 1,000 sf	3.0 ST / 1,000 sf					2 ST or 0.50 ST / 1,000 sf	>20,000 sf				1.115 ST / 1,000 sf	
Bowling Alleys, Billiard Hall, Arcade, Curling	LT	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf	1.5 LT / 1,000 sf						1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf			5 LT for venues with < 500 capacity; 10 LT for venues with > 500 capacity.		
	ST	0.75 ST / 1,000 sf	1.5 ST / 1,000 sf	3.0 ST / 1,000 sf									1 ST for every 500 seats or for every	6 ST / each 40 tables games, alleys or ice sheets.	
Civic & Cultural															
Community Service & Civic Centers Not Described Below	LI	0.05 LT / employee	0.15 LT / employee	0.25 LT / employee	2 LT or 0.15 LT / employee					1 L1 for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.05 LT / 1,000 sf	2 L1 or 0.10 L1 / 1,000 sf			
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1.000 sf						2% of max expected daily attendance	2 ST or 0.10 ST / 1,000 sf			
Community Club/Center	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.075 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2 LT or 0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	5% of max daily	0.25 ST / 1,000 sf				>20,000 sf				0.372 ST / 1,000 sf	
Libraries	LT	0.05 LT / employee	0.15 LT / employee	0.25 LT / employee	attendance 2 LT or 0.15 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.05 LT / 1,000 sf		1,000 sf 2 LT or 0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.50 ST / 1,000 sf				- 20,000 SI	2% of max expected daily attendance		2 ST or 0.40 ST / 1,000 sf	0.372 ST / 1,000 sf	
Museums	LT	0.05 LT / employee	0.15 LT / employee	0.25 LT / employee	2 LT or 0.15 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf			2 LT or 0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.25 ST / 1,000 sf				- ZU,UUU SI	2% of max expected daily attendance		2 ST or 0.40 ST / 1,000 sf	0.372 ST / 1,000 sf	

