

# view

CITY OF SPOKANE VALLEY

Spring/Summer 2021 Newsletter



## Funding Our Streets

*See page 10*



**CONSTRUCTION PROJECTS**

Current Updates

**SUMMER PLANS**

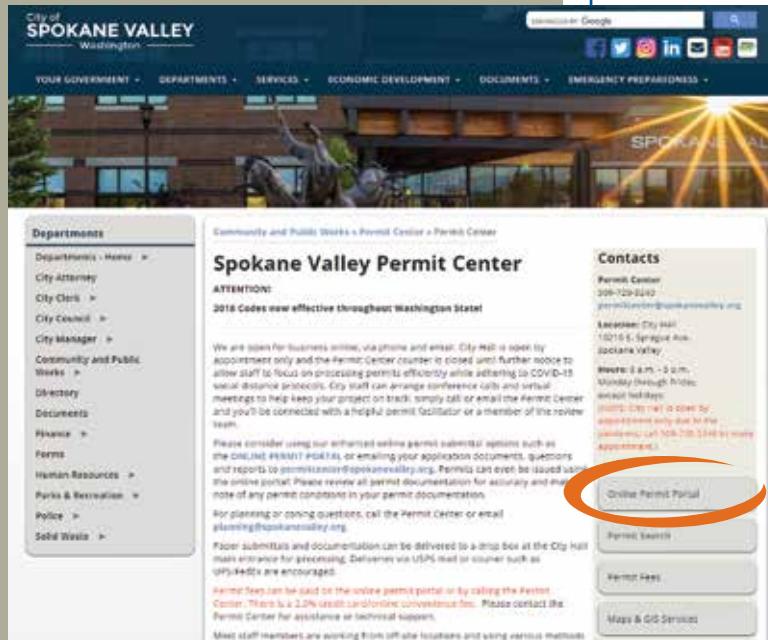
Local Events

**HOUSING ACTION PLAN**

Solutions for All

## THESE TYPES OF PERMITS ARE AVAILABLE TO REQUEST ONLINE

- Commercial building (new build, additions, remodels & tenant improvements)
- Residential building (new build, additions & remodels)
- Residential accessory (sheds, detached garages)
- Re-roofing
- Mechanical/HVAC
- Plumbing
- Right of Way/Approach
- Demolition
- Signs
- Manufactured home (FAS) placement
- Land disturbance/ Engineered grading
- NEW! Pre-application conference – commercial or land use
- NEW! Boundary line adjustment
- NEW! Accessory dwelling unit



# Online Permit Portal Provides Greater Convenience

The Permit Center processes all building permits in the City of Spokane Valley, utilizing efficient and streamlined procedures. Weekdays between 8 a.m. to 5 p.m. a helpful permit facilitator can answer building code questions, provide guidance and resources, and make referrals for additional technical support. The Permit Center also processes development, right-of-way, and land use applications. Planning and zoning questions can also be fielded at the Permit Center.

Visit the city's online permit portal at [spokanevalley.org/permits](http://spokanevalley.org/permits) as nearly all permit applications can now be filed online, including commercial construction, residential construction, mechanical/HVAC, plumbing, demolition, grading, roofing, fire safety, right-of-way, and signage. Applicants can also pay fees, access the issued permit, and schedule an inspection through the online portal.

Applications and materials can also be emailed to [permitcenter@spokanevalley.org](mailto:permitcenter@spokanevalley.org). This includes project information, plans, and maps. To keep your project on track, staff can work with you to arrange conference calls and virtual meetings. Paper submittals and documentation can also be delivered to a drop box at the City Hall main entrance

for processing. Deliveries via USPS mail or courier such as UPS/FedEx are encouraged.

Inspection requests received via phone (509.720.5240) or scheduled through the online permit portal ([spokanevalley.org/permits](http://spokanevalley.org/permits)) weekdays before 7 a.m. will be performed on the same day.

If your new construction or building addition requires a Certificate of Occupancy, the city will issue a certificate after inspectors have signed off on all permits. You can download and print your Certificate of Occupancy from the online permit portal. Just search your building permit number or project address at [spokanevalley.org/permits](http://spokanevalley.org/permits).

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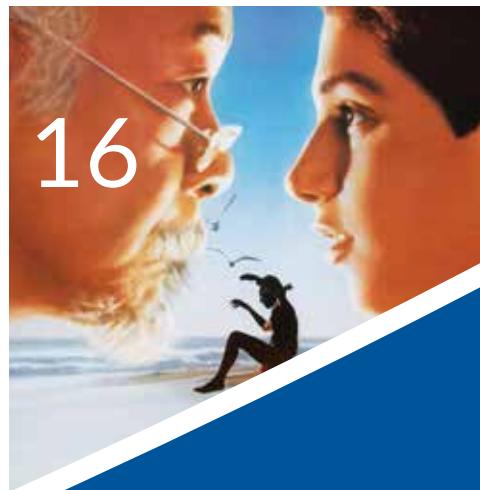
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08



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# City Council Adopts Housing Action Plan

## HOUSING SOLUTIONS FOR ALL



*The Housing Action Plan outlines the need for a variety of housing types including (shown clockwise from top left): accessory dwelling units (ADUs), townhomes, duplexes, single family homes, and cottages.*

The City of Spokane Valley has adopted a Housing Action Plan. Funded by a grant from the Washington State Department of Commerce, this plan identifies gaps in the city's housing needs and offers strategies to address those needs. The goal of the plan is to encourage the construction of affordable and market rate housing in a greater variety of housing types and at prices that are accessible to a wider range of incomes.

The Housing Action Plan (HAP) has four main elements: housing needs assessment, housing policy and regulation review, identification of strategies and actions, and an implementation plan. The development of the plan included robust community engagement using surveys and interviews to connect with and listen to residents, workers, businesses, nonprofit organizations, service providers, and other key stakeholders.

The HAP found that the city needs 6,660 new housing units to support the projected population growth in the city though 2037. Of that total, 2,214 units are needed for households earning less than 80% of Spokane County's median income. Homes for sale in this price range are

## The Housing Action Plan has four elements:

- **Housing needs assessment**
- **Housing policy and regulation review**
- **Identification of strategies and actions**
- **Implementation plan**

very limited in Spokane Valley and the city's rental market vacancy rate has been hovering around or below five percent for some time. These data points are supporting a common theme from the community survey where respondents identified having difficulty finding a place to buy or rent that met their needs. The housing needs assessment also identified that millennials (25-34 years) and seniors (65+ years) are growing segments of the city's population.

The HAP also identified that while the city's housing stock is primarily single family detached homes (68%), the city lacks what is called missing-middle housing types: duplexes, townhomes, cottages, and accessory dwelling units (ADU). These housing types are where many millennial families first start while those looking for starter homes or where seniors move to down-size from their

single-family home. The HAP identified that other housing need types could be met with continued production of market rate housing units as developers have done in the past.

The policy and regulation review identified several barriers that impact the delivery of housing in general and the missing-middle housing. These barriers include density limitations, open space requirements, and allowed building heights in zones where multi-family and townhouse developments are permitted.

The HAP includes a series of strategy recommendations that were informed by public engagement, the housing needs assessment, review of relevant policies and planning documents, and development feasibility.

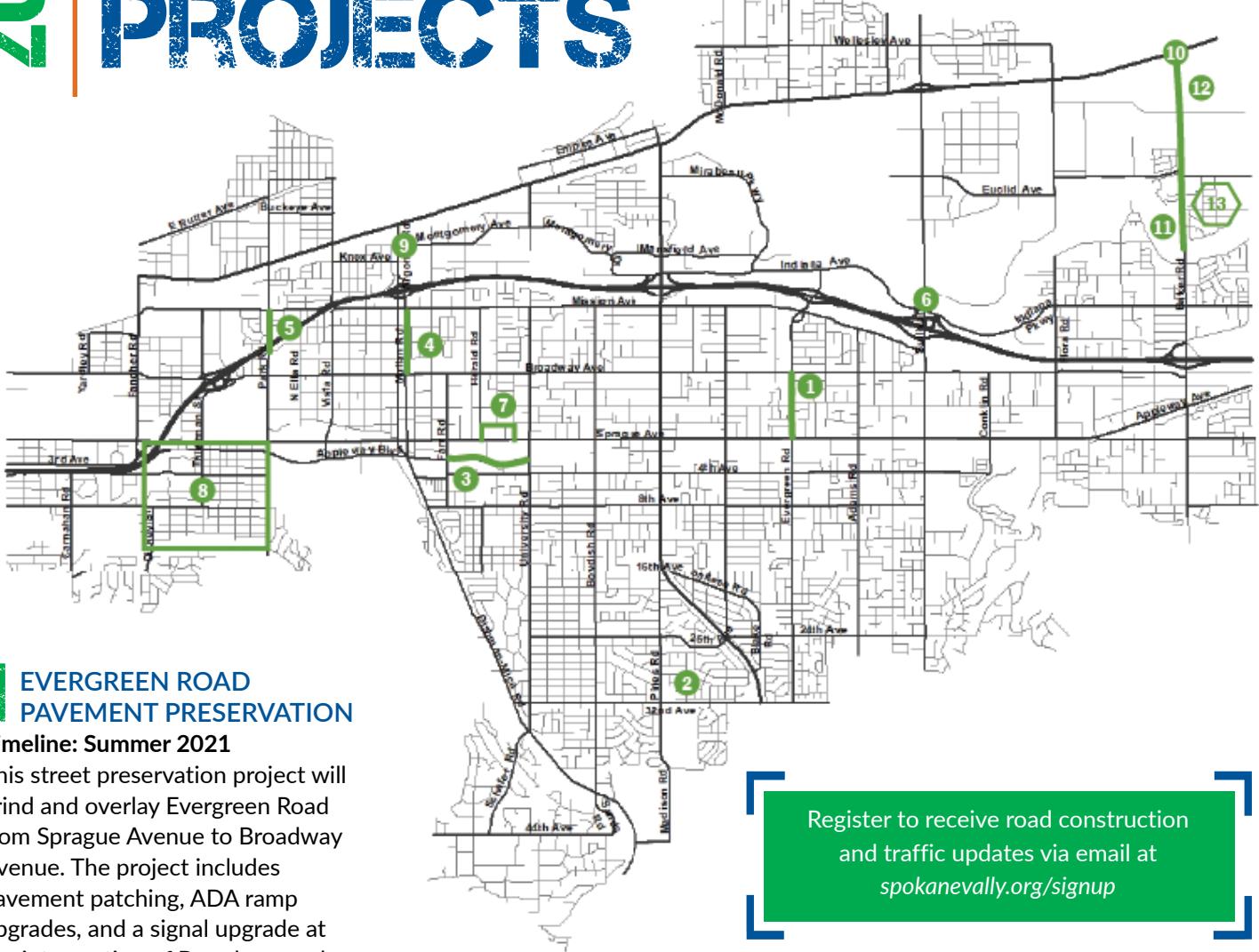
## THE HAP ORGANIZES THE RECOMMENDED STRATEGIES AND IMPLEMENTATION PLAN AROUND THREE BROAD HOUSING GOALS:

- **Preserve existing affordable housing and prevent and mitigate displacement** - Housing preservation and anti-displacement actions were recommended. These actions can help mitigate and minimize the negative effects to neighborhoods that can arise from new housing development.
- **Increase market-rate and affordable housing supply throughout Spokane Valley focused on zones that support multifamily and missing-middle housing types** - The plan recommends actions to encourage more diversified housing by considering regulatory modifications, the development of incentives, and the consideration of a targeted tax exemption for multifamily developments.
- **Increase housing options and housing choice** - Increasing housing choice and expanding options to households in Spokane Valley is an already stated goal of the city's and it has policies and regulations in place that support "middle housing" development, such as cottages, duplexes, triplexes, and ADUs.

Each of the above goals includes a number of strategies that can be reviewed in the HAP available on the project website at [spokanevalley.org/HAP](http://spokanevalley.org/HAP). Each strategy brings benefits, drawbacks, different levels of impact, and tradeoffs. The strategies provide options to assist the city in fulfilling housing needs across the spectrum of different household incomes. The adoption of the HAP by City Council does not mean all the recommendations will all be advanced. The recommended actions will undergo their own process for review, adoption, and engagement.

2021

# CONSTRUCTION PROJECTS



## 1 EVERGREEN ROAD PAVEMENT PRESERVATION

**Timeline:** Summer 2021

This street preservation project will grind and overlay Evergreen Road from Sprague Avenue to Broadway Avenue. The project includes pavement patching, ADA ramp upgrades, and a signal upgrade at the intersection of Broadway and Evergreen.

*Estimated cost: \$1.4 million*

## 2 BROWNS PARK PLAYGROUND & SHELTER

**Timeline:** Begins Spring 2021

This project is the final phase of improvements to be implemented from the Browns Park Master Plan and includes the installation of new playground equipment, along with a small restroom and shelter.

*Estimated cost: \$740,000*

Register to receive road construction  
and traffic updates via email at  
[spokanevalley.org/signup](http://spokanevalley.org/signup)

## 3 APPLEWAY STORMWATER IMPROVEMENTS

**Timeline:** Begins late Summer 2021

This project will improve water quality in the Spokane Valley-Rathdrum Prairie Aquifer through installation of bio-infiltration swales along Appleway Boulevard from Farr Road to University Road.