Churches & Places of Worship	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf	2 LT or 0.075 LT / employee	0.083 LT / 1,000 sf	0.08 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf	2 LT; or 0.025 LT / seat; or 0.25 LT / 1,000 sf	1 LT or 0.25 LT / 1,000 sf	5 LT for venues with < 500 capacity; 10 LT fo venues with > 500		
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	5% of max daily attendance	0.083 ST / seat + 1 ST / 1,000 non-seat sf	0.50 ST / 1,000 sf		>20,000 sf	2 LT; 0.025 ST / seat; or 0.50 ST / 1,000 sf	2 ST or 0.50 ST / 1,000 sf	capacity. 0.02 ST / seat	6 ST	
Medical														
Medical Offices	LT	0.10 LT / 1,000 sf	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	2 ST; 0.075 LT / employee; or 0.02 LT / 1,000 sf	0.083 LT / 1,000 sf	0.30 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT, 0.0833 LT / 1,000 sf	2 LT or 0.014 LT / 1,000 sf			
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.50 ST / 1,000 sf	0.50 ST / 1,000 sf			2 ST or 0.20 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf			
Medical Clinics	LT	0.10 LT / 1,000 sf	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	2 ST; 0.075 LT / employee; or 0.02 LT / 1,000 sf	0.083 LT / 1,000 sf	0.20 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT, 0.0833 LT / 1,000 sf	2 LT or 0.014 LT / 1,000 sf	0.20 LT / 1,000 sf		
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.50 ST / 1,000	0.50 ST / 1,000 sf		/20,000 SI	2 ST or 0.20 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf	4 ST at every entrance or 0.0667 ST / 1,000 s		
Hospitals	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 SF	1.0 LT / 1,000 SF	2 ST; 0.075 LT / employee; or 0.02 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	2 LT or 0.10 LT / 1,00 sf	0 1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT, 0.05 LT / employee, or 0.014 LT / 1,000 sf	2 LT or 0.014 LT / 1,000 sf	0.0667 LT / 1,000 sf	0.059 LT / employee on a maximum work shift. (this might work- out to 0.20 LT / 1,000	
	ST	4 ST at every entrance; 0.05 ST / 1,000 sf	6 ST at every entrance; 0.10 ST / 1,000 sf	8 ST at every entrance; 0.20 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.025 ST / 1,000 sf	0.10 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf		2 ST or 0.025 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf	4 ST at every entrance or 0.0333 ST / 1,000 s		
Education		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,												
College or university academic or administrative facilities	LT	employees/students,	0.25 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.10 LT / 1,000 sf	employees/students,		0.10 LT / student + 0.05 LT / employee	0.20 LT / 1,000 sf	2 LT; 2.0 LT / 1,000 s or 0.02 LT / seat	f; 1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2 LT or 0.05 LT / 1,000 sf	0 0.05 LT / 1,000 sf	0.059 LT / employee plus 0.04 LT / student during maximum attendance period.	
	ST	0.10 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.25 ST / 1,000 sf.	0.20 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.50 ST / 1,000 sf.	0.30 ST / max planned student capacity. If building new building on campus without adding employees/students, then 1.0 ST / 1,000 sf.	2 ST or 0.10 ST / student	No ST req.	0.40 ST / 1,000 sf	2 ST; 1.0 ST / 1,000 s or 0.01 ST / seat	of;		2 ST or 0.10 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf	0.06 ST / student on a maximum attendance period.	
College or university student activity facilities	LT	employees/students,	0.25 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.10 LT / 1,000 sf	employees/students,		0.10 LT / student + 0.05 LT / employee	0.20 LT / 1,000 sf	2 LT; 2.0 LT / 1,000 s or 0.02 LT / seat	f, 1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2 LT or 0.05 LT / 1,000 sf	0 0.05 LT / 1,000 sf	0.059 LT / employee plus 0.04 LT / student during maximum attendance period.	
	ST	0.10 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.25 ST / 1,000 sf.	0.20 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.50 ST / 1,000 sf.	0.30 ST / max planned student capacity. If building new building on campus without adding employees/students, then 1.0 ST / 1,000 sf.	2 ST or 0.10 ST / student	No ST req.	1.0 ST / 1,000 sf	2 ST; 1.0 ST / 1,000 s or 0.01 ST / seat	of;		2 ST or 0.10 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf	0.06 ST / student during maximum attendance period.	
K-12 Schools: Grades: 9-12	LT	2.5 LT / classroom	5 LT / classroom	10 LT / classroom	2 LT or 0.15 LT / employee PLUS 0.075 LT / student	2.0 LT / classroom	See zoning	2 LT or 4.0 LT / classroom	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		4.0 LT / classroom	4.0 LT / classroom	0.059 LT / employee plus 0.04 LT / student during maximum attendance period.	0.10 LT / employee
	ST	0.075 ST / student	0.15 ST / student	0.30 ST / student	2 ST or 0.075 ST / student	No ST req.		2 ST or 1.0 ST / classroom			No ST req.	1.0 ST / classroom	0.06 ST / student during maximum	0.20 ST / student
K-12 Schools: Grades: 6-8		2.5 LT / classroom	5 LT / classroom	10 LT / classroom	2 LT or 0.15 LT / employee PLUS 0.075 LT / student		See zoning	2 LT or 4.0 LT / classroom	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		4.0 LT / classroom	4.0 LT / classroom	attendance period. 0.059 LT / employee	0.10 LT / employee
	ST	0.075 ST / student	0.15 ST / student	0.30 ST / student	2 ST or 0.075 ST / student	No ST req.		2 ST or 1.0 ST / classroom			No ST req.	1.0 ST / classroom	0.05 ST / student during maximum attendance period.	0.20 ST / student