*Estimated cost: \$1.4 million*

## 4 MULLAN ROAD STREET PRESERVATION

**Timeline:** Summer 2021

Asphalt overlay on Mullan Road from Broadway to Mission Avenue. The project will also improve the traffic signal at the Mullan and Mission intersection.

*Estimated cost: \$2 million*

## 5 PARK ROAD SIDEWALK PROJECT

### Timeline: Summer 2021

A sidewalk will be added to west side of Park Road from Sharp to Mission Ave. and a pedestrian refuge island will be added to the crossing at Park and Cataldo Avenue.

*Estimated cost: \$600,000*

## 6 SULLIVAN ROAD OVERCROSSING DECK REPAIR

### Timeline: Summer 2021

The northbound Sullivan Road overcrossing of the Union Pacific Railroad tracks will be resurfaced.

*Estimated cost: \$300,000*

## 7 BALFOUR PARK FRONTRAGE IMPROVEMENTS

### Timeline: Summer 2021

Herald Road, Main Avenue, Balfour Road will be widened in the block surrounding the future location of a new Library and the Balfour Park expansion. This is across from City Hall just north. It's the 3 other sides of Balfour park and vacant land not counting Sprague Avenue.

*Estimated cost: \$1 million*

## 8 LOCAL ACCESS STREETS PRESERVATION

### Timeline: Summer 2021

Resurfacing select local access streets between Park Road, Fancher Road, Appleway Boulevard and 8th Avenue.

*Estimated cost: \$1 million*

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For questions or comments,  
email [cityhall@spokanevalley.org](mailto:cityhall@spokanevalley.org)  
or call 509.720.5000.

## 9 ARGONNE MONTGOMERY INTERSECTION PROJECT

### Timeline: Summer 2021

This project will reconstruct the intersection between Argonne Road and Montgomery Road with concrete pavement, signal improvements, installation of new stormwater facilities, and updating curb ramps to current ADA standards. Lane restrictions on Argonne will create delays and road closures on Montgomery will occur throughout the project (alternate routes required).

*Estimated cost: \$3 million*

## 10 BARKER ROAD GRADE SEPARATION PROJECT

### Timeline: Cont. Summer-Fall 2021

The Barker Road/BNSF grade separation project will improve safety by replacing the existing at-grade BNSF Railway crossing on Barker Road with an overpass and constructing a roundabout at the Barker Road/Trent Avenue intersection. This will allow for the eventual closure of the Flora Road/BNSF Railway crossing.

*Estimated cost: \$26 million*

## 11 BARKER ROAD WIDENING (SPOKANE RIVER TO EUCLID AVENUE)

### Timeline: Completion May 2021

This project reconstructs Barker Road into a three-lane road from Euclid Avenue to the Spokane River. The project will also install sewer and make improvements to the water main in partnership with Spokane County and Consolidated Irrigation District No. 19.

*Estimated cost: \$2.5 million*

## 12 BARKER ROAD/UNION PACIFIC RAILROAD CROSSING IMPROVEMENTS

### Timeline: Fall 2021 or Summer 2022

Construct a 10-feet-wide multi-use path on Barker Road from the Spokane River to south of Trent Avenue, new curbs, pedestrian ramps and striping and improve the intersection of Euclid and Barker Road. The project will also install sewer and make improvements to the water main in partnership with Spokane County and Consolidated Irrigation District No. 19.

*Estimated cost: \$1.5 million*

## 13 BARKER ROAD HOMES PRESERVATION PROJECT

### Timeline: Spring - Fall 2021

This project is a partnership with Spokane County and will install sewer and repave several streets east of Barker Road between Euclid Avenue and the Spokane River.

*Estimated cost: City (\$1.6 million); Spokane County (\$1.8 million)*

## CITYWIDE REFLECTIVE SIGNAL BACKPLATES

### Spring 2020 - Ongoing

This project involves installing retroreflective signal back plates on traffic signal locations throughout the city.

*Estimated cost: \$180,000*

## CITYWIDE REFLECTIVE SIGN POST PANELS

### Timeline: Spring 2021 – Winter 2022

This project involves installing retroreflective panels on stop and speed limit sign posts at locations throughout the city.

*Estimated cost: \$164,000*

# 2021 Capital Improvement Projects

## PARTNERING TO CREATE NEW COMMUNITY GATHERING SPACES

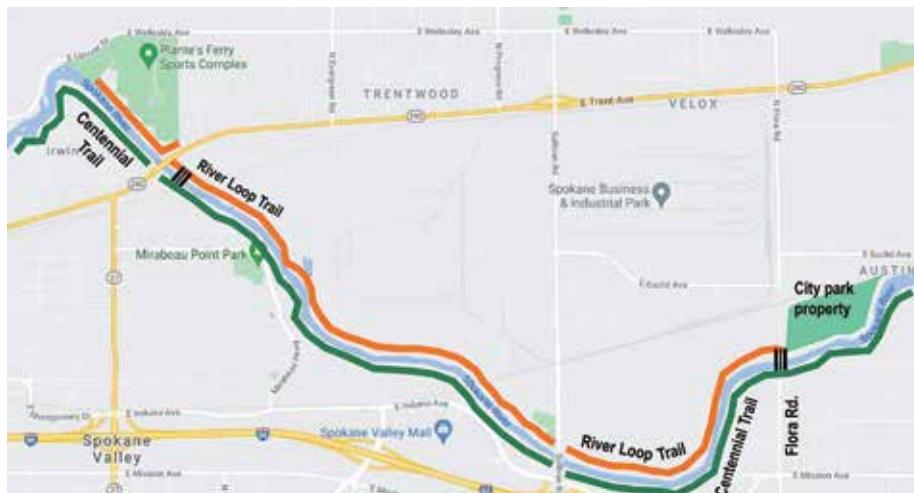
A partnership that began in 2012 between the city and the Spokane County Library District (SCLD) frames the proposed expansion of Balfour Park and a new Spokane Valley library. Residents have long voiced support for revitalizing this portion of the city.

Present-day Balfour Park is located at 105 N. Balfour Road in the northeast corner of the large city block that is across the street from City Hall on Sprague Avenue. This area is the original heart of Spokane Valley and was home to the Valley's first mall and early restaurants and retail shops.

In 2012, SCLD requested that the City purchase the 8.4 acres of vacant land adjacent to the existing Balfour Park. Through an interlocal agreement, in 2013 the city sold 2.8 acres in the southwest corner of the block to SCLD to build a new Spokane Valley Public Library.

That same year, a consultant was engaged to conduct a public process for development of a site "master plan." As a part of this process, a steering committee was established to provide input on the development of the park and library. Three public meetings were held with the final open house in September 2013. The conceptual site plan developed from public input was approved by SCLD's Board of Directors and the Spokane Valley City Council in October 2013.