K-12 Schools: Grades: K-5	LT	2.5 LT / classroom	5 LT / classroom	10 LT / classroom	2 LT or 0.15 LT /	1.0 LT / classroom	See zoning	2 LT or 4.0 LT /	1 LT for 6,001-20,000		2.0 LT / classroom	2.0 LT / classroom	0.059 LT / employee	0.10 LT / employee
					employee; for grades 4	4		classroom	sf					
					6, add 0.075 LT /				0.10 LT / 1,000 sf					
					student.				>20,000 sf					
	ST	0.075 ST / student	0.15 ST / student	0.30 ST / student		No ST req.		2 ST or 1.0 ST /			No ST req.	1.0 ST / classroom	0.05 ST / student	0.10 / student
					student			classroom					during maximum	
													attendance period.	
Daycare	LT	0.075 LT / employee	0.15 LT / employee	0.30 LT / employee		0.25 LT / 1,000 sf			1 LT for 6,001-20,000		2 LT or 0.25 / 1,000 sf	2 LT or 0.05 ST / child	No LT req.	
					employee				sf					
									0.10 LT / 1,000 sf					
									>20,000 sf					
	SI	0.05 ST / child	0.10 ST / child	0.20 ST / child		0.025 ST / 1,000 sf					No ST req.	0.05 ST / child	No ST req.	
-					child									
Transportation		70/ -f AM Dl-	400/ - £ AM D I-	450/ of AM Dools	70/ - f	00 L T			4 T for 0 004 00 000		8 LT			
Light Rail Stations, Transit Centers, Park &	LI	7% of AM Peak		15% of AM Peak	, ,	20 LT			1 LT for 6,001-20,000		8 L I			
Ride lots, & Ferry Terminals		ridership. Light rail		ridership. Light rail	peak period daily				ST					
		stations within a mile of		stations within a mile o	ridership.				0.10 LT / 1,000 sf					
		each other in dense		each other in dense					>20,000 sf					
		urban environments		urban environments										
			may combine their long		91									
		term parking	1 3	term parking										
			requirement at a single		?									
		station.	station.	station.										
	ST	6 ST or 2% of AM peak	8 ST or 3 5% of AM	10 ST or 5% of AM	2% of AM peak period	No ST rea					No ST reg.			
				peak daily ridership.	daily ridership.						1.00.1.04.			
Commercial Parking & Parking Structures	LT			0.20 LT / car parking		0.05 LT / car			0.10 LT / car, triggered	2 LT or 0.05 LT / car	10 LT or 0.05 LT / car	No LT rea.	As determined by the	
g			spot. Unlike the other		surface-only lots				at 5, 21, & 41 car stalls				Director of Planning in	
		long-term parking	1 ·	long-term parking	excepted				(no rounding up until		No bicycle parking is		consultation with the	
			requirements for other						41)		required for a		City Engineer.	
			land uses, commercial						' '		Commercial Parking		J.,g	
			parking structures may								facility on a surface			
		charge for secured	, ,	charge for secured							parking lot in the			
		long-term parking.		long-term parking.							Central City plan			
		g pag.	g pag.								district.			
	ST	0.05 ST / car parking	0.05 ST / car parking	0.10 ST / car parking	6 ST or 0.10 ST / car;	No ST req.				6 LT or 0.05 ST / car	No ST req.	6 ST or 0.05 ST / car	As determined by the	
		spot	spot	spot	surface-only lots						·		Director of Planning in	
					excepted								consultation with the	
													City Engineer.	

EXHIBIT G

ESSENTIALS OF

BIKE PARKING

Selecting and installing bicycle parking that works





Essentials of Bike Parking

Revision 1.0, September 2015

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Alta Planning + Design donated their expertise in the design and illustration of this guide. Cat Cheng, lead designer, Jillian Portelance, production designer.

Cover image: Sign D4-3 from Standard Highway Signs, 2004 Edition, http://mutcd. fhwa.dot.gov/ser-shs_millennium_eng.htm

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APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

Association of Pedestrian and Bicycle Professionals

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INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors:
1) proximity to the destination and
2) ease of use.

Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.







SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

BIKE CORRALS

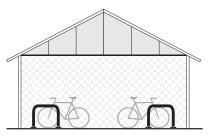
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*.

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INSTALLATION

Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking.

Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails.

See APBP's Bicycle Parking Guidelines for details.

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INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

FASTENERS



INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.



BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general- use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U

also called staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

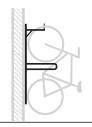
High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE



Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE

also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD

also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL - COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large- scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

^{*} When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.

PLACEMENT

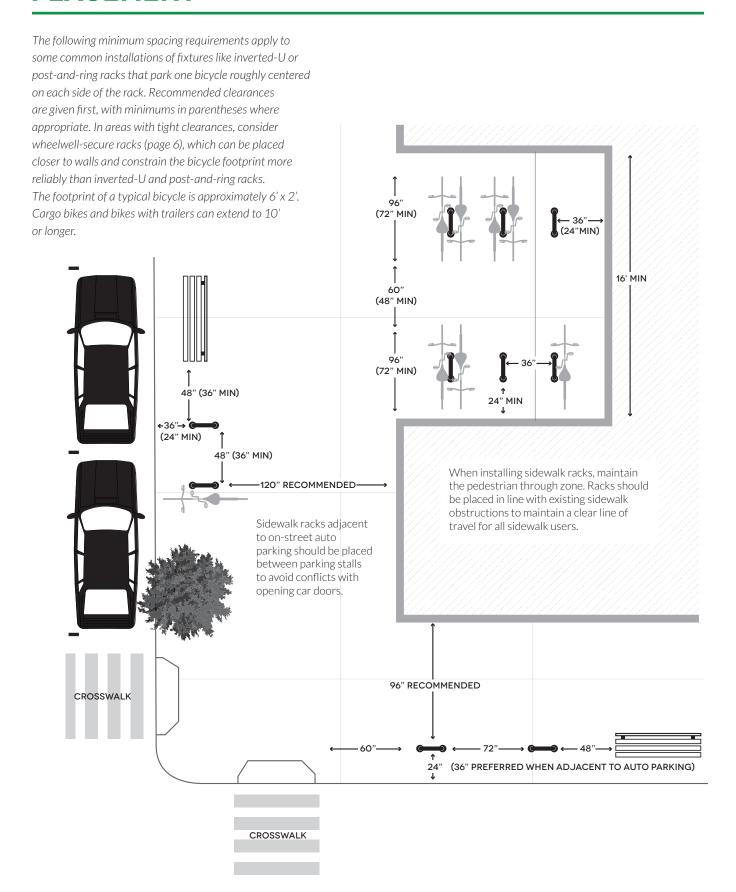


EXHIBIT H

The following policies of the Comprehensive Plan relate to the proposed updates to the bicycle parking sections of the Spokane Municipal Code. The full text of the Comprehensive Plan can be found at www.shapingspokane.org.

Chapter 3—Land Use

LU 4 – Transportation:

Goal: Promote a network of safe and cost-effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

LU 4.6 – Transit-Supported Development

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.

Discussion: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors.

Transit-supported development should be encouraged through the application of development incentives, enhanced design measures, streetscape standards, parking standards, and potential changes in density and use. Each of these measures should be developed through a sub-area planning (or similar) process as each high-performance transit line is planned and developed. These sub-area planning processes should include neighborhood and stakeholder involvement and public participation processes to ensure that site-specific and neighborhood-context issues are addressed and benefits are maximized

Chapter 4—Transportation

TR Goal B: Provide Transportation Choices

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

INTENT The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/for hire services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

TR Goal C: Accommodate Access to Daily Needs and Priority Destinations

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

INTENT Land use type, mix, intensity, and distribution - as a result of on-going development of the city - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces. Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane.

TR Goal F: 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.