The city will renew its effort to re-design and expand Balfour Park. The first phase will focus on improving the three streets surrounding the property this summer. Based on the conceptual design, the city will need about \$6 million to renovate and expand Balfour park. Proposed features include a public plaza, and an amphitheater and stage with restrooms and seating for outdoor music and movies; also envisioned are a new picnic shelter; playground, splash pad, sport courts, and pathways.



Future plans include the installation of a crosswalk on Sprague Avenue connecting City Hall and the new park, allowing pedestrians to safely cross the street to get to and from the library park and city hall creating a vibrant downtown campus in the heart of the city. Additional plans will connect the Appleway trail to this new city center.

SCLD has secured funding to begin construction on the site in 2022. The new library will offer meeting and co-working spaces, modern technology, and a seamless integration with the park. The library and park will be a community gathering space allowing the potential for many more programs and events for our residents and visitors.



Artist's rendering of proposed expansion of Balfour Park and a new Spokane Valley library.



## PROPOSED EXPANSION OF FAIR & EXPO CENTER

The City of Spokane Valley and Spokane County are proposing to construct a new 32,300 square-foot conference building at the Fair and Expo Center in Spokane Valley. The building will create additional space and versatility, increasing the ability to attract and support multiple conferences and special events.

An expansion of the Fair and Expo Center aligns with the City of Spokane Valley's economic and tourism strategy. It's also consistent with the Expo Center's 50-year master plan. Features include:

- An additional 16,000-square-foot exhibit hall for trade shows and large events, and 7,800 square feet in smaller conference rooms (2nd floor).
- A 4,000-square-foot, full-service restaurant with indoor and outdoor seating.
- A 2,000-square-foot lobby that welcomes guests and conference attendees.

The expanded facility is estimated to generate \$3.9 million in new visitor spending annually and will provide a new and exciting showpiece for the Fair and Expo Center, which has not experienced any significant investment in more than 15 years. The Fair and Expo Center sits on 97 acres along Spokane Valley's western boundary. Spokane County will provide the land for the new building and the fair and expo staff will maintain, manage, and market it.

The existing Fair and Expo Center is limited to hosting trade show events and lacks the versatility to provide smaller rooms for meetings and conferences. The expansion creates a multi-use facility designed to host events that require both trade show space and small conference rooms; host multiple groups/events at one time through improved dividing and using space; and provides an on-site restaurant for conference attendees or ballpark visitors.

The city estimates the building would cost \$10 million to construct. To date, the city has set aside \$2.9 million in lodging tax proceeds for construction. The city is receiving \$750,000 from the Washington State Legislature in 2021 earmarked for project design costs.

## ← RIVER LOOP TRAIL COULD BRING EXCITING OPTIONS FOR OUTDOOR ENTHUSIASTS

The City of Spokane Valley is developing a conceptual plan to build a five-mile paved trail on the north side of the Spokane River with pedestrian bridges at either end connecting to the existing Centennial Trail, creating a 10-mile loop. The eastern end of the trail would connect to a pedestrian suspension bridge over the Spokane River near Flora Road. The western end of the trail would connect to a pedestrian suspension bridge near the Plante's Ferry Sports Complex. Along the ten-mile loop walkers, runners, and cyclists could access multiple parks, trailheads, and water access points including Sullivan Park, Plante's Ferry, Mirabeau Point Park, and a future park on the newly-acquired 46-acre property at Flora Road. The Spokane Valley River Loop Trail would create an unparalleled recreation corridor centered around 5 miles of the Spokane River with opportunities for whitewater action, fishing, camping, exercise, and solitude in the heart of our city.

The city will apply for state and federal funding to help construct the trail, estimated to cost approximately \$16.5 million.

## BROWNS PARK GETS NEW PLAYGROUND & MORE

New accessible playground equipment along with a small restroom and shelter have been installed at the 8-acre Browns Park, located at 3101 S. Pines Road. This project is the final phase of improvements from the Browns Park Master Plan. Previous phases included 16 sand volleyball courts, basketball court, skate dot, walking path with lighting, large covered shelter, restrooms, and a splash pad. The improvements support the park's ability to host regional volleyball events.

# Paying for Spokane Valley's Streets

## CITY SEEKING PUBLIC INPUT

Visit [spokanevalley.org/pmp](http://spokanevalley.org/pmp)

Our streets belong to all of us. With over 1,000 lane miles covering 1,900 acres of pavement, Spokane Valley's streets are our largest and most expensive asset.

Through the 1990s and early 2000s, Spokane County's septic tank elimination program extended sewer throughout our city, resulting in new asphalt streets for many residents and businesses. Since the City's incorporation in 2003, maintenance and repairs have been prioritized on the arterial streets which are the main routes through our community.

While we've enjoyed having smooth streets, time is not on our side. Our residential streets are aging faster than we can fix them. Although city streets as a whole are in relatively "good" condition today, our neighborhood streets will soon be in a state of disrepair that Spokane Valley streets may begin resembling those at countless other local agencies that have failed to adequately maintain their paved street network. The city currently has streets that are in poor condition (see Figure 1) and without dedicated funding, more streets will fall into this condition. Streets that fall into poor condition require a complete reconstruction, which is more disruptive and costlier (see Figure 2). On average, maintaining a street in good condition can cost six to ten times less than fully reconstructing that same street at a later date.

The city has determined it would cost \$16 million each year to preserve and maintain our street network in the overall good condition it is today. **Since 2011, the city has funded an average of \$8 million per year, or 50% of what is needed to maintain the current levels of service.** Funding for street preservation and maintenance has primarily been used for arterials, with little funding allocated to our neighborhood streets. It wasn't until 2019 that limited funds were directed to neighborhood streets.

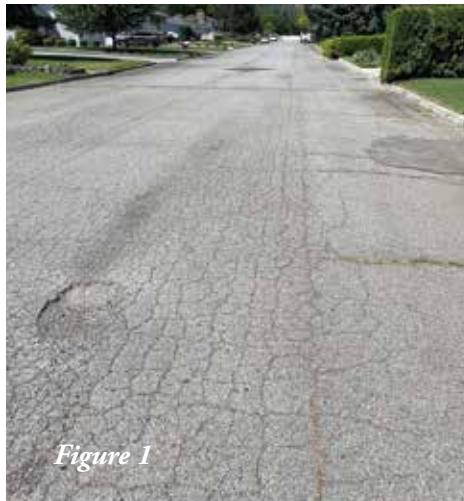


Figure 1



Figure 2

The city has a **Pavement Management Program** that focuses on maximizing available funds to extend the life of our street network. The challenges with implementing a successful program require utilizing all available tools to manage the street network and developing a dedicated and sustainable source to fully fund the program each year.