INTENT Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic calming measures. Implementing safety efforts should be done in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan. Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

TR 1 – Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode

is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

Key Actions

- a. Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, system wide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- b. Utilize relevant performance measures and adopted level of service standards to track the city's progress in developing the transportation network for all users.
- c. Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
 - i. Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way. City of Spokane Comprehensive Plan 4-20
 - ii. Implement the city's ADA Transition Plan, Pedestrian Plan and Bicycle Plan with a new focus on broader user groups

TR 5 – Active Transportation

Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

Key Actions

- a. Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- c. Implement a network of low vehicle volume, bike-friendly routes throughout the city.
- d. Support the development of a bike-share program within the city core.
- e. Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- f. Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
 - i. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.
 - ii. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
 - iii. Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.

- iv. Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children. Means of accomplishing this include:
 - encouraging school routes not to cross arterials;
 - having user-activated signals at arterial intersections;
 - implementing safety patrols with traffic-control signs at busy intersections;
 - working with schools to promote walking groups; and
 - strengthening and enforcing pedestrian right-of-way laws.
- v. Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
- vi. Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
- vii. Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods.
- g. Provide viable facilities for active transportation modes as alternatives to driving.
 - i. Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network.
 - ii. Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
 - iii. Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors.
 - iv. Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways.
- h. Provide secure parking for bicyclists at key destinations (i.e. Downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to city-established design and siting standards.
- i. Work with local and regional partners to implement the "Spokane County Wayfinding and Gateway Feature Placement & Design Plan".
- j. Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 – Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

Key Actions

a. Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multimodal design, street furniture, and other similar amenities.

- b. Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context.
- c. Designate and develop neighborhood greenways and low vehicle volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- d. Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking.
- e. Provide transit supportive features (e.g. sidewalks, curb ramps, transit benches, etc.) in support with STA

TR 9 – Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.

Key Actions

- a. Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- b. Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- c. Use new technology when feasible to increase efficiency in all transportation modes, such as:
 - Intelligent feedback to users;
 - ii. Dynamic traffic signals;
 - iii. Priority transit routes and signaling; and,
 - iv. Information sharing about capacity.
- d. Coordinate closely with STA to identify opportunities for service improvements in designated land use areas.
- e. Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- f. Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development.
- g. Implement the city's bicycle master plan for improved city-wide mobility.

TR 20 – Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

Key Actions

- a. Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the city's transportation priorities.
- b. Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities.
- c. Seek funding sources for active transportation projects.
- d. Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- e. Develop transportation-related educational programs for both nonmotorized and motorized transportation users.
- f. Consistently update and implement the pedestrian and bicycle master plans for active transportation users.

EXHIBIT I

EXHIBIT I: ALTERNATIVE USE TABLE, USING 5% MODE SHARE GOAL¹

		TABLE 17C.230-3 BICYCLE PARKING BY U	JSE								
	RESIDENTIAL CATEGORIES										
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG- TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING						
Group Living		1 per 5 residents	2	1 per 2 residents	1						
Residential Household Living	Multifamily dwellings of five or more units	1 per 5 units	2	0.5 per unit	1						
		COMMERCIAL CATEGOR	RIES								
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG- TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING						
Adult Business		1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1						
Commercial Outdoor Recreation		1 per 2 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 15 vehicle spaces (whether vehicle parking is required by code or not)	1						
Commercial Parking [4]		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1						
Drive-through Facility		None	0	None	0						
Major Event Entertainment		1 per 20 seats	2	1 per 20,000 sq. ft. of floor area	1						

¹ Adapted from the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines 2nd Edition*.

04:	General Office	1 per 20,000 sq. ft. of floor area	2	1 per 6,000 sq. ft. of floor area	1
Office	Medical/Dental Office	1 per 8,000 sq. ft. of floor area	2	1 per 13,000 sq. ft. of floor area	1
Quick Vehicle Servicing		1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Retail, Personal Service, Repair-oriented	1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Restaurants and Bars	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Retail Sales and	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Service	Temporary Lodging	1 per 20 rentable rooms Additionally: 1 per 4,000 sq. ft. of conference/meeting rooms	2	1 per 20 rentable rooms	1
	Theaters	1 per 20 seats	2	1 per 10,000 sq. ft.	1
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 10,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Mini-storage Facilities		2 per development	2	None	0
Vehicle Repair		1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
		INDUSTRIAL CATEGOR			
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG- TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Industrial Services, Railroad Yards, Wholesale Sales		4 per development	2	1 per 12,000 sq. ft. of floor area	1

Manufacturing and Production		4 per development	2	1 per 12,000 sq. ft. of floor area	1
Warehouse and Freight Movement		4 per development	2	1 per 12,000 sq. ft. of floor area	1
Waste-related		4 per development	2	1 per 12,000 sq. ft. of floor area	1
		INSTITUTIONAL CATEGO			
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG- TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Basic Utilities		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1
Colleges		1 per 10,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Community Service		1 per 8,000 sq. ft. of floor area	2	1 per 6,000 sq. ft. of floor area	1
Daycare		1 per 13,000 sq. ft. of floor area	2	1 per 13,000 sq. ft. of floor area	1
Medical Centers		1 per 20,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Parks and Open Areas[1] [2]		1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Religious Institutions		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 13,000 sq. ft. of floor area	1
Schools	Grade, Elementary, Junior High	2 per classroom	2	1 per classroom	1
	High School	2 per classroom	2	1 per classroom	1
		OTHER CATEGORIES	3		

USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG- TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Agriculture		None	None	None	None
Aviation and Surface Passenger Terminals		None	None	None	None
Detention Facilities		None	None	None	None
Essential Public Facilities		None	None	None	None
Wireless Communication Facilities		None	None	None	None
Rail Lines and Utility Corridors		None	None	None	None

^[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as a habitat viewing station.

- [2] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.
- [3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.
- [4] Commercial parking may only charge for the use of the long-term bicycle storage.

CENTER AND	TABLE 17C.230-4 CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES									
CENTERS AND CORRIDORS REQUIRED SHORT-TERM BASELINE SHORT- REQUIRED LONG-TERM BASELINE LON USE CATEGORIES BICYCLE PARKING TERM BICYCLE PARKING [3] REQUIRED LONG-TERM BASELINE LON TERM BICYCLE PARKING PARKING										
Residential	1 per 5 units	2	0.5 per unit	1						
Hotels, including Bed and Breakfast Inns	1 per 20 rentable rooms Additionally: 1 per 4,000 sq. ft. of conference/meeting rooms	2	1 per 20 rentable rooms	1						

Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Eating and Drinking Establishments	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Restaurants without Cocktail Lounges	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Professional and Medical Offices	1 per 8,000 sq. ft. of floor area	2	1 per 13,000 sq. ft. of floor area	1
Entertainment, Museum and Cultural	1 per 20 seats or 1 per 10,000 sq. ft. of floor area, whichever is greater	2	1 per 20,000 sq. ft. of floor area	1
Government, Public Service or Utility Structures, Social Services and Education	1 per 8,000 sq. ft. of floor area	2	1 per 6,000 sq. ft. of floor area	1
Religious Institutions	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 13,000 sq. ft. of floor area	1
Parks and Open Space [1]	1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Structured Parking [2]	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1
Public Parking Lot	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Limited Industrial (if entirely within a building)	4 per development	2	1 per 12,000 sq. ft. of floor area	1
Heavy Industrial	4 per development	2	1 per 12,000 sq. ft. of floor area	1
Drive-through Businesses on Pedestrian Streets	2 per development	2	None	0
Motor Vehicles Sales, Rental, Repair or Washing	1 per 10,000 sq. ft. of floor area	2	1 per 4,000 sq. ft. of floor area	1

Automotive Parts and Tires (with exterior storage or display)	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Gasoline Sales (serving more than six vehicles)	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Gasoline Sale (serving six vehicles or less)	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Self-storage or Warehouse	2 per development	2	None	0
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Winery and Microbreweries	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Mobile Food Vending	None	0	None	0

^[1] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.

^[2] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the structure. There is no requirement for the parking to be in a secured enclosure.

^[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.