**The city's Pavement Management Program consists of two elements:**

- **Pavement Preservation** - *Preserving the driving surface (i.e. asphalt) in an acceptable condition over an extended period of time.* This long-term process plans for work over multiple years to restore or improve the existing pavement.

This City spends an average of \$5 million annually on preservation but needs an additional \$5 million annually to construct the additional projects required each year in order to prevent the average condition of neighborhood streets from getting worse.

- **Street Maintenance** - *Maintaining everything else that makes the traffic and street system work.* This includes snow plowing, pothole patching, fixing traffic signs and signals, street sweeping, sidewalk repair, bridge repair, and vegetation control. This involves short-term, reactive work that responds to conflicts that will negatively impact traffic if not fixed.

This City spends an average of \$6 million annually on maintenance but only half, or \$3





# Pavement Management Survey

The city is seeking your input regarding its paved street network. Before completing the survey, please visit [spokanevalley.org/pmp](http://spokanevalley.org/pmp) to review informational videos, program funding challenges, and options. Please select one answer on each question.

## PART 1 – ASSESSING STREET CONDITIONS

1. Regarding your time spent in the City of Spokane Valley, circle all that apply:

I live here    I work here    I do not live or work here

2. How would you describe the current overall pavement condition of Spokane Valley's streets?

Very Poor    Poor    Fair    Good    Excellent

3. Arterial streets (such as Sprague Avenue, Bowdish Road and 4th Avenue) are generally busier with more traffic, including semi-trucks. How would you describe the current overall pavement condition of our arterial streets?

Very Poor    Poor    Fair    Good    Excellent

4. Local access streets (such as Valleyway Avenue or Pierce Road) generally have less traffic and typically serve residential neighborhoods or provide access to businesses. How would you describe the current overall pavement condition of our local access streets?

Very Poor    Poor    Fair    Good    Excellent

5. Given budget constraints, which street type should be prioritized for preservation and maintenance?

Arterials    Local Access    Equal Priority

6. Surface treatments, like chip seals, fog seals, or slurry seals, are regularly used by other local governments in our region to extend the life of a street before it needs a more-costly repair. Should the city start using surface treatments?

Yes    No    Unsure

## PART 2 – FUNDING STREET MAINTENANCE

The City spends about \$8 million per year on pavement preservation and street maintenance. City streets are in relatively "good" condition but will deteriorate without additional funding to support street repair/replacement. An additional \$8 million (for a total of \$16 million) is needed each year to maintain city streets in their current condition. Anything less than an additional \$8 million will only slow the decline of streets.

7. The city should prioritize the Pavement Management Program in its budget planning process.

Strongly Disagree    Disagree    Agree    Strongly Agree

8. The city should limit the Pavement Management Program to current annual spending or less, even though overall street quality will get worse.

Strongly Disagree    Disagree    Agree    Strongly Agree

9. The city should increase the Pavement Management Program's annual spending to complete the needed additional projects that will prevent streets from getting worse.

Strongly Disagree    Disagree    Agree    Strongly Agree

10. The city should reduce other programs or services in its annual budget (such as law enforcement or parks and recreation) to free up additional revenue for the Pavement Management Program.

Strongly Disagree    Disagree    Agree    Strongly Agree

11. The city should consider additional revenue sources for the program that impact motorists using the street network (e.g. vehicle license fee).

Strongly Disagree    Disagree    Agree    Strongly Agree

12. The city should consider additional revenue sources for the program that impact city residents without regard to their use of the street network (e.g. utility or property tax).

Strongly Disagree    Disagree    Agree    Strongly Agree

13. The city should consider additional revenue sources for the program that impact city residents as well as visiting tourists (e.g. retail sales and use tax).

Strongly Disagree    Disagree    Agree    Strongly Agree

14. The city should consider additional revenue sources for the program that pull from all available options to most evenly distribute the cost to everyone.

Strongly Disagree    Disagree    Agree    Strongly Agree

15. The city has provided information on the Street Maintenance Program, including videos, both online and in this magazine. Did you review the information?

Yes    No

16. If yes, how helpful was it when completing this survey?

Very Helpful    Somewhat Helpful    Not Helpful

Please provide your comments on a separate piece of paper and include with your survey in the enclosed postage-paid envelope.

Visit [spokanevalley.org/pmp](http://spokanevalley.org/pmp) to complete the survey online.



# MAYOR'S CORNER



**Ben Wick, MAYOR**  
[bwick@spokanevalley.org](mailto:bwick@spokanevalley.org)

engaging in ways we can safely and successfully open our community to a more normal state. We've also been keeping our eyes on the future, watching for opportunities, and there are a lot of great things going on. We have permitted more in construction value than at any other time in our city's history.

We have made major investments along the Barker Road Corridor. Sparked by the investments in infrastructure by the city, the largest of which is the Barker Road Grade Separation Project at Trent Avenue, which broke ground earlier this year, in an effort to build a railroad overpass and a roundabout to replace the intersection. This project will improve safety, reduce the delays from the train crossing, and also reduce train noise. This has been a priority project for the community even before we became a city. Now it's finally under construction and planned to be completed next year! It's the first grade-separation project in our area since the early 2000's and is breathing life back into the Bridging the Valley concept. It's these types of infrastructure improvements that help make our city competitive to employers looking to potentially locate their businesses here. This project was key to bringing the large Amazon facility, which will bring thousands of new jobs to our community and this region.

While we are excited about the improvements on Barker, we aren't done there. We've been simultaneously working on designs for the Pines Road and Trent Avenue, as well as Sullivan Road and Trent Avenue intersections slated for grade separation and improvement projects. All these projects will improve the flow of freight and lessen the impact on our community.

Likewise, with the realignment of Bigelow Gulch into the north end of Sullivan Road, we are going to open up a new freight corridor connecting the Spokane Valley

While the top news stories seem to continue focusing on the pandemic, at the city, we are

Industrial Park to Spokane's northern industrial area and beyond giving our businesses better opportunities to ship their products, save money by being closer to their supply chain, and ultimately be positioned for success and provide employment for our community members. It's by growing our economy and expanding the tax base that we are able to keep our individual taxes low.

Another key element our city has focused on is working with the hospitality and tourism sectors. We welcome with open arms all the new businesses that recently opened, such as the new Tru By Hilton Hotel in the Mirabeau area, the new Olive Garden at the Valley Mall, SmokeRidge BBQ on Sprague Avenue, and Hummingbird, an eclectic gift store on the eastern edge of our city. While it's this sector that's struggling the most through the pandemic's restrictions, we have opportunities to help them as well. More than six years ago we started analyzing how we can provide more opportunities for the tourism and hospitality community. From that work we identified a number of projects which we are making progress on. In an effort to host more events and festivals, the city invested over \$2 million into an expansion at the CenterPlace Regional Event Center, creating a West Lawn Plaza which now has the amenities needed to host events again.

Similarly, we have always recognized the potential of the Fair and Expo Center / Baseball Stadium for what it has been and could do for our region. Gaining some priority based on grant opportunities available in response to the pandemic, we have been working with Spokane County and our state partners to put forward a proposal to construct a new 32,000+ square foot building and new focal point for the Fair and Expo Center, while providing additional space and a restaurant opportunity to transform the impact that facility will have on our community. A big thank you to Senator Padden and our legislators for helping secure the state capital budget grant to get the project off the

# ...we have many great opportunities to keep our city moving forward.”

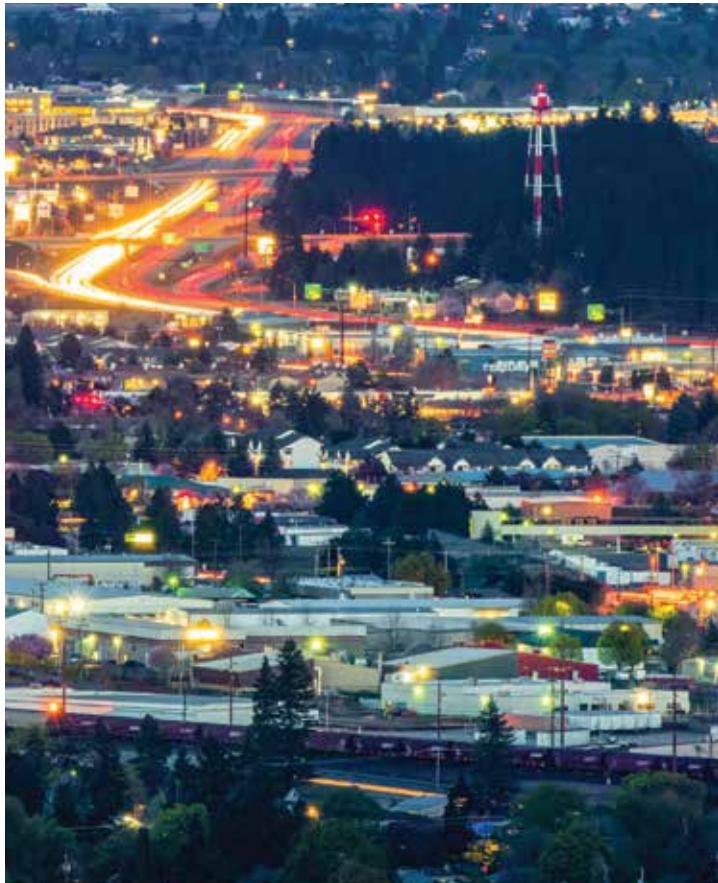
ground. The building will go through design in 2021 with plans to be ready for construction as early as 2022.

We recognize the potential impact recreation, specifically recreation surrounding the river, could have on our economy. In 2020, an opportunity came up for Spokane Valley to procure 45 acres of property that adjoins 20 acres of Washington state land and the Spokane River. We saw the potential for something great and acquired the property. While we look forward to hearing from our citizens what you might want to see in these spaces, it has already inspired a concept which we are calling the Spokane Valley River Loop Trail

and a project where we would build a Centennial Trail-like facility on the north bank of the Spokane River with two pedestrian bridges to connect the trails, creating a 10-mile loop trail within our city.

As you can see, we have many great opportunities to keep our city moving forward. These projects need your input and we want your involvement. If you would like to provide your feedback on these projects or anything else city related, we are here to listen and serve you. Please reach out!

*Ben Wick*



## **Spokane Valley** — 2021 — **STATE OF THE** **CITY**

**July 21 | Noon - 1:00pm**  
**CenterPlace Regional Event Center**

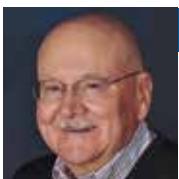
# City Council & Administration

Your Spokane Valley mayor and councilmembers value the opportunity to hear from you directly, and want you to know they are just an email or phone call away when you need to discuss city government or legislation. To email the entire council, send to: [citycouncil@spokanevalley.org](mailto:citycouncil@spokanevalley.org)



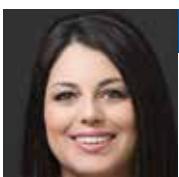
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**City of Spokane Valley administration** are committed to providing excellent customer service. They want to hear from you anytime you have questions, comments, or concerns regarding legislative policy or city operations and services.

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[spokanevalley.org](http://spokanevalley.org)

## WASTE MANAGEMENT TRANSFER STATION

Spokane Valley University  
Road Transfer Station  
2405 N. University Road  
509.924.5678  
[spokanevalley.org/solidwaste](http://spokanevalley.org/solidwaste)

# Recycling: Curbing Contamination



Imagine you're at your favorite grocery store to buy something in bulk. You walk down the aisle, find the bin, fill up your bag and then, anxious to get home, you go to pay. But, as you are handing the bag to the cashier you notice something isn't right. You open the bag, look inside and find garbage mixed in. Yuck. How would you feel? What would you think? That is what's happening with recycling in Spokane Valley.

But, the city is working on a plan.

## RECYCLING IS VITAL

Recycling is someone turning select trash into new, usable products.

According to RCW 70A.240.010, recycling can provide many benefits, it "reduces greenhouse gas emissions, conserves energy and landfill space, provides jobs and valuable feedstock materials\* to industry, promotes health, and protects the environment." The city provides recycling services through curbside pickup by Waste Management and at the Sunshine Transfer Station on University Road.

What many people don't realize, is that recycling's effectiveness and cost largely depend on the quality of the materials being put into the recycle cart. Clean, dry, allowable, and marketable materials are processed efficiently with little waste and are desired by manufacturers. Contaminated materials are not.

## CONTAMINATION: RECYCLING'S ILLNESS

Contamination is anything put into the recycling carts that is not supposed to be there.

Lists of material that should be in the container can be found in the City's Solid Waste Management Plan and at the websites of Waste Management ([wmnorthwest.com/spokanevalley](http://wmnorthwest.com/spokanevalley)) and Sunshine Disposal ([sunshinedisposal.com](http://sunshinedisposal.com)). Items include some plastics (bottles, tubs), paper, cardboard, and cans. These are items we know recyclers and manufacturers want to buy as material to make their products.

Contamination includes unwanted clean items such as clothes, plastic film and bags, garden hoses, wire or Styrofoam, as well as garbage such as batteries, paint, food waste, or dirty diapers.

## SOME IMPACTS OF CONTAMINATION ARE:

- Creates unsafe working conditions
- Increases the cost of processing materials (which may increase collection costs) as the contamination has to be picked out of the good material and disposed of
- The garbage in recycling gets the good items dirty so then they have to be thrown away
- Contamination that is missed ends up in the material that manufacturers buy, thus reducing the recyclable's value and marketability.

So, would you want to waste your money buying something at the grocery store with garbage in it? No. And neither do the buyers of recycled materials.

## HELP IS ON THE WAY

To combat contamination, the City has developed a Contamination Reduction and Outreach Plan (CROP) as required by RCW 70A.205.045. The CROP was presented to and approved by City Council and then added to the City's Solid Waste Management Plan.

\* Feedstock is the material created from waste that goes into making new products.

# SUMMER EVENTS

## FREE SUMMER MEAL PROGRAM

The annual free summer meal program began Monday, June 21 and runs every Monday through Thursday, ending on Thursday, August 19. Any child through age 18 is eligible! Grab and Go Meals will be available at:

- Edgecliff Park: 11 a.m. - 11:30 a.m.
- Valley Mission Park: 11:15 a.m. - 11:45 a.m.
- Terrace View Park: 11:30 a.m. - 12 p.m.

Free summer meals are provided by the East Valley School District along with to-go activity kits.

## ADVENTURES PLANNED FOR DAY CAMPS

The city has made exciting plans for Summer Day Camp! Fun, creative, memorable and safe activities for kids ages 6-11. Themed camps include Color Battles, Hawaiian Vacations, Western Week, Science Week, and Summer Olympics. Visit [spokanevalley.org/summerdaycamp](http://spokanevalley.org/summerdaycamp) for more information.

## DRIVE-IN MOVIES RETURN!

Join us for two drive-in movies at Valley Mission Park! *The Karate Kid* on July 23 and *Cars* on August 6. These movies are sponsored in part by WSECU. A \$5 per vehicle registration fee is required to attend. Registration will open two weeks prior to each movie. Visit [spokanevalley.org/driveinmovies](http://spokanevalley.org/driveinmovies) for more details.

## SUMMER AQUATICS UPDATE

City pools will operate this summer in a limited capacity due to COVID-19 related guidelines and limited staff. The city owns and operates three seasonal outdoor pools and contracts with the Spokane Valley YMCA to operate and maintain the pools. Pools will operate on a two-week rotating schedule. Pre-registration is required either online at [spokanevalley.org/pools](http://spokanevalley.org/pools) or by phone at 720-5200. Reservations will be available 7 days prior to the start of each session. Open swim remains only \$1 per person.

## Parks & Rec Updates



Scan the QR code to visit [spokanevalley.org/recreation](http://spokanevalley.org/recreation) for up-to-date information on all city parks and recreation programs.



## CYCLE CELEBRATION

The annual Cycle Celebration is planned for Sunday, July 25!

Get more information and sign up online at [cyclecelebration.com](http://cyclecelebration.com). Riders can choose from a 10-mile "family friendly route" that begins at 9:30 a.m. and follows the Centennial Trail to the Barker trailhead and back, a 25-mile "Adventure route" that starts at 9 a.m. and travels mostly south of Spokane

Valley, and the 50-mile "Hills around the valley" begins at 8 a.m. and offers cyclists a loop ride as far north as Mead with a few challenging hills along the way.

All rides start at the Centennial trailhead across from Mirabeau Point Park in Spokane Valley. After the ride, cyclists will be able to pick up a box lunch. Register before July 12, and receive a box lunch provided by Brothers Pizza and an event t-shirt. Riders 12 and under are free when accompanied by a participating rider.



## VALLEYFEST

Valleyfest is Spokane Valley's premier three-day community festival held September 24-26. Valleyfest brings the community together through a variety of events for all ages. Held at Mirabeau Point Park, Plantes Ferry Sports Complex, and the CenterPlace Regional Event Center, Valleyfest features a Friday night parade, live entertainment, a classic car show, a festive atmosphere with food and activities for the entire family, and individual and team fitness events.



The athletic events include a 5k and 10k fun run, a duathlon (run/bike/run), and a triathlon (which includes an opening leg on watercraft like a kayak or canoe) and then a bike ride and run.

A Multicultural Event is scheduled for Sunday, September 26. Visit [valleyfest.org](http://valleyfest.org) to learn more about this event and all the other Valleyfest activities.

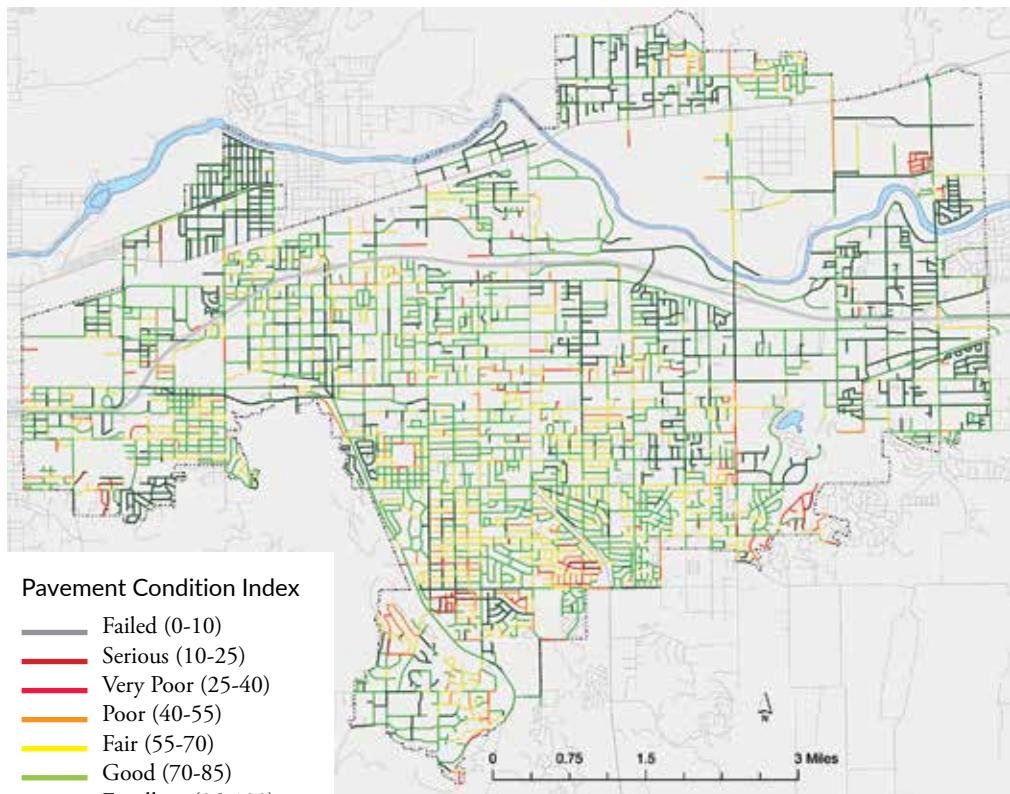


## SPOKANE INDIANS INTRODUCE EXTENDED SEASON

The Spokane Indians regular baseball season, began on May 4 and includes an extended 120-game season, with 60 games at Avista Stadium. The Indians will face one team each week in a six-game series, starting on Tuesday and ending on Sunday. Monday has been designated a travel day across the league.

There will be no playoffs and the last home game is scheduled for September 5. Under current guidelines, 25% capacity is allowed in Avista Stadium. For up-to-date ticket information, visit [spokaneindians.com](http://spokaneindians.com).

million, is funded through a reliable, long-term funding source. The remaining \$3 million comes from annual reserve fund transfers that pull money from other City capital project priorities such as grade separating key intersections that cross the BNSF railroad tracks, new economic development initiatives, or needed improvements to city parks. If reserve fund transfers are not available due to economic downturns, maintenance services may be cut from the program until funds becomes available.



The city has developed a map (above) that illustrates that a majority of city streets are in relatively good condition identified by light green and yellow lines. Dark green streets are in excellent condition, while red and maroon streets are considered in very poor shape. Since the majority of funding is dedicated to keeping high use arterials in good shape, limited funding remains for local roads.

In March of this year, City Council created the Streets Sustainability Committee to help identify options for the long-term sustainability of the Pavement Management Program. The committee was formed with 23 individuals representing a variety of sectors: transportation, utilities, social services, education, freight, businesses, and citizen

representatives. In April, the committee began meeting monthly. It is tasked with:

- Evaluating citizens' interest and support for maintaining city streets and suggesting pavement condition goals
- Identifying the choice for maintaining streets, types of treatments used, and long-term levels of service
- Investigating current revenues and potential future funding sources for maintaining city streets at the recommended level of service

The city has developed a website ([spokanevalley.org/pmp](http://spokanevalley.org/pmp)) and prepared a series of videos to inform the committee and the general public about the pavement management program and our funding challenges. Throughout the remainder of this year, public workshops will be held and community surveys (see page 11) conducted to receive feedback from city residents. The information gathered will be presented to City Council. To learn more about the Streets Sustainability Committee visit [spokanevalley.org/streetscommittee](http://spokanevalley.org/streetscommittee).

In the city's efforts to inform residents of our Pavement Management Program and share the financial considerations needed to create a sustainable

plan, the city has developed a survey. Please complete either online at [spokanevalley.org/pmp](http://spokanevalley.org/pmp) or fill out the print version on page 11 and enclose in the postage-paid envelope attached to the same page. To receive emails on this topic, visit [spokanevalley.org/signup](http://spokanevalley.org/signup) and check the box for "Sustainable Streets" and click "Sign Up". For questions, email [StreetSolutions@spokanevalley.org](mailto:StreetSolutions@spokanevalley.org).

Thank you for taking the time to learn more about this important topic and for completing the survey!



Scan the QR code to visit [spokanevalley.org/pmp](http://spokanevalley.org/pmp) and complete the survey online.

# Spokane Valley's Friday Night Farmers Market Open for the Summer

The Spokane Valley Farmers Market is open every Friday beginning June 4 and running through September 17. This year the market will again be located outside of the CenterPlace Regional Event Center and on at least four Fridays will expand onto the new West Lawn Plaza with multiple food trucks and live music.

## THE MARKET IS IMPLEMENTING A SERIES OF MEASURES INCLUDING:

- The layout of the market will be modified to increase space between vendors
- Live music is back with musicians physically distant from vendors and customers
- Essential vendors are invited back with an impressive and diverse group of never-before-seen vendors
- There will be no tables or seating options available – Bring your own picnic blankets, lawn chairs, etc.
- Extra handwashing stations, sanitizer, and signage will be provided
- Public restrooms will be available at Discovery Playground as well as a portable toilet near the market and at the Mirabeau Springs trailhead
- Only two food trucks per week, with plenty of space between each truck
- Vendors will bag all products and avoid putting out high touch items
- A zero-tolerance policy on sick workers by eliminating cancellation fees so the sick stay home

Food Truck Nights include seven different food trucks and are scheduled for July 9, August 6 and September 3. Artisan Crafters are back this year, including jewelry, woodworks, photography, henna art, pottery, and more.

Farmers markets are part of the Food and Agriculture's essential workforce, which includes grocery stores, food banks, farm and produce stands and food establishments. The Spokane Valley Farmers Market will operate in compliance with public health directives, providing a vital link between neighbors needing healthy food and hundreds of Washington farmers and food producers. The focus is to keep vendors and attendees safe, while supporting this vital economic and community activity.



## TO KEEP THE MARKET SAFE, VISITORS NEED TO DO THEIR PART:

- Let the vendors select and bag items
- Stay connected - Follow the market and vendors on social media to see what's in season
- Electronic payments - Use credit/debit cards, digital payments or exact change
- Good habits - Use face coverings and keep your distance from others
- If sick, stay home - Do not attend if unwell

LEARN MORE AT  
[spokanevalleyfarmersmarket.org](http://spokanevalleyfarmersmarket.org)

City of Spokane Valley  
10210 E. Sprague Avenue  
Spokane Valley, WA 99206

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days a week.

# SVexpress

## A TOOL FOR CITIZENS TO REPORT THEIR CONCERNs AND HELP KEEP OUR CITY CLEAN AND SAFE

SVexpress is a service that is available on the city's website or in a mobile app that allows citizens to report a concern to the City of Spokane Valley and request assistance.

Common issues that are reported include downed street signs, potholes, overgrown vegetation, plugged drains, illegal graffiti or dumping of trash.

When a concern is reported, SVexpress assigns the case to the appropriate city department for processing. The system allows city staff to communicate by email to the citizen that reported the concern after the issue has been corrected or resolved.

Citizens can submit a request for assistance through SVexpress 24 hours a day, seven days a week. However, the request will only be processed during regular city business hours.

Citizens should not use SVexpress to report an emergency, but rather dial 911. For non-emergency crimes call Crime Check at 509.456.2233.

Through SVexpress, citizens can take an active role in ensuring their city streets, pathways and parks are clean and safe.

### HOW TO REPORT A CONCERN

-  Report it with SVexpress online at [spokanevalley.org/311](http://spokanevalley.org/311)
-  Download the SVexpress mobile app on iOS or Android. Submitted requests are monitored during business hours.
-  Call the city at 509.720.5000